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MASSACHUSETTS PORT AUTHORITY



2025 ANNUAL

COMPREHENSIVE FINANCIAL REPORT

Years ended June 30, 2025 & June 30, 2024



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ON THE COVER:

**Framingham Logan Express Garage
Optimization Project**

As part of Massport's High Occupancy Vehicle (HOV) strategy, this project expands sustainable ground transportation options by adding three levels to double parking capacity, installing solar panels for clean energy, and renovating the passenger terminal to improve convenience for travelers.

MASSACHUSETTS PORT AUTHORITY

**Annual Comprehensive Financial Report
Years Ended June 30, 2025 and June 30, 2024
Prepared by the Massachusetts Port Authority
Administration and Finance Department**





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Richard
Davey,
Chief
Executive
Officer

November 25, 2025

TO THE MEMBERS OF THE MASSACHUSETTS PORT AUTHORITY AND INTERESTED PARTIES:

I am pleased to present the Annual Comprehensive Financial Report (“ACFR”) of the Massachusetts Port Authority (“Massport” or the “Authority”) for the fiscal year ended June 30, 2025 (“FY25”). This report provides the Members of the Authority (“Board”), the public, and other stakeholders with a clear view of our financial performance and the strategic steps we’ve taken to strengthen our role as a driver of economic growth for The Commonwealth of Massachusetts (the “Commonwealth”).

FY25 was a year of momentum and forward-thinking. We focused on planning for the next decade, optimizing our assets, advancing critical infrastructure, and elevating customer service—all while navigating global uncertainty and industry challenges.

BUSINESS ACTIVITY

Demand across our facilities remained strong: Logan Airport served nearly 44 million passengers—the highest in its history—reflecting sustained recovery and robust international growth. Worcester Regional Airport served 223,000 passengers, underscoring the success of regional service expansion and enhanced connectivity. Boston’s appeal as a cruise destination continued to grow as Flynn Cruiseport Boston welcomed over 465,000 passengers. At Conley Terminal, we handled 247,000 TEUs and serviced some of the largest vessels to ever call Boston, even as global shipping faced headwinds.

STRATEGIC INITIATIVES

We launched a comprehensive strategic planning process to guide smart, sustainable growth over the next decade. At the same time, we advanced strategic projects: expanding Logan Express capacity in Framingham, piloting a remote terminal concept for summer 2026, improving roadway access at Terminal B, and beginning work on a new garage with expanded curb access at Terminal E. These initiatives reflect our commitment to innovation and operational excellence.

CUSTOMER EXPERIENCE

Our five-point Customer Service Plan delivered visible improvements that travelers noticed and appreciated. We opened a new passenger pickup area at Terminal B to ease congestion and improve safety, expanded ticket counters and elevators at Terminal E, and launched the Logan Restroom Refresh program targeting ten outdated facilities for renovation. We introduced smarter digital signage with QR codes for gate and flight info, and real-time curbside bus arrival displays. To make the airport experience more enjoyable, we added popular dining options like Shake Shack and Chick-

fil-A, and piloted live music performances and BOS Paws, a pet therapy program, in the terminals. These efforts helped Logan Airport climb to 10th place in JD Power's rankings and maintain that position while improving its overall satisfaction score in 2025.

SUSTAINABILITY & REAL ESTATE

We accelerated climate action by transitioning to 100% renewable diesel for all Massport diesel-powered fleets, committing \$60 million for shore power at Flynn Cruiseport Boston, and completing solar projects at Hanscom Field and Piers Park 2. We also created the Office of Climate Innovation and Resiliency to ensure accountability toward our Net Zero by 2031 goal. On the real estate front, we advanced waterfront development and launched a strategy to grow the blue economy, reinforcing our role as an economic catalyst.

COMMUNITY COMMITMENT

Massport contributed over \$260 million to communities through direct and indirect support, reaffirming our commitment to shared prosperity and strong partnerships.

LOOKING AHEAD

As we chart the course for the next decade, our mission is clear: deliver world-class transportation services, embrace innovation, and lead on sustainability—all while creating opportunities that benefit the Commonwealth and its people. We are excited to build on this momentum and invite our partners and communities to join us in shaping a future that is smarter, greener, and more connected.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard A. Davey", with a stylized flourish at the end.

Richard A. Davey
Chief Executive Officer

SUPPLEMENTAL INFORMATION

The letter of transmittal should be read in conjunction with Management's Discussion and Analysis ("MD&A"), which immediately follows the Independent Auditor's Report and provides a narrative introduction, overview, and analysis of the Authority's financial statements. Responsibility for the accuracy, completeness, and fairness of the presentation and disclosures rests with management.

PROFILE OF MASSACHUSETTS PORT AUTHORITY

The Authority was created by and exists pursuant to Chapter 465 of the Massachusetts Acts of 1956, as amended to date (the "Enabling Act"), and is a body politic and corporate and a public instrumentality of The Commonwealth of Massachusetts. It is governed by a seven-member board, of which five members are appointed by the Governor of Massachusetts and one is appointed by the Massachusetts Port Authority Community Advisory Committee. These six members serve staggered terms of seven years each. The seventh member is the Secretary of Transportation and Chief Executive Officer of the Massachusetts Department of Transportation. Members are not compensated for their service.

The Authority owns Boston Logan International Airport ("Logan Airport"), L.G. Hanscom Field ("Hanscom Field"), Worcester Regional Airport ("Worcester Airport"), Conley Terminal, Raymond L. Flynn Cruiseport at Black Falcon Terminal ("Flynn Cruiseport Boston") and various other maritime properties (the "Port"). The Authority has no taxing power and is not taxpayer funded. As a self-sustaining entity, the Authority relies on revenues collected from airline fees, parking fees, terminal, ground and other rents, concessions, and other fees to fund operating expenses. The Authority's operating revenues along with federal grants, passenger facility charges ("PFCs"), and customer facility charges ("CFCs") fund its capital expenditures. The Authority issues revenue bonds that are secured solely by the Authority's revenues, as defined by the 1978 Trust Agreement and the CFC Trust Agreement (collectively, the "Trust

Agreements"), respectively. The Authority's bonds do not constitute a debt or a pledge of the full faith and credit of the Commonwealth or of any other political subdivision thereof. The Authority also receives federal and state grants for specific capital projects.

