



Office of the Washington State Auditor  
Pat McCarthy

# Financial Statements Audit Report

## Port of Vancouver

For the period January 1, 2023 through December 31, 2023

*Published April 11, 2024*

Report No. 1034579



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

April 11, 2024

Board of Commissioners  
Port of Vancouver  
Vancouver, Washington

**Report on Financial Statements**

Please find attached our report on the Port of Vancouver's financial statements.

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

Sincerely,

Pat McCarthy, State Auditor  
Olympia, WA

***Americans with Disabilities***

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## INDEPENDENT AUDITOR'S REPORT

### 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 Vancouver January 1, 2023 through December 31, 2023**

Board of Commissioners  
Port of Vancouver  
Vancouver, 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 Port of Vancouver, as of and for the year ended December 31, 2023, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements, and have issued our report thereon dated April 8, 2024.

### **REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING**

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

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

Our consideration of internal control was for the limited purpose described above 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.

## **REPORT ON COMPLIANCE AND OTHER MATTERS**

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

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

## **PURPOSE OF THIS REPORT**

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



Pat McCarthy, State Auditor

Olympia, WA

April 8, 2024

# INDEPENDENT AUDITOR'S REPORT

## Report on the Audit of the Financial Statements

### **Port of Vancouver January 1, 2023 through December 31, 2023**

Board of Commissioners  
Port of Vancouver  
Vancouver, Washington

## **REPORT ON THE AUDIT OF THE FINANCIAL STATEMENTS**

### **Opinion**

We have audited the accompanying financial statements of the Port of Vancouver, as of and for the year ended December 31, 2023, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements as listed in the financial section of our report.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Port of Vancouver, as of December 31, 2023, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### **Basis for Opinion**

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

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

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

fraud or error.

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

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

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

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

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

## Required Supplementary Information

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

## Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Port's basic financial statements. The debt covenant information is presented for purposes of additional analysis and 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 as a whole.

## OTHER REPORTING REQUIRED BY GOVERNMENT AUDITING STANDARDS

In accordance with *Government Auditing Standards*, we have also issued our report dated April 8, 2024 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 the effectiveness of the Port's internal control over financial reporting or on



compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port's internal control over financial reporting and compliance.

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

April 8, 2024

**Port of Vancouver  
January 1, 2023 through December 31, 2023**

**REQUIRED SUPPLEMENTARY INFORMATION**

Management's Discussion and Analysis – 2023

**BASIC FINANCIAL STATEMENTS**

Statement of Net Position – 2023

Statement of Revenues, Expenses and Changes in Fund Net Position – 2023

Statement of Cash Flows – 2023

Notes to the Financial Statements – 2023

**REQUIRED SUPPLEMENTARY INFORMATION**

Schedule of Proportionate Share of Net Pension Liability – PERS 1 and PERS 2/3 – 2023

Schedule of Employer Contributions – PERS 1 and PERS 2/3 – 2023

Schedule of Employer Contributions – Nongovernmental Plans – 2023

**SUPPLEMENTARY AND OTHER INFORMATION**

Debt Covenant Information – 2023

**PORT OF VANCOUVER**  
Management's Discussion and Analysis  
December 31, 2023

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### Introduction

As management of the Port of Vancouver (port), we offer readers of the port's financial statements this narrative overview and analysis of the financial activities of the port for the fiscal year ended December 31, 2023, with selected comparative information for the year ended December 31, 2022. We encourage readers to consider the information presented here in conjunction with the financial statements and notes to the financial statements which immediately follow this discussion.

### Overview of the Financial Statements

This discussion and analysis are intended to serve as an introduction to the port's financial statements. The port's financial statements include three components: 1) the port's basic financial statements, 2) the notes to the financial statements, and 3) required supplementary information.

The notes provide additional information that is essential to a full understanding of the data provided in the port's financial statements. The notes to the financial statements can be found following the financial statements of this report.

The Statement of Net Position and the Statement of Revenues, Expenses and Changes in Fund Net Position tells us whether the port's financial position has improved as a result of the year's activities. The Statement of Net Position provides information on all of the port's assets, liabilities and deferred inflows and outflows, with the difference between assets and deferred outflows of resources, and liabilities and deferred inflows of resources is called 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 Statement of Revenues, Expenses and Changes in Fund Net Position show how the port's net position changed during the year. These changes are reported as the underlying event occurs regardless of the timing of related cash flows (Accrual Basis).

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 only one fund, an enterprise fund, which is a type of proprietary fund. An enterprise fund reports business type activities.

### Financial Analysis

#### Condensed Financial Position Information

The *Statement of Net Position* reflects the port's financial position at year end. Financial position is represented by the difference between assets owned, deferred outflows, liabilities owed at a specific point in time, and deferred inflows. The difference between the two is reflected as net position. As previously noted, changes in net position over time can be an indicator of the port's financial position.

#### Financial Highlights

- Total assets and deferred outflows of the port exceeded its liabilities and deferred inflows by \$366.427 million in 2023, reported as total net position. Total net position increased by \$22.990 million as compared to the prior year.
- Total assets and deferred outflows of the resources increased by \$32.407 million from 2022 primarily due to an increase in lease receivable of \$22.068 million and \$11.101 million increase in net capital assets.
- Total liability and deferred inflows of resources increased by \$9.418 million from 2022 primarily due to an increase in deferred inflows of resources related to leases of \$15.791 million. Other significant changes included a decrease of \$5.310 million in non-current liabilities and a decrease of \$1.179 million deferred inflows related to the pensions.

- The Department of Retirement Systems' (DRS) 2023 Participating Employer Financial Information (PEFI) report showed that PERS Plan 2/3 is fully funded. The port's net pension asset is \$2.809 million at the end of 2023.

The following condensed financial information provides an overview of the port's financial position for the fiscal years ended December 31.

NET POSITION		
	2023	2022
<b>Assets:</b>		
Current and restricted assets	\$ 67,761,096	\$ 69,753,062
Capital assets, net	417,572,648	406,472,141
Net pension asset	2,808,909	2,611,093
Leases receivable - non-current	236,454,793	214,386,759
Other noncurrent assets	35,213,265	33,590,770
<b>Total Assets</b>	<b>\$ 759,810,711</b>	<b>\$ 726,813,825</b>
<b>Deferred Outflows of Resources:</b>		
Deferred charge on refunding	1,408,549	1,695,034
Deferred outflows - Pensions	2,314,541	2,617,459
<b>Total Deferred Outflows of Resources</b>	<b>\$ 3,723,090</b>	<b>\$ 4,312,493</b>
<b>Liabilities:</b>		
Current liabilities	\$ 16,749,731	\$ 16,804,114
Other noncurrent liabilities	152,828,747	157,824,351
Leases payable - non-current	-	19,307
SBITAs - non-current	199,704	-
Net pension liabilities	1,211,218	1,506,844
<b>Total Liabilities</b>	<b>\$ 170,989,400</b>	<b>\$ 176,154,616</b>
<b>Deferred Inflows of Resources:</b>		
Deferred Inflows - Pensions	1,567,022	2,746,471
Deferred Inflows - Leases	224,407,229	208,616,312
Deferred Inflows - Refunding	143,398	172,078
<b>Total Deferred Inflows of Resources</b>	<b>\$ 226,117,649</b>	<b>\$ 211,534,861</b>
<b>Net Position:</b>		
Net Invested in capital assets	\$ 299,130,696	\$ 292,844,968
Restricted	9,818,519	3,274,837
Unrestricted	57,477,537	47,317,036
<b>Total Net Position</b>	<b>\$ 366,426,752</b>	<b>\$ 343,436,841</b>

#### Summary of Operations and Changes in Net Position

The *Statement of Revenues, Expenses, and Changes in Fund Net Position* presents how the port's net position changed during the current and previous fiscal year as a result of operations. The port employs an accounting method that records revenue and expenses when they are incurred, regardless of when cash is exchanged. Thus, some revenues and expenses reported in this statement may affect future period cash flows (e.g., uncollected receivables).

**Revenues:**

- Marine revenues were \$35.610 million, a decrease of 18.16 percent or \$7.903 million over 2022, other revenue sources combined to result in an increase of \$8.609 million or 22.07 percent from the previous year.
- The port experienced stable occupancy of its industrial leasehold facilities. Lease occupancy was 88.28 percent at year end. 2023 lease revenue was \$12.323 million, an increase of 9.60 percent over 2022.

**Expenses:**

- 2023 total operating expenses, before depreciation and amortization, decreased by \$3.053 million (7.06 percent) over 2022 operating expenses. This decrease in expense was primarily due to decreased costs associated with revenue generating opportunities. Operating income, after depreciation, was \$394,240 at December 31, 2023, as compared to \$3.509 million at December 31, 2022. Depreciation expense decreased 0.03 percent over the previous year.

**Non-Operating:**

- 2023 total nonoperating revenue (expenses) increased by \$3.997 million over 2022 primary was due to the investment interest income and legal settlements.

The table summarizes the operations for fiscal years ending December 31.

CHANGE IN NET POSITION		
	2023	2022
<b>REVENUES</b>		
Operating Revenues:		
Marine terminal operations	\$ 35,609,593	\$ 43,512,243
Property lease/rental operations	12,322,701	11,243,636
Facilities sales and service	3,649,785	2,706,754
Security sales and service	903,096	1,146,342
General and administrative	249,313	221,073
Nonoperating Revenues:		
Ad valorem tax revenues	13,076,430	12,679,073
Interest income	3,147,593	836,328
Lease interest income	8,690,738	7,466,710
Federal and State Grants	3,290,532	2,574,173
Other nonoperating revenues	2,293,292	140,602
<b>Total Revenues</b>	<b>\$ 83,233,073</b>	<b>\$ 82,526,934</b>
<b>EXPENSES</b>		
Operating Expenses:		
Marine terminal operations	\$ 14,958,778	\$ 19,649,358
Facilities	10,834,817	9,566,016
Security	2,560,272	2,431,871
General and administrative	11,849,115	11,608,589
Depreciation & Amortization	12,015,314	12,018,757
Lease asset amortization	47,904	46,605
SBITAs asset amortization	74,048	-
Nonoperating Expenses:		
Interest expense	5,134,733	4,214,631
Lease interest expense	103	204
SBITAs interest expense	5,678	-
Gain / Loss on disposal of assets	207,193	(199,743)
Environmental remediation	657,192	683,722
Other nonoperating expenses	1,898,015	399,592
<b>Total Expenses</b>	<b>\$ 60,243,162</b>	<b>\$ 60,419,602</b>
Capital contribution	-	(2,171,808)
Change in net position	22,989,911	19,935,524
Total net position - beginning, as previously report	343,436,841	323,501,317
<b>Total net position - ending</b>	<b>\$ 366,426,752</b>	<b>\$ 343,436,841</b>

## Capital Asset and Debt Administration

### Capital Assets

The port's investment in total capital assets as of December 31, 2023, totaled \$417.573 million (net of accumulated depreciation). The port's investment in capital assets includes land, buildings, improvements (other than buildings), machinery and equipment, construction in progress, and intangible assets. The total increase in the port's net investment in capital assets for the current year was \$6.286 million or 2.15 percent.

Major capital asset events during 2023 included the following:

The port completed: Berth 17 rehabilitation project (\$18.573 million), Terminal 2 pavement replacement project (\$1.140 million) and various port capital maintenance projects.

Additional information on the port's capital assets activity may be found in Note 4 in the notes to the financial statements.

#### Long-term Debt

As of December 31, 2023, debt outstanding totaled \$148.978 million. Of this amount, \$44.241 million comprised of general obligation debt, \$25 million represented special revenue bonds secured by a letter of credit, \$79.422 million represented the 2016, 2017 and 2018 Series Revenue Bonds secured by a net revenue pledge and \$315 thousand in notes payables outstanding.

Additional information on the port's long-term debt can be found in Note 9 in the notes to the financial statements.

### **Economic Factors and 2024 Budget**

#### Economic Factors

- The Port of Vancouver USA reported total operating revenue of \$52.734 million in 2023, generated primarily from its maritime terminal operations and its industrial/commercial property leases for businesses located within the port.
- Steel import and agricultural export volumes were lower for ports throughout the U.S. last year due to tariffs, geopolitical conflicts, and other global market factors. While Port of Vancouver USA volumes reflected these impacts in 2023, its strategic diversification of cargo and business lines, investments in infrastructure, transportation connections and highly skilled workforce helped stabilize operating revenues and even contributed to record and near-record years in other products it handles.
- In total, more than 6.13 million metric tons of commodities moved through the port. Exports accounted for 5.44 million metric tons of that volume, including potash – a critical ingredient in fertilizer and a brand-new commodity to the port in 2023.
- Capitalizing on the port's rail and deepwater channel access on the Columbia River, more than 4.6 million metric tons of grain product were exported through the port's grain terminal. A majority of the 58,784 rail cars that moved through the port in 2023 were destined for this facility, where wheat, soybeans, corn, and other grains were loaded onto vessels headed to the Philippines, Thailand, South Korea and other markets around the world.
- The port continued to solidify its role as a leading gateway for the building blocks of green energy production, helping export 205,302 metric tons of copper concentrate used in manufacturing batteries that power electronics and electric equipment. In late 2023 it also announced a deal that in the coming years will make the Port of Vancouver USA a leading gateway for soda ash exports – an essential mineral in electric and hybrid vehicle production.
- While the port is primarily export-focused, imports accounted for 693,760 metric tons for the year. The largest import commodities were sodium hydroxide and steel, though the port also maintained its position as the leading gateway for imports of wind energy infrastructure on the North American West Coast. In 2023, it moved its second-highest volume of wind energy components in the last decade at nearly 61,000 metric tons. The port also reported the largest-ever year, handling more than 98,000 vehicles.
- Industrial and commercial occupancy was at 88 percent, where 50 tenant businesses engage in a range of products and services from food processing to manufacturing. These businesses employ thousands locally and contribute significantly to the local economy and tax base.

- The multi-phase Terminal 1 project that is part of the Vancouver waterfront transformation continued in 2023. The demolition of the century-old dock began which included removal of 1,100 wooden piles, making way for a modern, seismically resilient dock in the coming years that will support a future public market.
- The Terminal 1 dock removal process and ecological upgrades benefited from a \$3.5 million state capital budget allocation in 2023. In the coming year, the designated Tax Increment Area encompassing Terminal 1 will take effect. The port worked in collaboration with the City of Vancouver and Clark County to implement and refine this tool to help finance the Terminal 1 redevelopment. The port continues to look for other resources to leverage its own investment in this effort that promises to return economic benefit to the entire community.
- In 2021, the Washington State Legislature passed House Bill 1189, allowing certain municipalities to establish Tax Increment Areas (TIAs) to finance public improvements that spur new private development. TIAs redirect some property taxes to fund specific projects within their boundaries, without raising taxes. The Port of Vancouver USA established a TIA at Terminal 1, aiming to transform the industrial site into a vibrant waterfront destination. The port will complete several public projects using tax allocation revenues, attracting private developers to invest in the area. These projects are expected to cost over \$36 million (\$50.2 million adjusted for future inflation), with tax allocation revenues forecasted to be \$49.1 million over 25 years. The TIA will receive taxes from certain levies while exempting others. The economic impact includes thousands of temporary and permanent jobs and substantial annual tax revenues. A legislative fix in 2023 (House Bill 1527) addressed issues with Tax Increment Financing, ensuring that privately owned improvements in TIAs are included in increment value calculations, thus enabling the Port's TIA proposal to generate tax increment revenue. The port anticipates receiving its first TIA allocated revenues in 2024.
- As outlined by its Climate Action Plan to achieve carbon neutrality by 2050, the port continued to upgrade its equipment and infrastructure to increase sustainability. It added five all-electric Ford Lightning trucks to its vehicle fleet and increased its use of renewable diesel in 2023. The port also finished a \$18.6 million renovation of Terminal 5 where a brand-new Berth 17 offers shorepower, an innovative technology that eliminates the need for ships to idle while docked, which will lower carbon emissions in the years ahead.
- For the thirteenth year in a row, the port also purchased Renewable Energy Credits (RECs) equal to 100 percent of its purchased electricity.

