



Office of the Washington State Auditor
Pat McCarthy

Financial Statements and Federal Single Audit Report

Port of Tacoma

Pierce County

For the period January 1, 2015 through December 31, 2016

Published September 25, 2017

Report No. 1019748





Office of the Washington State Auditor
Pat McCarthy

September 25, 2017

Board of Commissioners
Port of Tacoma
Tacoma, Washington

Report on Financial Statements and Federal Single Audit

Please find attached our report on the Port of Tacoma's financial statements and compliance with federal laws and regulations.

We are issuing this report in order to provide information on the Port's financial condition.

Sincerely,

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

Pat McCarthy
State Auditor
Olympia, WA

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SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Port of Tacoma

Pierce County

January 1, 2016 through December 31, 2016

SECTION I – SUMMARY OF AUDITOR’S RESULTS

The results of our audit of the Port of Tacoma are summarized below in accordance with Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Financial Statements

We issued an unmodified opinion on the fair presentation of the financial statements of the Enterprise Fund and the aggregate remaining fund information in accordance with accounting principles generally accepted in the United States of America (GAAP).

Internal Control over Financial Reporting:

- *Significant Deficiencies:* We identified deficiencies in the design or operation of internal control over financial reporting that we consider to be significant deficiencies.
- *Material Weaknesses:* We identified no deficiencies that we consider to be material weaknesses.

We noted no instances of noncompliance that were material to the financial statements of the Port.

Federal Awards

Internal Control over Major Programs:

- *Significant Deficiencies:* We reported no deficiencies in the design or operation of internal control over major federal programs that we consider to be significant deficiencies.
- *Material Weaknesses:* We identified no deficiencies that we consider to be material weaknesses.

We issued an unmodified opinion on the Port's compliance with requirements applicable to its major federal program.

We reported no findings that are required to be disclosed in accordance with 2 CFR 200.516(a).

Identification of Major Federal Programs:

The following program was selected as a major program in our audit of compliance in accordance with the Uniform Guidance.

<u>CFDA No.</u>	<u>Program or Cluster Title</u>
66.039	National Clean Diesel Emissions Reduction Program

The dollar threshold used to distinguish between Type A and Type B programs, as prescribed by the Uniform Guidance, was \$750,000.

The Port did not qualify as a low-risk auditee under the Uniform Guidance.

SECTION II – FINANCIAL STATEMENT FINDINGS

See finding 2016-001.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None reported.

SCHEDULE OF AUDIT FINDINGS AND RESPONSES

Port of Tacoma Pierce County January 1, 2015 through December 31, 2016

2016-001 The Port's internal controls over financial statement preparation were inadequate to ensure accurate and complete reporting.

Background

Port management is responsible for designing, implementing and maintaining internal controls to ensure financial statements are fairly presented and to provide reasonable assurance regarding the reliability of financial reporting. The Port prepares its financial statements in accordance with generally accepted accounting principles (GAAP) as prescribed by the *Budgeting, Accounting and Reporting System (BARS) Manual*.

Our audit identified a significant deficiency in controls over financial reporting that hindered the Port's ability to produce reliable financial statements.

Government Auditing Standards requires the auditor to communicate significant deficiencies, defined in the Applicable Laws and Regulations section below, as a finding.

Description of Condition

During the review of the Port's financial statements and accompanying footnotes, we identified several errors related to the disclosure of contractual commitments into which the Port of Tacoma has entered.

Cause of Condition

The Port does not use software that was designed for the purpose of tracking contract commitments, so the process requires manual inputs into a commitment schedule to report the appropriate commitment balance.

Effect of Condition

The Port's original schedule of contract commitments underreported the outstanding commitments by about \$7.3 million. The Port corrected the schedule before issuing the financial statements and disclosed the correct contract commitment amount.

Recommendations

We recommend the Port perform a more detailed review of manual inputs to ensure accurate financial reporting.

Port's Response

It is important to note that the commitment schedule was corrected before the financial statements were issued, so the contract commitments disclosed in the notes to the financial statements were accurate.

The Port has reviewed and re-trained staff on our commitment tracking processes and the related systems and reports. The Port has also introduced an additional reconciliation that compares the outstanding amounts of each contract to the commitment report quarterly.

Auditor's Remarks

We appreciate the timely actions taken by Port staff during the audit to improve reporting accuracy. Port staff were very helpful during the audit process. We will review these changes during our next audit.

Applicable Laws and Regulations

Government Auditing Standards, December 2011 Revision, paragraph 4.23 establishes reporting requirements related to significant deficiencies or material weaknesses in internal control, instances of fraud or abuse, and noncompliance with provisions of law, regulations, contracts, or grant agreements.

The American Institute of Certified Public Accountants defines significant deficiencies and material weaknesses in its *Codification of Statements on Auditing Standards*, section 265, Communicating Internal Controls Related Matter Identified in an Audit, paragraph 7.

RCW 43.09.200 Local government accounting – Uniform system of accounting, requires the state auditor to prescribe the system of accounting and reporting for all local governments.

The *Budgeting, Accounting, and Reporting System (BARS) Manual*, 3.1.3, Internal Control, requires each local government to establish and maintain an effective system of internal controls that provides reasonable assurance that the government will achieve its objectives.

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND
OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH
GOVERNMENT AUDITING STANDARDS**

**Port of Tacoma
Pierce County
January 1, 2015 through December 31, 2016**

Board of Commissioners
Port of Tacoma
Tacoma, Washington

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the Enterprise Fund and the aggregate remaining fund information of the Port of Tacoma, Pierce County, Washington, as of and for the years ended December 31, 2016 and 2015, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements, and have issued our report thereon dated September 19, 2017.

INTERNAL CONTROL OVER FINANCIAL REPORTING

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We did identify certain deficiencies in internal control, described in the accompanying Schedule of Audit Findings and Responses as Finding 2016-001 that we consider to be significant deficiencies.

COMPLIANCE AND OTHER MATTERS

As part of obtaining reasonable assurance about whether the Port's financial statements are free from material misstatement, we performed tests of the Port's compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion.

The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

PORT'S RESPONSE TO FINDINGS

The Port's response to the findings identified in our audit is described in the accompanying Schedule of Audit Findings and Responses. The Port's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

PURPOSE OF THIS REPORT

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

this report is a matter of public record and its distribution is not limited. It also serves to disseminate information to the public as a reporting tool to help citizens assess government operations.

A handwritten signature in black ink that reads "Pat McCarthy". The signature is written in a cursive style with a large, stylized "P" and "M".

Pat McCarthy

State Auditor

Olympia, WA

September 19, 2017

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
EACH MAJOR FEDERAL PROGRAM AND REPORT ON
INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE
WITH THE UNIFORM GUIDANCE**

**Port of Tacoma
Pierce County
January 1, 2016 through December 31, 2016**

Board of Commissioners
Port of Tacoma
Tacoma, Washington

**REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL
PROGRAM**

We have audited the compliance of the Port of Tacoma, Pierce County, Washington, with the types of compliance requirements described in the U.S. *Office of Management and Budget (OMB) Compliance Supplement* that could have a direct and material effect on each of the Port's major federal programs for the year ended December 31, 2016. The Port's major federal programs are identified in the accompanying Schedule of Findings and Questioned Costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Port's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 *U.S. Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal

program occurred. An audit includes examining, on a test basis, evidence about the Port's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination on the Port's compliance.

Opinion on Each Major Federal Program

In our opinion, the Port complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2016.

REPORT ON INTERNAL CONTROL OVER COMPLIANCE

Management of the Port is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Port's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program in order to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Port's internal control over compliance.

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

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal

control that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Purpose of this Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose. However, this report is a matter of public record and its distribution is not limited. It also serves to disseminate information to the public as a reporting tool to help citizens assess government operations.

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Pat McCarthy

State Auditor

Olympia, WA

September 19, 2017

INDEPENDENT AUDITOR'S REPORT ON FINANCIAL STATEMENTS

Port of Tacoma Pierce County January 1, 2015 through December 31, 2016

Board of Commissioners
Port of Tacoma
Tacoma, Washington

REPORT ON THE FINANCIAL STATEMENTS

We have audited the accompanying financial statements of the Enterprise Fund and the aggregate remaining fund information of the Port of Tacoma, Pierce County, Washington, as of and for the years ended December 31, 2016 and 2015, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements as listed on page 17.

Management's Responsibility 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; this includes 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.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial

statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Port's preparation and fair presentation of the financial statements 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, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Enterprise Fund and the aggregate remaining fund information of the Port of Tacoma, as of December 31, 2016 and 2015, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

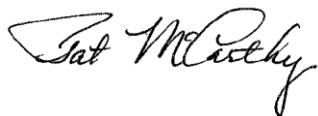
Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 18 through 21, pension plan information on page 43 and information on postemployment benefits other than pensions on page 44 be presented to supplement the basic financial statements. Such information, 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.

Supplementary and Other Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Port's basic financial statements. The accompanying Schedule of Expenditures of Federal Awards is presented for purposes of additional analysis as required by Title 2 *U.S. Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). This schedule is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

OTHER REPORTING REQUIRED BY GOVERNMENT AUDITING STANDARDS

In accordance with *Government Auditing Standards*, we have also issued our report dated September 19, 2017 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. 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.

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Pat McCarthy

State Auditor

Olympia, WA

September 19, 2017

FINANCIAL SECTION

**Port of Tacoma
Pierce County
January 1, 2015 through December 31, 2016**

REQUIRED SUPPLEMENTARY INFORMATION

Management's Discussion and Analysis – 2016 and 2015

BASIC FINANCIAL STATEMENTS

Enterprise Fund Statements of Net Position – 2016 and 2015

Enterprise Fund Statements of Revenues, Expenses and Changes in Net Position – 2016 and 2015

Enterprise Fund Statements of Cash Flows – 2016 and 2015

Post-employment Healthcare Benefits Trust Fund Statements of Net Position — 2016 and 2015

Post-employment Healthcare Benefits Trust Fund Statements of Changes in Net Position — 2016 and 2015

Notes to Financial Statements – 2016 and 2015

REQUIRED SUPPLEMENTARY INFORMATION

Enterprise Fund Schedule of Port of Tacoma's Share of Net Pension Asset/ Liability (NPA/NPL) – PERS Plan 1 and PERS Plan 2/3

Post-Employment Health Care Trust Fund - Funded Status of the Plan

Post-Employment Health Care Trust Fund - Schedule of Employer Contributions

SUPPLEMENTARY AND OTHER INFORMATION

Schedule of Expenditures of Federal Awards – 2016 and 2015

Notes to the Schedule of Expenditures of Federal Awards – 2016 and 2015

Management's Discussion and Analysis

Years ended December 31, 2016 and 2015

INTRODUCTION

The Port of Tacoma's (the Port) Management Discussion and Analysis (MD&A) of financial activities and performance introduces the Port's 2016 and 2015 financial statements, which include the Enterprise Fund as well as the Post-Employment Health Care Benefits Trust Fund. Port management prepared this MD&A and readers should consider it in conjunction with the financial statements and the notes thereto.

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

The notes are essential to a full understanding of the data contained in the financial statements. This report also presents certain required supplementary information regarding capital assets and long-term debt activity, including commitments made for capital expenditures.

OVERVIEW OF THE FINANCIAL STATEMENTS

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

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

The Port adopted joint venture accounting in 2016 due to the formation of The Northwest Seaport Alliance and the Port's 50 percent investment in the joint venture. Additional information is presented in the following paragraphs, in Note 1, Summary of Accounting Policies and in Note 17.

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

Formation of The Northwest Seaport Alliance

The ports of Seattle and Tacoma (home ports) joined forces in August, 2015 to unify management of marine cargo facilities and business to strengthen the Puget Sound gateway and attract more marine cargo and jobs to the region by creating The Northwest Seaport Alliance (NWSA).

The NWSA is a special purpose governmental entity established as a Port Development Authority (PDA), similar to Public Development Authorities formed by cities and counties. The PDA is governed by the two ports as equal members (each a Managing Member and collectively, Managing Members) with each port acting through its elected commissioners. As approved, the charter for the NWSA (Charter) may be amended only by mutual agreement of the Managing Members. Each port will remain a separate legal entity, independently governed by its own elected commissioners.

Memberships Interests

The home ports made an initial contribution of certain cargo terminals and related marine cargo business activities to the NWSA through license agreements (Licensed Properties). Under these agreements, the NWSA was charged with managing the properties as an agent on behalf of the Managing Members. The initial contribution of each home port to the NWSA was 50 percent (based on the value of the contributed facilities using cash flow forecasts for each parcel that went to the NWSA) with a revaluation review at the end of 2017. The revaluation review is to determine if material changes in cash flows from the Licensed Properties have occurred since the initial valuation. A change in the valuation of the cash flow forecasts of these facilities could result in a change in Membership Interests. The Managing Members shall approve any change in Membership Interest by vote, to include provision for addressing any change to distributions and allocations as a result of the change in Membership Interest. Changes in Membership Interest do not affect a Managing Member's voting rights under the Charter, as votes are not weighted by or otherwise determined by Membership Interest.

Financial Framework

The NWSA intends to support the credit profiles of both home ports, and its financial framework will preserve both ports' commitment to financial strength and fiscal stewardship. The NWSA distributes cash to each home port based on cash flow from operations, calculated pursuant to Generally Accepted Accounting Principles. Cash distributions are to be made no less than quarterly based on each home port's percentage of total shares.

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

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

With respect to bonds of each home port that were outstanding at the time of the formation of the NWSA, the Managing Members shall establish and maintain a requirement for the NWSA to calculate and establish a minimum level of net income from the NWSA equal to the amount required for the home ports to meet their bond rate covenants in effect at the time of formation of the NWSA (Bond Income Calculation). The Managing Members shall require the Bond Income Calculation to be reviewed annually as part of the NWSA budget process and the Managing Members may adjust the Bond Income Calculation so long as it does not cause any home port to fail to comply with its rate covenant in effect at the time of formation of the NWSA. The NWSA may not take any action that reasonably would reduce NWSA income below the minimum level established by the Bond Income Calculation unless each Managing Member separately votes to approve that action. Such a vote by each Managing Member must occur even if the action is within the CEO's delegated authority. The Bond Income Calculation is subject to adjustment, including reductions from payment or refunding of bonds outstanding at the time of the formation of the NWSA.

Initial Funding

Each home port provided an initial contribution for working capital of \$25.5 million, for a total initial funding of \$51 million. Working capital cannot be redirected to fund capital construction as defined in the Charter.

Future funding needs will be evaluated during the annual budget process or if the working capital reserve should decline below a target minimum established by the Managing Members. Managing Members each must vote affirmatively to approve additional working capital contributions.

Each home port provided an initial capital construction contribution of \$13.5 million (totaling \$27 million), equal to the budgeted capital improvement plan cash flow needs for 2016. The Port of Tacoma and the Port of Seattle also provided \$8.9 million and \$7.9 million, respectively in noncash construction in process for capital projects that started in the home ports and will be completed by NWSA.

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

FINANCIAL POSITION SUMMARY — ENTERPRISE FUND

The statements of net position present the financial position of the Enterprise Fund of the Port. The statements include all of the Port's assets and liabilities of the Enterprise Fund. Net position serves as an indicator of the Port's financial position. The Port's current assets consist primarily of cash, investments and accounts receivable. A summarized comparison of the Port's Enterprise Fund assets, liabilities and net position at the close of calendar year-end follows (dollars in thousands):

* Net Position for 2014 has been adjusted to reflect the adoption of GASB 68.