U.S. ECONOMY OVERVIEW

The economy grew moderately, with real GDP up 1.4% for the fiscal year ending June 30, 2025. Labor markets stayed resilient, unemployment averaging 4.3–4.5%, only slightly above prior years. Inflation eased from 2023 highs, with headline Personal Consumption Expenditures ("PCE") near 3.0% and core at 3.1%, supported by moderating housing costs and non-energy services. Consumer spending held steady on early-year wage gains, while business investment rebounded after fiscal stimulus.

Productivity gains from technology and automation offset labor cost pressures, while supply chain normalization reduced input costs and boosted manufacturing efficiency. Fiscal incentives—tax credits for clean energy and infrastructure—spurred capital spending and job creation. Consumer confidence improved as inflation moderated, supporting retail and service growth, while corporate earnings stabilized, encouraging selective investment.

Positive economic signals prompted the Federal Reserve to cut rates starting September 2024, lowering the target range from 5.33% in August 2023 to approximately 4.09% by October 2025. Quantitative tightening ended in December 2024, as the Fed sought to balance inflation control with growth risks.

Despite easing inflation and rate cuts, high borrowing costs slowed housing and constrained business investment. Trade disruptions from tariffs and supply chain shifts, along with geopolitical tensions and energy volatility, added uncertainty. Even so, moderating prices, policy support, and strong productivity gains position the economy for steady progress and renewed opportunities ahead. In the coming quarters, continued

investment in technology and clean energy infrastructure infused by the Investment Tax Credit (“ITC”) incentives—is expected to increase infrastructure spending. These investments are expected to create jobs, stimulate capital spending, and reinforce long-term competitiveness. Collectively, these factors could set the stage for a gradual acceleration in economic momentum and a more favorable environment for business expansion.

U.S. ECONOMIC OUTLOOK

U.S. economic growth is projected to hover around 2.0% in both 2026 and 2027; the outlook signals stability and opportunity rather than stagnation. This pace, though modest compared to historical averages, reflects a healthy transition toward sustainable expansion after the rapid post-pandemic surge.

The U.S. economy should also benefit from lower inflation that is trending closer to the Federal Reserve’s 2% target by early 2027, and accommodative interest rate policies should provide a stimulative backdrop, supporting a rebound in retail and service-sector activity. Employment will continue expanding in healthcare and other sectors, while technology and professional services remain steady, offering a strong base for skilled jobs and reinforcing the economy’s resilience.

Positive forces shaping the next phase of growth include strong investment and productivity gains from artificial intelligence (“AI”) and automation which are expected to lift output and industry profitability across industries, while stabilizing corporate earnings could unlock new investment in innovation and expansion. Federal incentives for clean energy and infrastructure, including the ITC, will accelerate renewable projects and job creation, reinforcing U.S. competitiveness in the global economy. At the same time, consumer confidence is improving as inflation moderates, and supply chain normalization is reducing costs, supporting manufacturing and trade. These trends will help set the stage for stronger momentum in late 2027 and beyond—positioning the U.S. for sustainable progress and renewed leadership in innovation.

MASSACHUSETTS ECONOMY OVERVIEW

The state economy showed resilience, with real gross state product (“GSP”) rising 2.6% in Q2 2025 after a slight Q1 contraction, bringing annual output to nearly \$649 billion. While unemployment edged up from 4.0% to 4.8%, job growth in education and health services helped offset declines in manufacturing and professional services.

Inflation in the Boston metro area eased to 3.2% year-over-year, though housing costs continued to pressure affordability. Lower energy prices provided some price relief, while continued strength in healthcare, higher education, and technology sectors anchored stability for the region. Over 30% of job openings, and life sciences maintained roughly 143,000 positions despite industry headwinds.

Looking ahead, Massachusetts is positioned for renewed momentum. Expanding healthcare and life sciences, combined with tech-driven innovation, will continue to attract investment and talent. With strong sector fundamentals and a commitment to innovation, the Commonwealth is well-placed to lead in advanced industries and sustain growth in the coming quarters.

MASSACHUSETTS ECONOMIC OUTLOOK

Massachusetts is positioned for steady, innovation-driven growth, with real GSP projected to expand 1.5%–1.7% annually through 2026, supported by a highly educated workforce and world-class research institutions. While housing affordability and cautious business investment remain challenges, the Commonwealth’s leadership in healthcare, higher education, and life sciences continues to provide a strong foundation for long-term competitiveness. The unemployment rate, which reached 4.8% in mid-2025, is expected to stabilize around 4.6%–4.8% through 2026, reflecting slower hiring in some sectors but sustained demand in healthcare and education. These sectors, along with life sciences, are projected to add thousands of jobs over the next decade, with life sciences employment alone forecast to grow by 11.6% by 2029—far outpacing overall state job growth.

Inflation is on track to moderate toward 2.0%–2.2% by 2027, easing pressure on household budgets and supporting consumer confidence. However, housing affordability remains a structural challenge: median single-family home prices in Massachusetts climbed to \$625,000 in September 2025. State initiatives like the Affordable Homes Act, a \$4.1 billion investment to create or preserve 65,000 homes, aim to address this gap and keep Massachusetts competitive.

While the precise direction of the U.S. and Massachusetts economies is difficult to predict, and there can be no assurances as to actual outcomes, Massport actively monitors these and other economic trends to anticipate potential impacts and seize emerging opportunities. This proactive approach ensures our aviation, maritime, and real estate assets remain aligned with market dynamics, enabling us to strengthen our role as a catalyst for growth and innovation across Massachusetts and the regional economy.

FINANCIAL POLICIES AND PRACTICES

INTERNAL CONTROL ENVIRONMENT

The Authority's financial statements are prepared on an accrual basis of accounting. The Authority's management is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the Authority are protected from loss, theft or misuse, and to ensure that adequate accounting data are compiled to allow for the complete and accurate preparation of financial statements in conformity with accounting principles generally accepted in the United States of America ("GAAP") applicable to governmental enterprise funds. The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The Authority's Internal Audit function maintains oversight over the key areas of the Authority's business and financial processes and controls. In addition, the Authority's Audit and Finance

Committee plays a critical role in the oversight of the Authority's internal control structure. This committee meets with the senior staff of the Authority periodically and has regular communication with the Authority's independent auditors, Ernst & Young LLP. Massport's Internal Audit department reports directly to the Authority's Audit and Finance Committee.

BUDGETARY CONTROL

Operating budgetary controls and evaluations are accomplished by comparing actual interim and annual results with the budget. The Authority prepares budget and non-GAAP actual financial statements on a monthly basis and prepares unaudited GAAP financial statements on a quarterly basis.