#### 2024 Budget

- The 2024 budget projects operating revenues of \$52.089 million, with 66 percent of the projected operating revenue coming from commercial activity, including industrial property leases, rail, and facilities. The 2024 budget projects operating expenses of \$45.326 million, a \$5.123 million increase over 2023 operating expenses. This increase is mainly due to an anticipated increase in terminal operating revenue and related expenses.
- The 2024 capital budget will continue strong investments in the improvement of port facilities, which will produce significant regional economic activity. The port will perform tenant improvements, continue its waterfront development project, and undertake upgrades and maintenance to port infrastructure and IT systems. Financing for the 2024 capital program will come from marine and industrial revenues, tax levy revenue, grants, and other contributions.

#### **Requests for Information**

This financial report is designed and intended to provide a general overview of the Port of Vancouver's financial position. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Port of Vancouver, Auditor, 3103 NW Lower River Road, Vancouver, WA 98660 or [www.portvanusa.com](http://www.portvanusa.com).



**PORT OF VANCOUVER USA**  
**STATEMENT OF NET POSITION**  
**As of December 31, 2023**

**ASSETS**

**Current assets**

Cash and cash equivalents (Note 1)	\$ 30,781,151
Restricted cash and cash equivalents (Note 1)	14,954,075
Investments - current (Note 2)	2,476,780
Total cash and investments	48,212,006

**Other current assets**

Accounts receivable - trade (net)	5,963,653
Lease receivable - current (Note 11)	6,057,645
Lease Interest receivable - current (Note 11)	2,632,288
Grants receivable	2,716,435
Taxes receivable	167,873
Other receivables	3,468
Inventory	766,518
Prepaid benefits	212,990
Prepaid expenses	341,464
Prepaid insurance	686,756
Total other current assets	19,549,090
Total current assets	67,761,096

**Non-current assets**

Capital assets not being depreciated (Note 4)	
Land and land rights	157,839,361
Construction in progress	13,374,877
Total capital assets not being depreciated	171,214,238

Capital assets being depreciated (Note 4)

Buildings and structures	129,841,245
Improvements	307,423,346
Machinery and equipment	29,702,679
Intangible (Note 4)	318,447
Total capital assets being depreciated	467,285,717
Less: accumulated depreciation	(221,222,176)
Total capital assets being depreciated (Net)	246,063,541

Right to use assets being amortized:

Equipment	149,963
Less: accumulated amortization	(129,462)
SBITAs	348,416
Less: accumulated amortization	(74,048)
Total right to use assets being amortized (Net)	294,869
Total net capital assets	417,572,648

**Other Noncurrent assets**

Lease receivable - noncurrent (Note 11)	236,454,793
Minimum lease payments-revenue bonds (Note 9)	25,000,000
Investment - noncurrent (Note 2)	9,892,705
Prepaid bond insurance	320,560
Net Pension Asset (Note 6)	2,808,909

Total Other Noncurrent Assets	274,476,967
<b>Total assets</b>	<b>\$ 759,810,711</b>
<b><u>Deferred outflows of resources</u></b>	
Deferred charge on refunding (Note 9)	1,408,549
Deferred outflows - Pensions (Note 6)	2,314,541
<b>Total deferred outflows of resources</b>	<b>\$ 3,723,090</b>
<b><u>LIABILITIES</u></b>	
<b>Current liabilities</b>	
Accounts payable	\$ 7,856,751
Payroll payable	802,602
Taxes payable	521,134
Retainage	211,012
Payable from restricted assets (customer deposits)	1,358,520
Current portion of lease liability (Note 12)	20,390
Current portion of lease interest payable (Note 12)	4
Current portion of SBITAs liability (Note 13)	50,302
Current portion of SBITAs interest payable (Note 13)	5,678
Current portion of GO bonds (Note 10)	3,379,599
Current portion of revenue bonds (Note 10)	2,156,272
Bond interest payable	387,468
Total current liabilities	<u>16,749,731</u>
<b>Noncurrent liabilities</b>	
Employee leave benefits	1,723,583
General obligation bonds - net (Note 9)	40,861,190
Revenue bond -net (Note 9)	77,265,535
Special revenue bond (Note 9)	25,000,000
Arbitrage rebate tax - noncurrent	53,055
Note payable - net (Note 9)	315,059
Environmental remediation (Note 15)	7,162,407
Unearned revenue	447,918
Total net pension liability (Note 6)	1,211,218
SBITAs liability - noncurrent (Note 13)	199,704
Lease liability - noncurrent (Note 12)	-
Total noncurrent liabilities	<u>154,239,669</u>
<b>TOTAL LIABILITIES</b>	<b>\$ 170,989,400</b>
<b>Deferred inflows of resources</b>	
Total deferred inflows - Pension	\$ 1,567,022
Total deferred inflows - Refunding	143,398
Total deferred inflows - Leases (Note 11)	224,407,229
<b>Total deferred inflows of resources</b>	<b>\$ 226,117,649</b>
<b><u>NET POSITION</u></b>	
Total net investment in capital assets	299,130,696
Restricted (Note 14)	9,818,519
Unrestricted	57,477,537
<b>TOTAL NET POSITION</b>	<b>\$ 366,426,752</b>

**PORT OF VANCOUVER USA**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET POSITION**  
**For the Year Ended December 31, 2023**

**OPERATING REVENUES**

Marine terminal/operations	35,609,593
Property lease/rental operations	12,322,701
Facilities sales and service	3,649,785
Security sales and service	903,096
General and administrative	249,313
Total operating revenues	<u>52,734,488</u>

**OPERATING EXPENSES**

Marine terminal/operations	14,958,778
Facilities	10,834,817
Security	2,560,272
General and administrative	11,849,115
Total before depreciation	<u>40,202,982</u>
Depreciation & Amortization	12,137,266
Total operating expenses	<u>52,340,248</u>
Operating income(Loss)	<u>\$ 394,240</u>

**NONOPERATING REVENUES (EXPENSES)**

Ad valorem tax revenues	13,076,430
Interest income from investment	3,147,593
Interest income from lease activity	8,690,738
Federal and state grants	3,290,532
Other nonoperating revenues	2,293,292
Gain(Loss) on disposal of assets	(207,193)
Columbia River Channel improvement expense	(319,691)
Environmental remediation	(337,501)
Interest expense	(5,140,514)
Other expense	(1,898,015)
Total Nonoperating revenues (expenses)	<u>22,595,671</u>
Income(Loss) before other revenues, expenses, gains, losses, and transfers	<u>22,989,911</u>

Increase (decrease) in net position	22,989,911
Net position as of January 1	<u>343,436,841</u>
<b>Net Position as of December 31</b>	<b><u>\$ 366,426,752</u></b>

**PORT OF VANCOUVER USA**  
**STATEMENT OF CASH FLOWS**  
For the Year Ended December 31, 2023

**CASH FLOWS FROM OPERATING ACTIVITIES**

Receipts from customers	\$ 46,242,194
Payments to suppliers	(25,737,954)
Payments to employees	(14,987,867)
Other receipts	2,313,072
Other payments	(2,346,959)
Net cash provided (used) by operating activities	<u>5,482,486</u>

**CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES**

Payments for environmental remediation	(432,416)
Net cash provided by noncapital financing activities	<u>(432,416)</u>

**CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES**

Proceeds from restricted property taxes	5,026,522
Proceeds from unrestricted property taxes	8,028,485
Proceeds from grants and contributions	1,334,048
Proceeds from bond administration	6,000
Proceeds from lease interest, net	6,058,449
Proceeds from note payable principal	297,914
Payments for acquisition, construction and improvement of capital assets	(23,574,486)
Payments for bonds principal	(5,385,000)
Payments for bonds Interest	(4,953,950)
Payment for Interest on Leases and SBITAs	(5,781)
Net cash used for capital and related financing activities	<u>(13,167,799)</u>

**CASH FLOWS FROM INVESTING ACTIVITIES**

Cash received (paid) from sales (purchases) of investment	(1,664,130)
Interest and dividends	3,323,583
Net cash provided by investing activities	<u>1,659,453</u>

Net increase (decrease) in cash and cash equivalents (6,458,276)

Cash and cash equivalents at January 1	52,193,502
Cash and cash equivalents at December 31	<u>\$ 45,735,226</u>

Reconcile operating income to net cash provided by operating activities

Net operating income (loss)	\$ 394,240
Adjustments:	
Depreciation	12,015,314
Lease Amortization	121,952
Change in assets and liabilities:	
Accounts receivable decrease (increase)	(438,261)
Inventory decrease (increase)	15,856
Unearned revenues decrease (increase)	(381,949)
Other operating receivables decrease (increase)	(21,428,071)
Accounts payable increase (decrease)	619,375
Other payables increase (decrease)	210,955
Prepaid expenses increase (decrease)	(127,488)
Taxes payable increase (decrease)	20,185
Accrued liabilities increase (decrease)	14,500,547
Nonoperating revenues (expenses)	(40,169)
Total adjustments	<u>(7,049,020)</u>
Net cash provided by operating activities	<u>\$ 5,482,486</u>

**PORT OF VANCOUVER**  
NOTES TO THE FINANCIAL STATEMENTS  
December 31, 2023

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**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The Port of Vancouver (port) was incorporated in 1912 and operates under the laws of the state of Washington applicable to a public port district as a municipal corporation under the provisions of Chapter 53 of the Revised Code of Washington (RCW). The financial statements of the port have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to governments.

**A. Reporting Entity**

The port is located in Clark County, Washington, and comprises territory less than the entire county, which is divided into three port districts. The port is governed by a three-member Board of Commissioners (commission) elected by port voters. The commission possesses final decision-making authority and is held primarily accountable for decisions. The commission appoints management, which is responsible for the day-to-day operations of the port. Management is held accountable to the commission. The commission and appointed management possess the ability to significantly influence operations, including authority to review and approve budgets, sign contracts as the contracting authority, approve the hiring and retention of key managerial personnel, exercise control over facilities and properties, and determine the outcome or disposition of matters affecting the port's customers. The port is independent from Clark County, which levies and collects taxes on behalf of the district. The port is a primary government and does not have any component units.

The RCW authorizes the port 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 land for sale or lease for industrial or commercial purposes and may create industrial development districts.

The powers of eminent domain and ad valorem taxation upon the real and personal property within the district are also within the scope of port districts.

**B. Basis of Accounting and Reporting**

The accounting records of the port are maintained in accordance with methods prescribed by the State Auditor under the authority of Chapter 43.09 RCW. The port uses the Budgeting, Accounting and Reporting System for GAAP Port Districts in the State of Washington.

Funds are accounted for on a cost of services or economic resources measurement focus. This means that all assets and all liabilities (whether current or noncurrent) associated with their activity, are included on their statements of net position (or balance sheets). Their reported fund position is segregated into net investment in capital assets, restricted and unrestricted components of net position. Operating statements present increases (revenues and gains) and decreases (expenses and losses) in net position. The port discloses changes in cash flows by a separate statement that presents their operating, noncapital financing, capital, and related financing and investing activities.

The port uses the full-accrual basis of accounting where revenues are recognized when earned, and expenses are recognized when incurred. Capital asset purchases are capitalized, and long-term liabilities are accounted for in the appropriate fund.

The port distinguishes between operating revenues and expenses from nonoperating ones. Operating revenues and expenses result from providing services and producing and delivering goods in connection with the port's principal ongoing operations. Terminal services and property rental revenues are charges for use of the port's facilities and are reported as operating revenue.

Operating expenses for the port include the costs of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses. Ad valorem tax levy revenues, interest income, grant reimbursements and other revenues generated from non-operating sources are classified as non-operating revenue.

C. Use of Estimates

The preparation of the port's financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities at the date of the financial statements. Estimates also affect the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

D. Assets, Liabilities and Net Position

1. Cash and Cash Equivalents

It is the port's policy to invest all temporary cash surpluses. As of December 31, 2023, the treasurer was holding \$45,735,226 in short-term residual investments of surplus cash. The amount was classified on the statement of net position as cash and cash equivalents.

The amounts reported as cash and cash equivalents also include compensating balances maintained with certain banks in lieu of payments for services rendered. The average compensating balance maintained in 2023 was approximately \$6,992,303.

For purposes of the statement of cash flows, the port considers short-term, highly liquid investments (including restricted assets) with maturity of three months or less from the purchase date to be cash equivalents.

2. Investments – See (Note 2, Deposits and Investments)

3. Receivables

Taxes receivables consist of property taxes and related interest and penalties (See Note 3). Accrued interest receivable consists of amounts earned on investments, notes, and contracts at the end of the year.

Customer accounts receivable consist of amounts owed from private individuals or organizations for goods and services including amounts owed for which billings have not been prepared. Notes and contracts receivable consist of amounts owed on open account from private individuals or organizations for goods and services rendered.

Receivables have been recorded net of estimated uncollectible amounts. Because property taxes and special assessments are considered liens on property, no estimated uncollectible amounts are established. Estimated uncollectible amounts for trade receivables are \$242,465.

Allowance for Uncollectable consists of the estimated amounts of customer accounts, notes and contracts that may never be collected.

Note Receivables consist of short and long-term customer trade obligations related to lease payments and right-of-way acquisitions.

4. Amounts Due to and from Other Governments

These accounts include amounts due to or from other governments for grants, entitlements and temporary loans, taxes and charges for services.

5. Inventories

Reported inventory is rail material purchased for the general rail system maintenance and environmental mitigation bank credits. Rail material inventory is valued at cost and will be used for rail system maintenance and phased rail construction based on engineering design and part specification over the next several years. Environmental mitigation bank credits will be used in future land developments.

The port maintains a small inventory of office supplies and maintenance parts. Parts and supplies are expensed as purchased and no inventory of these items is maintained.

6. Restricted Assets and Liabilities

These accounts contain resources for construction, debt service, unspent bond proceeds and in accordance with certain agreements or policies. The current portion of related liabilities is shown as *Payables from Current Restricted Assets*. The restricted assets are composed of the following:

Customer Deposits	1,358,520
R&R Fund	5,616,485
FSA	8,975
Escrow	500,000
Unspent Bond Proceeds	7,470,095
	<u>\$ 14,954,075</u>

Only customer deposits are shown with a related liability. See (Note 14 – Restricted Component of Net Position)

7. Compensated Absences

In accordance with GASB Statement No. 16, *Accounting for Compensated Absences*, the port accrues a liability for compensated absences.

As of January 1, 2018, employers in Washington must provide nearly all their employees with paid sick leave. Under the law, employees must accrue paid sick leave at a minimum rate of one hour for every 40 hours worked. This includes part-time and seasonal workers. Paid sick leave must be paid to employees at their normal hourly compensation. Employees are entitled to use accrued paid sick leave beginning on the 90th calendar day after the start of their employment. Unused paid sick leave of 40 hours or less must be carried over to the following year. Employers are allowed to provide employees with more generous carry over and accrual policies.

As of January 1, 2008, the port implemented a paid time off (PTO) policy for eligible administrative and union employees. The PTO policy takes the place of accounting for sick, and vacation leave separately. PTO is accrued monthly based on years of service. PTO can be accrued to a maximum of 600 hours. Employees will receive remuneration upon resignation, separation or retirement for all PTO hours accumulated at their current rate of pay.

8. Unearned Revenues

This account includes amounts recognized as receivables (assets) but not revenues because the revenue recognition criteria have not been met.

9. Deferred Compensation Plans

The port offers 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. The plan is fully funded and held in an outside trust.