Statements of Net Position (dollars in thousands):				
	2016	2015	2014* (Restated)	
Current assets	\$204,255	\$238,301	\$220,235	
Capital assets, net	956,265	956,323	966,813	
Long-term investments	90,826	9,429	9,230	
Investment in Joint Venture	66,077	---	---	
Other assets	43,229	45,891	45,586	
Total assets	\$1,340,652	\$1,249,944	\$1,241,864	
Deferred outflows of resources	\$75,651	\$87,764	\$88,470	
Current liabilities	\$67,024	\$114,938	\$111,270	
Long-term debt, net	675,481	563,710	578,031	
Other long-term liabilities	135,943	152,815	150,968	
Total liabilities	\$878,448	\$831,463	\$840,269	
Deferred inflows of resources	\$551	\$3,040	\$6,697	
Net investment in capital assets	\$306,879	\$302,092	\$299,404	
Restricted — bond reserves	13,077	9,429	9,230	
Unrestricted	217,348	191,684	174,734	
Total net position	\$537,304	\$503,205	\$483,368	

*Net Position for 2014 has been adjusted to reflect the adoption of GASB 68.

The Port's total net position increased by \$34.1 million and 6.7 percent over the prior year to \$537.3 million at December 31, 2016. Of this amount, \$306.9 million is the net investment in capital assets, \$13.1 million is restricted for bond reserves and \$217.3 million is unrestricted and can be used to finance operating activities.

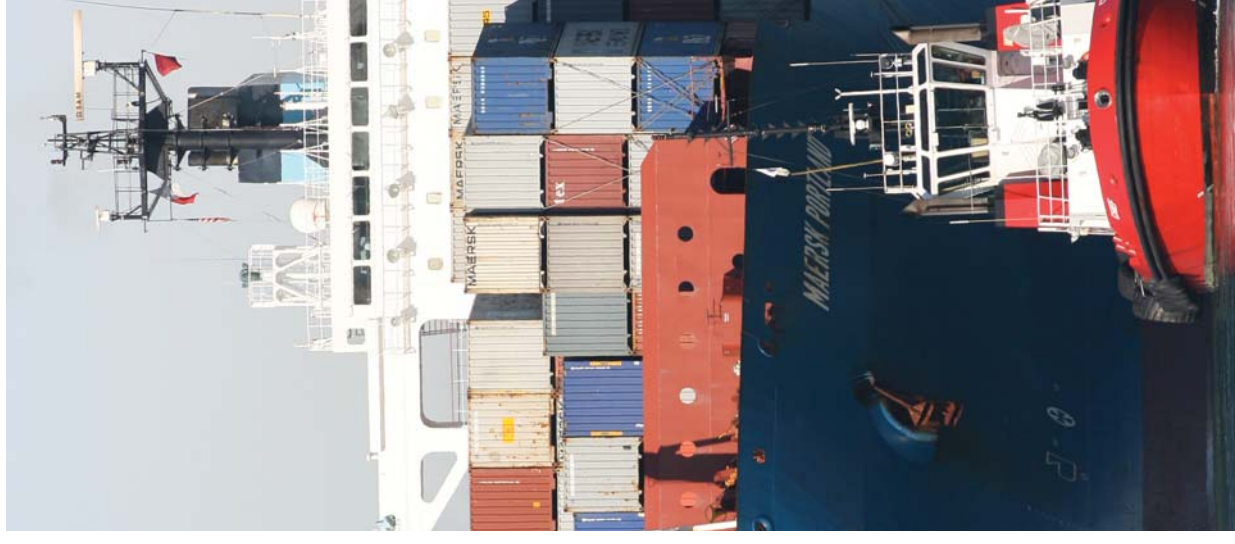
The Port's net investment in capital assets represents infrastructure and capital assets for Port terminal and real estate facilities. In 2016, the net investment in capital assets increased by \$4.8 million due primarily to a net decrease in outstanding debt (net of unspent proceeds from the 2016 Revenue Bonds series 2016B) of \$20.0 million and a \$24.8 million decrease in net capital assets attributable to normal depreciation.

The Port's total net position increased by \$19.8 million and 4.1 percent over the prior year to \$503.2 million at December 31, 2015. Of this amount, \$302.1 million is the net investment in capital assets, \$9.4 million is restricted for bond reserves and \$191.7 million is unrestricted and can be used to finance operating activities.

In 2015, the net investment in capital assets increased by \$2.7 million due primarily to a net decrease in outstanding debt of approximately \$13.2 million and a \$10.5 million decrease in net capital assets attributable to asset impairments at Pier 24/25 and on property on the Hylebos Peninsula of \$5.3 million and normal depreciation.

Restricted components of net assets at December 31, 2016, 2015, and 2014, of \$13.1, \$9.4 and \$9.2 million, respectively, are required reserves for the 2016 and 2005 revenue bonds held in restricted investments.

The change in net position is an indicator of whether the overall fiscal condition of the Enterprise Fund has improved or worsened during the year. The following summary compares operating results for 2016, 2015 and 2014.



Statements of Revenues, Expenses and Changes in Net Position (dollars in thousands)			
	2016	2015	2014* (Restated)
Operating income:			
Operating revenues	\$23,545	\$143,987	\$134,322
Joint Venture income	61,584	---	---
Total	\$85,129	\$143,897	\$134,322
Operating expenses	42,956	104,611	112,716
Total operating income	\$42,173	\$39,286	\$21,606
Non-operating revenues (expenses):			
Ad valorem tax revenues	14,972	14,198	13,083
Interest on general obligation bonds	(7,609)	(8,759)	(9,000)
Net ad valorem tax revenues	7,363	5,439	4,083
Interest income	\$2,271	\$2,293	\$2,704
Net increase in the fair value of investments	47	72	2,505
Interest expense	(20,011)	(17,712)	(20,908)
Other non-operating expense, net	(3,601)	(10,861)	(7,131)
Total non-operating expenses, net	(13,931)	(20,769)	(18,747)
Increase in net position before capital contributions	28,242	18,517	2,859
Capital contributions	5,857	1,320	2,271
Increase in net position	\$34,099	\$19,837	\$5,130
Net position, beginning of year, as previously reported	503,205	483,368	499,837
Adjustment for adoption of GASB 68 (see Notes 1 and 8)	---	---	(21,599)
Beginning of year, restated	503,205	483,368	478,238
Net position, end of year	\$537,304	\$503,205	\$483,368

*Net Position for 2014 has been adjusted to reflect the adoption of GASB 68.

2016 Revenues, Expenses and Operating Income

The Port's statements of net position has changed in 2016 to reflect the formation of the NWSA and Joint Venture (JV) accounting. The most significant change is on the statements of revenues, expenses and changes in net position which now reflect the recognition of joint venture income related to 50 percent of NWSA's net income, which is consistent with the terms of the licensing agreements. This change in presentation results in lower total revenues and total operating expenses than under the prior year presentation. The Port's real estate and other revenues not licensed to the NWSA will continue to be reported as operating revenue. Year over year comparisons of operating revenues and operating expenses for 2016 are not available, therefore the following discussion will be limited to significant operating activity and non-operating

for the year ended December 31, 2016 was \$23.6 million.

2015 Revenues, Expenses and Operating Income

Port revenue in 2015 of \$143.9 million increased by \$9.6 million and 7.1 percent over 2014 on strong container and non-container cargo volume increases. The Port handled 2.1 million TEUs (20-foot equivalent units) in 2015 a 4.2 percent increase over the prior year. The container business revenue increased by \$6.3 million and 6.4 percent over the prior year primarily due to higher import container volume that increased equipment and intermodal revenue. The strong import volume overcame decreases in domestic container traffic, principally shipments to the state of Alaska due to low oil prices affecting Alaska's economy and containerized exports down 6.7 percent, blamed in part on a strong U.S. dollar that makes American exports more expensive and the economic slowdown in China.

The non-containerized cargo business consists of the Port's breakbulk, auto and log businesses. Non-container revenue increased \$3.0 million and 15.1 percent over the prior year. Auto imports increased 4.3 percent over the prior year and revenue increased \$4.0 million and 53.6 percent driven by increased storage revenue. Offsetting the increases in auto revenue, the Port's breakbulk revenue was down \$0.6 million and the Port's log export volume was down \$0.4 million compared to the prior year, primarily due to weaker demand in China.

The Port's industrial and commercial properties and facilities complement the Container and Non-Container businesses. Real estate revenue increased by \$0.2 million and 1.1 percent above the prior year, as demand for commercial property was flat.

The 2015 operating expense of \$104.6 million was \$8.1 million and 7.2 percent below the prior year primarily due to a decrease in environmental expenses of \$9.8 million compared to the prior year that included remediation obligations for terminal development projects on the General Central peninsula and on the Blair peninsula of \$12.9 million. Revenue related operating and maintenance expenses to support the 6.3 percent growth in revenue increased by \$0.9 million.

As a result of the above, the 2016 operating income of \$42.2 million increased by \$2.9 million and 7.3 percent from 2015; 2015 operating income of \$39.3 million increased by \$17.7 million and 81.8 percent from 2014.

Non-operating expenses: The 2016 net non-operating expense of \$13.9 million was \$6.9 million and 32.9 percent below the prior year.

Ad valorem tax revenue increased by \$0.8 million compared to the prior year. The tax revenue increase paired with lower interest rates on GO debt due to bond refundings increased net ad valorem tax revenue by \$1.9 million.

Interest income in 2016 was flat at \$2.3 million. Interest expense of \$20.0 million increased \$2.3 million primarily due to the issuance of revenue bonds, par value \$103.6 million to fund expansion and redevelopment of Pier 4. Further information can be found in Note 5.

Other non-operating expense in 2016 was \$3.6 million compared with \$10.9 million in the prior year.

Current year costs include: a reduction in value of asset held for sale of \$3.4 million, and contribution to rail improvements of \$1.5 million, offset

expense activity. Comparable analysis of revenues and expenses will be provided in future years, when prior year information is available.

Port of Tacoma operating income for 2016 of \$42.2 million increased \$2.9 million over the previous year. The increase was driven by receipt of a \$1.5 million lease termination payment and \$1.3 million from a new lease for a warehouse and distribution center. Environmental expenses were down \$2.6 million over the prior year that included remediation costs related to contamination on the General Central Peninsula.

Ownership of the licensed facilities remains with the Port, not with the NWSA, and the depreciation for these assets is recorded in operating expenses. The depreciation recorded by Port for assets licensed to NWSA

by reversal of container customer incentives of \$1.2 million.

The 2015 net non-operating expense of \$20.8 million was \$2.0 million and 10.8 percent above the prior year. Ad valorem tax revenue increased by \$1.1 million compared to the prior year which also increased the net ad valorem tax revenue after interest expense on general obligation bonds by \$1.4 million.

Net interest expense in 2015 of \$15.3 million was down \$0.4 million from the prior year. Interest income was down \$2.8 million primarily due to non-cash fair value adjustments on investments of \$2.4 million, offset by a decrease in interest expense of \$3.2 million primarily due to the refunding of bonds at lower interest rates in 2014, as described in Note 5.

Other non-operating expense in 2015 was \$10.9 million compared with \$7.1 million in the prior year. The 2015 costs include: impairment of assets at Pier 24/25 and on the Hylebos Peninsula of \$5.3 million, environmental remediation obligations of \$1.7 million, contributions to other agencies for infrastructure improvements on the Port of Tacoma road interchange and Port of Tacoma road of \$1.3 million and \$0.8 million, respectively, and election expense of \$0.6 million.

Capital grant contributions: Capital grant contributions of \$5.9 million in 2016 consisted of \$3.1 million for rail infrastructure expansion, \$2.2 million for remediation of the former Arkema manufacturing plant parcel, and \$0.6 million for terminal security projects.

Capital grant contributions of \$1.3 million in 2015 consisted of \$0.6 million for rail infrastructure expansion, \$0.5 million for cyber security and other security enhancements and environmental remediation projects of \$0.1 million.

Capital assets: The Port's investment in capital assets, net of depreciation, for its business activities as of December 31, 2016, amounted to \$936.3 million. This investment in capital assets includes land, buildings, improvements, machinery and equipment, and construction in process. The Port's investment in capital assets, net of depreciation, for its business activities as of December 31, 2015, amounted to \$956.3 million. See Note 3 for additional information.

Major capital additions in 2016 are presented in the table below (dollars in thousands):

Description:	
Rail improvements – North Leads	\$7,488
Property acquisition	7,301
Facility and building improvements	2,491
Habitat development	2,054
Machinery and equipment	1,304
Total	\$20,638

DEBT ADMINISTRATION

Long-term debt: At December 31, 2016, the Port's long-term debt, including current portion, outstanding totaled \$690.3 million. Of this amount, general obligation bonds outstanding were \$182.6 million and revenue bonds outstanding were \$507.7 million. At December 31, 2015, the Port's long-term debt, including current portion, outstanding totaled \$577.6 million. Of this amount, general obligation bonds outstanding were \$185.4 million and revenue bonds outstanding were \$392.2 million.

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

In 2016, the Port partially refunded the 2006 and the 2008A GO bonds to achieve interest expense savings. Additionally, the Port refunded the outstanding balances of the 2006 senior lien revenue bonds to achieve savings, and at the same time issued new revenue bonds to fund the construction of Pier 4 and the purchase of four container cranes. The GO refunding bonds par value \$136.6 million, resulted in a 20.2 percent savings (\$25.8 million net present value savings) on the par amount of refunded debt, while the revenue refunding bonds par value \$36,500,000 resulted in a 19.6 percent savings (\$8.8 million net present value savings) on the par amount of refunded debt. The new revenue bond issue par value \$103.6 million was issued at a premium, totaling \$133.7 million at a total interest cost of 3.64 percent.

Additionally, in 2016 the Port terminated at no cost the interest rate payment agreement (swap) with Morgan Stanley to reduce interest costs on Port variable rate debt. The swap had a notional amount of \$57.1 million at a rate of 3.795 percent. Cancelling the swap resulted in the Port having an additional \$57.9 million of unhedged variable rate long term debt. Total swaps outstanding at December 31, 2016 has been reduced by \$57.1 million to \$239.9 million.

In December 2015, the Port changed the mode on the 2014A subordinate lien variable-rate bonds from taxable to tax exempt by executing a new Continuing Covenant Agreement with the lender that reduced the non-hedged fee portion paid by the Port to a lower fee. At the time of the mode change, the lender extended the direct purchase agreement until October 1, 2018. The change in mode did not require a refunding of any of the bonds or the issuance of a new CUSIP and no cash was exchanged. The interest rate portion of the direct purchase agreement (70 percent of one month LIBOR) in the bank document and Port resolution were unchanged.

Additional information on the Port's long-term debt activity may be found in Note 5 of this report and in the supplementary section "Information for Bondholders."