The Authority traditionally utilizes a rolling, five-year capital program as its comprehensive and coordinated capital improvement and financial master plan for all Authority facilities. The capital program, which is amended and approved by the Board annually, sets forth the planned capital projects and expected sources of funding for the next succeeding five-year period. While the Board annually approves a five-year capital program as a whole, each individual project within the capital program is its own "module," the scope of and budget for which must be approved separately by the Board before work on such module is commenced. Many of the commitments within the Authority's capital program have already been authorized by the Authority and extend over several years. This permits the Authority to undertake the construction and financing of each project independently of other capital projects, while retaining overall program coordination and integration. The modular design of the capital program significantly increases the Authority's ability to make needed adjustments in capital spending levels. If significant changes in funding sources occur, or if the costs of certain projects increase significantly, the Authority will adjust the timing or reduce the scope of individual proposed projects or the overall program, or both, to accommodate such changed circumstances.

CAPITAL FINANCING DEBT MANAGEMENT

All debt must be issued pursuant to the Debt Issuance and Debt Management Policy adopted in February 2010, as most recently amended and approved by the Authority's Board in June 2023. As of June 30, 2025, outstanding debt obligations of the Authority issued pursuant to the Trust Agreements totaled approximately \$2.49 billion and include senior and subordinated revenue bonds, but exclude special facilities revenue bonds. Special facilities revenue bonds issued on behalf of and payable by certain borrowers are excluded because they are not obligations of the Authority. Debt service payments on debt issued pursuant to the 1978 Trust Agreement and the CFC Trust Agreement were \$168.9 million and \$12.2 million, respectively, in fiscal year 2025.

The rating agencies continue to recognize the value of the Authority's prudent financial management, revenue diversity and underlying market strengths. As of the date of this report, the Authority's revenue bonds currently maintain ratings of Aa2/AA/AA by Moody's, S&P and Fitch, and the Authority's special facilities revenue bonds issued pursuant to the CFC Trust Agreement currently maintain ratings of A1/A/A+ by Moody's, S&P and Fitch, respectively. These ratings continue to reflect Massport as one of the highest rated of all large airports in the country, and the Authority continues to diligently meet its debt service requirements, coverage ratios and other compliance requirements under the Trust Agreements.

OTHER INFORMATION

INDEPENDENT AUDIT

The financial statements of the Authority, in all material respects, present fairly and disclose the Authority's financial position, results of operations and cash flows as of and for the year ended June 30, 2025 in accordance with GAAP requirements. An audit of the Authority's financial statements as of and for the fiscal year ended June 30, 2025 has been completed

by the Authority's independent auditors, Ernst & Young LLP. Their report is included herein and includes an unmodified opinion on the Authority's financial statements. The introductory, statistical and annual disclosure sections, including the related appendices, have not been subjected to the auditing procedures applied in the audit of the financial statements.

AWARDS

The Government Finance Officers Association ("GFOA") awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for its ACFR for the fiscal year ended June 30, 2024. This was the 24th consecutive year that the Authority has received this prestigious award. The Authority believes that the 2025 ACFR continues to meet the requirements of the Certificate of Achievement program, and it will be submitted to the GFOA to determine its eligibility for a Certificate of Achievement for fiscal year 2025.

REQUEST FOR INFORMATION

For additional information concerning the Authority, please see the Authority's website, www.massport.com. Financial information can be found in the Finance section of the website at <https://www.massport.com/business/finance>. The Retirement System's ACFR can be found in the Retirement Information section of the website at

<https://www.massport.com/working-here/retirement-information/retirement-publications-forms>.

Copies of the Annual Statements prepared pursuant to Rule 15c2-12 with respect to the Authority's bonds issued under the 1978 Trust Agreement and the CFC Trust Agreement for years prior to fiscal year 2025 are available at <https://www.emma.msrb.org> and from the Authority. The Authority's executive offices are located at One Harborside Drive, Suite 200S, East Boston, Massachusetts 02128, and the main telephone number is (617) 568-5000. Questions may be directed to John P. Pranckevicius, CPA, Director of Administration and Finance and Secretary-Treasurer of the Massachusetts Port Authority.



Government Finance Officers Association

Certificate of
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for Excellence
in Financial
Reporting

Presented to

Massachusetts Port Authority

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morill

Executive Director/CEO

AUTHORITY BOARD MEMBERS

The Authority consists of seven Members, of which five members are appointed by the Governor of Massachusetts to staggered terms of seven years each. The Secretary of Transportation serves as one Member of the Board during her or his tenure as Secretary, a position which is also chosen by the Governor. One Member is appointed by the Massport Community Advisory Committee (Massport CAC). Members serve without compensation.



PATRICIA JACOBS
Chair



SEAN M. O'BRIEN
Vice Chair



**LEWIS
EVANGELIDIS**
Sheriff of Worcester
County



PAMELA EVERHART



WARREN FIELDS



JOHN NUCCI



PHILLIP ENG
Interim Secretary of
Transportation for
Massachusetts
& MBTA General Manager

MASSPORT ORGANIZATION CHART

Senior Staff





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A photograph of a construction site under a blue sky with scattered clouds. In the foreground, two construction workers wearing white hard hats and high-visibility yellow vests with the 'massport' logo stand with their backs to the camera, looking out over the site. They are standing on a paved area with white diagonal stripes. In the background, several large red lattice-boom cranes are visible, some with cables hanging from them. Orange and white striped safety barriers are positioned in front of the workers. The overall scene depicts a large-scale infrastructure project.

FINANCIAL

Financial Statements, Required
Supplementary Information, and
Supplementary Schedules Years
Ended June 30, 2025 and 2024 (With
Report of Independent Auditors)





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Report of Independent Auditors

To the Members of the Massachusetts Port Authority

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the business-type activities and the aggregate remaining fund information of the Massachusetts Port Authority (the Authority), as of and for the years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and the aggregate remaining fund information of the Authority at June 30, 2025 and 2024, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

We did not audit the financial statements of the Massachusetts Port Authority Employee's Retirement System (the "System"), which represents 72% and 73% of total assets and 72% and 73% of net position as of June 30, 2025 and 2024, respectively, and 68% and 69% of total additions of the aggregate remaining fund information for the years then ended, respectively. Those statements were audited by another auditor whose report has been furnished to us, and our opinion, insofar as it relates to the amounts included for the System, is based solely on the report of the other auditor.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). 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 Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free of 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 Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.