The port has established a plan for non-represented employees in accordance with Internal Revenue Code Section 401(a). The port contributes to each eligible employee's 401(a) account based on tenure. A minimum contribution of \$500 up to a maximum of \$1,100 will be made annually. In addition, the port matches employee 457 plan deferrals dollar for dollar to a fixed maximum of \$2,200 based on length of service.

A 401(a) Supplemental Employer Contribution Savings Plan is provided to key employees. The Board of Commissioners has discretionary authority to make determinations as to eligibility and benefits under the plan. The participants' accrued benefits shall be fully vested providing they remain in continuous service for the term of the agreement or until they leave under a qualifying event. If participants terminate under a non-qualifying event, they forfeit all accrued benefits.

10. Capital Assets (See Note 4)

11. Long-term Debt (See Note 9)

12. Deferred Inflows and Outflows of Resources

The port reports deferred inflows and outflows of resources. Deferred inflows of resources are acquisition of net assets by the port that are applicable to a future reporting period. Deferred outflows of resources are consumption of net assets by the port that are applicable to a future reporting period. The port classified deferred charges on refunding resulting from the difference in the carrying value of refunded debt and its reacquisition price amortized over the shorter of the life of the refunded or refunding debt as deferred Inflows and outflows of resources.

13. Pensions

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

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

14. Leases – Port as Lessor (See Note 11)

In June 2017, GASB issued Statement No. 87 *Leases*. The objective of this statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. The requirement of this statement is effective for reporting periods beginning after December 15, 2021, as postponed by Statement No. 95, Postponement of Effective Dates of Certain Authoritative Guidance.

The port is a lessor for noncancelable leases. Leases are contracts that convey control of a right to use the port's land, buildings, or portions of buildings over a period that exceeds one year. For leases with a maximum possible term of 12 months or less at commencement, revenue is recognized based on the provisions of the lease contract. For all other leases, the port recognizes a lease receivable and a deferred inflow of resources when the lease commences.

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



deferred inflow of resources is recognized as revenue over the life of the lease term using the straight-line basis method.

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

When the interest rate is not implicit within the lease, the port uses its estimated incremental borrowing rate as the discount rate for leases. The lease term includes the noncancelable period of the lease. Lease receipts included in the measurement of the lease liability are composed of fixed payments from the lessee.

The port concluded that the most appropriate interest rate benchmark is the Port's cost of capital, plus 200 basis points or 2%. The port issues bonds infrequently and therefore individual Port bond issuances are subject to fluctuations in the market. To eliminate the fluctuations, we plan to use an industry interest rate benchmark to establish a stable cost of capital for GASB No. 87.

We received the historical rate information from KeyBank Capital Markets our Bond Underwriter who subscribes to TM3, a Thomson Reuters municipal market website that maintains municipal market data. The port has identified specific periods for time for determining a market appropriate discount rate for the specific duration of the lease based on the following schedule:

Years	AA GO MMD Rate	+200 Basis Points	Rate
1-5 (5-year rate)	0.34	200	2.34
6-10 (10-year rate)	0.85	200	2.85
11+ (30-year rate)	1.57	200	3.57

Source: Thomson Reuters Municipal Market - AA GO MMD @ January 4, 2021

The port used the 5-year rate of 0.34% plus 200 basis point or 2.34% for the adoption of GASB No. 87 and throughout 2021 for leases with remaining duration (inclusive of applicable extension options) of 1-5 years, used the 10-year rate of 0.85% plus 200 basis point or 2.85% for the adoption of GASB No. 87 and throughout 2021 for leases with remaining duration (inclusive of applicable extension options) of 6-10 years, and used the 30-year rate of 1.57% plus 200 basis point or 3.57% for the adoption of GASB No. 87 and throughout 2021 for leases with remaining duration (inclusive of applicable extension options) of 11 years or greater.

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

15. Leases – Port as Lessee (See Note 12)

The port is a lessee for noncancelable leases. The port recognizes a lease liability and an intangible right-to-use lease asset when the lease commences.

At the commencement of a lease, the port initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized using the straight-line basis over its useful life.

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

The port uses the interest rate charged by the lessor as the discount rate. If the implicit interest rate is not readily determinable, the port's estimated incremental borrowing rate is used. Determining the incremental borrowing rate entails estimating the interest rate the lease that would be charged for borrowing the lease payment amounts during the lease term. Consistent with the port's methodology for determining implicit interest the port receives historical rate information from KeyBank Capital Markets, our Bond Underwriter who subscribes to TM3, a Thomson Reuters municipal market website that maintains municipal market data. The port does not apply any additional interest above this rate as this is consistent with the ports true interest cost.

If the lease term includes noncancelable periods of the lease, payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the port is reasonably certain to exercise.

The port does not have minimal lease capitalization threshold. The port monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

16. Subscription - Based IT Agreements (See Note 13)

In March 2020, the GASB issued Statement No.96, Subscription-Based Information Technology Arrangements (SBITAs). The objective of this statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for SBITAs by governments. The requirement of this statement is effective for reporting periods beginning after June 15, 2022. The port implemented GASB No. 96 on January 1, 2023.

The port uses the interest rate charged by the lessor as the discount rate. Consistent with the port's methodology for determining implicit interest the port receives historical rate information from KeyBank Capital Markets, our Bond Underwriter who subscribes to TM3, a Thomson Reuters municipal market website that maintains municipal market data. The port does not apply any additional interest above this rate as this is consistent with the ports true interest cost.

If the lease term includes noncancelable periods of the SBITAs, payments included in the measurement of the SBITAs liability are composed of fixed payments and purchase option price that the port is reasonably certain to exercise.

The port does not have minimal SBITAs capitalization threshold. The port monitors changes in circumstances that would require a remeasurement of its agreement and will remeasure the SBITAs asset and liability if certain changes occur that are expected to significantly affect the amount of the SBITAs liability.

## **NOTE 2 - DEPOSITS AND INVESTMENTS**

### **Treasury Function**

The port commission adopted Resolution 06-03 appointing its own port treasurer. The treasurer is responsible for the management and investment decisions of the port's deposits and investment accounts. The port commission adopted an investment policy pursuant to its Resolution 8-03, that directs the port to invest funds in a manner which provide maximum security with the highest investment return while meeting the daily cash flow demands of the port and conforming to all state and local statutes governing the investment of public funds. The port's investment policy sets forth three criteria to determine what investments are appropriate. The three criteria, in order of importance are: safety of principal, liquidity of the investment, and overall return on investment. The port's investment policy establishes guidelines on types of investments, the maximum holding of any one type of investment, diversification of investments and maximum maturity of its investments both on an individual security type basis and for the entire investment portfolio.

### **A. Deposits**

The carrying amount of the port's deposits \$7,241,103 and the bank balances were \$8,361,092.

Custodial credit risk is the risk that in the event of the failure of a depository financial institution, the port would not be able to recover deposits or will not be able to recover collateral securities that are in possession of an outside party. The port's deposits are deposited in qualified depositories as required by state statute. The port's deposits are mostly covered by federal depository insurance coverage (FDIC) or by collateral held in a multiple financial institution collateral pool administered by the Washington Public Deposit Protection Commission (PDPC) and therefore do not have custodial risk. The port has not experienced any losses in its deposit accounts.

### **B. Investments**

Investments, are stated at fair value, based on quoted market prices in accordance with GASB Statement No. 72, *Fair Value Measurement and Application*. Accordingly, the change in the fair-value of investment is recognized as an increase or decrease to the investment assets and investment income.

Interest income on investments is recognized in non-operating revenue as earned. Changes in fair value of investments are recognized on the Statements of Revenues, Expenses, and Changes in Net Position.

State of Washington under Chapter 39.59 RCW limits the investment of public funds by local governments to the following authorized instruments: (i) bonds of the State or any local government in the State, (ii) general obligation bonds of any other state or local government thereof which have at the time of investment one of the three highest credit ratings of a nationally recognized rating agency, (iii) registered warrants of a local government in the same county as the local government making the investment, (iv) obligations of the U.S. government, its agencies and wholly owned corporations, or obligations issued or guaranteed by supranational institutions, provided, that at the time of investment, the United States government must be the largest shareholder of such institution, (v) obligations of the Federal Home Loan Bank, Fannie Mae and other government-sponsored enterprises whose obligations are or may become eligible as collateral for advances to member banks as determined by the board of governors of the federal reserve system, (vi) bankers' acceptances purchased in the secondary market, (vii) commercial paper purchased in the secondary market, subject to State Investment Board policies, and (viii) corporate notes purchased in the secondary market, subject to State Investment Board policies.

### **Risks**

Investments are subject to the following risks:

**Interest Rate Risk** – Interest rate risk is the risk the port may face should interest rate variances affect the fair value of investments. Through the port's investment policy, the port manages its exposure to fair market value losses arising from increasing interest rates by laddering its investments by maturity, establishing maturity limits for individual investments and maturity limits for its investment portfolio as a whole. In addition to the extent possible, the port attempts to match its investments with anticipated cash flow requirements.

The table below identify the type of investments, concentration of investments in any one issuer, and maturities of the port investment portfolio:

As of December 31, 2023		Investment Maturities (in Years)				
Investment Type	Fair Value	Less than 1	1 to 3	3 to 5	More than 5	
<b>Debt Securities</b>						
US Agency: Federal Farm Credit Bank	\$ 4,474,195	\$ -	\$ 2,475,055	\$ 1,999,140	\$ -	
US Agency: Federal Home Loan Bank	2,976,945	1,479,040	1,497,905	-	-	
US Agency: Federal Home Loan Mortgage Corp	2,500,440	997,740	-	1,502,700	-	
US Agency: Federal National Mortgage Association	1,472,645	-	467,015	1,005,630	-	
State and Local Government: OR State Municipal Bonds	945,260	-	945,260	-	-	
<b>Total Debt Securities</b>	<b>12,369,485</b>	<b>2,476,780</b>	<b>5,385,235</b>	<b>4,507,470</b>	<b>-</b>	
<b>Other Securities</b>						
State LGIP: WA State Local Government Investment Pool *	37,994,123	37,994,123	-	-	-	
<b>Total Other Securities</b>	<b>37,994,123</b>	<b>37,994,123</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Investments</b>	<b>\$ 50,363,608</b>	<b>\$ 40,470,903</b>	<b>\$ 5,385,235</b>	<b>\$ 4,507,470</b>	<b>\$ -</b>	

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

In addition to the interest rate risk disclosed above, the port includes investments with fair value highly sensitive to interest rate changes.

**Credit Risk** – Credit risk is the risk that an issuer of an investment or other counterparty to 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. Through the port’s investment policy, the port manages credit risk by limiting the types of investments the port invests in and for state and local investments the minimum acceptable credit rating. The Washington State Local Investment Pool is an unrated 2a-7 like pool, as defined by the Government Accounting Standards Board. State statute and the port’s investment policy establishes the type of investments and the credit quality rating the port can invest in.

The table below identifies credit quality ratings for the port’s investment portfolio:

As of December 31, 2023		Moody's/S&P Equivalent Credit Ratings				
Investment Type	Fair Value	Aaa-Aa1/ AAA-AA+	Aa2/AA	Aa3/AA-	A1/A+	Unrated
US Agency: Federal Farm Credit Bank	\$ 4,474,195	\$ 4,474,195	\$ -	\$ -	\$ -	\$ -
US Agency: Federal Home Loan Bank	2,976,945	2,976,945	-	-	-	-
US Agency: Federal Home Loan Mortgage Corp	2,500,440	2,500,440	-	-	-	-
US Agency: Federal National Mortgage Association	1,472,645	1,472,645	-	-	-	-
State and Local Government: OR State Municipal Bonds	945,260	-	945,260	-	-	-
State LGIP: WA State Local Government Investment Pool *	37,994,123	-	-	-	-	37,994,123
<b>Totals</b>	<b>\$ 50,363,608</b>	<b>\$ 11,424,225</b>	<b>\$ 945,260</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,994,123</b>

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

**Custodial Credit Risk** – Custodial credit risk is the risk that in the event of the failure of a counterparty to an investment transaction the port will not be able to recover the value of its investments or collateral securities that are in the possession of the outside party. To minimize this risk, the port’s investment policy requires that all security transactions, except the Washington State Local Government Investment Pool are settled “delivery verses payment” basis. This means that payment is made simultaneously with the receipt of the security. These securities are delivered to the port’s custodial safekeeping bank, Key Bank. With the exception of the Washington State Local Government Investment Pool, the port’s investments are registered, or held by Port of Vancouver or its agent in the Port of Vancouver’s name by the custodial safekeeping bank.

**Concentration of Credit Risk** – Concentration of credit risk is the risk of loss attributable to the magnitude of an investment of a single issuer. The port’s investment policy establishes limits on the portfolios maximum holding by type of security and per issue.

#### Investments in Local Government Invest Pool (LGIP)

The port is a voluntary participant in the Local Government Investment Pool, an external investment pool operated by the Washington State Treasurer. The pool is not rated and not registered with the SEC. Rather, oversight is provided by the State Finance Committee in accordance with RCW 43.250. Investments in the LGIP are reported at amortized cost, which is the same as the value of the pool per share. The LGIP does not impose any restrictions on participant withdrawals.

The Office of the State Treasurer prepares a stand-alone financial report for the pool. A copy of the report is available from the Office of the State Treasurer, PO Box 40200, Olympia, Washington 98504-0200, online at [www.tre.wa.gov](http://www.tre.wa.gov).

### Investments Measured at Fair Value

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

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

The table below identifies the port's investments measured at fair value and amortized cost:

	Fair Value as of December 31, 2023	Fair Value Measurements Using		
		in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
<b>Investments by Fair Value Level</b>				
<b>Debt Securities</b>				
US Agency: Federal Farm Credit Bank	\$ 4,474,195	\$ -	\$ 4,474,195	\$ -
US Agency: Federal Home Loan Bank	2,976,945	-	2,976,945	-
US Agency: Federal Home Loan Mortgage Corp	2,500,440	-	2,500,440	-
US Agency: Federal National Mortgage Association	1,472,645	-	1,472,645	-
State and Local Government: OR State Municipal Bonds	945,260	-	945,260	-
<b>Total Investments by Fair Value Level</b>	<b>\$ 12,369,485</b>	<b>\$ -</b>	<b>\$ 12,369,485</b>	<b>\$ -</b>
<b>Total Investments Measured at Fair Value</b>	<b>\$ 12,369,485</b>			
<b>Other Securities not Measured at Fair Value</b>				
State LGIP: WA State Local Government Investment Pool	\$ 37,994,123			
	\$ 37,994,123			
	<b>\$ 50,363,608</b>			

**C. Summary of Deposit and Investment Balances**

The table below reconciles the port's deposits and investment balances:

As of December 31, 2023	Total
Deposits with Private Financial Institution	\$ 7,241,103
Deposit with Escrow Company	500,000
Deposits with WA State Local Government Investment Pool (LGIP)	37,994,123
Non-Pooled Investments	12,369,485
<b>Total Deposits and Investments</b>	<b>\$ 58,104,711</b>
Deposits-Current	
Cash and Cash Equivalents	\$ 30,781,151
Restricted Cash and Cash Equivalents	14,954,075
<b>Total Deposits</b>	<b>\$ 45,735,226</b>
Investments	
Short-term Investments	\$ 2,476,780
Long-term Investments	9,892,705
<b>Total Investments</b>	<b>\$ 12,369,485</b>
<b>Total Deposits and Investments</b>	<b>\$ 58,104,711</b>

**NOTE 3 – PROPERTY TAXES**

The county treasurer acts as an agent to collect property taxes levied in the county for all taxing authorities.

Property Tax Calendar	
January 1	Tax is levied and become an enforceable lien against properties.
February 14	Tax bills are mailed.
April 30	First of two equal installment payments is due.
May 31	Assessed value of property established for next year's lev at 100 percent of market value.
October 31	Second installment is due.