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

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

Post-Employment Health Care Benefits Trust Fund: The Post-Employment Health Care Benefits Trust Fund (the Trust) accounts for the assets of the employee benefit plan held by the Port in a trustee capacity. A summarized comparison of the assets, liabilities and net position of the Trust as of December 31, 2016, 2015, and 2014, and changes in net position for the years ended December 31, 2016, 2015, and 2014 (in thousands), are as follows:

	2016	2015	2014
Total assets	\$5,507	\$5,891	\$6,333
Total liabilities	---	---	---
Total net position	\$5,507	\$5,891	\$6,333
Total additions	\$65	\$48	\$61
Total deductions	(449)	(490)	(221)
Decrease in net position	\$(384)	\$(442)	\$(160)
Net position – beginning of year	5,891	6,333	6,493
Net position – end of year	\$5,507	\$5,891	\$6,333

REQUEST FOR INFORMATION

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

Enterprise Fund Statements of Net Position

Years ended December 31, 2016 and 2015 (dollars in thousands)

ASSETS		2016	2015
CURRENT ASSETS			
Cash		\$3,560	\$3,193
Investments, at fair value		160,037	216,105
Trade accounts receivable, net of allowance for doubtful accounts		726	9,973
Grants receivable		216	78
Taxes receivable		453	492
Related party receivables - managing members		30,854	---
Prepayments and other current assets		8,409	8,460
Total current assets		\$204,255	\$238,301
NON-CURRENT ASSETS			
Long-term investments:			
Restricted Investments at fair value		\$77,749	\$ ---
Restricted Bond reserves at fair value		13,077	9,429
Long-term investments		\$90,826	\$9,429
CAPITAL ASSETS			
Land		\$563,699	\$543,203
Buildings		101,351	102,618
Improvements		640,118	639,290
Machinery and equipment		115,030	114,587
Construction in process		25,593	39,414
Total cost		\$1,445,791	\$1,439,112
Less accumulated depreciation		509,526	482,789
Net property and equipment		\$936,265	\$956,323
Investment in Joint Venture		66,077	---
Assets held for sale		7,840	11,200
Other assets		35,389	34,691
Total non-current assets		1,136,397	1,011,643
Total assets		\$1,340,652	\$1,249,944
DEFERRED OUTFLOWS OF RESOURCES			
Accumulated decrease in fair value of hedging derivatives		\$63,621	\$80,212
Pension deferred outflow		3,842	2,143
Advance refunding deferred losses		8,188	5,409
Total deferred outflows of resources		\$75,651	\$87,764

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Enterprise Fund Statements of Net Position

Years ended December 31, 2016 and 2015 (dollars in thousands)

LIABILITIES AND NET POSITION		2016	2015
CURRENT LIABILITIES			
Accounts payable and accrued liabilities		\$12,682	\$11,996
Payroll and taxes payable		3,972	5,271
Accrued interest		1,973	1,741
Related party payables – Joint Venture		8,555	---
Commercial paper		25,000	82,000
Current portion of long-term debt		14,842	13,930
Total current liabilities		67,024	114,938
NON-CURRENT LIABILITIES			
Long-term debt:			
General obligation bonds		177,362	180,310
Revenue bonds		498,119	383,400
Net long-term debt		675,481	563,710
OTHER LONG-TERM LIABILITIES			
Interest rate payment agreement		63,621	80,212
Net pension liability		22,270	18,368
Other		50,052	54,235
Other long-term liabilities		135,943	152,815
Total non-current liabilities		811,424	716,525
Total liabilities		\$878,448	\$831,463
DEFERRED OUTFLOWS OF RESOURCES			
Pension deferred inflow		\$551	\$3,040
NET POSITION			
Net investment in capital assets		\$306,879	\$302,092
Restricted – bond reserves		13,077	9,429
Unrestricted		217,348	191,684
Total net position		\$537,304	\$503,205

See notes to financial statements.

Enterprise Fund Statements of Revenues, Expenses and Changes in Net Position

Years ended December 31, 2016 and 2015 (dollars in thousands)

	2016	2015
OPERATING REVENUES		
Property rentals	\$23,545	\$102,428
Terminal services	---	41,469
Joint Venture income	61,584	---
Total operating revenues	85,129	143,897
OPERATING EXPENSES		
Operations	3,939	34,067
Maintenance	4,120	14,860
Administration	2,428	14,909
Security	381	3,870
Environmental	1,788	5,385
Total before depreciation	12,656	73,091
Depreciation	30,300	31,520
Total operating expenses	42,956	104,611
Operating income	42,173	39,286
NON-OPERATING REVENUES (EXPENSES)		
Ad valorem tax revenue	14,972	14,198
Interest on general obligation bonds	(7,609)	(8,759)
Net ad valorem tax revenues	7,363	5,439
Interest income	2,271	2,293
Net increase in the fair value of investments	47	72
Interest expense	(20,011)	(17,712)
Other non-operating expenses, net	(3,601)	(10,861)
Total non-operating expenses, net	(13,931)	(20,769)
Increase in net position, before capital contributions	28,242	18,517
Capital contributions	5,857	1,320
Increase in net position	34,099	19,837
NET POSITION		
Beginning of year	503,205	483,368
End of year	\$537,304	\$503,205

Enterprise Fund Statements of Cash Flows

Years ended December 31, 2016 and 2015 (dollars in thousands)

	2016	2015
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	\$33,091	\$144,125
Cash paid to suppliers for goods and services	(8,127)	(26,454)
Cash paid to employees	(6,522)	(41,913)
Cash paid to related party – Joint Venture	(20,414)	---
Cash received (paid) for non-operating income, (expense)	366	(2,893)
Net cash (used in) provided by operating activities	(1,606)	72,865
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Proceeds from sale of property, plant and equipment	54	3,343
Borrowings on commercial paper	436,000	410,000
Repayments on commercial paper	(493,000)	(410,000)
Principal payments on general obligation and revenue bonds and other debt	(14,368)	(13,235)
Proceeds from bond issues	123,749	---
Proceeds from refunding bond issues	205,972	---
Payments on refunded bonds	(205,972)	---
Acquisition and construction of capital assets	(22,768)	(34,541)
Interest paid on general obligation and revenue bonds and other debt	(27,942)	(27,067)
Cash received from federal and state grants	5,721	2,056
Cash received from property taxes for general obligation bonds	15,011	14,282
Net cash provided by (used in) capital and related financing activities	22,457	(55,162)
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchases of investments	(219,348)	(136,948)
Proceeds from sales and maturities of investment securities	194,120	119,375
Cash used to fund investment in NWSA	(45,015)	---
Cash distributions received from Joint Venture	47,542	---
Interest received on investments	2,217	2,223
Net cash used in investing activities	(20,484)	(15,350)
Net increase in cash	367	2,353
CASH		
Beginning of year	3,193	840
End of year	\$3,560	\$3,193

See notes to financial statements.

Enterprise Fund Statements of Cash Flows (Continued)

Years ended December 31, 2016 and 2015 (dollars in thousands)

	2016	2015
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:		
Operating income	\$42,173	\$39,286
ADJUSTMENTS TO RECONCILE OPERATING INCOME TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:		
Depreciation	30,300	31,520
Cash (paid) received for non-operating income (expense)	366	(2,893)
Cash distributions received from related party – Joint Venture	(47,542)	---
Loss on disposal of facilities	(140)	---
(Decrease) increase in environmental reserves	(3,813)	4,779
CHANGES IN ASSETS AND LIABILITIES:		
Increase in related-party receivable – Joint Venture	(20,414)	---
Decrease in accounts receivable	9,247	533
Increase in other deferred assets	(698)	(305)
Decrease in prepayments	52	397
Increase in investment in Joint Venture	(14,042)	---
Decrease in accounts payable and accrued liabilities	4,861	1,968
Decrease in payroll and taxes payable	2,583	3,399
Increase in long-term liabilities	(350)	(998)
Increase in net deferred pension inflows/outflows	(4,189)	(4,821)
Total adjustments and changes	(43,779)	33,579
Net cash provided by (used in) operating activities	\$(1,606)	\$72,865
NON-CASH INVESTING AND FINANCING ACTIVITIES:		
Capital asset additions and other purchases financed with accounts payable	\$178	\$595
Capital construction payable to related party - Joint Venture	8,555	---
Distributions receivable from related party - Joint Venture	10,440	---
Increase in fair value of investments	47	72

See notes to financial statements.

Post-Employment Health Care Benefits Trust Fund Statements of Net Position

Years ended December 31, 2016 and 2015 (dollars in thousands)

	2016	2015
ASSETS		
Cash	\$94	\$265
Investments, at fair value	5,413	5,626
Total assets	\$ 5,507	\$5,891
PLAN LIABILITIES		
Net position held in trust for other post-retirement benefits and other purposes	\$5,507	\$5,891

See notes to financial statements.

Post-Employment Health Care Benefits Trust Fund Statements of Changes in Net Position

Years ended December 31, 2016 and 2015 (dollars in thousands)

	2016	2015
ADDITIONS		
Employer contributions	\$ ---	\$ ---
Net decrease in fair value of investments	(9)	(34)
Interest	74	82
Total additions	65	48
DEDUCTIONS		
Benefit payments	435	475
Administrative expenses	14	15
Total deductions	449	490
Change in net position	(384)	(442)
NET POSITION HELD IN TRUST FOR OTHER POST RETIREMENT BENEFITS AND OTHER PURPOSES		
Beginning of year	5,891	6,333
End of year	\$5,507	\$5,891

See notes to financial statements.

Notes to Financial Statements

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

The Port of Tacoma (the Port) is a municipal corporation of the State of Washington created in 1918 under provisions of the Revised Code of Washington (RCW) 53.04.010 et seq. The Port has geographic boundaries coterminous with Pierce County, Washington, and is situated on Commencement Bay in Puget Sound.

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

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

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

The NWSA is governed by its Managing Members, with each Managing Member acting pursuant to the Charter through its elected commissioners. The Managing Members appoint a Chief Executive Officer (CEO) who is responsible for hiring staff and entering into

service agreements with the Managing Members as needed. Staff is comprised of certain Port of Tacoma and former Port of Seattle employees assigned either in full or in part to work in roles in the NWSA. In addition, both Managing Members may provide services through shared service agreements with a portion of staff time allocated to and paid by the NWSA.

Effective January 1, 2016, the accounting for revenues and expenses associated with Licensed Properties became the responsibility of the NWSA and the activity will be accounted for as a joint venture by the home ports. Additional information about the formation of NWSA is presented in the MDBA and Note 17, Joint Venture.

The Port reports the following funds: the Enterprise Fund accounts for all activities and operations of the Port except for the activities included with the Post-Employment Health Care Benefits Trust Fund.

Nature of Business

The Enterprise Fund is used to account for the general operations of the Port as more fully described below.

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

The Post-Employment Health Care Benefits Trust Fund accounts for the assets of the employee benefit plan held by the Port in its trustee capacity (see Note 9).

Measurement Focus Basis of Accounting and Presentation

The financial statements of the Port have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to government units, and the Port is accounted for as a proprietary fund. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Port is accounted for on a flow of economic resources measurement focus and the full-accrual basis of accounting where revenues are recognized when earned and expenses are recognized when incurred, regardless of the timing of the related cash flows.

The accounting records of the Port are maintained in accordance with methods prescribed by the State Auditor under the authority of Chapter 43.09, Revised Code of Washington. The Port also follows the Uniform System of Accounts for Port Districts in the State of Washington.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities, at the date of the financial statements. Significant estimates also affect the reported amounts of revenues and expenses

during the reporting period. Significant estimates made by the Port include depreciation and environmental liabilities. Actual results could differ from those estimates.

Significant Risks and Uncertainties

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

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

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

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

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

The NWSA selected as its Chief Executive Officer, the Chief Executive Officer of the Port of Tacoma, who may serve in those dual roles for up to five years. It is possible that the dual role may pose a real or perceived conflict of interest.

Cash

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

Trade Accounts Receivable

Trade accounts receivable are carried at original invoice amount less an estimate made for doubtful accounts based on a review of all outstanding amounts. Management determines the allowance for doubtful accounts by identifying delinquent accounts and by using historical experience applied to an aging of accounts. Trade accounts receivable are written off when deemed uncollectible. Recoveries of receivables previously written off are recorded when received. The allowance for doubtful accounts at December 31, 2016 and 2015 was \$172,000 and \$189,000, respectively.

Investments

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

Investment in Joint Venture

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

Bond Reserves – Restricted

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

Prepayments and Other Current Assets

Maintenance supply inventories of \$4,755,000 and \$4,858,000 at December 31, 2016 and 2015, respectively, are included in prepayments and other current assets and are valued at net realizable value, which approximates cost using the weighted-average method.

Capital Assets and Depreciation

Capital assets are recorded at cost. Donated assets are recorded at acquisition value on the date donated.

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

	Years
Buildings and improvements	10-75
Machinery and equipment	5-20

Preliminary costs incurred for proposed projects are deferred pending construction of the facility. As projects are constructed, the project costs are transferred to the appropriate capital asset account; charges that relate to abandoned projects are expensed when the project is abandoned.

Capitalized Interest

The Port follows the policy of capitalizing interest as a component of the cost of capital assets constructed for projects greater than \$300,000 that are not funded by grant revenues. Interest incurred on funds used during construction is capitalized as part of the cost of construction. This process is intended to remove the cost of financing construction activity from the statements of revenues, expenses and changes in net position and to treat such cost in the same manner as construction labor and material costs by taking the monthly average of construction in process balance times the average interest rate of the outstanding long-term borrowing. During 2016, total interest incurred, excluding interest on general obligation bonds was \$20,097,000, of which \$20,011,000 was charged to non-operating expense and \$86,000 was capitalized. During 2015, total interest incurred, excluding interest on general obligation bonds was \$18,309,000, of which \$17,712,000 was charged to non-operating expense and \$597,000 was capitalized.

Net Position

Net position consists of net investment in capital assets, restricted and unrestricted net position. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings used for the acquisition, construction or improvement of those assets. Deferred outflow of resources and deferred inflows of resources that are attributable to the acquisition, construction or improvement of those assets or related debts should be included in this component of net position. This calculation excludes unspent debt proceeds, if any.

The Port's net position is reported as restricted when there are limitations imposed on its use either through the enabling legislation adopted by the Port or through external restrictions imposed by creditors, grantors, laws or regulations of other governments.

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

	2016	2015
Net investment in capital assets	\$ 936,265	\$ 956,323
Revenue bond proceeds restricted for construction	77,749	---
Less:		
Net bond premium	44,714	461
Long-term debt, including current portion	637,421	571,770
Commercial paper	25,000	82,000
Invested in capital assets, net of related debt, end of year	\$306,879	\$302,092

The restricted component of net position was \$13,077,000 and \$9,429,000 at December 31, 2016 and 2015, respectively, and consisted primarily of bond reserves, as required per certain bond agreements.

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

Retentions Payable

The Port enters into construction contracts that may include retention provisions such that a certain percentage of the contract amount is held for payment until completion of the contract and acceptance by the Port. The Port's policy is to pay the retention due only after completion and acceptance have occurred. Retentions payable totaled \$482,000 and \$177,000 at December 31, 2016 and 2015, respectively. Retentions payable are included in accounts payable and accrued liabilities on the accompanying statements of net position.

Federal and State Grants

The Port may receive federal and state grants as reimbursement for construction of facilities and other capital projects. These grants are included in capital contributions on the accompanying statements of revenues, expenses and changes in net position.

Commercial Paper and Current Portion of Long-term Debt

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

Interest Rate Payment Agreements

The Port accounts for derivative instruments, including certain derivative instruments embedded in other contracts (collectively referred to as derivatives) on the statements of net position at fair value. The payment instruments were designated as highly effective cash flow hedges at December 31, 2016 and 2015 (see Note 5).

Refunds of Debt

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

Employee Benefits

The Port accrues unpaid vacation and sick leave benefit amounts as earned and payable upon termination. These benefits are accrued at current rates of compensation. Accrued vacation and sick leave included in payroll and taxes payable amounted to \$1,008,000 and \$725,000, respectively, at December 31, 2016, and \$1,265,000 and \$858,000, respectively, at December 31, 2015. Vacation and sick leave paid in 2016 was \$1,046,000 and \$700,000, respectively, and \$1,187,000 and \$830,000, respectively, in 2015. The estimated total amount of vacation and sick leave expected to be paid in 2017 is \$1,077,000 and \$721,000, respectively.