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

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority'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 Authority's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, the schedule of pension contributions, the schedule of changes in the net pension liability and related ratios, schedule of pension investment returns, schedule of OPEB contributions, schedule of changes in the net OPEB liability and related ratios and schedule of pension investment returns, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's



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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 opinions on the financial statements that collectively comprise the Authority's basic financial statements. The combining fund financial statements are presented for purposes of additional analysis and are 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 GAAS. In our opinion, the combining fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Ernst & Young LLP

September 26, 2025

MANAGEMENT'S DISCUSSION AND ANALYSIS

The following Management's Discussion and Analysis ("MD&A") of the activities and financial performance of the Massachusetts Port Authority ("Massport" or the "Authority") provides an introduction to the financial statements of the Authority for the fiscal years ended June 30, 2025 and 2024 ("FY24" and "FY25"). This discussion was prepared by the Authority's management and it should be read in conjunction with the audited financial statements and notes that follow this section.

Overview of the Financial Statements

The Authority's financial statements consist of: (1) the Statements of Net Position; (2) the Statements of Revenues, Expenses and Changes in Net Position; and (3) the Statements of Cash Flows. These financial statements have been prepared in accordance with U.S. generally accepted accounting principles ("GAAP") as promulgated by the Governmental Accounting Standards Board ("GASB").

The comparative Statements of Net Position depict the Authority's financial position as of a point in time, specifically June 30, 2025, 2024 and 2023, and include all assets, deferred outflows of resources, liabilities, and deferred inflows of resources of the Authority. Net position represents the residual interest in the Authority's assets and deferred outflows of resources after liabilities and deferred inflows of resources are deducted. The Authority's net position is divided into three components: 1) net investment in capital assets, 2) restricted, and 3) unrestricted. Please see Note 1 in the financial statements attached for a discussion on the Authority's net position.

The Statements of Revenues, Expenses and Changes in Net Position report operating revenues, operating expenses, non-operating revenue and expenses, and other changes in net position. Revenues and expenses are categorized as either operating or non-operating based upon management's policies as established in accordance with definitions set forth by GASB. Certain sources of the Authority's revenues, including Passenger Facility Charges ("PFC"s), Customer Facility Charges ("CFC"s), investment income and capital grants are reported as other than operating revenue because their uses are restricted and generally are not available for operating purposes.

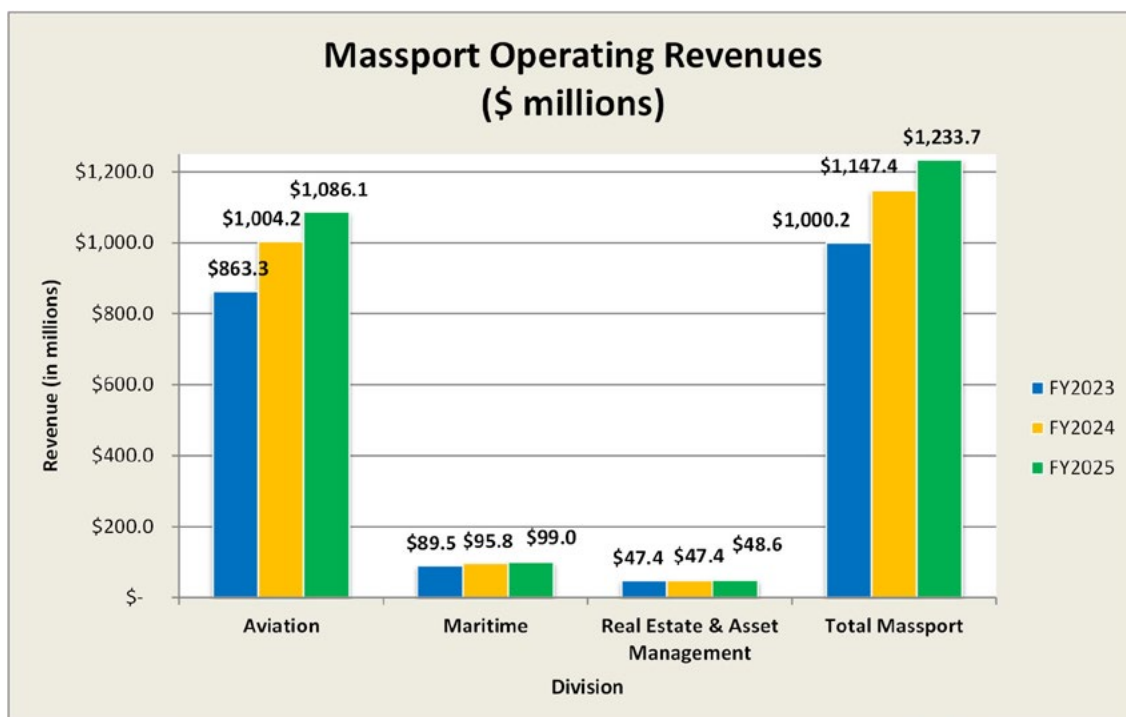
The Statements of Cash Flows present information showing how the Authority's cash and cash equivalents changed during the fiscal year. The Statements of Cash Flows classify cash receipts and cash payments resulting from operating activities, capital and related financing activities, and investing activities.

The Notes to the basic financial statements are an integral part of the financial statements. Such disclosures are essential to a full understanding of the information provided in the basic financial statements.