Property taxes are recorded as a receivable and revenue when levied. Property tax collected in advance of the fiscal year to which it applies is recorded as a deferred inflow and recognized as revenue of the period to which it applies. No allowance for uncollectible taxes is established because delinquent taxes are considered fully collectible. Prior year tax levies were recorded using the same principal, and delinquent taxes are evaluated annually.

The port may levy up to \$0.45 per \$1,000 of assessed valuation for general governmental services. The Washington State Constitution and Washington State Law, RCW 84.55.010, limit the rate. The port may also levy taxes at a lower rate.

The port's regular levy for 2023 was \$0.13297 per \$1,000 on an assessed valuation of \$60,230,916,400 or a total regular levy of \$8,008,807. The port also levied an additional \$0.08367 per \$1,000 for the repayment of general obligation bonds for a total additional levy of \$5,039,397. For 2023, the port collected 99.09% of ad valorem taxes levied.

**NOTE 4 - CAPITAL ASSETS**

Major expenses (defined by the port as those in excess of \$5,000) for capital assets, including capital leases and major repairs that increase useful lives, are capitalized. Maintenance, repairs, and minor renewals are accounted for as expenses when incurred. All capital assets are valued at historical cost (or estimated historical cost, where historical cost is not known/or estimated market value for donated assets).

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

Interest on funds used during construction, less interest earned on related interest-bearing investments if the asset is financed with the proceeds from externally restricted tax-exempt proceeds, is capitalized as part of the cost of the asset. This process is intended to remove the cost of financing construction activity from the comparative statements of revenues, expenses, and changes in net position, and to treat such cost in the same manner as construction labor and material costs. The port had no capitalized interest in 2023.

Depreciation expense is charged to operations to allocate the cost of capital assets over their estimated useful lives, using the straight-line method. Buildings and improvements are assigned lives of 5 to 50 years; equipment 3 to 10 years; and furniture and fixtures 3 to 5 years.

In accordance with accepted accounting principles for regulated businesses, the port has a deferred intangible asset of \$242,849 as of December 31, 2023. The initial cost of \$29,818 in 2004; \$20,427 in 2015; \$172,848 in 2019, and \$95,355 in 2023 were for the easement of three disposal sites for the Columbia River Channel Improvement Project. The costs are amortized on the straight-line method over 20 years.

Capital assets activity for the year ended December 31, 2023, was as follows:

	Beginning Balance 01/01/2023	Increases	Decreases	Ending Balance 12/31/2023
<i>Capital Assets, not being depreciated:</i>				
Land	\$ 158,023,086		\$ 183,725	\$ 157,839,361
Construction in progress	16,379,541	23,055,001	26,059,665	13,374,877
<b>Total Capital Assets, not being depreciated</b>	<b>\$174,402,628</b>	<b>\$23,055,001</b>	<b>\$26,243,390</b>	<b>\$171,214,238</b>
<i>Capital assets, being depreciated:</i>				
Buildings	127,944,907	2,049,563	153,225	129,841,245
Improvements other than buildings	284,665,841	23,169,041	411,537	307,423,346
Machinery and equipment	28,989,868	995,917	283,106	29,702,679
Intangible*	223,092	95,355	-	318,447
<b>Total Capital Assets being depreciated</b>	<b>\$441,823,709</b>	<b>\$26,309,876</b>	<b>\$847,867</b>	<b>\$467,285,717</b>
<i>Less accumulated depreciation for:</i>				
Buildings	42,998,795	2,147,405	153,225	44,992,975
Improvements other than buildings	145,465,490	8,930,362	194,623	154,201,229
Machinery and equipment	21,294,472	937,548	279,645	21,952,374
Intangible*	61,464	14,134	-	75,598
<b>Total Accumulated Depreciation</b>	<b>\$209,820,221</b>	<b>\$12,029,449</b>	<b>\$627,493</b>	<b>\$221,222,176</b>
<b>Total Net Capital Assets, being depreciated</b>	<b>\$232,003,488</b>	<b>\$14,280,427</b>	<b>\$220,374</b>	<b>\$246,063,540</b>
<i>Right to Use Assets, being amortized</i>				
Equipment	147,582	2,381	-	149,963
SBITAs	-	348,416	-	348,416
<b>Total Right to Use Assets, being amortized</b>	<b>147,582</b>	<b>350,797</b>	<b>-</b>	<b>498,379</b>
<i>Less Accumulated Amortization for:</i>				
Equipment	81,559	47,903	-	129,462
SBITAs	-	74,048	-	74,048
<b>Total Accumulated Amortization</b>	<b>81,559</b>	<b>121,951</b>	<b>-</b>	<b>203,510</b>
<b>Total Net Right to Use Assets</b>	<b>66,023</b>	<b>228,846</b>	<b>-</b>	<b>294,869</b>
<b>Total Capital Assets, Net</b>	<b>\$ 406,472,138</b>	<b>\$ 37,564,274</b>	<b>\$ 26,463,764</b>	<b>\$ 417,572,648</b>

\* We have restated the beginning accumulated amortization of an intangible asset due to a previous accounting error where it was improperly netted into a single line item.

#### NOTE 5 - Construction and Other Significant Commitments

The port has active construction projects as of December 31, 2023. At year-end the port's commitments with contractors are as follows:

Project	Contract Amount	Spent to Date	Remaining Commitment
Waterfront Terminal 1 Dock Replacement	\$ 2,880,448	\$ 561,780	\$ 2,318,668
First Place of Rest Fencing	\$ 87,107	\$ 85,585	\$ 1,522
Building 2480 and 2851 HVAC Replacement	\$ 126,427	\$ 30,429	\$ 95,999
2023 Maintenance Dredging	\$ 908,293	\$ 800,836	\$ 107,456
	<b>\$ 4,002,275</b>	<b>\$ 1,478,630</b>	<b>\$ 2,523,645</b>

Waterfront Terminal 1 Dock Replacement project is funded by Washington State Department of Commerce grant and port's cash. All other projects above are funded by port's cash.

#### NOTE 6 – PENSION PLANS

The following table represents the aggregate pension amounts for all plans for the year 2023:



Aggregate Pension Amounts - All Plans	
Pension liabilities	\$ (1,211,218)
Pension assets	\$ 2,808,909
Deferred outflows of resources	\$ 2,314,541
Deferred inflows of resources	\$ (1,567,022)
Pension expense/expenditures	\$ (381,184)

### State Sponsored Pension Plans

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

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

The DRS ACFR may be downloaded from DRS website at [www.drs.wa.gov](http://www.drs.wa.gov).

### Public Employees' Retirement System (PERS)

PERS members include elected officials; state employees; employees of local governments; and higher education employees not participating in higher education retirement programs.

PERS is composed of and reported as three separate plans for accounting purposes: Plan 1, Plan 2/3 and Plan 3. Plan 1 accounts for the defined benefits of Plan 1 members. Plan 2/3 accounts for the defined benefits of Plan 2 members and the defined benefit portion of benefits for Plan 3 members. Plan 3 accounts for the defined contribution portion of benefits for Plan 3 members. Although employees can be a member of only 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 Plan 2 or Plan 3 members or beneficiaries.

**PERS Plan 1** provides retirement, disability and death benefits. Retirement benefits are determined as 2% of the member's average final compensation (AFC) times the member's years of service. The AFC is the average of the member's 24 highest consecutive service months. Members are eligible for retirement from active status at any age with at least 30 years of service, at age 55 with at least 25 years of service, or at age 60 with at least 5 years of service. PERS Plan 1 retirement benefits are actuarially reduced if a survivor benefit is chosen. Members retiring from active status prior to the age of 65 may also receive actuarially reduced benefits. Other benefits include an optional cost-of-living adjustment (COLA). PERS 1 members were vested after the completion of five years of eligible service. The plan was closed to new entrants on September 30, 1977.

### Contributions

The **PERS Plan 1** member contribution rate is established by State statute at 6%. The employer contribution rate is developed by the Office of the State Actuary, adopted by the Pension Funding Council and is subject to change by the legislature. The PERS Plan 1 required contribution rates (expressed as a percentage of covered payroll) for 2023 were as follows:

PERS Plan 1		
Actual Contribution Rates	Employer	Employee
January - June		
PERS Plan 1	6.36%	6.00%
PERS Plan 1 UAAL	3.85%	
Administrative Fee	0.18%	
<b>Total</b>	<b>10.39%</b>	<b>6.00%</b>
July - August		
PERS Plan 1	6.36%	6.00%
PERS Plan 1 UAAL	2.85%	
Administrative Fee	0.18%	
<b>Total</b>	<b>9.39%</b>	<b>6.00%</b>
September - December		
PERS Plan 1	6.36%	6.00%
PERS Plan 1 UAAL	2.97%	
Administrative Fee	0.20%	
<b>Total</b>	<b>9.53%</b>	<b>6.00%</b>

**PERS Plan 2/3** provides retirement, disability and death benefits. Retirement benefits are determined as 2% of the member's AFC times the member's years of service for Plan 2 and 1% of AFC for Plan 3. The AFC is the average of the member's 60 highest-paid consecutive service months. Members are eligible for retirement with a full benefit at 65 with at least five years of service credit. Retirement before age 65 is considered an early retirement. PERS Plan 2/3 members who have at least 20 years of service credit and are 55 years of age or older, are eligible for early retirement with a benefit that is reduced by a factor that varies according to age for each year before age 65. PERS Plan 2/3 retirement benefits are actuarially reduced if a survivor benefit is chosen. Other PERS Plan 2/3 benefits include a COLA based on the CPI, capped at 3% annually. PERS 2 members are vested after completing five years of eligible service. Plan 3 members are vested in the defined benefit portion of their plan after ten years of service; or after five years of service if 12 months of that service are earned after age 44.

**PERS Plan 3** defined contribution benefits are totally dependent on employee contributions and investment earnings on those contributions. Members are eligible to withdraw their defined contributions upon separation. Members have multiple withdrawal options, including purchase of an annuity. PERS Plan 3 members are immediately vested in the defined contribution portion of their plan.

#### Contributions

The **PERS Plan 2/3** employer and employee contribution rates are developed by the Office of the State Actuary to fully fund Plan 2 and the defined benefit portion of Plan 3. The rates are adopted by the Pension Funding Council and are subject to change by the Legislature. The employer rate includes a component to address the PERS Plan 1 Unfunded Actuarial Accrued Liability (UAAL).

As established by Chapter 41.34 RCW, Plan 3 defined contribution rates are set at a minimum of 5% and a maximum of 15%. PERS Plan 3 members choose their contribution rate from six options when joining membership and can change rates only when changing employers. Employers do not contribute to the defined contribution benefits.

The PERS Plan 2/3 defined benefit required contribution rates (expressed as a percentage of covered payroll) for 2023 were as follows:

PERS Plan 2/3			
Actual Contribution Rates	Employer 2/3	Employee 2	Employee 3
January - June			
PERS Plan 2/3	6.36%	6.36%	Varies
PERS Plan 1 UAAL	3.85%		
Administrative Fee	0.18%		
<b>Total</b>	<b>10.39%</b>	<b>6.36%</b>	
July - August			
PERS Plan 2/3	6.36%	6.36%	Varies
PERS Plan 1 UAAL	2.85%		
Administrative Fee	0.18%		
<b>Total</b>	<b>9.39%</b>		
September - December			
PERS Plan 2/3	6.36%	6.36%	Varies
PERS Plan 1 UAAL	2.97%		
Administrative Fee	0.20%		
<b>Total</b>	<b>9.53%</b>	<b>6.36%</b>	

The port actual PERS plan contributions were \$343,657 to PERS Plan 1 and \$645,133 to PERS Plan 2/3 for the year ended December 31, 2023.

### Actuarial Assumptions

The total pension liability (TPL) for each of the DRS plans was determined using the most recent actuarial valuation completed in 2023 with a valuation date of June 30, 2022. The actuarial assumptions used in the valuation were based on the results of the Office of the State Actuary's (OSA) *2013-2018 Demographic Experience Study* and the *2021 Economic Experience Study*.

Additional assumptions for subsequent events and law changes are current as of the 2022 actuarial valuation report. The TPL was calculated as of the valuation date and rolled forward to the measurement date of June 30, 2023. Plan liabilities were rolled forward from June 30, 2022, to June 30, 2023, reflecting each plan's normal cost (using the entry-age cost method), assumed interest and actual benefit payments.

- **Inflation:** 2.75% total economic inflation; 3.25% salary inflation
- **Salary increases:** In addition to the base 3.25% salary inflation assumption, salaries are also expected to grow by service-based salary increase.
- **Investment rate of return:** 7.00%

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

Methods did not change from the prior contribution rate setting June 30, 2021 Actuarial Valuation Report (AVR).

## Discount Rate

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

To determine that rate, an asset sufficiency test was completed to test whether each pension plan's fiduciary net position was sufficient to make all projected future benefit payments for current plan members. Based on OSA's assumptions, the pension plans' fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return of 7.0% was used to determine the total liability.

## Long-Term Expected Rate of Return

The long-term expected rate of return on the DRS pension plan investments of 7.0% was determined using a building-block-method. In selecting this assumption, OSA reviewed the historical experience data, considered the historical conditions that produced past annual investment returns, and considered Capital Market Assumptions (CMA's) and simulated expected investment returns provided by the Washington State Investment Board (WSIB). The WSIB uses the CMA's and their target asset allocation to simulate future investment returns at various future times.

## Estimated Rates of Return by Asset Class

Best estimates of arithmetic real rates of return for each major asset class included in the pension plan's target asset allocation as of June 30, 2021, are summarized in the table below. The inflation component used to create the table is 2.2% and represents the WSIB's most recent long-term estimate of broad economic inflation.

Asset Class	Target Allocation	% Long-Term Expected Real Rate of Return Arithmetic
Fixed Income	20%	1.5%
Tangible Assets	7%	4.7%
Real Estate	18%	5.4%
Global Equity	32%	5.9%
Private Equity	23%	8.9%
	100%	

## Sensitivity of Net Pension Liability/(Asset)

The table below presents the port's proportionate share of the net pension liability calculated using the discount rate of 7%, as well as what the port's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower (6%) or 1-percentage point higher (8%) than the current rate.