The Port provides health care benefits for eligible employees through the voluntary employees' beneficiary association (VEBA) which is a tax-exempt health and welfare trust and through the health reimbursement arrangement (HRA) plans. Employees hired after May 1, 2007 are eligible for the plans, subject to a 5-year vesting period. Effective April 1, 2013, the plans were closed to employees not covered by collective bargaining agreements hired on or after April 1, 2013. The plans require the Port to contribute \$217 and \$214 per month in 2016 and 2015, respectively, to the VEBA accounts of eligible employees. The Port contributed \$377,000 and \$411,000 to eligible employee VEBA accounts in 2016 and 2015, respectively.

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

The Port established a profit sharing plan for non-represented employees in accordance with Internal Revenue Code Section 401. The plan provides for an annual contribution to each eligible employee's 401 account based on the Port meeting financial targets. The minimum contribution of \$100 or a maximum contribution of 4 percent of total salaries of eligible employees may be made annually to the 401 accounts. In addition to the employer contribution, eligible employees may defer a portion of their salary until future years. The Port did not contribute to the plan in 2016 and 2015. This plan is fully funded and held in an external trust.

The Port also provides post-employment health care benefits for retired employees through a fully funded trust. This post-employment defined benefit plan provides medical coverage to eligible retired employees ages 60 to 70 (see Note 9).

Pensions

The Port participates in the Washington Department of Retirement Systems (the Plan), cost-sharing, multiple-employer defined benefit public employee retirement plans. This Plan covers substantially all of the Port's full-time and qualifying part-time employees. The Port's contribution rates are determined by the Plan each year and are based on covered payroll of the qualifying participants.

The net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Washington State Department of Retirement Systems Plan (PERS) and additions to/ deductions from PERS's fiduciary net position have been determined on the same basis as they are reported by PERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value (see Note 8).

Environmental Remediation Costs

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

Operating and Non-operating Revenues and Expenses

Property rental revenues are charges for use of the Port's facilities and are reported as operating revenue. Joint Venture income is the Port's proportionate share of the NWSA net income earned on licensed home port assets and is reported as operating revenue. Ad valorem tax levy revenues and other revenues generated from non-operating sources are classified as non-operating.

Operating expenses are costs primarily related to property rental activities. Interest expense and other expenses incurred not related to the operations of the Port's terminal and property rental activities are classified as non-operating.

Reclassifications

Certain reclassifications have been made to prior year amounts to conform to the current presentation. These reclassifications have no effect on previously reported changes in net assets.

Recent Accounting Pronouncements

In June 2015, GASB issued Statement No. 73, Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68. The objective of this statement is to improve the usefulness of financial reports of state and local governments for general purpose external financial reports of state and local governments for making decisions and assessing accountability. The provisions in Statement 73 are effective for fiscal years beginning after June 15, 2016. Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

In June 2015, GASB issued Statement No. 74, Financial Reporting for Post-employment Benefit Plans Other Than Pension Plans. The objective of this statement is to improve the usefulness of information about post-employment benefits other than pensions (other post-employment benefits or OPEB) included in the general purpose external financial reports of state and local governmental OPEB plans for making decisions and assessing accountability. The provisions in Statement 74 are effective for fiscal years beginning after June 15, 2016. Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

In June 2015, GASB issued Statement No. 75, Accounting and Financial Reporting for Post-employment Benefits Other Than Pensions. The statement establishes standards for state and local government employer recognition, measurement and presentation of information about post-employment benefits other than pensions (OPEB). The provisions in Statement 75 are effective for fiscal years beginning after June 15, 2017. Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

In December 2015, GASB issued Statement No. 79, Certain External Investment Pools and Pool Participants. This statement addresses accounting and financial reporting for certain external investment pools and pool participants. Specifically, it establishes criteria for an external investment pool to qualify for making the election to measure all of its investments at amortized cost for financial reporting purposes. The requirements of this statement are effective for reporting periods beginning after June 15, 2015, except for certain provisions on portfolio quality, custodial credit risk, and shadow pricing. Those provisions are effective for reporting periods beginning after December 15, 2015. The Port adopted this standard and included the prescribed disclosures in Note 2 Deposits and Investments.

In March 2016, GASB issued Statement No. 82, Pension Issues—an amendment of GASB Statements No. 67, No. 68, and No. 73. This Statement addresses issues regarding (1) the presentation of payroll-related measures in required supplementary information, (2) the selection of assumptions and the treatment of deviations from the guidance in an Actuarial Standard of Practice for financial reporting purposes, and (3) the classification of payments made by employers to satisfy employee

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(plan member) contribution requirements. The requirements of this statement are effective for reporting periods beginning after June 15, 2016, except for the requirements of paragraph 7 are effective for that employer in the first reporting period in which the measurement date of the pension liability is on or after June 15, 2017. Earlier application is encouraged. The adoption of this guidance did not have a material impact on the net position and changes in net position.

In November 2016, GASB issued Statement No. 83, Certain Asset Retirement Obligations. This statement addresses accounting and financial reporting for certain asset retirement obligations and establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for asset retirement obligations. The requirements of this statement are effective for reporting periods beginning after June 15, 2018. The Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

In January 2017, GASB issued Statement No. 84, Fiduciary Activities. The objective of this statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported and this statement establishes criteria for identifying fiduciary activities of all state and local governments. The requirements of this statement are effective for reporting periods beginning after December 15, 2018. The Port is currently evaluating the effect of the adoption of this standard on its financial statements and related disclosures.

NOTE 2 – DEPOSITS AND INVESTMENTS

Discretionary Deposits

The Port's cash and cash equivalents of \$3.6 million and \$3.2 million as of December 31, 2016 and 2015, respectively, were deposited in qualified depositories as required by state statute. Deposits in excess of federal depository insurance coverage are covered by the Public Deposit Protection Commission of the State of Washington (PDPC). The PDPC is a statutory authority under chapter 39.58 RCW. Currently, all public depositories with the state fully collateralize uninsured public deposits at 100 percent.

Investments

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

Risks

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

Credit Risk: Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The Washington State Local Government Investment Pool is an unrated 2a-7 like pool, as defined by the Government Accounting Standards Board.

Custodial Credit Risk: Custodial credit risk is the risk that, in the event of the failure of the counterparty, the Port will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. To minimize this risk, the Port's policy requires that all security transactions are settled "delivery versus payment." This means that payment is made simultaneously with the receipt of the security. These securities are delivered to the Port's safekeeping bank. With the exception of the Washington State Local Government Investment Pool (LGIP), the Port's investment securities are registered, or held by Port of Tacoma or its agent in the Port of Tacoma's name. The certificate of deposits are covered by the Public Deposit Protection Commission (PDPC) of the State of Washington. The PDPC is a statutory authority under Chapter 39.58 RCW. The PDPC approves which banks and thrifts can hold state and local government deposits and monitors collateral pledged to secure uninsured public deposits. This secures public treasurers' deposits when they exceed the amount insured by the FDIC by requiring banks and thrifts to pledge securities as collateral.

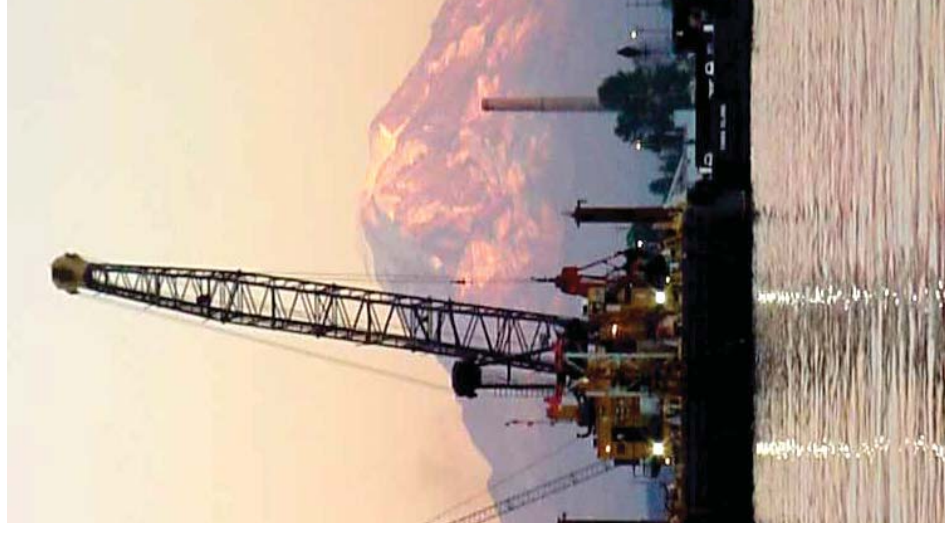
The LGIP manages a portfolio of securities that meet the maturity, quality, diversification and liquidity requirements set forth by the GASB for external investment pools that elect to measure, for financial reporting purposes, investments at amortized cost. The funds are limited to high quality obligations with regulated maximum and average maturities to minimize both market and credit risk.

During 2016, the Port adopted the requirements of GASB 79 related to LGIP investments. The LGIP transacts with its participants at a stable net asset value per share of \$1.00, the same method used for reporting. LGIP participants may contribute and withdraw funds on a daily basis. Participants must inform the Office of the State Treasurer of any contribution or withdrawal over \$1 million dollars no later than 9 a.m. on the same day the transaction is made. Contributions or withdrawals for \$1 million dollars or less can be requested at any time prior to 10 a.m. on the day of the transaction. However, participants may complete transactions greater than \$1 million dollars when notification is made between 9 a.m. and 10 a.m., at the sole discretion of Office of the State Treasurer. All participants are required to file with the State Treasurer documentation containing the names and titles of the officials authorized to contribute or withdraw funds.

Investments and restricted investments for revenue bond reserves for the Enterprise Fund on the statements of financial position at December 31 are as follows:

Investments and restricted investments for revenue bond reserves for the Enterprise Fund on the statements of financial position at December 31 are as follows:

	2016	2015
Investments	\$237,786	\$216,105
Bond Reserves	13,077	9,429
Total deposits and investments	\$250,863	\$225,534



The tables below identify the type of investments, concentration of investments in any one issuer, and maturities of the Port investment portfolio (excluding investments held by the Post-Employment Health Care Benefits Trust Fund, see Note 10 for investment detail for the Trust) as of December 31, 2016 and 2015 (dollars in thousands):

2016	Investment Type	Maturities (in Years)			Percentage of Total Portfolio
		Fair Value	Less than 1	1-3	More than 3
	Certificate of Deposit	\$3,328	\$3,328	\$ ---	1.3%
	Federal Agricultural Mortgage Corp.	998	---	998	0.4%
	Federal Farm Credit Banks	9,921	2,001	5,990	4.0%
	Federal Home Loan Bank	18,110	1,503	11,618	7.2%
	Federal Home Loan Mortgage Corporation	20,712	3,004	15,707	8.3%
	Federal National Mortgage Association	42,544	8,532	27,998	17.0%
	Financing Corporation	1,019	---	1,019	0.4%
	Municipal Bonds	49,686	1,018	6,896	19.8%
	State Local Investment Pool*	79,055	79,055	---	31.5%
	United States Treasury Bonds	25,490	18,526	1,004	10.1%
	Total investments	\$250,863	\$116,967	\$71,230	\$62,666
	Percentage of total portfolio		46.6%	28.4%	25.0%

2015	Investment Type	Maturities (in Years)			Percentage of Total Portfolio
		Fair Value	Less than 1	1-3	More than 3
	Certificate of Deposit	\$8,334	\$8,334	\$ ---	3.7%
	Federal Agricultural Mortgage Corp.	995	---	995	0.4%
	Federal Farm Credit Banks	11,001	15	10,986	4.9%
	Federal Home Loan Bank	19,380	3,097	15,215	8.6%
	Federal Home Loan Mortgage Corporation	31,924	1,999	19,560	14.2%
	Federal National Mortgage Association	21,900	2,014	6,012	13.874
	Financing Corporation	1,005	---	1,005	0.4%
	Municipal Bonds	39,301	3,064	4,391	31,846
	State Local Investment Pool*	78,467	78,467	---	---
	United States Treasury Bonds	13,227	2,033	5,039	6,155
	Total investments	\$225,534	\$99,023	\$63,203	\$63,308
	Percentage of total portfolio		43.9%	28.0%	28.1%

* Investments in Washington State Local Government Investment Pool. The investments in the pool are the same as the amortized cost of the pool shares.

The tables below identify the credit risk of the Port's Investment portfolio as of December 31, 2016 and 2015 (dollars in thousands):

2016	Investment Type	Moody's Equivalent Credit Ratings						
		Fair Value	A1	Aa3	Aa2	Aa1	Aaa	No Rating
	Certificate of Deposit	\$3,328	\$ ---	\$ ---	\$ ---	\$ ---	\$ ---	3,328
	Federal Agricultural Mortgage Corp.	998	---	---	---	---	---	998
	Federal Farm Credit Banks	9,921	---	---	---	---	9,921	---
	Federal Home Loan Bank	18,110	---	---	---	---	18,110	---
	Federal Home Loan Mortgage Corporation	20,712	---	---	---	---	20,712	---
	Federal National Mortgage Association	42,544	---	---	---	---	42,544	---
	Financing Corporation	1,019	---	---	---	---	---	1,019
	Municipal Bonds	49,686	207	7,629	15,067	20,188	6,595	---
	State Local Investment Pool*	79,055	---	---	---	---	---	79,055
	United States Treasury Bonds	25,490	---	---	---	---	25,490	---
	Total	\$250,863	\$207	\$7,629	\$15,067	\$20,188	\$123,372	\$84,400

* Investments in Washington State Local Government Investment Pool. The investments in the pool are the same as the amortized cost of the pool shares.

NOTE 2 – DEPOSITS AND INVESTMENTS (CONTINUED)

2015	Moody's Equivalent Credit Ratings							
Investment Type	Fair Value	A1	Aa3	Aa2	Aa1	Aaa	No Rating	
Certificate of Deposit	\$8,334	\$ ---	\$ ---	\$ ---	\$ ---	\$ ---	\$8,334	
Federal Agricultural Mortgage Corp.	995	---	---	---	---	---	995	
Federal Farm Credit Banks	11,001	---	---	---	---	11,001	---	
Federal Home Loan Bank	19,380	---	---	---	---	19,380	---	
Federal Home Loan Mortgage Corporation	31,924	---	---	---	---	31,924	---	
Federal National Mortgage Association	21,900	---	---	---	---	21,900	---	
Financing Corporation	1,005					---	1,005	
Municipal Bonds	39,301	210	5,397	10,554	19,808	3,332	---	
State Local Investment Pool*	78,467	---	---	---	---	---	78,467	
United States Treasury Bonds	13,227	---	---	---	---	13,227	---	
Total	\$225,534	\$210	\$5,397	\$10,554	\$19,808	\$100,764	\$88,801	

* Investments in Washington State Local Government Investment Pool. The investments in the pool are the same as the amortized cost of the pool shares.