FINANCIAL HIGHLIGHTS FOR FISCAL YEAR 2025

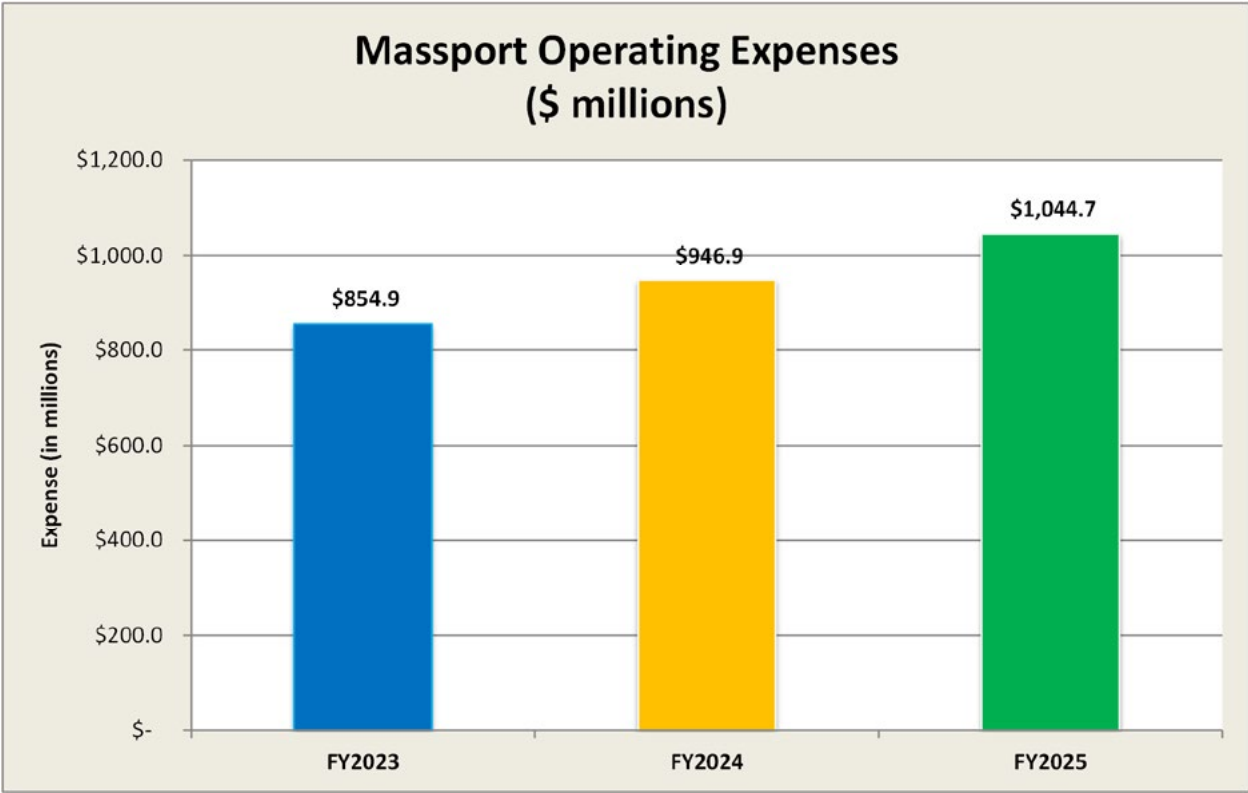
Operating Revenues

- The Authority's operating revenues totaled \$1.23 billion for Fiscal Year 2025, representing its highest annual total on record. This reflects a 7.5% year-over-year increase, driven by elevated activity across its core business segments.
- Aviation revenues totaled \$1.09 billion, an 8.2% increase over FY24.
 - Logan International Airport served 43.9 million passengers, an increase of 2.0 million more passengers over the prior year. This increased passenger activity resulted in \$1.06 billion in revenue, a 7.9% increase year-over-year.
 - The remaining \$28.9 million was generated from operations and FBO leases at Hanscom Field and Worcester Regional Airport.
- Maritime revenues were \$99.0 million, an increase of 3.3% over the prior year. Revenue growth was supported by a 22% increase in cruise passengers from prior year, and increases in container box rates from Conley terminal's shipping lines.
- Real Estate revenues totaled \$48.6 million, a 2.5% increase, primarily attributable to growth of lease income and parking revenues.



Operating Expenses

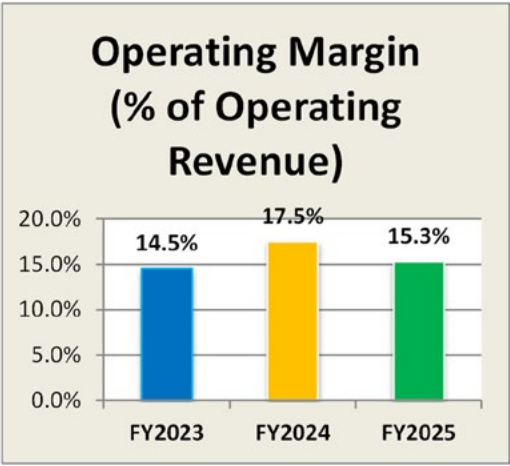
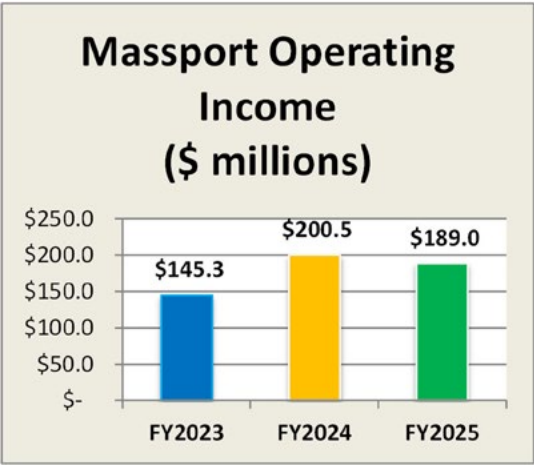
- **Operating expenses totaled \$1.04 billion, a \$98 million increase over last year, which were effectively managed to align with revenue growth from increased business activity across the Authority's business lines.**
 - **Aviation expenses totaled \$424.5 million**, a \$50.1 million increase, driven by 2.0 million additional passengers at Logan Airport, expanded service hours, increased ground transportation services, more frequent terminal maintenance, and elevated public safety costs due to the Sumner Tunnel closure and traffic mitigation.
 - **Maritime expenses reached \$79.3 million**, up \$9.3 million, reflecting increased cruise activity from the servicing of 164 vessels and over 465,000 passengers, and higher stevedoring expenses for container movements from wage improvements in the new East Coast longshoremen labor agreement.
 - **Real Estate expenses were \$17.1 million**, a \$1.0 million decrease, primarily due to reduced public safety costs from lower construction activity.
 - **Pension and OPEB expenses totaled \$21.7 million**, a \$13.4 million increase, driven by the recognition of deferred investment gains and losses.
 - **Depreciation expense was \$379.0 million**, up \$19.2 million, reflecting new assets placed into service during the year, including gates at Terminal E and other Authority assets.



Operating Income

- The Authority’s operating income for fiscal year 2025 was \$189 million, or 15.3% of revenues.

In FY25, the Authority generated \$189.0 million in operating income, representing 15.3% of total revenues. This marks a slight decline from the prior year’s 17.5% margin, primarily due to increased pension and OPEB expenses from scheduled deferred losses and higher depreciation costs associated with newly commissioned assets. Notably, operating income from business activities improved by \$21.1 million, reflecting continued growth across core revenue streams.