	1% Decrease (6.00%)	Current Discount Rate (7.00%)	1% Increase (8.00%)
PERS 1	\$ 1,692,162	\$ 1,211,218	\$ 791,466
PERS 2/3	\$ 3,055,026	\$ (2,808,909)	\$ (7,626,503)

## Pension Plan Fiduciary Net Position

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

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

At June 30, 2023, the port reported its proportionate share of the net pension liabilities and asset as follows:

	<b>Liability (or Asset)</b>
PERS 1	\$ 1,211,218
PERS2/3	\$ (2,808,909)

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

	<b>Proportionate Share 6/30/22</b>	<b>Proportionate Share 6/30/23</b>	<b>Change in Proportion</b>
PERS 1	0.0541%	0.0531%	-0.0011%
PERS 2/3	0.0704%	0.0685%	-0.0019%

**Pension Expense**

For the year ended December 31, 2023, the port recognized pension expense as follows:

	<b>Pension Expense</b>
PERS 1	\$ (43,313)
PERS 2/3	\$ (337,871)

**Deferred Outflows of Resources and Deferred Inflows of Resources**

At December 31, 2023, the port reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<b>PERS 1</b>	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>
Differences between expected and actual experience	\$ -	\$ -
Net difference between projected and actual investment earnings on pension plan investments	\$ -	\$ (136,631)
Changes of assumptions	\$ -	\$ -
Changes in proportion and differences between contributions and proportionate share of contributions	\$ -	\$ -
Contributions subsequent to the measurement date	\$ 151,694	\$ -
<b>TOTAL</b>	<b>\$ 151,694</b>	<b>\$ (136,631)</b>
<b>PERS 2/3</b>	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>
Differences between expected and actual experience	\$ 572,172	\$ (31,384)
Net difference between projected and actual investment earnings on pension plan investments	\$ -	\$ (1,058,567)
Changes of assumptions	\$ 1,179,277	\$ (257,036)
Changes in proportion and differences between contributions and proportionate share of contributions	\$ 83,378	\$ (83,406)
Contributions subsequent to the measurement date	\$ 328,017	\$ -
<b>TOTAL</b>	<b>\$ 2,162,846</b>	<b>\$ (1,430,391)</b>

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

Year Ended 12/31	PERS 1
2024	\$ (92,958)
2025	\$ (116,905)
2026	\$ 72,082
2027	\$ 1,150
2028	\$ -
Thereafter	\$ -
Total	\$ (136,631)
Year Ended 12/31	PERS 2/3
2024	\$ (523,278)
2025	\$ (623,175)
2026	\$ 880,972
2027	\$ 329,155
2028	\$ 320,060
Thereafter	\$ 20,700
Total	\$ 404,434

**NOTE 7 - PENSION PLANS - NONGOVERNMENTAL PLANS (PENSIONS PROVIDED THROUGH CERTAIN MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLANS)**

Some port employees may be provided with pensions through a cost-sharing, multiple-employer defined benefit pension plan that, (1) is not a state or local governmental pension plan, (2) is used to provide defined benefit pensions to both employees of state or local governmental employers, and (3) has no predominant state or local governmental employer (either individually or collectively with other state or local governmental employers that provide pensions through the pension plan). The port has six union sponsored pension plans meeting these criteria. As of December 31, 2023, the nongovernmental plans are composed of the following:

Name of Pension Plan	Entity	Cost-Sharing	Financial Report	Benefit Type	# of Covered Employees	Benefit Terms	Contribution Requirements	Balance of Payables *	Expiration Date
47P	Oregon-Washington Carpenters-Employers Trust	Yes	Yes	Pension	4 Carpenters	Collective-bargaining agreement	5.50 multiple by hours worked	\$ 2,586.33	5/31/2024
47AP Non-accruing pension	Oregon-Washington Carpenters-Employers Trust	Yes	Yes	Non-Accruing Pension	4 Carpenters	Collective-bargaining agreement	2.61 multiple by hours worked	\$ 1,209.74	5/31/2024
47PNA- Non-accruing pension	Oregon-Washington Carpenters-Employers Trust	Yes	Yes	Non-Accruing Pension	4 Carpenters	Collective-bargaining agreement	.40 multiple by hours worked	\$ 185.40	5/31/2024
47PNAO	Oregon-Washington Carpenters-Employers Trust	Yes	Yes	Non-Accruing Pension	4 Carpenters	Collective-bargaining agreement	.66 multiple by hours worked	\$ 305.91	5/31/2024
Dist 9 ER	Electrical Trust Funds	Yes	No	Pension	2 Electricians	Collective-bargaining agreement	5.54, 5.27 multiple by hours worked	\$ 1,444.69	12/31/2023
Edison Pension	Electrical Trust Funds	Yes	Yes	Pension	2 Electricians	Collective-bargaining agreement	9.75, 9.50 multiple by hours worked	\$ 2,573.63	12/31/2023
NEBF	Electrical Trust Funds	Yes	Yes	Pension	2 Electricians	Collective-bargaining agreement	.03 multiple by earnings	\$ 519.86	12/31/2023
Pension	NW Laborers-Employers Trust Fund	Yes	Yes	Pension	10 NW Laborers	Collective-bargaining agreement	5.55 multiple by hours worked	\$ 7,714.50	5/31/2024
Pension	AGC-IUOE Local 701 Trust Funds	Yes	Yes	Pension	7 Operating Engineers	Collective-bargaining agreement	6.15 multiple by hours worked	\$ 5,245.95	12/31/2023
Local 290 Pension	UALocal Union 290 Plumbing and Pipefitting Industry	Yes	Yes	Pension	2 Plumbers	Collective-bargaining agreement	14.71 multiple by hours worked	\$ 4,471.84	3/31/2024
National Pension	UALocal Union 290 Plumbing and Pipefitting Industry	Yes	Yes	Pension	2 Plumbers	Collective-bargaining agreement	1.61 multiple by hours worked	\$ 489.44	3/31/2024
NASI Pension Fund	National Automatic Sprinkler Industry	Yes	No	Pension	2 Sprinkler Fitters	Collective-bargaining agreement	7.20 multiply by hours worked	\$ 2,304.00	12/31/2023
Sprinkler Industry Supplemental Pension	National Automatic Sprinkler Industry	Yes	No	Pension	2 Sprinkler Fitters	Collective-bargaining agreement	7.23 multiply by hours worked	\$ 2,313.60	3/31/2024

\* The amounts were earned by 12/31/2023, and payables are due in January 2024. Required contributions to the pension plans are related to past services performed per union contracts.

#### NOTE 8 – 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 exposure, the port purchases property, liability, and related insurance coverage annually through a commercial insurance broker which provides coverage against most normal hazards. In comparison to prior years, there were no significant changes in the type and coverage of insurance policies purchased by the port in 2023. Settlement claims have not exceeded commercial insurance coverage in any of the past three years.

The port participates in the State of Washington Labor and Industries workman's compensation program. However, management has elected to become self-insured through the Washington State Employment Security Department on a reimbursement basis. Unemployment claims are processed by the Washington State Employment Security Department. No reserve for self-insurance has been established as the potential liability is not considered to be material to the financial statements.

#### NOTE 9 – LONG-TERM DEBT

##### A. Long-Term Debt

The port issues general obligation and revenue bonds to finance the purchase, and construction of capital assets. Bonded indebtedness has also been entered into in 2011, 2012, 2019 and 2020 to advance refund several general obligation bonds. General obligation bonds have been issued for



both general government and business-type activities and are being repaid from the applicable resources. The revenue bonds are being repaid by net revenues of the port. The Port of Vancouver is also liable for notes that were entered into for the construction of rail infrastructure right-away acquisition, legal settlement, and channel deepening. These notes are considered obligations of the general government and are being repaid with general governmental revenue sources.

Unamortized debt issue costs are recorded as deferred charges and bonds are displayed net of premium, discount, or deferred amount on refunding. Annual interest expense is decreased by amortization of debt premium and increased by the amortization of debt issue costs, discounts, and deferred amounts on refunding. The port is also liable for a right-of-way settlement agreement for the West Vancouver Freight Access Project.

The port has pledged future net revenues, as defined by bond documents, to repay \$ 80,965,000 in revenue bonds issued in 2016, 2017, and 2018. Proceeds from the bonds provided financing for specific capital projects as outlined in the bond documents. The bonds are payable solely from net revenues and are payable through 2048. The revenue bonds contain coverage requirements related to maintaining adequate net revenues to support debt service. Annual principal and interest payments on the bonds are expected to require less than 21 percent of net revenues. The total principal and interest remaining to be paid on the bonds is \$126,165,199. Principal and interest paid for the current year and total net revenues were \$5,229,734 and \$24,918,666 respectively.

On August 23, 2022, the port Commission of the Port of Vancouver approved Resolution No. 5-2022, authorizing the issuance and sale of \$26,360,000 of limited tax general obligation bonds in two series for the purpose of financing the constructing, improving, and equipping of port facilities and property and related demolition, and providing for the annual levy of taxes to pay the principal of an interest on the bonds. The bonds are payable through 2047.

**B. General Obligation Bonds**

General Obligation bonds currently outstanding are as follows:

<b>Obligation</b>	<b>Original Issue</b>	<b>Interest Rate</b>	<b>Maturity</b>	<b>Balance 12/31/2023</b>
2019	5,625,000	2.49%	2028	1,520,000
2020	18,665,000	0.625%-1.720%	2028	15,550,000
2022 Series A	16,365,000	5.00%	2042	16,365,000
2022 Series B	9,995,000	4.125-4.375%	2047	9,995,000
Total GO Bonds before current portion				\$ 43,430,000
Current portion				3,335,000
Discount				(175,654)
Premium				986,444
Total long-term GO bonds, net				\$ 40,905,789

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

<b>Year Ending December 31, 2023</b>	<b>Principal</b>	<b>Interest</b>
2024	3,040,000	1,444,190
2025	3,070,000	1,416,830
2026	3,110,000	1,383,980
2027	3,140,000	1,346,038
2028	3,190,000	1,299,880
2029-2033	4,800,000	5,768,312
2034-2038	6,135,000	4,441,563
2039-2043	7,815,000	2,753,425
2044-2047	7,610,000	842,963
<b>Total</b>	<b>\$ 41,910,000</b>	<b>\$ 20,697,181</b>

The annual debt service requirements to maturity for debt from direct borrowings and direct placement are as follows:

<b>Year Ending December 31, 2023</b>	<b>Principal</b>	<b>Interest</b>
2024	295,000	37,848
2025	295,000	30,503
2026	295,000	23,157
2027	315,000	15,812
2028	320,000	7,968
<b>Total</b>	<b>\$ 1,520,000</b>	<b>\$ 115,288</b>

C. Revenue Bonds

Revenue Bonds currently outstanding are as follows:

<b>Obligation</b>	<b>Original Issue</b>	<b>Interest Rate</b>	<b>Maturity</b>	<b>Balance 12/31/2023</b>
2016 Revenue Bonds	40,000,000	1.325%-4.010%	2046	34,330,000
2017 Revenue Bonds	30,000,000	2.001%-4.693%	2047	26,805,000
2018A Revenue Bonds	14,885,000	2.850% - 4.250%	2044	13,295,000
2018B Revenue Bonds	4,460,000	5.000%	2048	4,460,000
Total Revenue Bonds before current portion				\$ 78,890,000
Current portion				2,135,000
Premium				531,807
Total long-term Revenue Bonds, net				<b>\$ 77,286,807</b>

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

<b>Year Ending December 31, 2023</b>	<b>Principal</b>	<b>Interest</b>
2024	2,135,000	3,167,545
2025	2,200,000	3,106,030
2026	2,265,000	3,040,330
2027	2,330,000	2,970,276
2028	2,410,000	2,895,299
2029-2033	13,375,000	13,128,567
2034-2038	16,230,000	10,279,372
2039-2043	19,895,000	6,612,182
2044-2048	18,050,000	2,075,598
<b>Total</b>	<b>\$ 78,890,000</b>	<b>\$ 47,275,199</b>

**D. Special Revenue Bonds**

Port Resolution 9-2009 provided for the issuance of refunding revenue bonds of the port in the principal amount of \$25,000,000. A lease agreement provides for unconditional payment of rent equal to the debt service of the special revenue bonds. The bonds are not general obligations of the port, are payable solely from the pledged revenues of the lease and do not constitute a lien on the unpledged revenues of the port. The special revenue bonds are supported by direct payment of irrevocable bank letters of credit.

The outstanding special revenue bonds are adjustable tender bonds subject to purchase on demand of the holder at a price equal to the principal plus accrued interest under certain notification requirements. Interest rates on these bonds are adjustable.

The special revenue bonds currently outstanding are as follows:

<b>Obligation</b>	<b>Original Issue</b>	<b>Interest Rate</b>	<b>Maturity</b>	<b>Balance 12/31/2023</b>
Series 2009	\$ 25,000,000	Adjustable	2029	\$ 25,000,000

**E. Line of Credit**

The port has entered into a credit facility agreement with KeyBank National Association in connection with the issuance and sale of its Taxable Revenue Bonds, Series 2023 to provide the Port with a line of credit with a maximum commitment amount of \$35,000,000. This agreement is secured by a net revenue pledge as defined by the agreement.

The Line of Credit bears an interest rate equal to the sum of the Term SOFR for a period of 30 days for that SOFR Interest Calculation Period applicable for said advances plus 245 basis points (2.45%). The Term SOFR Rate for a period of 30 days on December 29, 2023, was 5.36%. The port has agreed to pay the Series 2023 Credit Facility Provider an unused commitment fee in the amount of 30 basis points per annum (0.30%).

The port uses this Line of Credit as complementary financing to operating cash flows. This agreement matures on September 25, 2025. The maturity date can be extended annually by one year at the request of the port and the sole consent of Key Bank. Currently there is no outstanding balance on the Line of Credit.

**F. Notes Payable**

The Washington and Oregon ports entered the "Intergovernmental Agreement Among Lower Columbia River Ports for Columbia River Channel Deepening and Maintenance" with the U.S. Army Corps of Engineers for the Channel Improvement Project on June 21, 2004. The Project Cooperation Agreement identifies disposal, mitigation and restoration sites needed for the Channel

Improvement Project. The State of Washington appropriated \$27.7 million for the Washington sponsor's share of project costs. The Oregon-Washington Ports Agreement allocates costs of the Channel Improvement Project. All costs incurred, with the exception for port-owned beneficial use sites, will be shared 50/50 between the states. The Washington ports share of the costs is shared equally between the three Washington ports. At the completion of the Columbia River Channel Improvement Project a final accounting of the project will occur to ensure that the non-federal sponsors have equally contributed to the project, met their obligations to U.S. Army Corps of Engineers, and equalization will occur between the States of Washington and Oregon. Having reached substantial completion, the port has accrued cost of \$315,059, and will start amortization on the straight-line method over 30 years when the U.S. Army Corps of Engineers has completed the project. See (Note 17, Columbia River Channel Improvement Project)

**NOTE 10 - CHANGES IN LONG-TERM LIABILITIES**

During the year ended December 31, 2023, the following changes occurred in long-term liabilities:

	Beginning Balance 01/01/2023	Additions	Reductions	Ending Balance 12/31/2023	Due within One Year
G.O. Bonds	\$ 44,975,000	\$ -	\$ 3,065,000	41,910,000	\$ 3,040,000
G.O. Bond Direct Borrowing & Direct Replacement	\$ 1,765,000		\$ 245,000	1,520,000	\$ 295,000
Discounts/premiums	855,389	7,319	51,918	810,790	44,599
Special Revenue Bond	25,000,000	-	-	25,000,000	-
Revenue Bond	80,965,000	-	2,075,000	78,890,000	2,135,000
Discounts/premiums	553,080	-	21,272	531,808	21,272
<b>Total Bonds Payable</b>	<b>154,113,468</b>	<b>7,319</b>	<b>5,458,191</b>	<b>148,662,597</b>	<b>5,535,871</b>
Notes Payable	17,145	315,059	17,145	315,059	-
Leased Asset Payable	65,561	44	45,216	20,390	20,390
SBITAs Payable	-	250,006	-	250,006	50,302
Environmental Remediation	7,257,322		94,915	7,162,407	-
Arbitrage Rebate Tax Payable	-	53,055	-	53,055	-
Compensated Absences	1,583,817	139,766	-	1,723,583	-
Pension Obligations	1,506,844		295,626	1,211,218	-
<b>Total long-term liabilities</b>	<b>\$ 164,544,157</b>	<b>\$ 765,249</b>	<b>\$ 5,911,093</b>	<b>\$ 159,398,315</b>	<b>\$ 5,606,563</b>

**NOTE 11 – LEASES (Port as Lessor)**

At December 31, 2023, the port operates a total of 54 leases, comprising 49 industrial leases and 4 commercial ground leases at the Waterfront Terminal 1 locations, along with 1 long-term safe lay berthing lease. The port has entered into these leases for land, building and improvements under long term agreements at market rates with initial lease terms ranging from 1 to 50 years and some with extension options to 80 years. The leases typically include provisions for annual rent changes based on the consumer price index, resulting in future lease revenues that are included in the measurement of the lease receivables. Additionally, some properties are leased on a month-to-month or holdover basis, exempt from GASB Statement No. 87.