NOTE 3 – CAPITAL ASSETS

The following activity took place in capital assets during 2016 and 2015 (dollars in thousands):

2016	Beginning of Year	Additions	Transfers	Retirements and Other	End of Year
Capital assets not being depreciated:					
Land	\$543,203	\$ ---	\$20,496	\$ ---	563,699
Construction in process	39,414	22,946	(24,152)	(12,615)	25,593
Total capital assets not being depreciated	582,617	22,946	(3,656)	(12,615)	589,292
Capital assets being depreciated:					
Buildings	102,618	---	789	(2,056)	101,351
Improvements	639,290	---	1,551	(723)	640,118
Machinery and equipment	114,587	---	1,316	(873)	115,030
Total capital assets being depreciated	856,495	---	3,656	(3,652)	856,499
Less accumulated depreciation:					
Buildings	(69,738)	(3,036)	---	1,977	(70,797)
Improvements	(327,362)	(21,008)	---	723	(347,647)
Machinery and equipment	(85,689)	(6,256)	---	863	(91,082)
Total accumulated depreciation	(482,789)	(30,300)	---	3,563	(509,526)
Net, capital assets being depreciated	373,706	(30,300)	3,656	(89)	346,973
Net, capital assets	\$956,323	\$ (7,354)	\$ ---	\$(12,704)	\$936,265

2015	Beginning of Year	Additions	Transfers	Retirements and Other	End of Year
Capital assets not being depreciated:					
Land	\$524,535	\$ ---	\$20,299	\$(1,631)	\$543,203
Construction in process	62,061	35,136	(52,867)	(4,916)	39,414
Total capital assets not being depreciated	586,596	35,136	(32,568)	(6,547)	582,617
Capital assets being depreciated:					
Buildings	109,315	---	531	(7,228)	102,618
Improvements	617,977	---	30,340	(9,027)	639,290
Machinery and equipment	114,183	---	1,697	(1,293)	114,587
Total capital assets being depreciated	841,475	---	32,568	(17,548)	856,495
Less accumulated depreciation:					
Buildings	(70,791)	(3,193)	---	4,246	(69,738)
Improvements	(310,709)	(21,157)	---	4,504	(327,362)
Machinery and equipment	(79,758)	(7,170)	---	1,239	(85,689)
Total accumulated depreciation	(461,258)	(31,520)	---	9,989	(482,789)
Net, capital assets being depreciated	380,217	(31,520)	32,568	(7,559)	373,706
Net, capital assets	\$966,813	\$3,616	\$ ---	\$(14,106)	\$956,323

NOTE 4 – COMMERCIAL PAPER

The Port is authorized to use Subordinate Lien Revenue Notes (commercial paper) in an amount not to exceed \$100 million. The Port issues commercial paper to provide interim financing for capital asset projects. The draws are secured by a bank letter of credit that expires April 2019.

The term of the commercial paper ranges from one to 270 days and the interest rate on the amount outstanding at December 31, 2016 and 2015 was 0.8 percent.

Commercial paper activity during 2016 and 2015 was as follows (dollars in thousands):

Beginning balance January 1, 2015	\$82,000
Advances	410,000
Repayments	(410,000)
Ending December 31, 2015	82,000
Advances	436,000
Repayments	(493,000)
Ending December 31, 2016	\$25,000

NOTE 5 – LONG-TERM DEBT

Long-term debt activity during 2016 and 2015 consists of the following (dollars in thousands):

2016

Description and Date of Issue	Original Interest Rate	Earliest Year of Call	Last Year of Maturity	December 31, 2015	Issuance	Repayments	December 31, 2016
GENERAL OBLIGATION BONDS							
12/20/06	4.00-5.50%	2016	2033	\$53,970	\$ ---	\$(53,970)	\$ ---
01/17/08 A	5.00%	2018	2038	104,830	---	(102,175)	2,655
01/17/08 B	4.75-4.875%	2018	2038	20,775	---	(515)	20,260
02/25/16	1.06-2.36%	*	2025	---	26,384	(593)	25,791
09/08/16 A	3.00-5.00%	2026	2038	---	110,260	---	110,260
				\$179,575	\$136,644	\$(157,253)	\$158,966
Net premium				5,865			23,648
Less current portion				5,130			5,252
Total long-term general obligation bonds, net of current portion				\$180,310			\$177,362
REVENUE BONDS							
12/20/06	4.00-4.45%	2016	2034	\$45,185	\$ ---	\$(45,185)	\$ ---
3/07/08	Variable Rate	*	2036	83,595	---	(5,345)	78,250
07/15/09**	Variable Rate	*	2044	133,000	---	---	133,000
06/04/14 A	2.50%	*	2021	8,525	---	---	8,525
06/11/14 A	Variable Rate	*	2035	88,645	---	(2,080)	86,565
10/24/14 B	2.55%	2018	2029	33,245	---	(1,220)	32,025
09/08/16 A	4.00-5.00%	2026	2034	---	36,535	---	36,535
09/08/16 B	2.00-5.00%	2026	2043	---	103,555	---	103,555
				\$392,195	\$140,090	\$(53,830)	\$478,455
Net premium				5			29,254
Less current portion				8,800			9,590
Total long-term revenue bonds, net of current portion				\$383,400			\$498,119

NOTE 5 – LONG-TERM DEBT (CONTINUED)

2015	Description and Date of Issue	Original Interest Rate	Earliest Year of Call	Last Year of Maturity	December 31, 2014	Issuance	Repayments	December 31, 2015
GENERAL OBLIGATION BONDS								
	12/20/06	4.00-5.50%	2016	2033	\$55,955	\$ ---	\$(1,985)	\$53,970
	01/17/08 A	5.00%	2018	2038	107,240	---	(2,410)	104,830
	01/17/08 B	4.75-4.875%	2018	2038	21,270	---	(495)	20,775
					184,465	\$ ---	\$(4,890)	179,575
	Net premium				6,266			5,865
	Less current portion				4,890			5,130
	Total long-term general obligation bonds, net of current portion				\$185,841			\$180,310
REVENUE BONDS								
	12/20/06	4.00-4.45%	2016	2034	\$45,335	\$ ---	\$(150)	\$45,185
	03/07/08	Variable Rate	*	2036	88,700	---	(5,105)	83,595
	07/15/09**	Variable Rate	*	2044	133,000	---	---	133,000
	06/04/14 A	2.50%	*	2021	8,525	---	---	8,525
	06/11/14 A	Variable Rate	*	2035	90,635	---	(1,990)	88,645
	10/24/14 B	2.55%	2018	2029	34,345	---	(1,100)	33,245
					\$400,540	\$ ---	\$(8,345)	\$392,195
	Net premium (discount)				(5)			(5)
	Less current portion				8,345			8,800
	Total long-term revenue bonds, net of current portion				\$392,190			\$383,400

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

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

The Port uses ad valorem tax revenues to pay the general obligation bond principal and the related interest. Ad valorem tax revenues may not be used to pay revenue bond debt.

General Obligation Bonds

Revised Code of Washington (RCW) Chapter 53.36 provides that new issues of non-voted general obligation bond debt cannot be incurred in excess of 0.25 percent of the assessed value of the taxable property in the Port district. The Port is able to issue up to \$73.1 million of new general obligation bonds at this time. All current general obligation bonds are non-voted bond debt. At December 31, 2016, the assessed value of the taxable property was \$90,491,815,000, which will serve as the basis for the 2017 tax levy.

RCW Chapter 53.36 also provides that additional general obligation bond debt can be incurred upon approval by the voters of the Port district.

The paying agent for bonded debt is:

U.S. Bank
Fiscal Agencies –
7 East101 Barday Street
New York, NY 10286

| 2016 Financial Report

In February 2016, the Port issued General Obligation Bonds par value \$26,384,000 with interest rates between 1.06 percent and 2.36 percent to refund 2008A General Obligation Bonds par value of \$23,850,000. The newly issued General Obligation Bonds were issued at par and, after paying issuance costs of \$60,000, the net proceeds were \$26,324,000. The net proceeds from the issuance of the General Obligation Bonds were used to purchase State and Local Government Series securities in the amount of approximately \$26,383,000. Those securities were deposited in an irrevocable trust with an escrow agent to provide debt service payments until the earliest call dates. The advance refunding met the requirements of an in-substance debt defeasance and \$23,850,000 of the Series 2008A General Obligation Bonds were removed from the Port's financial statements.

As a result of the advance partial refunding of the 2008A General Obligation Bonds, the Port reduced its total debt service requirements by \$2,655,000 which accumulates into an economic gain (difference between the present value of the debt service payments on the old and new debt) of \$2,362,000 over the life of the bonds.

In September 2016, the Port issued General Obligation Bonds par value \$110,260,000 at a premium with interest rates between 3.00 percent and 5.00 percent to partially refund 2006 and 2008A outstanding limited tax General Obligation Bonds par value \$127,680,000. After paying issuance costs of \$267,000, the net proceeds were \$133,701,000. The net proceeds from the issuance of the General Obligation Bonds and cash contribution from the Port of \$1,618,000 were used to purchase State and Local Government Series securities in the amount of approximately \$135,314,000. Those securities were deposited in an irrevocable trust with an escrow agent to provide debt service payments until the earliest call dates. The advance refunding met the requirements of an in-substance debt defeasance and \$127,680,000 of the Series 2006 and 2008A General Obligation Bonds were removed from the Port's financial statements.

As a result of the advance partial refunding of the 2006 and 2008A General Obligation Bonds, the Port reduced its total debt service requirements by \$34,463,000 which accumulates into an economic gain (difference between the present value of the debt service payments on the old and new debt) of \$25,849,000 over the life of the bonds.

Revenue Bonds

The revenue bonds are secured by a pledge of the Port's net operating revenues as defined by bond documents. Revenue bond proceeds finance acquisition, expansion, improvement and equipping Port terminal and industrial development facilities. The Port has pledged future net operating revenues to repay \$670.1 million in bond principal and interest through 2044. During 2016, revenue bond principal and interest paid and total revenues were \$13.8 million and \$85.1 million, respectively. The revenue bonds contain coverage requirements related to maintaining adequate net revenues to support debt service.

In September 2016, the Port issued Revenue Bonds (non-AMT) par value \$36,535,000 issued at a premium of \$9,041,000 with interest rates between 4 percent and 5 percent. After paying issuance costs of \$91,000, the net proceeds were \$45,455,000. The net proceeds from the issuance of the Revenue Bonds and cash contribution from the Port of \$527,000 were used to purchase State and Local Government Series securities in the amount of approximately \$45,981,000. Those securities were deposited in an irrevocable trust with an escrow agent to provide debt service payments until the earliest call dates. The advance refunding met the requirements of an in-substance debt defeasance and \$45,185,000 of the Series 2006 Revenue Bonds were removed from the Port's financial statements.

As a result of the advance partial refunding of the 2006 Revenue Bonds, the Port reduced its total debt service requirements by \$11,599,000 which accumulates into an economic gain (difference between the present value of the debt service payments on the old and new debt) of \$8,837,000 over the life of the bonds.

In September 2016, the Port issued Revenue Bonds series 2016B (AMT) par value \$103,555,000 issued at a premium of \$20,471,000. The term is 27 years, and the average coupon rates were between 3.125 percent and 5.0 percent. The cost of issuance was \$258,000 and was paid by the Port and was not paid out of the proceeds. Total proceeds after underwriter's discount of \$344,000 and re-payment of \$30,000,000 in commercial paper was \$93,683,000 and will be used to fund expansion and redevelopment of Pier 4 and to purchase four post-panamax container cranes to support operations at Pier 4.

Interest Rate Payment Agreements (Swaps)

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

In December 2016 the Port cancelled, at no cost, the interest rate payment agreement with Morgan Stanley (Swap Reference 1). The swap was effective until December 2036 unless terminated earlier. Cancelling the swap results in the Port having an additional \$57,865,000 of unhedged variable rate long-term debt. Total swaps outstanding was reduced by \$57,096,000 to \$239,950,000. The effective interest rate on the unhedged \$57,865,000 will be short term variable rates, which are approximately 0.5 percent and will fluctuate with market changes. The annual interest savings on \$57,865,000 at 0.5 percent compared to 3.795 percent is approximately \$1,900,000. Variable rate bonds were used to purchase a majority of the land on the Hylebos Peninsula in the mid 2000's. This created restrictions on how the property purchased with these bond proceeds can be used. The termination of the swap removes the restriction to allow the land to be used for activities other than "docks and wharfs".

The Port's existing swap contracts and the outstanding notional amounts at December 31, 2016, are detailed as follows. No cash was paid from the Port to the counterparty when the swaps were created (dollars in thousands):

SWAP Reference	Type	Original Notional Amount	Outstanding Notional Amount	Options	Contract Start Date	Effective Date	Maturity Date	Terms
2	Pay-fixed interest rate swap	\$30,000	24,470	None	9/25/08	9/25/08	12/1/36	Pay 3.320%, receive 70% of LIBOR (2)
3	Pay-fixed interest rate swap	\$80,000	74,710	None	9/20/07	7/28/11	12/1/40	Pay 4.155%, receive 70% of LIBOR (2)
4	Pay-fixed interest rate swap	\$130,000	121,940	None	9/20/07	7/26/12	12/1/41	Pay 4.200%, receive 70% of LIBOR (2)
5	Pay-fixed interest rate swap	\$20,000	18,830	None	9/20/07	7/25/13	12/1/42	Pay 4.229%, receive 70% of LIBOR (2)
		\$260,000	\$239,950					

(1) Swap Reference 1 was terminated in 2016.

(2) One-month London Interbank Offered Rate.

The following table reflects the outstanding variable-rate debt that is matched to outstanding swap agreements (dollars in the thousands).

Variable-Rate Debt	Outstanding Principal December 31, 2016	Outstanding Principal December 31, 2015
2008	\$78,250	\$83,595
2008B	133,000	133,000
2014A	86,565	88,645
Unhedged debt	(57,865)	(525)
	\$239,950	\$304,715

The following summarizes the change in fair value of the Port's pay-fixed, receive variable interest rate payment agreements at December 31, 2016 (dollars in thousands):

SWAP Reference	2016 Changes in Fair Value		Fair Value at 12/31/16		Notional Amount
	Classification	Amount	Classification	Amount	
2	Deferred outflow	\$883	Debt	\$(3,983)	\$30,000
3	Deferred outflow	4,351	Debt	(20,021)	80,000
4	Deferred outflow	7,511	Debt	(34,151)	130,000
5	Deferred outflow	1,219	Debt	(5,466)	20,000
Total		\$13,964		\$(63,621)	\$260,000

Note: SWAP reference 1 was terminated in 2016. The following summarizes the change in fair value of the Port's pay-fixed, receive variable interest rate payment agreements at December 31, 2015 (dollars in thousands):

SWAP Reference	2015 Changes in Fair Value		Fair Value at 12/31/15		Notional Amount
	Classification	Amount	Classification	Amount	
1	Deferred outflow	\$1,524	Debt	\$(2,627)	\$70,000
2	Deferred outflow	(17)	Debt	(4,866)	30,000
3	Deferred outflow	21	Debt	(24,372)	80,000
4	Deferred outflow	(76)	Debt	(41,662)	130,000
5	Deferred outflow	(30)	Debt	(6,685)	20,000
Total		\$1,422		\$(80,212)	\$330,000

Risks

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

Counterparty or Credit Risk

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

SWAP Reference	Notional Amount	Bank Counterparty	Credit Worthiness Moody's	S&P	Termination Value
2	30,000	Goldman Sachs	A1	A+	\$3,983
3	80,000	Dexia	Baa3	BBB	20,021
4	130,000	Dexia	Baa3	BBB	34,151
5	20,000	Merrill Lynch	Baa1	BBB+	5,466
Total	\$260,000				\$63,621

Note: SWAP reference 1 was terminated in 2016.