Net Position

- The Authority's net position improved by \$512.7 million, or 13.9% over last year.

The Authority's net position increased by \$512.7 million in FY25, a \$32.4 million improvement over the prior year, driven by \$189.0 million in operating income, \$240.5 million in non-operating revenues from investment earnings and passenger-linked fees, and \$83.2 million in federal capital contributions supporting infrastructure development.

Condensed Statement of Revenues, Expenses and Changes in Net Position (\$ millions)

	FY 2025	FY 2024	\$ Change	% Change
Operating revenues	\$ 1,233.7	\$ 1,147.4	\$ 86.3	7.5%
Operating expenses including depreciation and amortization	1,044.7	946.9	97.8	10.3%
Operating income	189.0	200.5	(11.5)	(5.7%)
Total non-operating revenues (expenses), net	240.5	189.2	51.3	27.1%
Capital grant revenues	83.2	90.5	(7.3)	(8.1%)
Increase in net position	512.7	480.3	32.4	6.7%
Net position, beginning of year	3,699.8	3,219.5	480.3	14.9%
Net position, end of year	\$ 4,212.5	\$ 3,699.8	\$ 512.7	13.9%

	FY 2024	FY 2023	\$ Change	% Change
Operating revenues	\$ 1,147.4	\$ 1,000.2	\$ 147.2	14.7%
Operating expenses including depreciation and amortization	946.9	854.9	92.0	10.8%
Operating income	200.5	145.3	55.2	38.0%
Total non-operating revenues (expenses), net	189.2	125.8	63.4	50.4%
Capital grant revenues	90.5	24.9	65.6	263.5%
Increase in net position	480.3	295.9	184.4	62.3%
Net position, beginning of year	3,219.5	2,923.6	295.9	10.1%
Net position, end of year	\$ 3,699.8	\$ 3,219.5	\$ 480.3	14.9%

Detailed descriptions of operating revenues and expenses, and non-operating revenues and expenses are provided in the following sections.

Operating Revenue

The Authority's FY25 operating revenues were \$1.23 billion, an increase of \$86.3 million, or 7.5% from the prior year. Operating revenues increased as business activity strengthened across all the Authority's facilities compared to the prior year. The following charts and commentary provide further detail regarding business activity at Massport's facilities and the impact on the Authority's operating revenues.

Operating Revenues (\$ millions)

	FY 2025	FY 2024	\$ Change	% Change
Aviation Rentals	\$ 427.5	\$ 374.0	\$ 53.5	14.3%
Aviation Parking	217.7	213.6	4.1	1.9%
Aviation Fees	219.4	203.8	15.6	7.7%
Aviation Concessions	192.0	183.1	8.9	4.9%
Shuttle Bus	29.3	25.6	3.7	14.5%
Aviation Operating Grants and Other	0.2	4.1	(3.9)	(95.1%)
Total Aviation Revenues	\$ 1,086.1	\$ 1,004.2	\$ 81.9	8.2%
Maritime Fees, Rentals and Other	99.0	95.8	3.2	3.3%
Real Estate Fees, Rentals and Other	48.6	47.4	1.2	2.5%
Total	\$ 1,233.7	\$ 1,147.4	\$ 86.3	7.5%

	FY 2024	FY 2023	\$ Change	% Change
Aviation Rentals	\$ 374.0	\$ 313.7	\$ 60.3	19.2%
Aviation Parking	213.6	198.5	15.1	7.6%
Aviation Fees	203.8	171.2	32.6	19.0%
Aviation Concessions	183.1	157.4	25.7	16.3%
Shuttle Bus	25.6	18.9	6.7	35.4%
Aviation Operating Grants and Other	4.1	3.6	0.5	13.9%
Total Aviation Revenues	\$ 1,004.2	\$ 863.3	\$ 140.9	16.3%
Maritime Fees, Rentals and Other	95.8	89.5	6.3	7.0%
Real Estate Fees, Rentals and Other	47.4	47.4	0.0	0.0%
Total	\$ 1,147.4	\$ 1,000.2	\$ 147.2	14.7%

Aviation Revenues

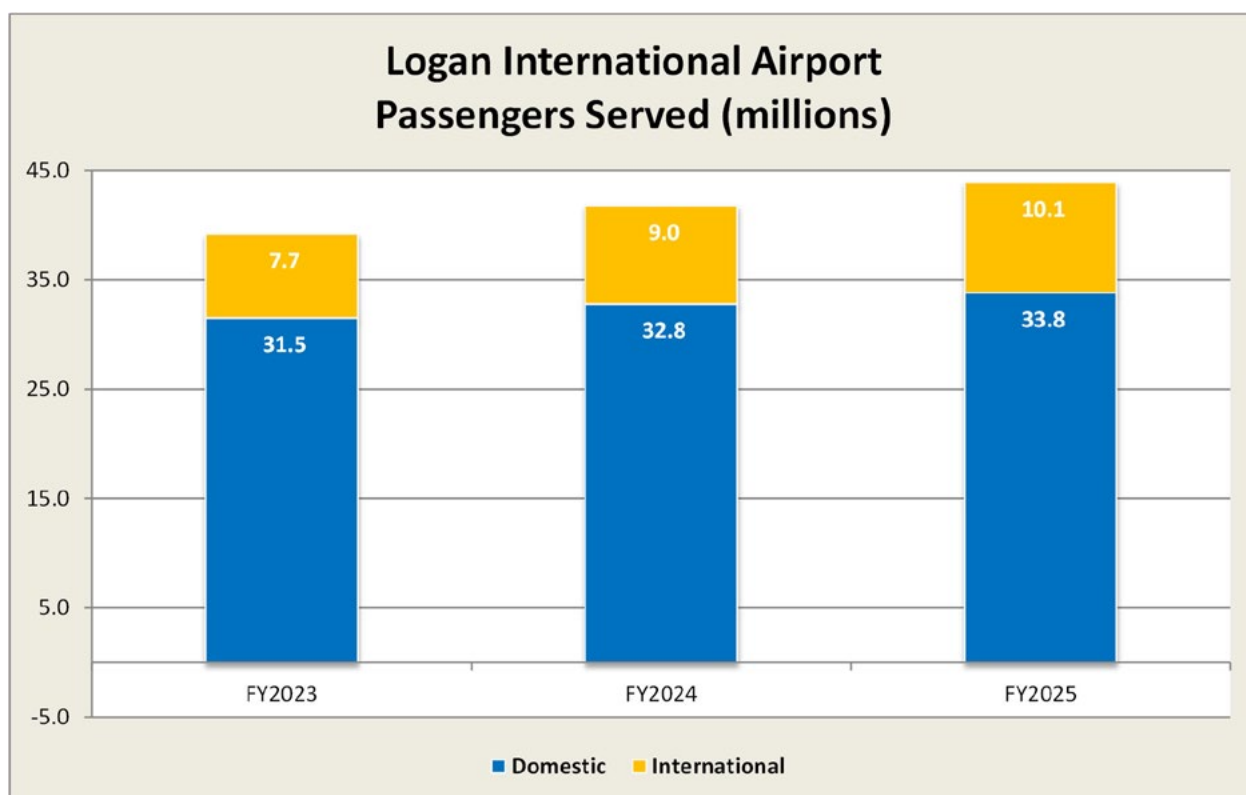
The Authority's Aviation revenues are derived from its three airport facilities: Logan Airport, Hanscom Field and Worcester Regional Airport.