As of December 31, 2023, the port participated as a lessor in the following lease agreement:

	Lease Type	Number of Leases	Remaining Extensions	Expiration Date with Extension Terms	Rent Increases	Interest Rate	Monthly Rent Dec. 2023
Industrial	Building/Land	2	Two 5-year	10/31/2038	Annual CPI increase 2-6%	6.88%	\$4,529 - \$20,426
	Building	1	Three 5-year	10/31/2042	Annual CPI increase	3.57%	\$ 52,158
	Building	1	None	10/31/2027	No annual increase	8.25%	\$ 3,200
	Building	1	None	3/31/2025	No annual increase	2.34%	\$ 5,779
	Building/Land	3	One 5-year	3/31/2030	Annual CPI increase 2-6%	2.85%	\$508 - \$18,939
	Building	1	Five 7-year	11/30/2061	Annual CPI increase 2-6%	3.57%	\$ 13,886
	Building	1	Two 5-year	3/31/2036	Annual CPI increase 2-6%	3.57%	\$ 10,441
	Building	1	Two 2-year	7/31/2030	Annual CPI increase 2-6%	2.85%	\$ 18,955
	Building/Land	5	None	6/30/2028	Annual CPI increase 2-6%	2.85%	\$1,945 - \$5,035
	Land	1	Two 5-year	2/28/2038	Annual CPI increase	3.57%	\$ 10,367
	Building	1	Three 5-year	12/31/2039	Annual increase 15K	3.57%	\$ 34,302
	Land	1	Two 10-year	2/28/2049	Annual CPI increase 2-6%	3.57%	\$ 50,819
	Land	1	Two 5-year	8/31/2040	Annual CPI increase 2-6%	3.57%	\$ 54,456
	Building	4	Four 5-year	12/31/2043	Annual CPI increase up to 5%	3.57%	\$2,041 - \$41,329
	Land	1	One 10-year	10/31/2036	Annual CPI increase	3.57%	\$ 24,350
	Land	1	None	7/31/2030	Annual CPI increase up to 4%	3.57%	\$ 27,000
	Land	1	Two 5-year	12/31/2034	Annual CPI increase up to 4%	3.57%	\$ 6,692
	Building/Land	2	Four 10-year	12/31/2090	Annual CPI increase 2-6%	3.57%	\$1,667 - \$4,660
	Building	2	Two 5-year	1/31/2043	Annual CPI increase 2-6%	5.57%	\$7,715 - \$20,640
	Building	1	One 5-year	9/30/2030	Annual CPI increase	2.85%	\$ 44,838
	Building	1	Two 10-year	9/30/2057	Annual CPI increase 2.5%	3.57%	\$ 67,067
	Building	1	None	6/30/2033	No annual increase	4.25%	\$ 11,350
	Land	1	One 10-year	2/29/2040	Annual CPI increase 2-6%	3.57%	\$ 10,993
	Building	1	One 3-year	7/31/2028	Annual CPI increase 2-6%	4.41%	\$ 19,843
	Land	1	Two 1-year	12/13/2026	Annual CPI increase 2-6%	2.65%	\$ 23,087
	Building	1	One 5-year	6/30/2032	Annual CPI increase 2-6%	3.11%	\$ 4,207
	Building	1	One 5-year	6/30/2032	Annual CPI increase 2-6%	3.57%	\$ 23,407
	Building	1	None	8/31/2024	Annual CPI increase 2-6%	2.34%	\$ 4,995
	Building	2	Three 5-year	6/30/2039	Annual CPI increase 2-6%	3.57%	\$ 30,376
	Building	2	One 4-year	12/31/2029	Annual CPI increase 2-6%	2.85%	\$7,150 - \$7,329
Building	1	Two 5-year	10/21/2039	Annual CPI increase 2-6%	3.57%	\$ 5,233	
Building	1	Two 5-year	1/13/2045	Annual CPI increase 2-6%	3.57%	\$ 67,779	
Building	1	Two 3-year	9/9/2030	Annual CPI increase 2-6%	3.12%	\$ 81,560	
Building	1	Two 1-year	11/10/2027	Annual CPI increase 2-6%	5.17%	\$ 20,327	
Land	1	Two 10-year	5/31/2073	Annual CPI increase 2-6%	5.87%	\$ 66,165	
Commercial	Land	1	Two 15-year	11/30/2098	Fixed and Variable increases over the duration of the lease	3.57%	variable
	Land	1	Two 15-year	7/31/2101	Annual CPI increase after year 10, 2-4%	3.64%	\$ 17,060
	Land	2	Two 15-year	4/30/2102	Annual CPI increase after year 10, 2.5-4.5%	4.87%	\$ 2,500
Terminal	Layberth	1	One 9-year	11/30/2033	Fixed rate increases over the duration of the lease	4.68%	\$ 63,196

Variable payments include tenant improvement payments and a percentage of gross sales on an operation rent lease agreement.

As of December 31, 2023, inflows of resources from lease activities were as follows:

Lease Revenue from Lease Receivable	\$	11,675,582
Interest Revenue	\$	8,690,737
Variable Payments	\$	6,710
<b>Total</b>	<b>\$</b>	<b>20,373,029</b>

As of December 31, 2023, minimum future lease receivable principal and interest payments on noncancelable operating terms remaining are as follows:

Year Ended December 31	Principal	Interest	Total
2024	\$ 6,057,645	\$ 7,235,698	\$ 13,293,342
2025	6,547,297	7,142,345	13,689,642
2026	7,130,487	7,071,763	14,202,250
2027	7,444,826	7,114,280	14,559,106
2028	7,519,115	7,235,839	14,754,954
2029-2033	32,867,748	34,731,974	67,599,722
2034-2038	33,469,783	30,019,088	63,488,871
2039-2043	30,941,451	25,287,257	56,228,708
2044-2048	17,933,904	22,586,428	40,520,332
2049-2053	8,038,695	22,512,300	30,550,995
2054-2058	8,314,143	23,471,351	31,785,494
2059-2063	5,229,608	22,012,837	27,242,445
2064-2068	5,970,608	22,864,739	28,835,347
2069-2073	7,956,308	23,599,703	31,556,011
2074-2078	1,340,965	24,882,555	26,223,521
2079-2083	1,885,193	28,711,539	30,596,733
2084-2088	6,169,649	29,766,744	35,936,393
2089-2093	14,381,144	16,807,922	31,189,066
2094-2098	17,091,505	10,326,248	27,417,753
2099-2102	16,222,364	1,118,770	17,341,134
<b>Total</b>	<b>\$ 242,512,439</b>	<b>\$ 374,499,380</b>	<b>\$ 617,011,819</b>

**NOTE 12 – LEASES (Port as Lessee)**

At December 31, 2023, the port has one lease in which it is acting as a Lessee. In April 2021, the port entered into a noncancelable lease for Portable Restroom Rentals in the amount of \$47,588 annually with one year contract and two optional one-year extensions with final year ending May 2024. The port purchase services and rent portable restrooms and hand washing stations throughout the port's property. Variable payments are required based on the actual usage of the supplies and services.

Leased asset activities for the year end December 31, 2023, were as follows:

	Beginning Balance 1/1/2023	Increases	Decreases	Ending Balance 12/31/2023
Leased assets being amortized				
Leased equipment	147,582	2,381		149,963
Total leased assets being amortize	\$ 147,582	\$ 2,381	\$ -	\$ 149,963
Less Accumulated amortization				
Leased equipment	(81,559)	(47,903)		(129,462)
Total Accumulated Amortization	\$ (81,559)	\$ (47,903)	\$ -	\$ (129,462)
Net, Leased assets	66,023	(45,522)	-	20,501

As of December 31, 2023, outflows of resources from lease activities were as follows:

Principal payments in 2023	\$ 47,652
Interest expense on leased assets	\$ 103
Variable payments	\$ 2,784
Total	\$ 50,539

As of December 31, 2023, the principal and interest requirements to maturity are as follows:

Year Ended December 31	Principal	Interest	Total
2024	20,390	13	20,403
Total	\$ 20,390	\$ 13	\$ 20,403

#### NOTE 13 – SUBSCRIPTION BASED IT AGREEMENTS

The port is committed under various subscription-based IT arrangements (SBITAs). At December 31, 2023, the port has 5 qualifying SBITAs under GASB 96 in which it is acting as lessee.

Description	Expiration Date with Extension Terms	Terms	Annual Increase	Interest Rate	Rent Frequency
Cyber Security	03/24/2025	3-year	None	2.62%	Annually
Mass Notification for Transportation	02/26/2025	2-year	None	2.75%	Annually
Maintenance Alarm Notification	10/31/2025	3-year	None	0.00%	Prepaid
Maintenance Management	02/06/2028	5-year	6.50%	2.41%	Annually
Wi-Fi Access Points	12/14/2026	3-year	None	0.00%	Prepaid

SBITAs asset activities for the year end December 31, 2023, were as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
SBITAs assets being amortized				
SBITAs assets	\$ -	\$ 348,416	\$ -	\$ 348,416
Total SBITAs assets being amortiz	\$ -	\$ 348,416	\$ -	\$ 348,416
Less accumulated amortization				
SBITAs assets	-	(74,048)		(74,048)
Total accumulated amortization	-	(74,048)	-	(74,048)
Net, SBITAs Asset	\$ -	\$ 274,368	\$ -	\$ 274,368

As of December 31, 2023, outflows of resources from SBITAs activities were as follows:

Principal payments in 2023	\$ 98,411
Interest expense on SBITAs assets	5,678
Variable payments	-
Total	\$ 104,089

As of December 31, 2023, the principal and interest requirements to maturity are as follows:

Year Ended December 31	Principal	Interest	Total
2024	\$ 50,302	\$ 6,223	\$ 56,525
2025	54,351	4,908	59,259
2026	44,172	3,542	47,714
2027	48,350	2,466	50,815
2028	52,831	1,287	54,118
Total	\$ 250,006	\$ 18,426	\$ 268,432

#### **NOTE 14 – RESTRICTED COMPONENT OF NET POSITION**

The port's statement of net position reports \$9,818,519 of restricted component of net position as follows:

##### **A. Repair & Replacement Fund – CIP Reserve:**

The Covenants, Conditions, and Restrictions for Centennial Industrial Park requires all property owners/tenants located within the boundaries of the Centennial Industrial Park to pay the port a storm water impact fee. The storm water impact fee will equal the City of Vancouver's storm water impact fee. 70% of the fee collected is retained by the port in a separate account to be used for annual operations, maintenance, repairs, and capital improvements of the Centennial Industrial Park enhanced storm water treatment system. Any amount remaining at the end of any given year will be transferred into a reserve account. The reserve will be used to fund capital improvements and major maintenance or repair of the Enhanced Stormwater Treatment System.



**B. Repair & Replacement Fund – VBT:**

In April 2023, the port entered a lease agreement with a mineral Bulk Terminal Facility Operator. The port contributes \$5,500,000 towards structural improvements, alterations, or repairs of the port assets within the Bulk Terminal Facility.

**C. Net Pension Asset:**

The amount related to pensions is the pensions net asset for the PERS Plan 2/3 retirement program. (See Note 6 – Pension Plans)

**D. Escrow:**

In August 2023, the port entered a purchase and sale agreement for a heavy industrial property on the Columbia River between Columbia Gateway and Terminal 5. The port deposited into escrow the sum of \$500,000 as a restricted refund to be held and applied by purchase price at close of escrow.

**NOTE 15 - POLLUTION REMEDIATION OBLIGATION**

**TCE**

Soil and shallow ground water samples taken in 1997 during the Mill Plain extension project showed concentrations of trichloroethylene (TCE) which exceeded Department of Ecology's (Ecology) ground water and industrial soil cleanup levels. Chlorinated solvent-related contamination was subsequently discovered at the Cadet Manufacturing facility located north of the former Swan site. Both Cadet and Swan formerly used chlorinated solvents, primarily trichloroethylene (TCE), to degrease metal parts which leached into the ground.

Ecology named the port as a potentially responsible party (PRP) under the Model Toxics Control Act (MTCA). In 1998 and 2001 the port entered agreed orders with Ecology. Under the agreed orders, the port must investigate and remediate TCE, and other chlorinated solvent contamination associated with the former Swan site.

In 1999, Cadet was named as a PRP and subsequently entered an agreed order with Ecology under the MTCA. At the same time, the port filed a contribution claim against Cadet, the corporate successor to Swan, for all costs expended by the port for the Swan cleanup. In February 2006, the port reached an agreement with Cadet to settle the lawsuit. Under this agreement, the port purchased the Cadet site and assumed full responsibility for the remedial activities contained in the agreed order between Cadet and Ecology. Effective May 1, 2008, the port and Ecology negotiated a combined agreed order (07-TC-S-DE5189) for both the Swan and Cadet sites. No significant changes to Ecology's requirement were made with this revision.

Currently, the TCE cleanup is in the final measurement benchmark established by GASB 49: "Remediation design and implementation, through and including operation and maintenance, and post remediation monitoring." At this stage, the port is required to continue to refine its estimate of its liability as additional information becomes available.

In June 2009, the port completed construction of its new Groundwater Cleanup Facility to expedite the completion of the remediation of TCE and other solvents in the groundwater. Using a process known as "air stripping," the facility pumps contaminated water from the aquifer, and filters it through various tanks before the air stripping removes contaminants from the water and discharging the clean water.

The Yakama Nation is a tribal government with a role in the investigation and cleanup of environmental contamination under both federal law (CERCLA) and state law (MTCA). Following the publication of the remedial investigation reports and feasibility study for public notice and comment, the Yakama Nation expressed its interest in resources impacted by the site, and its desire to participate in the development of the proposed remedial action for the site. In February 2015, the tribe requested that the port enter into a funding and participation agreement (FPA) that would enable the Yakama Nation to be involved in the development and implementation of remedial actions. The Yakama Nation informed the port that if the port declined to enter into an FPA, the tribe would participate in the development and implementation of

remedial actions at the site anyway, and seek recovery of its costs through appropriate means, including but not limited to litigation. The port and the Yakama Nation negotiated a reasonable and appropriate FPA.

A budget for remediation costs has been prepared by the port's environmental engineer. This budget is the basis for estimates for the year ending December 31, 2023. There are no other responsible parties and no estimated recoveries reducing this liability as of December 31, 2023.

This estimated liability for TCE was prepared using the expected cash flow technique, which measures the liability as the sum of probability weighted amounts in a range of possible estimated amounts. This is an estimate only and potential for change exists resulting from price increases or reductions, technology or changes in applicable laws or regulations. Time assumptions for TCE tasks varying between 5 and 30 years have been assigned estimated values and probability weighted to arrive at expected costs. The estimates and assumptions will be reevaluated as material events occur. The total expected cost for TCE tasks as of December 31, 2023, is \$4,468,000.

#### Terminal 5 Sediment Clean-up

Sediment sampling identified areas of elevated polychlorinated biphenyls (PCBs) and polycyclic aromatic hydrocarbons (PAHs) in subsurface sediments near the Berth 17 dock. The sediment contamination impacts the Port's ability to maintenance dredge the berth and operational use of the Terminal as a marine cargo facility. Operational use is anticipated to require more time, cost, and process with the agencies to address contamination considerations and risks.

In 2009, the port purchased the former Alcoa Vancouver property to support industrial use and economic development. The site is now known as Terminal 5 and includes Berth 17. Under a Consent Decree with Ecology, Alcoa has responsibility for cleanup of the site including contaminated Columbia River sediments. In 2018, the port collected sediment samples to support inclusion of Berth 17 into the port's maintenance dredge program. The port submitted the sediment results to Ecology. In August 2020, Ecology determined that the port as property owner is a PLP.

The Yakama Nation is a tribal government with a role in the investigation and cleanup of environmental contamination under both federal law (CERCLA) and state law (MTCA). Following the publication of the remedial investigation reports and feasibility study for public notice and comment, the Yakama Nation expressed its interest in resources impacted by the site, and its desire to participate in the development of the proposed remedial action for the site. In January 2021, the tribe requested that the port enter into a funding and participation agreement (FPA) that would enable the Yakama Nation to be involved in the development and implementation of remedial actions. The Yakama Nation informed the port that if the port declined to enter into an FPA, the tribe would participate in the development and implementation of remedial actions at the site anyway, and seek recovery of its costs through appropriate means, including but not limited to litigation. The port and the Yakama Nation negotiated a reasonable and appropriate FPA.