Termination Risk

The Port or its counterparties may terminate a derivative instrument if the other party fails to perform under the terms of the contract. If the swap counterparty's credit rating deteriorates below A3/A- (Moody's/Standard & Poor's), the Port may terminate the swap at market value; however, the Port may, at its option, continue in the swap. The Port requires the posting of collateral and works with financially strong counterparties to help mitigate this risk.

NOTE 5 – LONG-TERM DEBT (CONTINUED)

Basis Risk

The Port pays a daily interest rate to its bondholders and receives 70 percent of one-month London Interbank Offered Rate (LIBOR) from its swap counterparties. In exchange for the fixed swap rates associated with using the LIBOR index, the Port bears the risk that it could incur a shortfall between the variable rate paid on the bonds and the variable rate received on the swaps.

Rollover Risk

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

Foreign Currency Risk

The Port's derivative instruments are denominated in U.S. dollars.

Contingencies

If the Port's credit rating falls below A3/A- (Moody's/Standard & Poor's) for the swap with Goldman Sachs or below Baa2/BBB (Moody's/Standard & Poor's) for the other swaps, the Port bears the risk that its counterparties may terminate the agreement. The Port is prohibited by RCW 39.96 from posting collateral. The Port's subordinate lien credit rating is A1/A+ (Moody's/Standard & Poor's) at December 31, 2016.

Debt Service for Fixed Rate Bonds

The debt service requirements for fixed rate general obligation and revenue bonds outstanding as of December 31, 2016, are as follows (dollars in thousands):

Year Ending December 31,	Principal	Interest	Total
2017	\$7,072	\$14,490	\$21,562
2018	8,463	14,236	22,699
2019	9,072	13,970	23,042
2020	9,285	13,759	23,044
2021	11,822	13,536	25,358
2022-2026	64,262	61,603	125,865
2027-2031	70,300	47,759	118,059
2032-2036	71,950	31,056	103,006
2037-2041	64,265	14,192	78,457
2042-2047	23,115	1,701	24,816
Total	\$339,606	\$226,302	\$565,908

Variable Rate Bonds Estimated Future Payments

Assuming that the reimbursement agreements and letters of credit agreements are renewed throughout the life of the bonds, the debt service requirements for the 2009 revenue bonds with a balance of \$133.0 million, 2008B Subordinate-Lien Variable-Rate Revenue Bonds with a balance of \$78.3 million and the 2014A Subordinate Lien Variable-Rate Revenue Bonds with a balance of \$86.6 million, and active swaps with Dexia, Goldman Sachs and Merrill Lynch outstanding as of December 31, 2016, are as follows (dollars in thousands):

Year	Principal Payment	Variable Interest	Interest Rate Swap, Net (1)	Total
2017	\$7,770	\$2,711	\$8,798	\$19,279
2018	5,120	2,642	8,578	16,340
2019	5,335	2,595	8,349	16,279
2020	5,570	2,547	8,110	16,227
2021	5,820	2,497	7,862	16,179
2022-2026	33,210	11,651	35,225	80,086
2027-2031	49,825	9,958	27,337	87,120
2032-2036	52,165	7,242	17,723	77,130
2037-2041	---	6,096	6,547	12,643
2042-2047	133,000	3,658	43	136,701
Total	\$297,815	\$51,597	\$128,572	\$477,984

(1) This amount represents the cash that is due to the counterparty based on the terms of the pay-fixed interest rate swap. The amounts for the subsequent years are based on the assumption that interest rate conditions that existed during 2016 will remain the same over the term of the derivative contract.

The Port entered into a 3-year agreement with a bank in April 2014 for a direct purchase of the 2008 Subordinate-Lien Variable-Rate Revenue Bonds. The agreement expires in April 2017 and the Port is currently negotiating a one-year extension. In May 2012, the Port entered into a 3-year agreement with a bank for a direct purchase of the 2008B Subordinate-Lien Variable-Rate Revenue bonds. This agreement was extended until May 2018.

In December 2015, the Port changed the mode on the 2014A subordinate lien variable-rate bonds from taxable to tax exempt by executing a new Continuing Covenant Agreement with the lender that reduced the non-hedged fee portion paid by the Port to a lower fee. At the time of the mode change, the lender extended the direct purchase agreement until October 1, 2018. The change in mode did not require a refunding of any of the bonds or the issuance of a new CUSIP and no cash was exchanged. The interest rate portion of the direct purchase agreement (70 percent of one month LIBOR) in the bank document and Port resolution were unchanged.

If reimbursement agreements are not able to be renewed upon expiration, the bonds will continue to be held by the banks, but the Port would be required to pay off the loans over an agreed to amortization schedule (until new agreements are reached), usually 3 to 5 years.

NOTE 6 – RISK MANAGEMENT

The Port is exposed to various risks of loss related to torts; damage to, theft of, and destruction of assets or cargo; natural disasters; and employee injuries. To limit its exposure, the Port purchases a variety of insurance policies. For general liability, the Port purchases \$151 million in coverage, subject to a \$500,000 self-insured retention. All risk property insurance is purchased on a replacement value basis for most properties, subject to a limit of \$500 million and a per occurrence deductible of \$150,000. For earthquake/flood and business interruption losses, sub-limits of \$75 million and \$100 million apply, respectively. Insurance coverage for earthquake and flood damage is subject to a deductible defined as five percent of the value of the damaged property, with a minimum of \$100,000.

With the exception of losses which may arise from employee injuries, earthquakes and/or floods, no deductible exceeds \$500,000. The self-insured retention for workers' compensation coverage is \$1,250,000.

Insurance coverage for the past three years has been sufficient to cover all claim settlements.

The Port is self-insured for its regular medical coverage. The liability for unpaid medical claims is included in payroll and taxes payable on the accompanying statements of net position and is expected to be paid in 2017. Excess loss coverage has been purchased through an outside provider to limit individual loss to \$110,000. Self-insured claim activity for December 31, 2016 and 2015, is as follows (dollars in thousands):

	2016	2015
Claims liability, beginning of year	\$1,316	\$1,303
Claims reserve	4,019	4,869
Payments on claims	(4,573)	(4,856)
Claims liability, end of year	\$762	\$1,316

The Port maintains a self-insurance program for workers' compensation. The estimated liability for workers' compensation is included in payroll and taxes payable on the accompanying statements of net position. At December 31, 2016, the estimated self-insurance liability for workers' compensation was \$238,000 and this amount is expected to be paid in 2017. At December 31, 2015, the estimated self-insurance liability for workers' compensation was \$530,000. The liability for unpaid claims represents the estimated future indemnity, medical, rehabilitation and legal costs for all open claims.

Workers' compensation claim activity for December 31, 2016 and 2015, are as follows (dollars in thousands):

	2016	2015
Claims liability, beginning of year	\$ 530	\$330
Claims incurred during the year	89	382
Changes in estimate for prior year claims	(39)	392
Payments on claims	(342)	(574)
Claims liability, end of year	\$238	\$530

NOTE 7 – LEASE COMMITMENTS

The Port leases land, office space and other equipment under operating leases that expire through 2037. Minimum future lease payments under non-cancellable operating leases are as follows (dollars in thousands):

Years ending December 31,	Port of Tacoma
2017	\$17
2018	17
2019	17
2020	17
2021	17
Thereafter	263
Total minimum payments required	\$348

Total rent expense for the years ended December 31, 2016 and 2015 was \$17,000 and \$691,000, respectively.

The Port, as a lessor, leases land and facilities under terms of 1 to 50 years. In addition, some properties are rented on a month-to-month basis. Minimum future rents receivable under non-cancellable operating leases and subleases are as follows (dollars in thousands). Leases for NWSA licensed properties are reported by NWSA and not included here.

Years ending December 31,	Port of Tacoma
2017	\$11,428
2018	10,209
2019	9,820
2020	9,379
2021	9,433
Thereafter	298,944
Total minimum payments required	\$349,213

Assets held for rental and leasing purposes as of December 31, 2016, are as follows (dollars in thousands):

Land	\$272,769
Buildings, improvements and equipment, net	19,119
Total, net of accumulated depreciation	\$291,888

NOTE 8 – PENSION PLANS

In 2015, the Port adopted GASB Statement No. 68, Accounting and Financial Reporting for Pensions, an amendment of GASB Statement No. 25 and GASB Statement No. 71. GASB 71 which amends GASB 68 regarding the deferred outflows of resources for current year pension contributions that are reported subsequent to the measurement date. These new pension statements revise pension accounting and financial reporting requirements for state and local governments and establishes standards for measuring and recognizing pension liabilities, deferred outflows of resources, deferred inflows of resources, and expense/expenditures.

Pension Plan

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

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

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

Plan Description and Benefits

PERS was established in 1947, and its retirement benefit provisions are contained in chapters 41.34 and 41.40 RCW. PERS is a cost-sharing, multiple-employer retirement system composed of three separate pension plans for membership purposes. PERS Plan 1 and PERS Plan 2 are defined benefit plans, and PERS Plan 3 is a defined benefit plan with a defined contribution component.

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

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

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

As of June 30, 2016, 435 employees and 703 non-employer contributing entities were participating in PERS Plan 1. The plan is closed to new entrants. PERS 1 members were vested after the completion of five years of eligible service. PERS Plan 1 provides retirement, disability and death benefits. Retirement benefits are calculated using 2 percent of the member's Average Final Compensation (AFC) times the member's years of service. AFC is the average of the member's 24 consecutive highest-paid service credit months. Members are eligible for retirement from active status at any age with at least 30 years of service, at age 55 with at least 25 years of service, or at age 60 with at least five years of service.

NOTE 8 – PENSION PLANS (CONTINUED)

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

The PERS Plan 1 member contribution rate is established by statute at 6 percent. The employer contribution rate is developed by the Office of the State Actuary (OSA) and includes an administrative expense component that is currently set at 0.18 percent.

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

Members are eligible for retirement with a full benefit at 65 with at least five years of service credit. Retirement before age 65 is considered an early retirement. PERS Plan 2/3 members who have at least 20 years of service credit and are 55 years of age or older are eligible for early retirement with a reduced benefit. The benefit is reduced by a factor that varies according to age for each year before age 65. PERS Plan 2/3 retirement benefits are actuarially reduced to reflect the choice of a survivor benefit. Other PERS Plan 2/3 benefits include duty and non-duty disability payments; a COLA based on the Consumer Price Index, capped at 3 percent annually; and a one-time, duty-related death benefit, if found eligible by the Washington State Department of Labor & Industries.

The PERS Plan 2/3 employer and employee contribution rates are developed by the OSA to fully fund Plan 2 and the defined benefit portion of Plan 3. The Plan 2/3 employer rates include a component to address the PERS Plan 1 unfunded actuarial accrued liability and an administrative expense that is currently set at 0.18 percent.

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

Contributions

The required contribution rates, expressed as a percentage of covered payrolls, as of December 31, 2016, were:

2016	PERS Plan 1	PERS Plan 2	PERS Plan 3
Employer*	11.18%	11.18%	11.18%**
Employee	6.00%	6.12%	***

The required contribution rates, expressed as a percentage of covered payrolls, as of December 31, 2015, were:

2015	PERS Plan 1	PERS Plan 2	PERS Plan 3
Employer*	11.18%	11.18%	11.18%**
Employee	6.00%	6.12%	***

* The employer rates include the employer administrative expense fee of 0.18% for 2016 and 2015

** Plan 3 defined benefit portion only

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

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

Year	PERS Plan 1	PERS Plan 2	PERS Plan 3	Total
2016	\$8	\$2,383	\$287	\$2,678
2015	9	1,926	271	2,206
2014	17	1,711	238	1,966

Pension liabilities, pension expense, and deferred inflows and outflows of resources and related to pensions

At December 31, 2016 and 2015, the Port reported a liability of approximately \$22.3 million and \$18.4 million, respectively for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2016 and 2015, the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Port's proportion of the net pension liability was based on a projection of the Port's long-term share of contributions to the pension plan relative to the projected contributions of all participating agencies, actuarially determined. At June 30, 2016, the Port's proportionate share of net pension liability and the change in proportionate share from June 30, 2015, is presented in the following tables: (dollars in thousands)

Port's proportionate share of the net pension liability	PERS 1	PERS 2/3
2016	\$10,213	\$12,057
2015	9,803	8,565
Change of Port's proportionate share from 2015 to 2016	0.0028%	-0.0003%

For the years ended December 31, 2016 and 2015, the Port recognized pension (benefit)/expense of (\$287,000) and \$654,000, respectively. At December 31, 2016 and 2015, the Port reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (dollars in thousands):

2016	PERS 1	PERS 2/3	Total
Sources of Deferred Outflow of Resources:			
Net difference between projected and actual earnings on pension plan investments	\$257	\$1,475	\$1,732
Changes in Assumptions	---	125	125
Differences between expected and actual experience	---	642	642
Changes in proportionate and differences between Port contributions and proportionate share of contributions	---	---	---
Port contributions subsequent to measurement date	584	759	1,343
Total	\$841	\$3,001	\$3,842
2016	PERS 1	PERS 2/3	Total
Sources of Deferred Inflow of Resources:			
Net difference between projected and actual earnings on pension plan investments	\$ ---	\$ ---	\$ ---
Changes in assumptions	---	---	---
Differences between expected and actual experience	---	(398)	(398)
Changes in proportion and differences between Port contributions and proportionate share of contributions	---	(153)	(153)
Total	\$ ---	\$(551)	\$(551)

2015 Sources of Deferred Outflow of Resources:	PERS 1	PERS 2/3	Total
Net difference between projected and actual earnings on pension plan investments	\$ ---	\$15	\$15
Changes in assumptions	---	910	910
Differences between expected and actual experience	---	---	---
Changes in proportionate and differences between Port contributions and proportionate share of contributions	---	---	---
Port contributions subsequent to measurement date	523	695	1,218
Total	\$523	\$1,620	\$2,143

2015 Sources of Deferred Inflow of Resources:	PERS 1	PERS 2/3	Total
Net difference between projected and actual earnings on pension plan investments	\$ (536)	\$ (2,286)	\$ (2,822)
Changes in assumptions	---	---	---
Differences between expected and actual experience	---	---	---
Changes in proportionate and differences between Port contributions and proportionate share of contributions	---	(218)	(218)
Total	\$ (536)	\$ (2,504)	\$ (3,040)

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

(2) The recognition period is closed, 5-year period for all plans.

As of December 31, 2016, deferred outflows of resources related to pensions resulting from Port's contributions subsequent to the measurement date was \$1.3 million and will be recognized as a reduction of the net pension liability in the year ended December 31, 2017. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (dollars in thousands):

Years ending December 31:	PERS 1	PERS 2/3	Total
2017	\$ (68)	\$ (82)	\$ (150)
2018	(68)	(65)	(133)
2019	247	1,142	1,389
2020	146	696	842
Total	\$257	\$1,691	\$1,948
Years ending December 31:	PERS 1	PERS 2/3	Total
2016	\$ (213)	\$ (705)	\$ (918)
2017	(213)	(705)	(918)
2018	(213)	(688)	(901)
2019	103	519	622
Total	\$ (536)	\$ (1,579)	\$ (2,115)

Actuarial Assumptions

The total pension liability (TPL) for each of the plans was determined by an actuarial valuation as of June 30, 2015 with the results rolled forward to June 30, 2016. Besides the discount rate, the actuarial assumptions used in the valuation are summarized in the Actuarial Section of DRS' Comprehensive Annual Financial Report located on the DRS employer-resource GASB webpage. These assumptions reflect the results of OSA's 2007-2012 Experience Study.