Aviation Revenues
(\$ millions)

	FY2025	FY2024	FY2023
Logan	\$ 1,057.2	\$ 979.6	\$ 835.5
Hanscom	25.7	21.3	24.8
Worcester	3.2	3.3	3.0
Total	\$ 1,086.1	\$ 1,004.2	\$ 863.3

Logan International Airport

Logan Airport served 43.9 million passengers in FY25, an increase of 2.0 million passengers or 4.8% over the prior year. During the year, the Airport served 33.8 million domestic passengers, 1.0 million more than the prior year. International passengers totaled 10.0 million, an increase of 1.0 million over FY24. This growth was driven by the sustained strength of both international and domestic travel reflecting continued recovery and expansion in global travel.



Logan Airport's notable passenger growth in FY25 was supported by 416,523 airline flight operations, a 5.2% increase over prior year. The average passenger load factor for these flights remained in line with prior year at 84%. This increase in air travel increased ground transportation activity to and from the Airport. For example, Logan Express ridership grew by 5%, reaching 2.61 million passengers for the year, and ride app services saw a 9.6% increase, totaling 9.4 million recorded pick up and drop off trips at the Airport. Commercial parking exits remained consistent with the previous year at 1.85 million. The success of Massport's ground transportation activity helped to improve Logan's financial performance. It also required additional service costs to be added, particularly for HOV busing operations for passengers and airport employees, to meet the growing demand.

Fiscal Year 2025 Compared to Fiscal Year 2024

Logan Airport Revenues

Logan Airport generated \$1.06 billion of revenues in FY25, a \$77.6 million, or 7.9%, increase over FY24. The following discussion provides further details on Logan's financial performance.

Logan Airport Revenues (\$ millions)

	FY2025	FY2024	FY2023
Logan Rentals	\$ 414.3	\$ 364.0	\$ 299.9
Logan Parking	216.8	212.6	197.9
Logan Fees	206.1	191.6	159.3
Logan Concessions	190.5	181.7	156.0
Shuttle Bus	29.3	25.6	18.9
Logan Operating Grants and Other	0.2	4.1	3.5
Total	\$ 1,057.2	\$ 979.6	\$ 835.5

Rental revenues are earned through terminal building, non-terminal building, and ground lease agreements. Revenues from Logan Airport rentals were \$414.3 million, a \$50.3 million or 13.8% increase over the prior year. Terminal rents, which account for 83.6%, or \$346.6 million of Logan Airport's rental revenues, increased by \$47.7 million as airline payments from domestic and international carriers increased to recover the expenses of terminal operations, a new baggage system purchase and use agreement, and other terminal capital assets placed into service during the year. The remaining \$67.7 million in rental revenue was generated from non-terminal rents of \$34.3 million, and \$33.4 million in ground rent.

Parking revenues are generated from the Authority's on-airport and off-airport parking facilities. In FY25, Logan on-airport parking revenue was \$208.0 million, an increase of \$4.0 million, or 2.0% over last year. The increase reflects airline employee parking rates enacted to recover the lease, transportation and facility costs for space the airport leases. Revenues from on-airport

commercial parking was equal to last year, at \$190 million. Off Airport revenues generated from vehicle parking at various Logan Express sites was \$8.8 million, a 2.1% increase over last year.

Fee revenues are earned from aircraft landing fees, utility reimbursements, and aircraft parking and fueling. During FY25, Logan Airport generated \$206.1 million from fees, an increase of \$14.5 million over FY24. Aircraft landing fees, which account for 85.4% of fee revenues, totaled \$176.1 million, an increase of \$12.1 million or 7.4% for the operations and capital recovery of maintaining Logan's airfield. Landing fees are collected from scheduled and non-scheduled airlines based on the landed weight of aircraft landing. For FY25, Logan's overall landed weight was 27.6 million pounds, an increase of 7.4%, as airlines replaced outdated and smaller aircraft with newer, more efficient, and larger capacity aircraft. The Logan landing fee for FY25 was \$6.17 per one thousand pounds, a decrease of \$0.03, or 0.5%, from the prior year.

Fee revenue collections from utilities during the year was \$14.4 million, an increase of 2.1% due to higher water and sewer rates. Other fees collected from aircraft parking, fuel flowage and other miscellaneous revenues totaled \$15.6 million, an increase of \$2.1 million, driven primarily by increased aircraft parking activities.

Logan Airport Aviation Fees (\$ millions)

	FY2025	FY2024	FY2023
Landing Fees	\$ 176.1	\$ 164.0	\$ 124.3
Utilities	14.4	14.1	19.4
Other	15.6	13.5	15.6
Total	\$ 206.1	\$ 191.6	\$ 159.3

Concessions revenues are earned from airport terminal retail operations, on-airport car rental transactions, and the activities of ground transportation and other service providers including taxis, buses, limousines, ride apps (Transportation Network Companies), aircraft ground handling, and in-flight catering. In FY25, Logan Airport earned \$190.5 million from concessions, an increase of \$8.8 million. The following describes revenue changes for the different Logan Airport concession programs.

In-terminal concessions generated from the commissions of food and beverage retail, foreign exchange, news and gifts, duty free shops, and other categories totaled \$76.9 million, an increase of \$3.7 million, or 5.1%, over the prior year. The increase in terminal concession revenue is attributed to the 4.8% increase in Logan passenger volume, expanded in terminal concession offerings, and higher duty free sales.