A budget for remediation costs has been prepared by the port's environmental engineer. This budget is the basis for estimates for the year ending December 31, 2023. There are no other responsible parties and no estimated recoveries reducing this liability as of December 31, 2023.

This estimated liability for sediment contamination was prepared using the expected cash flow technique, which measures the liability as the sum of probability weighted amounts in a range of possible estimated amounts. This is an estimate only and potential for change exists resulting from price increases or reductions, technology or changes in applicable laws or regulations, and the port's acceptance of a regulatory or contractual obligation for additional work. Time assumptions for sediment cleanup tasks varying between 5 and 30 years have been assigned estimated values and probability weighted to arrive at expected costs. The estimates and assumptions will be reevaluated as material events occur. The total expected cost for sediment contamination at Terminal 5 Berth 17 tasks as of December 31, 2023, is \$1,743,719.

## Other Sites

This estimated environmental remediation obligation also includes long-term monitoring costs at additional sites: Fort Vancouver Plywood, Brazier, ASI and Terminal 5 (formerly the Alcoa/Evergreen sites). These sites have been in a monitoring status for many years as required by the Department of Ecology. There are no indications of additional future regulatory requirements, no other responsible parties, or potential cost recoveries. Groundwater monitoring costs have very little variability and costs are projected for the next 15 years. Total expected costs for these sites are \$950,688. In May 2016, the port performed subsurface investigations at the terminal one. The result indicated some localized areas of shallow soil contamination (1-8 feet below ground surface) that exceed the state cleanup levels for petroleum hydrocarbons and some heavy metals. The investigations also indicate localized areas of groundwater contamination that exceed state cleanup levels for petroleum hydrocarbons, naphthalene and some heavy metals. Estimated costs for cleanup can be determined once future development impacts to the site are determined.

The total environmental remediation obligation for all sites is disclosed on the Statement of Net Position at \$7,162,407. Adjustment shown on the statement of Revenues, Expenses and Changes in Fund Net Position represents the modification to the expected cash flow estimate for changes in the remediation obligation. This is a result of annually refining the estimate of the port's remediation obligation liability as additional information becomes available. Remediation expenses, as incurred, flow through the statement of net position as a reduction of the environmental remediation obligation.

### **NOTE 16 – CONTINGENCIES AND LITIGATION**

The port has recorded in its financial statements all material liabilities, including an estimate for situations which are not yet resolved but where, based on available information, management believes it is probable that the port will have to make payment. In the opinion of management, the port (insurance policies and/or self-insurance reserves) are adequate to pay all known or pending claims.

The port participates in a number of federal and state-assisted programs. These grants are subject to audit by the grantors or their representatives. Such audits could result in requests for reimbursement to grantor agencies for expenditures disallowed under the terms of the grants. Port management believes that such disallowances, if any, will be immaterial.

### **NOTE 17 – COLUMBIA RIVER CHANNEL IMPROVEMENT PROJECT**

The Columbia River Channel Improvement Project is a bi-state project supported by port sponsors from the States of Oregon and Washington. Over the past decade, The Washington Ports of Kalama, Longview, and Vancouver, have cooperated with the U.S. Army Corps of Engineers (Corps) and the ports of Portland and St. Helens, regarding improvements to the Columbia River Federal Navigation Channel. This has included, among other activities, a reconnaissance study, a feasibility study under the auspices of the Columbia River Improvement Project, the Dredged Material Management Plan (DMMP) and associated environmental impact statements for both the maintenance of the existing channel and the plans to increase the channel depth from 40 to 43 feet.

The ports entered into the Washington Ports Agreement in 1999 for the purpose of participating as non-federal sponsors for the Channel Improvement Project. The ports expanded the agreement by amendments on October 17, 2001, on February 19, 2002, on March 15, 2002, and January 30, 2004.

The Washington and Oregon ports entered into the "Intergovernmental Agreement Among Lower Columbia River Ports for Columbia River Channel Deepening and Maintenance" with the U.S. Army Corps of Engineers for the Channel Improvement Project on June 21, 2004. The Project Cooperation Agreement identifies disposal, mitigation and restoration sites needed for the Channel Improvement Project.

The State of Washington appropriated \$27.7 million for the Washington sponsor's share of project costs. The Oregon-Washington Ports Agreement allocates costs of the Channel Improvement Project.

All costs incurred, with the exception for port-owned beneficial use sites, will be shared 50/50 between the states. The Washington ports share of the costs is shared equally between the three Washington ports. At the completion of the Columbia River Channel Improvement Project a final accounting of the project will occur to ensure that the non-federal sponsors have equally contributed to the project, met their obligations to U.S. Army Corps of Engineers, and equalization will occur between the States of Washington and Oregon.

The deepening portion of the 103-mile navigation channel was completed in November 2010. There are three remaining disposal sites to be acquired. Disposal sites are reported as capital contributions for financial statement purposes and are carried at one-third of half the value by the ports of Kalama, Longview and Vancouver. The Port of Portland maintains the other half of the value from the jointly owned sites.

The Corps is currently in the process of developing its DMMP for maintenance of the Columbia River Channel for the next 30 years at its current 43-foot depth.

**NOTE 18 – TAX ABATEMENT**

While the port has the capability to provide tax abatements in conjunction with the City of Vancouver and Clark County, it has no outstanding tax abatement agreements or abatements that are entered into by other governments that reduce tax revenues.

**NOTE 19 - UNIQUE AND UNUSUAL TRANSACTIONS**

Major Customer

The port had three major customers in 2023 that represented individually more than 7% percent of total operating revenues. These customers' commodities are derived from the agriculture, wind energy and automotive industries.

**NOTE 20 – ACCOUNTING AND REPORTING CHANGES**

In May 2020, GASB issued Statement No. 96 Subscription-Based Technology Arrangements (SBITAs). The objective of this statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for SBITAs by governments. The requirement of this statement is effective for reporting periods beginning after June 15, 2022. The port implemented GASB No. 96 on January 1, 2023.

**NOTE 21 – SUBSEQUENT EVENT**

The port is anticipates acquiring approximately 35 acres of heavy industrial property on the Columbia River between Columbia Gateway and Terminal 5 for \$15,600,000 in the second quarter of 2024. The port will pay for the property using its Line of Credit and plans to issue General Obligation Bonds for the repayment of the draw on its Line of Credit in June of 2024.

**PORT OF VANCOUVER**  
Required Supplementary Information  
December 31, 2023

**Introduction**

The Port of Vancouver is presenting Required Supplementary Information (RSI) to meet the minimum financial reporting requirements and is an integral part of the accompanying financial statements. RSI generally includes schedules, statistical data, and other information.

**REQUIRED SUPPLEMENTARY INFORMATION – STATE SPONSORED PLANS**

Port of Vancouver USA									
Schedule of Proportionate Share of the Net Pension Liability									
PERS 1									
As of June 30 2023									
Last 10 Fiscal Years*									
	2023	2022	2021	2020	2019	2018	2017	2016	2015
Employer's proportion of the net pension liability (asset) PERS 1	%								0.001600%
Employer's proportion of the net pension liability (asset) PERS 1 UAAL	%	0.053060%	0.054118%	0.054580%	0.052306%	0.054185%	0.057317%	0.059491%	0.057846%
Employer's proportionate share of the net pension liability	\$	1,211,218	1,506,844	666,550	1,846,684	2,083,606	2,559,797	2,822,894	3,106,603
Employer's covered employee payroll	\$	8,829,422	8,779,165	8,418,246	7,946,605	7,638,445	7,646,506	7,439,677	7,097,085
Employer's proportionate share of the net pension liability as a percentage of covered employee payroll	%	13.72%	17.16%	7.92%	23.24%	27.28%	33.48%	37.94%	43.77%
Plan fiduciary net position as a percentage of the total pension liability	%	80.16%	76.56%	88.74%	68.64%	67.12%	63.22%	61.24%	57.03%
<b>Notes to Schedule:</b>									
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.									
* Covered payroll is the payroll on which contributions to a pension plan are based (GASB 82, par. 5)									

Schedule of Proportionate Share of the Net Pension Liability									
PERS 2/3									
As of June 30 2023									
Last 10 Fiscal Years*									
	2023	2022	2021	2020	2019	2018	2017	2016	2015
Employer's proportion of the net pension liability (asset)	%	0.068532%	0.070403%	0.070181%	0.067762%	0.070035%	0.073243%	0.076538%	0.074009%
Employer's proportionate share of the net pension liability (Asset)	\$	(2,808,909)	(2,611,093)	(6,991,157)	866,637	680,278	1,250,559	2,659,330	3,726,295
Employer's covered employee payroll	\$	8,829,422	8,779,164	8,418,246	7,946,605	7,638,445	7,646,506	7,439,677	7,097,085
Employer's proportionate share of the net pension liability as a percentage of covered employee payroll	%	-31.81%	-29.74%	-83.05%	10.91%	8.91%	16.35%	35.75%	52.50%
Plan fiduciary net position as a percentage of the total pension liability	%	107.02%	106.73%	120.29%	97.22%	97.77%	95.77%	90.97%	85.82%
<b>Notes to Schedule:</b>									
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.									
* Covered payroll is the payroll on which contributions to a pension plan are based (GASB 82, par. 5)									

Schedule of Employer Contributions									
PERS1									
For the year ended December 31, 2023									
Last 10 Fiscal Years*									
	2023	2022	2021	2020	2019	2018	2017	2016	2015
Statutorily or contractually required contributions	\$ 343,657	343,536	366,285	388,310	385,831	384,172	372,274	353,389	293,077
Contributions in relation to the statutorily or contractually required contributions	\$ (343,657)	(343,536)	(366,285)	(388,310)	(385,831)	(384,172)	(372,274)	(353,389)	(293,077)
Contribution deficiency (excess)	\$ -	-	-	-	-	-	-	-	-
Covered employer payroll	\$ 10,143,589	9,144,912	8,520,381	8,089,508	7,805,925	7,603,378	7,595,932	7,408,568	6,640,591
Contributions as a percentage of covered employee payroll	% 3.39%	3.76%	4.30%	4.80%	4.94%	5.05%	4.90%	4.77%	4.41%
<b>Notes to Schedule:</b>									
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.									
* Covered payroll is the payroll on which contributions to a pension plan are based (GASB 82, par. 5)									
* Contributions are actual employer contributions to the plan. For PERS 1 this includes the portion of PERS 2/3 and PSERS 2 contributions that fund the PERS 1 UAAL.									
Contributions do not include employer-paid member contributions (GASB 82, Par. 8)									

Port of Vancouver USA									
Schedule of Employer Contributions									
PERS 2/3									
For the year ended December 31, 2023									
Last 10 Fiscal Years*									
	2023	2022	2021	2020	2019	2018	2017	2016	2015
Statutorily or contractually required contributions	\$ 645,133	581,617	609,379	641,029	602,803	569,342	521,536	461,653	372,787
Contributions in relation to the statutorily or contractually required contributions	\$ (645,133)	(581,617)	(609,379)	(641,029)	(602,803)	(59,342)	(521,536)	(461,653)	(372,787)
Contribution deficiency (excess)	\$ -	-	-	-	-	-	-	-	-
Covered employer payroll	\$ 10,143,589	9,144,912	8,520,381	8,089,508	7,805,925	7,603,378	7,595,932	7,408,568	6,610,511
Contributions as a percentage of covered employee payroll	% 6.36%	6.36%	7.15%	7.92%	7.72%	7.49%	6.87%	6.23%	5.64%
<b>Notes to Schedule:</b>									
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.									
* Covered payroll is the payroll on which contributions to a pension plan are based (GASB 82, par. 5)									
* Contributions are actual employer contributions to the plan. For PERS 1 this includes the portion of PERS 2/3 and PSERS 2 contributions that fund the PERS 1 UAAL.									
Contributions do not include employer-paid member contributions (GASB 82, Par. 8)									

## REQUIRED SUPPLEMENTARY INFORMATION – NONGOVERNMENTAL PLANS

Port of Vancouver USA									
Schedule of Employer Contributions									
Nongovernmental Plans (Pensions Provided Through Oregon-Washington Carpenters - Employers Trust Fund)									
47P									
As of December 31 2023									
Last 10 Fiscal Years*									
		2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$	33,841	32,954	32,274	35,323	32,048	32,199	34,355	36,806
<b>Notes to Schedule:</b>									
<i>* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.</i>									

Port of Vancouver USA									
Schedule of Employer Contributions									
Nongovernmental Plans (Pensions Provided Through Oregon-Washington Carpenters - Employers Trust Fund)									
47AP Non-accruing pension									
As of December 31 2023									
Last 10 Fiscal Years*									
		2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$	18,319	18,451	18,706	21,602	20,255	18,437	13,770	7,643
<b>Notes to Schedule:</b>									
<i>* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.</i>									

Port of Vancouver USA									
Schedule of Employer Contributions									
Nongovernmental Plans (Pensions Provided Through Oregon-Washington Carpenters - Employers Trust Fund)									
47PNA Non-accruing pension									
As of December 31 2023									
Last 10 Fiscal Years*									
		2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$	2,751	2,599	2,635	2,809	2,946	2,927	2,849	2,779
<b>Notes to Schedule:</b>									
<i>* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.</i>									

Schedule of Employer Contributions							
Nongovernmental Plans (Pensions Provided Through Oregon-Washington Carpenters - Employers Trust Fund)							
47PNAO Non-accruing pension							
As of December 31 2023							
Last 10 Fiscal Years*							
	2023	2022	2021	2020	2019	2018	2017
Statutorily or contractually required contributions	\$ 4,539	4,288	4,347	5,439	4,861	4,830	2,048
<b>Notes to Schedule:</b>							
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.							

Port of Vancouver USA							
Schedule of Employer Contributions							
Nongovernmental Plans (Pensions Provided Through Electrical Trust Funds)							
NEBF Pension							
As of December 31 2023							
Last 10 Fiscal Years*							
	2023	2022	2021	2020	2019	2018	2017
Statutorily or contractually required contributions	\$ 7,035	7,810	8,573	8,914	8,282	7,469	5,476
<b>Notes to Schedule:</b>							
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.							

Port of Vancouver USA							
Schedule of Employer Contributions							
Nongovernmental Plans (Pensions Provided Through Electrical Trust Funds)							
Dist 9 ER							
As of December 31 2023							
Last 10 Fiscal Years*							
	2023	2022	2021	2020	2019	2018	2017
Statutorily or contractually required contributions	\$ 19,699	22,502	23,526	23,021	22,693	20,127	13,940
<b>Notes to Schedule:</b>							
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.							



Port of Vancouver USA								
Schedule of Employer Contributions								
Nongovernmental Plans (Pensions Provided Through Electrical Trust Funds)								
Edison Pension								
As of December 31 2023								
Last 10 Fiscal Years*								
	2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$ 35,074	40,352	45,793	47,545	44,048	38,963	28,335	30,634
<b>Notes to Schedule:</b>								
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.								

Port of Vancouver USA								
Schedule of Employer Contributions								
Nongovernmental Plans (Pensions Provided Through NW Laborers-Employers Trust Fund)								
As of December 31 2023								
NW Laborers Pension								
Last 10 Fiscal Years*								
	2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$ 95,980	97,059	94,763	98,575	89,195	86,006	79,483	76,224
<b>Notes to Schedule:</b>								
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.								

Port of Vancouver USA								
Schedule of Employer Contributions								
Nongovernmental Plans (Pensions Provided Through AGC-IUOE Local 701 Trust funds)								
AGC-IUOE Pension								
As of December 31 2023								
Last 10 Fiscal Years*								
	2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$ 67,442	69,254	60,997	65,729	58,361	50,842	48,028	53,238
<b>Notes to Schedule:</b>								
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.								