Additional assumptions for subsequent events and law changes are current as of the 2015 actuarial valuation report are as follows:

Inflation

3.0 percent total economic inflation; 3.75 percent salary inflation.

Salary Increases

In addition to the base 3.75 percent salary inflation assumption, salaries are also expected to grow by promotions and longevity.

Investment Rate of Return

7.50 percent.

Mortality rates were based on the RP-2000 report's Combined Healthy Table and Combined Disabled Table, which the Society of Actuaries publishes. The OSA applied offsets to the base table and recognized future improvements in mortality by projecting the mortality rates using 100 percent Scale BB. Mortality rates are applied on a generational basis, meaning members are assumed to receive additional mortality

improvements in each future year throughout their lifetimes.

Long-Term Expected Rate of Return

The long-term expected rate of return on pension plan investments was determined using a building-block method. The Washington State Investment Board (WSIB) used a best estimate of expected future rates of return (expected returns, net of pension plan investment expense, including inflation) to develop each major asset class. Those expected returns make up one component of WSIB's Capital Market Assumptions (CMAs).

The CMAs contain three pieces of information for each class of assets WSIB currently invests in:

- Expected annual return
- Standard deviation of the annual return
- Correlations between the annual returns of each asset class with every other asset class

The WSIB uses the CMAs and their target asset allocation to simulate future investment returns over various time horizons.

The OSA selected a 7.50 percent long-term expected rate of return on pension plan investments. In selecting this assumption, OSA reviewed the historical experience data, considered the historical conditions that produced past annual investment returns, and considered CMAs and simulated expected investment returns the WSIB provided.

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, 2016 and 2015 are summarized in the tables below.

Asset Class	2016		% Long-term expected real rate of return arithmetic
	Target allocation		
Fixed Income	20%		1.70%
Tangible Assets	5%		4.40%
Real Estate	15%		5.80%
Global Equity	37%		6.60%
Private Equity	23%		9.60%
Total	100%		

Asset Class	2015		% Long-term expected real rate of return arithmetic
	Target allocation		
Fixed Income	20%		1.70%
Tangible Assets	5%		4.40%
Real Estate	15%		5.80%
Global Equity	37%		6.60%
Private Equity	23%		9.60%
Total	100%		

The inflation component used to create the table is 2.20 percent for June 30, 2016 and 2015, respectively, and represents WSIB's most recent long-term estimate of broad economic inflation.

NOTE 8 – PENSION PLANS (CONTINUED)

Discount rate

The discount rate used to measure the total pension liability was 7.50 percent for all plans. 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 of current plan members. Consistent with current law, the asset sufficiency test included an assumed 7.70 percent long-term discount rate to determine funding liabilities for calculating future contribution rate requirements. Consistent with the long-term expected rate of return, a 7.50 percent future investment rate of return on invested assets was assumed for the test. Contributions from plan members and employers are assumed to continue being made at contractually required rates (including PERS Plans 2 and 3 employers, whose rates include a component for the PERS Plan 1 liability). Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return of 7.50 percent was used to determine the total liability.

Sensitivity Net Pension Liability to Changes in the Discount Rate

The table below presents the net pension liability of employers, calculated using the discount rate of 7.50 percent as well as what employers' net pension liability would be if it were calculated using a discount rate 1 percentage point lower (6.5 percent) or 1 percentage point higher (8.5 percent) than the current rate (dollars in thousands):

	Pension Trust	1% Decrease	Discount Rate	1% Increase
December 31, 2016				
Discount Rate		6.50%	7.50%	8.50%
Proportionate share of net pension liability	PERS 1	\$12,316	\$10,213	\$8,404
Proportionate share of net pension liability/(asset)	PERS 2/3	22,198	12,057	(6,276)
December 31, 2015				
Discount Rate		6.50%	7.50%	8.50%
Proportionate share of net pension liability	PERS 1	\$11,936	\$9,803	\$7,970
Proportionate share of net pension liability/(asset)	PERS 2/3	25,044	8,565	(4,053)

Detailed information about the pension plan's fiduciary net position is available in the separately issued DRS financial reports. Additional actuarial and pension plan information is included in the DRS 2016 CAFR, including descriptions of actuarial data, assumptions, methods, and plan provisions relied on for the preparation of GASB 67 and GASB 68. Additional details regarding this information is included in OSA's 2015 Report on Financial Condition and Economic Experience Study on the OSA website.

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NOTE 9 – POST-EMPLOYMENT HEALTH CARE BENEFITS

The Port provides major medical coverage for eligible retired employees through the Post-Employment Defined Benefit Plan (DB Plan) that was established in 1975. The Port is the sole administrator and fiduciary of the Post-Employment Health Care Benefits Trust Fund. The Plan's audited financial statements for December 31, 2016 may be found on page 10 of this report.

Summary of Accounting Policies

The financial statements are prepared using the accrual basis of accounting. Medical benefits that are in accordance with the DB Plan are recognized when due and payable. Contributions to the DB Plan are recognized in the period that the contributions are made.

Investment Policy

As of December 31, 2016 and 2015, the Plan's investments were deposited in qualified depositories as required by state statutes. Those statutes authorize the Port to invest in direct obligations of the U.S. Government, certificates of deposit, bankers' acceptances, repurchase agreements, commercial paper and certain municipal bonds. Investments are valued at fair value.

Risks

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

Credit Risk: Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The Washington State Local Government Investment Pool is an unrated 2a-7 like pool, as defined by the Government Accounting Standards Board.

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

The DB Plan does not limit the amount invested in any one issuer. At December 31, 2016, 2015, and 2014, the DB Plan had the following investments (dollars in thousands):

Investment Type	2016	2015	2014
Money market fund	\$94	\$265	\$471
Fixed income securities	5,413	5,626	5,862
	\$5,507	\$5,891	\$6,333



Trust Deposits and Investments

The Trust's cash and cash equivalents of \$94,000 and \$265,000 as of December 31, 2016 and 2015, respectively, were deposited in qualified depositories as required by state statute.

The Trust follows the same investment guidelines as the Port investments in Note 2 Deposits and Investments. The tables below identify the type of investments, concentration of investments in any one issuer, and maturities of the Trust portfolio as of December 31, 2016 and 2015 (dollars in thousands):

2016		Maturities (in years)			
Investment type	Fair value	Less than 1	1-3	More than 3	Percentage of Total Portfolio
Federal Home Loan Bank	\$1,304	\$ ---	\$705	\$599	24.1 %
Federal Home Loan Mortgage Corporation	802	602	200	---	14.8 %
Federal National Mortgage Association	2,252	251	1,063	938	41.6 %
United States Treasury Bonds	1,055	753	302	---	19.5 %
Total investments	\$5,413	\$1,606	\$2,270	\$1,537	100.0 %
Percentage of total portfolio		29.7 %	41.9 %	28.4 %	100.0 %
2015		Maturities (in years)			
Investment type	Fair value	Less than 1	1-3	More than 3	Percentage of Total Portfolio
Federal Home Loan Bank	\$1,256	\$252	\$403	\$601	22.3 %
Federal Home Loan Mortgage Corporation	1,555	755	601	199	27.6 %
Federal National Mortgage Association	1,763	---	807	956	31.3 %
United States Treasury Bonds	1,052	---	1,052	---	18.7 %
Total investments	\$5,626	\$1,007	\$2,863	\$1,756	100.0 %
Percentage of total portfolio		17.9 %	50.9 %	31.2 %	100.0 %

The investments of the Trust are rated AAA by Moody's equivalent credit rating as of December 31, 2016 and 2015.

Plan Description

The Plan provides major medical coverage, subject to a deductible, and a maximum benefit limit of \$2,000,000 per person. The Port is the fiduciary of this plan and the trust is held by a bank. The DB Plan is a single-employer cost-sharing defined benefit plan. The DB Plan was closed to new employees in 2007. The Port will fund the DB Plan as necessary to enable the DB Plan to pay vested accrued benefits to participants as they become due and payable.

Retirees and their spouses are eligible for Port-paid, post-employment medical benefits upon attainment of the age of 60 through the age of 69, provided they have completed a minimum of 15 years of service and are eligible to retire under PERS. Employees retiring before the age of 60 are eligible for Port-paid, post-employment medical for up to 10 years, provided they have completed 20 years of service and are eligible to retire under PERS.

The Port's annual other post-employment benefit (OPEB) cost (expense) is calculated based on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with the parameters of the authoritative guidance. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years. The contribution policy of the plan is established by the commission.

Actuarial Methods and Assumptions

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

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations. The actuarial present value of accumulated plan benefits is determined by an independent actuary.

As of January 1, 2016, 2015 and 2014, the entry age normal valuation method was used. The actuarial assumptions included a 4 percent investment rate of return (net of investment expenses), which is a blended rate of the expected long-term investment returns on plan assets. The expected long-term investment return on plan assets is developed by netting the investment earnings at the assumed valuation investment return rate to the prior year valuation asset value, expenses, benefit payments and assets expected from future contributions. The health care cost trend rate assumptions are 7.5 percent graded uniformly to 5 percent over 5 years for December 31, 2016 and 2015. The health care cost trend rate assumptions are 8.0 percent graded uniformly to 5 percent over 6 years for December 31, 2014. The amortization method is on a level basis over 10 years.

The actuarial value of assets was determined using market value. The actuarial accrued liability is fully funded at December 31, 2016, 2015 and 2014, in an external trust.

Annual Pension Cost

The following table shows the components of the Port's annual OPEB cost for the year, the amount actually contributed to the plan, and changes in the Port's OPEB obligation for the years ended December 31, 2016, 2015 and 2014 (dollars in thousands):

	2016	2015	2014
Annual required contribution	\$394	\$331	\$488
Annual OPEB expense	394	331	488
Claims paid	(394)	(331)	(488)
End OPEB liability	\$ ---	\$ ---	\$ ---

Annual OPEB Cost and Net OPEB Obligation

The Port's annual OPEB cost (expense) is calculated based on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years.

The following table shows the components of the Port's annual OPEB cost for the year ended December 31, 2016, the amount actually contributed to the plan, and changes in the Port's net OPEB obligation (dollar amounts in thousands):

	2016	2015	2014
Annual required contribution	\$394	\$331	\$488
Interest on net OPEB obligation	---	---	---
Adjustment on annual required contribution	---	---	---
Annual OPEB expense	394	331	488
Annual employer trust contribution	---	---	---
Employer payments for retiree benefits	394	331	488
Total contribution	394	331	488
Increase in net OPEB obligation	\$ ---	\$ ---	\$ ---

Employer Contributions

The Port's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for the years ended December 31, 2016, 2015 and 2014, are as follows (dollars in thousands):

Years ending December 31,	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed to a Trust Fund	Net OPEB Obligation/(Asset)
2016	\$394	100%	\$ ---
2015	331	100%	---
2014	488	100%	---

Schedule of Funding

The following schedule summarizes the funding progress at December 31 (dollars in thousands):

Plan Year	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) Entry Age (b)	Unfunded AAL (UAAL) (b-a)	Funded Ratio (a/b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll ((b-a) / c)
2016	\$5,507	\$3,609	---	152.6%	\$1,488	\$ ---
2015	5,891	3,077	---	191.5%	1,551	---
2014	6,333	3,941	---	160.7%	1,925	---

*There is no unfunded AAL at December 31, 2016, 2015 and 2014, as the value of the plan assets exceeds the AAL.

NOTE 10 – PROPERTY TAXES

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

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

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

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

Special levies approved by the voters are not subject to the above limitations.

In 2016 the Port's regular tax levy was \$0.183 per \$1,000 on a total assessed valuation of \$82,178,126,000, for a total regular levy amount of \$15,013,000. In 2015 the Port's regular tax levy was \$0.183 per \$1,000 on a total assessed valuation of \$77,383,384,000, for a total regular levy amount of \$14,217,000.

NOTE 11 – COMMITMENTS AND OTHER LONG-TERM LIABILITIES

Commitments

The Port has entered into contractual agreements for terminal maintenance, infrastructure improvements, environmental projects and professional services. At December 31, 2016, these future commitments are as follows (dollars in thousands):

Description	Remaining Commitments
Terminal projects	\$102,852
Environmental	2,512
Other (including professional services)	3,898
	\$109,262

Included in the commitments above are \$598,000 of remaining commitments on contracts issued by the Port of Tacoma as an agent for the NWSA during the transition period. These commitments will be reimbursed by the NWSA.

The Port agreed to purchase support services from the NWSA during NWSA's startup and transition period. The support services received by the Port include executive management, commercial management, planning, and environmental support services. During the transition period the agreements will be renewed annually. Additional information regarding commitments of the NWSA is presented in Note 17, Joint Venture.

Other Long-term Liabilities

Other long-term liabilities consist primarily of environmental liabilities (see Note 12) and other deferred commitments as further discussed below.

In 2013, the Port executed a land swap with a joint venture comprised of the Puyallup Tribe (the Tribe) and private parties. This agreement was initially approved by the Port commission in 2008. This agreement is deemed essential for the development of the Blair waterway and the continued relationships with the Port's customers.

The agreement required the Port to transfer 24.4 acres of land to the Tribe, and in exchange, the Tribe will cutback and dredge 12.50 acres of the Blair waterway for the Port's use as a right-of-way. As a part of this agreement, the Port agreed to pay for dredging the channel width from 650 feet to 850 feet at some point in the future. The estimated cost of this project is \$28.0 million. The \$28.0 million is recorded in other long-term liabilities on the statements of net position at December 31, 2016 and 2015.

The Port accounted for this transaction as a "like-kind" property exchange without commercial substance. The assets received in this exchange have an indefinite life and, therefore, per GASB 51, Accounting and Financial Reporting for Intangible Assets, will be recorded as intangible assets at cost. Also, since the acquired assets have an indefinite life, they will not be amortized.

NOTE 12 – ENVIRONMENTAL LIABILITIES

The Port monitors remediation obligations, which are obligations to address the current or potential detrimental effects of existing pollution by participating in pollution remediation activities such as site assessments and cleanups.

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

Future expenditures for environmental remediation obligations using the expected cash flow technique were \$16.2 million at December 31, 2016, and \$20.0 million at December 31, 2015. This liability is included in other long-term liabilities on the accompanying statements of net position. Recoveries of environmental remediation costs from other parties are recorded as a reduction of the related costs using the expected cash flow technique. Significant remediation obligations are discussed in the following paragraphs:

In 2016, the Port completed remediation on Pier 4 on the General Central Peninsula which had an obligation of \$3.1 million in 2016. The initial obligation was set at \$ 7.6 million in 2014 following the discovery of contamination during the pre-design stage for the reconfiguration of Pier 4.

The Port recorded \$5.2 million in 2014 for contamination discovered on a parcel on the Blair Peninsula that entered the pre-design stage for a new terminal. The environmental remediation obligation was \$5.4 million and \$5.7 million at December 31, 2016 and 2015, respectively.

The Port transferred land to the Tribe in 1988 under the 1988 Puyallup Land Settlement Agreement. The terms of the agreement obligated the Port to remediate the property in the event of future development. In April 2008, the parties entered into a land swap agreement for several of the same parcels for the development of marine terminals. The environmental remediation obligation was \$6.3 million and \$5.0 million at December 31, 2016 and 2015, respectively.

The Port owns land within the boundaries of the Commencement Bay near the Shore Tideflats Superfund Site, for which a Remedial Investigation and Feasibility Study have been performed by the U.S. Environmental Protection Agency and the Washington State Department of Ecology, pursuant to the Federal Comprehensive Environmental Response Compensation and Liability Act and the Model Toxics Control Act. Remedial actions are currently underway or complete at all known sites. The environmental remediation obligation for the Hylebos waterway superfund site was \$1.8 million and \$1.7 million at December 31, 2016 and 2015, respectively.

At December 31, 2016, the estimated cost of the environmental remediation projects expected to be capitalized in future periods is approximately \$13.3 million.

NOTE 13 – CONTINGENCIES

The Port owns land within the boundaries of the Commencement Bay near the Shore Tideflats Superfund Site, for which a Remedial Investigation and a Feasibility Study have been performed by the U.S. Environmental Protection Agency and the Washington State Department of Ecology, pursuant to the Federal Comprehensive Environmental Response Compensation and Liability Act and the Model Toxics Control Act. Remedial actions are currently underway or complete at all known sites. The Port will continue to have liability exposure until the cleanup is complete.

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

NOTE 14 – MAJOR CUSTOMERS

During 2016, container and non-container facilities were licensed to the NWSA. Hence, the Port's operating revenues in 2016 were primarily generated from NWSA joint venture income and from the operating revenue from leases for warehouse, transportation and storage facilities operated by the Port of Tacoma. Joint venture income in 2016 was \$61.4 million and 72.4 percent of total revenue. Receivables from the NWSA at December 31, 2016 were \$30.9 million. Further information on receivables and payables with the NWSA can be found in Note 17 Joint Venture.

Operating revenues for the year ended December 31, 2015, of \$143.9 million included \$114.9 million, or 80 percent of total revenue from ten significant customers, of which three of these customers individually accounted for 10 percent or more of operating revenues and, in aggregate, 42 percent of operating revenues. Receivables from those customers totaled \$9 million, or 86 percent of total trade receivables.

NOTE 15 – RELATED-PARTY TRANSACTIONS

The commissioners of the Port, the Chief Executive Officer and the Deputy Executive Officer also serve as officers and directors of other private and public agencies. The Revised Code of Washington, Section 53, authorizes the Port District to cooperate and invest with such agencies, including trade centers, economic development and other municipal entities. The Port supports such agencies in its normal course of business. The Port commissioners also govern the NWSA. The NWSA is a separate governmental entity established as a Port Development Authority and is governed by the ports of Tacoma and Seattle as equal members (each a "Managing Member" and collectively, "Managing Members") with each port acting through its elected commissioners. The Port CEO also serves as the CEO of the NWSA and will transition out of the Port following the hiring of a new CEO in late 2017. Additional information on the formation of NWSA and related party activities are presented in the MD&A, Note 1 Summary of Significant Accounting Policies and Note 17. Joint Venture.

NOTE 16 – FAIR VALUE MEASUREMENTS

The Port followed Financial Accounting Standards Board authoritative amended guidance on fair values prior to 2015, when the Port adopted GASB Statement No. 72, Fair Value Measurement and Application. The amended guidance did not materially change the Port's disclosures for all assets and liabilities that are being measured and reported on a fair value basis. The guidance requires that assets and liabilities carried at fair value will be classified and disclosed in one of the following three categories:

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

Level 2 – Observable market based inputs or unobservable inputs that are corroborated by market data.

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

In determining the appropriate levels, the Port performs a detailed analysis of the assets and liabilities that are subject to the guidance. The Port's fair value measurements are evaluated by an independent third-party vendor. The third-party vendor uses a variety of methods when pricing these securities that incorporate relevant observable market data to arrive at an estimate of what a buyer in the marketplace would pay for a security under current market conditions. Level 1 inputs are quoted prices in active markets for identical assets assessed at the measurement date. An active market for the asset is a principal market in which transactions

for the asset are open to many and occur with sufficient frequency and volume. Level 2 inputs include quoted prices for similar assets in active markets, quoted prices for identical or similar assets in markets where there is not sufficient activity, and/or where price quotations vary substantially either over time or among market makers (some brokered markets, for example), or in which little information is released publicly. The Port does not have any Level 3 assets or liabilities at December 31, 2016 and 2015.

The Port has four swaps (five at December 31, 2015) outstanding so that it may mitigate interest rate risk. The swaps synthetically fix or "lock-in" interest rates on variable revenue bond debt by providing cash flows that are intended to offset the variable-rate bond payments, leaving the Port with the fixed payment identified in each swap agreement. The fair value of the interest rate swap agreement (used for purposes other than trading) are the estimated amounts the Port would pay to terminate the swap agreement at the reporting date, taking into account current interest rates for the swap agreement and the creditworthiness of the swap counterparty and the third-party bond insurer.

The table below presents the balances of assets and liabilities measured at fair value by level within the hierarchy at December 31, 2016 and 2015 (dollars in thousands):

Fair Value of Assets and Liabilities as of December 31, 2016				
	Level 1	Level 2	Total	
Investments – Enterprise Fund:				
Money Market	\$952	\$ ---	\$952	
Federal Agricultural Mortgage Corp.	---	995	995	
Federal Farm Credit Bank	---	9,899	9,899	
Federal Home Loan Bank	6,026	12,017	18,043	
Federal Home Loan Mortgage Corporation	2,996	17,665	20,661	
Federal National Mortgage Association	19,938	22,492	42,430	
Financing Corporation	---	1,019	1,019	
Municipal Bonds	12,539	36,589	49,128	
United States Treasury Bonds	14,504	10,845	25,349	
Total Enterprise Fund	\$56,955	\$111,521	\$168,476	

Post-Employment Health Care Benefits Trust Fund				
Federal Home Loan Bank	\$700	\$601	\$1,301	
Federal Home Loan Mortgage Corporation	800	---	800	
Federal National Mortgage Association	2,011	250	2,261	
United States Treasury Bonds	1,051	---	1,051	
Total Post-Employment Health Care Benefits Trust Fund	4,562	851	5,413	

Total Assets	\$61,517	\$112,372	\$173,889
Long-term Debt - Interest rate swaps	\$ ---	\$63,621	\$63,621

Fair Value of Assets and Liabilities as of December 31, 2015

	Level 1	Level 2	Total
Investments – Enterprise Fund			
Federal Agricultural Mortgage Corp.	\$ ---	\$995	\$995
Federal Farm Credit Bank	---	11,001	11,001
Federal Home Loan Bank	3,073	16,307	19,380
Federal Home Loan Mortgage Corporation	2,987	28,937	31,924
Federal National Mortgage Association	8,194	13,706	21,900
Financing Corporation	---	1,005	1,005
Housing Urban Development	---	7,197	7,197
Municipal Bonds	2,291	37,010	39,301
United States Treasury Bonds	6,030	---	6,030
Total Enterprise Fund	\$22,575	\$116,158	\$138,733

Post-Employment Health Care Benefits Trust Fund			
Federal Home Loan Bank	\$852	\$401	\$1,253
Federal Home Loan Mortgage Corporation	1,353	198	1,551
Federal National Mortgage Association	1,522	250	1,772
United States Treasury Bonds	1,050	---	1,050
Total Post-Employment Health Care Benefits Trust Fund	\$4,777	\$849	\$5,626

Total Assets	\$27,352	\$117,007	\$144,359
Long-term Debt - Interest rate swaps	\$ ---	\$80,212	\$80,212

* Investments in Washington State Local Investment Pool and are valued at the amortized cost of the pool shares.

NOTE 17 – JOINT VENTURE

The home ports will share net income and cash distributions from the NWSA on a 50/50 basis. The Port's 50 percent share of NWSA net income and cash distributions are presented on the statements of net position as investment in joint venture. The NWSA joint venture income is recorded monthly and the cash distributions from the NWSA are generally received in the following month. The investment in joint venture as of December 31, 2016, is presented as follows (dollars in thousands):

Description	Initial Contribution 1/1/2016	2016 Activity	12/31/2016
Working capital	\$25,500	\$ ---	\$25,500
Capital contruction	13,500	14,570	28,070
Non-cash capital work-in-process	8,906	---	8,906
Total contributions	47,906	14,570	62,476
Net income from Joint Venture	---	61,584	61,584
Cash distributions	---	(57,983)	(57,983)
End balance	\$47,906	\$18,171	\$66,077

Cash distributions from the NWSA are generally received in the following month. The Port's receivable for cash distributions earned through December 31, 2016, was \$10.4 million and presented on the statements of net position as related party receivable - joint venture.

The Port and the NWSA have entered into agreements to provide support services to each other during NWSA's start-up and transition period as the NWSA works to setup back office infrastructure and staff positions. The support services provided by the Port to the NWSA include equipment and facilities maintenance, security, facilities development, finance and accounting, procurement, public affairs, information technology, risk management, and office infrastructure. The costs for these services provided by the Port to the NWSA are based on agreed-upon direct charges and allocations. These support services totaled \$28.3 million in 2016.

Support services provided by NWSA to the Port include executive management, commercial management, planning, and environmental support services. The costs for these services provided by the NWSA to the Port are based on agreed-upon direct charges and allocations. These support services totaled \$1.1 million in 2016. The Port invoices the net amount of the support services to the NWSA monthly and payments are typically received in the following month. The net amount of support services receivable from the NWSA at December 31, 2016, is \$20.4 million and is included in related-party receivables – joint venture on the statements of net position.

A summarized statement of net position of the NWSA as of December 31, 2016, and its statement of revenues, expenses, and changes in net position for the year ended December 31, 2016, are as follows (in thousands):

Total assets	\$203,719
Total liabilities	72,582
Total net position	\$131,137
Operating revenues	\$195,170
Operating expenses	80,264
Non-operating income – net	8,262
Capital contributions	7,969
Increase in net position	\$131,137

Enterprise Fund Schedule of Port of Tacoma's Share of Net Pension Asset/Liability (NPA/NPL)

December 31, 2016, 2015 and 2014 (dollars in thousands)

	2016	2015	2014
PERS PLAN 1			
Port's proportion of NPL	0.190%	0.187%	0.200%
Port's proportionate share of NPL	\$10,213	\$9,803	\$10,081
Port's covered-employee payroll	67	84	233
Port's proportionate share of the net pension liability (asset) as a percentage of its covered-employee payroll	15243.3%	11732.9%	4328.0%
Plan fiduciary net pension position as a percentage of the total pension liability	57.03%	59.10%	61.19%
Contractually required contribution	1,152	954	871
Contributions in relation to the contractually required contribution	(1,152)	(954)	(871)
Contribution deficiency (excess)	\$ ---	\$ ---	\$ ---
Port's covered-employee payroll	67	84	233
Contributions as a percentage of covered-employee payroll	1719%	1141%	374%
PERS PLAN 2/3			
Port's proportion of NPL	0.239%	0.240%	0.248%
Port's proportionate share of NPL	\$12,056	\$8,565	\$5,017
Port's covered-employee payroll	23,892	21,554	21,384
Port's proportionate share of the net pension liability (asset) as a percentage of its covered-employee payroll	50.5%	39.7%	23.5%
Plan fiduciary net pension position as a percentage of the total pension liability	85.82%	89.20%	93.29%
Contractually required contribution	\$1,483	\$1,252	\$1,095
Contributions in relation to the contractually required contribution	(1,483)	(1,252)	(1,095)
Contribution deficiency (excess)	\$ ---	\$ ---	\$ ---
Port's covered-employee payroll	\$23,892	\$21,554	\$21,384
Contributions as a percentage of covered-employee payroll	6.2%	5.8%	5.1%

(1) Information presented prospectively beginning with 12/31/14 due to implementation of GASB Statement 68.

Post Employment Health Care Trust Fund Funded Status of the Plan

(dollars in thousands)

Actual Valuation Date	Actual Value of Assets (a)	Actuarial Accrued Liability (AAL) (b)	Unfunded AAL (UAAL) (b-a)	Funded Ratio (a/b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll ((b-a) / c)
1/1/16	\$5,507	\$3,609	1,898	152.6%	\$1,488	---
1/1/15	5,891	3,077	---	191.5%	1,551	---
1/1/14	6,333	3,941	---	160.7%	1,925	---
1/1/13	6,493	3,536	---	183.6%	2,025	---
1/1/12	6,859	4,348	---	157.8%	2,323	---
1/1/11	7,074	4,326	---	163.5%	2,535	---
1/1/10	7,353	5,148	---	142.8%	2,601	---
1/1/09	7,569	5,252	---	144.1%	2,902	215.8%
1/1/08	---	7,121	7,121	0.0%	3,300	213.3%
1/1/07	---	6,783	6,783	0.0%	3,180	---

Post Employment Health Care Trust Fund Schedule of Employer Contributions

(dollars in thousands)

YEAR ENDED DECEMBER 31	Annual Required Contribution	Percentage Contributed
2008	\$7,315	99.8%
2009	375	100%
2010	415	100%
2011	298	100%
2012	347	100%
2013	186	100%
2014	488	100%
2015	331	100%
2016	394	100%



PORT OF TACOMA
Schedule of Expenditures of Federal Awards
Schedule: 16
For The Year Ended December 31, 2016

Federal Agency/ Pass Through Agency	CFDA Number	Federal Program	Expenditures				Note
			From Pass-Through Awards	From Direct Awards	Total	Passed through to Subrecipients	
Department of Homeland Security	97.056	Port Security Grant Program ARRA - National Clean Diesel	-	350,749	350,749	-	1, 2, 7
Environmental Protection Agency	66.039	Funding Assistance Program	-	601,949	601,949	601,949	1, 7, 8
Department of Transportation Federal Highway Administration/ Washington State Department of Highway Research and Transportation	20.200	Development Program	91,231	-	91,231	-	1, 2, 7
Total Federal Awards Expended:			91,231	952,698	1,043,929	601,949	

Note 1 - Basis of Accounting

This schedule is prepared on the same basis of accounting as the Port of Tacoma's financial statements. The Port uses the accrual method of accounting for financial statement reporting.

Note 2 - Program Costs

The amounts shown as current year expenditures represent only federal grant portion of the program costs. Entire program costs, including the Port of Tacoma's portion, are more than shown.

Note 7 - Indirect Cost Rate

The Port of Tacoma has not elected to use the 10-percent de minimis indirect cost rate allowed under the Uniform Guidance.

Note 8 - American Recovery and Reinvestment Act (ARRA) of 2009

Expenditures for this program were funded by ARRA.

CORRECTIVE ACTION PLAN FOR FINDINGS REPORTED UNDER UNIFORM GUIDANCE

Port of Tacoma

Pierce County

January 1, 2015 through December 31, 2016

This schedule presents the corrective action planned by the auditee for findings reported in this report in accordance with Title 2 *U.S. Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). The information in this schedule is the representation of the Port of Tacoma.

Finding ref number: 2016-001	Finding caption: The Port's internal controls over financial statement preparation were inadequate to ensure accurate and complete reporting.
Name, address, and telephone of auditee contact person: Darren Arakaki, Director of Accounting P.O. BOX 1837 Tacoma, WA 98401 (253) 428-8630	
Corrective action the auditee plans to take in response to the finding: <i>The Port has reviewed and re-trained staff on our commitment tracking processes and the related systems and reports. The Port has also introduced an additional reconciliation that compares the outstanding amounts of each contract to the commitment report quarterly.</i>	
Anticipated date to complete the corrective action: June 2017	

ABOUT THE STATE AUDITOR'S OFFICE

The State Auditor's Office is established in the state's Constitution and is part of the executive branch of state government. The State Auditor is elected by the citizens of Washington and serves four-year terms.

We work with our audit clients and citizens to achieve our vision of government that works for citizens, by helping governments work better, cost less, deliver higher value, and earn greater public trust.

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