Port of Vancouver USA									
Schedule of Employer Contributions									
Nongovernmental Plans (Pensions Provided Through UA Local Union 290 Plumbing and Pipefitting Industry)									
Local 290 Pension									
As of December 31 2023									
Last 10 Fiscal Years*									
		2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$	44,918	26,364	23,841	24,585	23,196	21,022	21,999	21,056
<b>Notes to Schedule:</b>									
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.									

Port of Vancouver USA									
Schedule of Employer Contributions									
Nongovernmental Plans (Pensions Provided Through UA Local Union 290 Plumbing and Pipefitting Industry)									
National Pension									
As of December 31 2023									
Last 10 Fiscal Years*									
		2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$	4,917	2,642	2,841	3,147	3,134	2,978	3,063	3,085
<b>Notes to Schedule:</b>									
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.									

Port of Vancouver USA									
Schedule of Employer Contributions									
Nongovernmental Plans (Pensions Provided Through National Automatic Sprinkler Industry)									
NASI Pension									
As of December 31 2023									
Last 10 Fiscal Years*									
		2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions	\$	27,760	26,156	26,240	26,989	25,529	25,059	25,008	23,322
<b>Notes to Schedule:</b>									
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.									

Port of Vancouver USA								
Schedule of Employer Contributions								
Nongovernmental Plans (Pensions Provided Through National Automatic Sprinkler Industry)								
As of December 31 2023								
Sprinkler Industry Supplemental Pension								
Last 10 Fiscal Years*								
	2023	2022	2021	2020	2019	2018	2017	2016
Statutorily or contractually required contributions \$	27,876	26,636	27,102	28,696	26,661	22,780	22,549	21,150
<b>Notes to Schedule:</b>								
* Until a full 10-year trend is compiled, governments should present information only for those years for which information is available.								

**PORT OF VANCOUVER, WASHINGTON**  
Additional Operating and Financial Information  
For the period ending December 31, 2023

**Introduction**

The Port of Vancouver, Washington (the "Port") is including additional operating and financial information for its fiscal year 2023 as provided in the Port's continuing disclosure undertakings pursuant to Rule 15c2-12 (the "Undertaking"), entered in connection with the following:

- Limited Tax General Obligation Refunding Bonds, 2020 (Taxable) issued October 30, 2020
- Limited Tax General Obligation Bonds, 2022A (AMT) issued September 27, 2022
- Limited Tax General Obligation Bonds, 2022B (Non-AMT) issued September 27, 2022

The information below includes certain required information of the type provided in Tables 3, 4, 5, 15 and 16 of the Official Statement for the 2020 Bonds and Tables 2, 3, 4, 14, and 15 of the Official Statement for the 2022A and 2022B Bonds.

<b>Outstanding General Obligation Debt</b>				
<b>For the Year-ended December 31, 2023</b>				
<b>Issue<sup>(1)</sup></b>	<b>Date of Issue</b>	<b>Date of Maturity</b>	<b>Amount Issued</b>	<b>Amount Outstanding</b>
LTGO Refunding Bonds, 2019	06/05/19	12/01/28	5,625,000	1,520,000
LTGO Refunding Bonds, 2020	10/30/20	12/01/28	18,665,000	15,550,000
LTGO Bonds, 2022A	09/27/22	12/01/42	16,365,000	16,365,000
LTGO Bonds, 2022B	09/27/22	12/01/47	9,995,000	9,995,000
General Obligation Bond/Note Total			<u>\$50,650,000</u>	<u>\$43,430,000</u>

(1) Excludes the Districts obligations of approximately \$315 thousand under the Oregon-Washington Ports Agreement.

(1) See Note 9 "Long-Term Debt", Note 10 "Changes in Long-term Liabilities" and Note 17 "Columbia River Channel Improvement Project" of the "Notes to the Financial Statements" of the Port's 2023 Audited Financial Statements

## General Obligation Debt Capacity

<b>2024 Collection Year Assessed Value</b>	<b>\$64,239,489,030</b>
<b>Nonvoted General Obligation Debt</b>	
Capacity: 0.25% of Assessed Value	\$160,598,723
Less: Outstanding Nonvoted General Obligation Debt <sup>(1)</sup>	<u>(\$43,430,000)</u>
Remaining Nonvoted General Obligation Debt Capacity	<u>\$117,168,723</u>
Percentage of Nonvoted General Obligation Debt Capacity Used	27.0%
<b>Total (Voted and Nonvoted) General Obligation Debt</b>	
Capacity: 0.75% of Assessed Value	\$481,796,168
Less: Outstanding Voted General Obligation Debt	-
Less: Outstanding Nonvoted General Obligation Debt <sup>(1)</sup>	<u>(\$43,430,000)</u>
Remaining Total General Obligation Debt Capacity	<u>\$438,366,168</u>
Percentage of Total General Obligation Debt Capacity Used	9.0%

<sup>(1)</sup> Excludes the Districts obligations of approximately \$315 thousand under the Oregon-Washington Ports Agreement.

<sup>(1)</sup> See Note 9 "Long-Term Debt", Note 10 "Changes in Long-term Liabilities" and Note 17 "Columbia River Channel Improvement Project" of the "Notes to the Financial Statements" of the Port's 2023 Audited Financial Statements

## General Obligation Debt Service Schedule

Year ending December 31	Outstanding General Obligation Bonds <sup>(1)</sup>		
	Principal	Interest	Total
2024	3,335,000	1,482,038	4,817,038
2025	3,365,000	1,447,333	4,812,333
2026	3,405,000	1,407,137	4,812,137
2027	3,455,000	1,361,850	4,816,850
2028	3,510,000	1,307,848	4,817,848
2029-2033	4,800,000	5,768,312	10,568,312
2034-2038	6,135,000	4,441,563	10,576,563
2039-2043	7,815,000	2,753,425	10,568,425
2044-2047	7,610,000	842,963	8,452,963
Total	\$43,430,000	\$20,812,469	\$64,242,469

(1) Excludes the Districts obligations of approximately \$315 thousand under the Oregon-Washington Ports Agreement.

(1) See Note 9 "Long-Term Debt", Note 10 "Changes in Long-term Liabilities" and Note 17 "Columbia River Channel Improvement Project" of the "Notes to the Financial Statements" of the Port's 2023 Audited Financial Statements

### Statement of Revenues, Expenses, and Changes in Net Fund Position

See the "Statement of Revenues, Expenses, and Changes in Net Fund Position" and associated "Notes to the Financial Statements" located in the Port's 2023 Audited Financial Statements.

### Statement of Net Position

See the "Statement of Net Position" and associated "Notes to the Financial Statements" located in the Port's 2023 Audited Financial Statements.

**PORT OF VANCOUVER, WASHINGTON**  
Additional Operating and Financial Information  
For the period ending December 31, 2023

**Introduction**

The Port of Vancouver, Washington (the "Port") is including additional operating and financial information for its fiscal year 2023 as provided in the Port's continuing disclosure undertakings pursuant to Rule 15c2-12 (the "Undertaking"), entered in connection with the following:

Revenue and Refunding Bonds, Series 2016 (Taxable) issued June 22, 2016  
Revenue Bonds, Series 2017 (Taxable) issued May 25, 2017  
Revenue Bonds, Series 2018A (Taxable) issued June 20, 2018  
Revenue Bonds, Series 2018B (Non-AMT) issued June 20, 2018

The information below includes certain required information of the type provided in Tables 2, 4, 6, 7, 10, 12, B-2, B-3, and B-4 of the Official Statements for the Series 2016, 2017, 2018A, 2018B Bonds.

**Outstanding Port Obligations**  
(For the Year-ended December 31, 2023)

<b>Revenue Bonds<sup>(1)</sup></b>	<b>Date of Issue</b>	<b>Date of Maturity</b>	<b>Amount Issued</b>	<b>Amount Outstanding</b>
Series 2016 Bonds	6/22/2016	12/1/2046	\$40,000,000	\$34,330,000
Series 2017 Bonds	5/25/2017	12/1/2047	30,000,000	26,805,000
Series 2018A Bonds	6/20/2018	12/1/2044	14,885,000	13,295,000
Series 2018B Bonds	6/20/2018	12/1/2048	4,460,000	4,460,000
Bond Total			<u>\$89,345,000</u>	<u>\$78,890,000</u>
<b>Subordinate Lien Obligations<sup>(1)</sup></b>	<b>Date of Issue</b>	<b>Date of Maturity</b>	<b>Amount Issued</b>	<b>Amount Outstanding</b>
Taxable Revenue Bonds, Series 2023 (Subordinate) - LOC	5/11/2023	9/25/2025	\$35,000,000	\$0
Subordinate Lien Obligation Total			<u>\$35,000,000</u>	<u>\$0</u>
<b>Special Revenue Bonds<sup>(1)</sup></b>	<b>Date of Issue</b>	<b>Date of Maturity</b>	<b>Amount Issued</b>	<b>Amount Outstanding</b>
Refunding Revenue Bonds (United Grain Corporation of Oregon Project) Series 2009	10/21/2009	10/1/2029	\$25,000,000	\$25,000,000
Special Revenue Bond Total			<u>\$25,000,000</u>	<u>\$25,000,000</u>
<b>General Obligation Bonds and Notes<sup>(1)</sup></b>	<b>Date of Issue</b>	<b>Date of Maturity</b>	<b>Amount Issued</b>	<b>Amount Outstanding</b>
LTGO Refunding Bonds, 2019	6/5/2019	12/1/2028	\$5,625,000	\$1,520,000
LTGO Refunding Bonds, 2020	10/30/2020	12/1/2028	18,665,000	15,550,000
LTGO Bonds, 2022A	9/27/2022	12/1/2042	16,365,000	16,365,000
LTGO Bonds, 2022B	9/27/2022	12/1/2047	9,995,000	9,995,000
Oregon-Washington Ports Agreement-Channel Deepening			-	315,059
General Obligation Bond/Note Total			<u>\$50,650,000</u>	<u>\$43,745,059</u>

<sup>(1)</sup> See Note 9 "Long-Term Debt" of the "Notes to the Financial Statements" of the Port's 2023 Audited Financial Statements

**Calculation of Net Revenue Available for Debt Service as Defined in the Bond Resolution****(For the Year-ended December 31, 2023)****Gross Revenue as defined in the Resolution**

Operating Revenue	\$52,734,488
Plus: Investment Income	3,147,593
Plus: Other Revenues	2,299,608
Plus: Gain on sale of Disposal of Assets	13,181
Less: Funds Deposited to Rate Stabilization Account	0
<b>Gross Revenue</b>	<b>\$58,194,870</b>

**Operating Expenses as defined in the Resolution**

Operating Expenses Before Depreciation	\$40,202,982
Less: Ad Valorem Tax Revenues not used for debt service on limited tax general obligation bonds	(8,046,890)
Less: Non-cash Pension Expense	1,369,973
<b>Operating Expenses</b>	<b>\$33,526,065</b>
<b>Net Revenues Available for Debt Service</b>	<b>\$24,668,805</b>

<b>Maximum Annual Debt Service on Outstanding Senior Lien Bonds</b>	<b>\$5,306,030</b>
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<b>Coverage Ratio on Outstanding Senior Lien Bonds</b>	<b>4.65 X</b>
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**Marine Terminal Revenues****(For the Year-ended December 31, 2023)****Marine Terminal Revenues**

Dockage	\$16,468,156
Wharfage	4,413,295
Service & Facilities	2,826,662
Marine Facilities	3,204,755
Equipment Rentals	2,006,535
Loading /Unloading Operations	5,542,629
Other Sales & Services	1,147,561
Rail Transportation	-
<b>Total Marine Terminal Revenue</b>	<b>\$35,609,593</b>



## Historical Cargo Volumes (Tonnage) and Vessel Calls

(For the Year-ended December 31, 2023)

Vessel Calls: 339

### Outbound/Exports: M/T

Dry Bulk	4,983,584
Liquid Bulk	78,312
General – Breakbulk	375,189

### Inbound/Imports: M/T

Dry Bulk	-
Liquid Bulk	288,274
General Breakbulk	405,486

## Statement of Revenues, Expenses, and Changes in Net Fund Position

See the “Statement of Revenues, Expenses, and Changes in Net Fund Position” and associated “Notes to the Financial Statements” located in the Port’s 2023 Audited Financial Statements.

## Statement of Assets, Liabilities and Net Position

See the “Statement of Net Position” and associated “Notes to the Financial Statements” located in the Port’s 2023 Audited Financial Statements.

## Port Investments


(For the Year-ended December 31, 2023)

### Investments

US Agency: Federal Farm Credit Bank	\$ 4,474,195
US Agency: Federal Home Loan Bank	2,976,945
US Agency: Federal Home Loan Mortgage Corp	2,500,440
US Agency: Federal National Mortgage Association	1,472,645
State and Local Government: OR State Municipal Bonds	945,260
State LGIP: WA State Local Government Investment Pool	37,994,123
Totals	\$ 50,363,608

For further detail on the Port's investment portfolio, see "Note 1 D-1 & D-2", and "Note 2" located in the "Notes to the Financial Statement" of the Port's 2023 Audited Financial Statements

## Trends in Assessed Values

Tax Collection Year	Regular Assessed Valuation	Percent Change
2024	\$64,239,489,030	6.7%  <sup>(1)</sup>

<sup>(1)</sup> Based on a 2023 regular assessed valuation of \$60,230,916,400

## Ad Valorem Tax Levies

(dollars per \$1,000 of Assessed Valuation)

Collection Year	Levy Rates				Levy Amounts			
	Regular	LTIF <sup>(1)</sup>	Bond <sup>(2)</sup>	Total <sup>(3)</sup>	Regular	LTIF <sup>(1)</sup>	Bond <sup>(2)</sup>	Total <sup>(3)</sup>
2024	\$0.121950	\$0.000058	\$0.086461	\$0.208469	\$7,833,981	\$3,743	\$5,554,240	\$13,391,964

<sup>(1)</sup> See "Management's Discussion and Analysis" in the Port's 2023 Audited Financial Statements


<sup>(2)</sup> Totals may not foot due to rounding.

Source: Clark County Assessor's Office.

<sup>(3)</sup> Totals may not foot due to rounding.

Source: Clark County Assessor's Office.

## Regular Levy Tax Collection Record

Collection Year	Regular Assessed Valuation <sup>(1)</sup>	Ad Valorem Levy Rate	Ad Valorem Tax Levy	Tax Collection in Year of Levy
2024	\$64,239,489,030	\$ 0.121950	\$ 7,833,981	 <sup>(2)</sup>
2023	\$60,230,916,400	\$ 0.132968	\$ 8,008,807	99.09%

<sup>(1)</sup> Assessed valuation is based upon 100% of estimated actual valuation

<sup>(2)</sup> In process of collection

Source: Clark County Assessor's Office.

## ABOUT THE STATE AUDITOR'S OFFICE

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

We work with state agencies, local governments and the public to achieve our vision of increasing trust in government by helping governments work better and deliver higher value.

In fulfilling our mission to provide citizens with independent and transparent examinations of how state and local governments use public funds, we hold ourselves to those same standards by continually improving our audit quality and operational efficiency, and by developing highly engaged and committed employees.

As an agency, the State Auditor's Office has the independence necessary to objectively perform audits, attestation engagements and investigations. Our work is designed to comply with professional standards as well as to satisfy the requirements of federal, state and local laws. The Office also has an extensive quality control program and undergoes regular external peer review to ensure our work meets the highest possible standards of accuracy, objectivity and clarity.

Our audits look at financial information and compliance with federal, state and local laws for all local governments, including schools, and all state agencies, including institutions of higher education. In addition, we conduct performance audits and cybersecurity audits of state agencies and local governments, as well as state whistleblower, fraud and citizen hotline investigations.

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