Rental Car revenue for FY25 was \$45.6 million, a \$0.5 million, or 1.1% increase over the prior year. Logan Airport's passenger volume generated nearly 1.1 million rental car transactions,

consistent with FY24 levels. The modest revenue growth reflects stable transaction volume and steady demand for rental car services.

Ground transportation and other concession revenues generated from ride apps, taxi and limo transactions, commercial and ground servicing fees, and other fees totaled \$68.0 million, a \$4.6 million, or 7.3% increase from prior year. Ground transportation fees were \$36.0 million, an increase of \$2.7 million, or 8.1% from prior year driven by increased usage of ride app services by Logan's customers. Other revenues including commercial and ground servicing fees, and other service fees totaled \$32.0 million, an increase of \$1.8 million, or 6.1% from increased commissions from associated airline businesses providing services to airline operations at Logan Airport.

Logan Airport Concession Fees
(\$ millions)

	FY2025	FY2024	FY2023
In-Terminal	\$ 76.9	\$ 73.2	\$ 57.2
Rental Car	45.6	45.1	42.4
Ground Transportation & Other	68.0	63.4	56.4
Total	\$ 190.5	\$ 181.7	\$ 156.0

Shuttle bus and other revenues at Logan Airport totaled \$29.3 million in FY25, reflecting a \$3.7 million increase, or 14.5% growth over the prior year. This category includes per passenger fees collected from rental car operators for on-airport bus services and Logan Express bus ticket sales.

Logan operates a consolidated on-airport shuttle bus system that connects terminal buildings, the Rental Car Center, parking facilities, the water transportation dock, the Logan Office Center, and the MBTA Blue Line station. Rental car companies are charged a per-passenger fee to recover operating and capital costs of this service. In FY25, shuttle bus fee collections totaled \$12.7 million, an increase of \$2.6 million from the previous year. Revenue growth was driven by the recovery of costs for adding an additional bus operator, increasing service frequencies, and normal cost adjustments that were necessary to accommodate a 4.8% increase in passenger traffic.

In addition, Logan operates Logan Express, a high-occupancy vehicle (HOV) bus service that connects the airport with several off-site locations in the Boston metropolitan area, including Back Bay, Braintree, Framingham, Danvers, Quincy, and Woburn. This service supports Massport's commitment to sustainable and efficient ground transportation for both passengers and airline employees. In FY25, Logan Express served 2.6 million passengers, a 5% increase over the prior year. Ticket sales and monthly pass revenues reached \$15.7 million, up \$1.2 million, or 8.1%.

Operating grants and other revenues amounted to \$0.2 million in FY25, representing a \$3.9 million decrease from the previous year. In FY24, Logan received \$3.3 million in storm-related and COVID-19 recovery grants from the Federal Emergency Management Agency (FEMA), which were not repeated in FY25. Additionally, the Transportation Security Administration suspended certain grants totaling \$600,000 that contributed to the overall decline.

Logan Airport Shuttle Bus and Other Revenues
(\$ millions)

	FY2025	FY2024	FY2023
Shuttle Bus	\$ 29.3	\$ 25.6	\$ 18.9
Other	0.2	4.1	3.5
Total	\$ 29.5	\$ 29.7	\$ 22.4

Worcester Regional Airport and Hanscom Field

Worcester Regional Airport is home to three major airlines, American, Delta and Jet Blue, which provide nonstop flights to Florida, New York, and Philadelphia markets. Worcester Airport served 222,820 passengers in FY25, 4,000 fewer passengers than a year ago. Hanscom Field is the region's premier and largest general aviation airport, and a vital link in the Massachusetts and New England transportation networks. In FY25, Hanscom Field recorded 112,347 flight operations, about 10,185 less than the previous year, as fewer single engine flights and teaching operations used this facility.

Worcester Regional Airport and Hanscom Field Revenues

Worcester Regional Airport generated \$3.2 million in operating revenues in FY25, a slight decrease of \$0.1 million from last year. Worcester Airport recognized higher terminal rents and landing fees that were offset by declines in parking income, rental car commissions, and fuel flowage. Hanscom Field revenues were \$25.7 million in FY25, a \$4.4 million or 20.7% increase over the prior year. Ground lease revenues at Hanscom increased by \$4.4 million. However, this year over year increase reflects a \$3.5 million lease accounting adjustment recorded in FY24. Without that adjustment Hanscom's revenues from operations for FY25 increased \$0.5 million, or 2%, mainly from non-tenant aircraft parking.

Worcester and Hanscom Revenues
(\$ millions)

	FY2025	FY2024	FY2023
Hanscom	\$ 25.7	\$ 21.3	\$ 24.8
Worcester	3.2	3.3	3.0
Total	\$ 28.9	\$ 24.6	\$ 27.8

Fiscal Year 2024 Compared to Fiscal Year 2023

The Authority's airports generated \$1.0 billion of Aviation revenues during FY24, which was \$140.9 million or 16.3% higher than the prior year.

Logan Airport generated \$979.6 million of revenues in FY24, a \$144.1 million, or 17.2% increase, over FY23. Revenue from Logan Airport rentals was \$364.0 million, a \$64.1 million, or 21.4% increase, versus the prior year, driven primarily by the increase in Terminal Rents as fees increased to recover operating costs associated with higher passenger activity and the recovery of recent capital investments, and additional rental revenues from the opening of the four new international gates at Terminal E. In FY24, Logan parking revenue was \$212.6 million, up 7.4% from the \$197.9 million earned in FY23 as a parking rate increase took effect July 1, 2023. Aircraft landing fees were higher by \$39.7 million or 31.9% compared to FY23. The increase was due to a \$1.39 hike in the landing fee rate, implemented to recover airfield costs along with a 2.5% increase in landed weight.

In FY24, Logan Airport earned \$181.7 million from concessions, an increase of \$25.7 million compared to FY23, as higher passenger volumes translated to more in-terminal purchases and more rental car transactions. Revenues from in-terminal concessions totaled \$73.2 million, an increase of \$16.0 million as Logan served 41.8 passengers, an increase of 2.6 million passengers or 6.6% over FY23. Rental car revenue benefited from additional passenger activity and generated \$42.1 million in revenue in FY24, a \$2.7 million, or 6.4%, increase over the prior year. Revenues from various ground transportation services and commission related activities totaled \$63.4 million, up \$7.0 million over FY23 primarily due to more passengers using ride apps, increase in Ground transportation services and commissions collected from more airline business service activities at Logan Airport. The Authority earned \$25.6 million of revenue from the Logan Airport shuttle bus operations, an increase of \$6.7 million over the prior year.

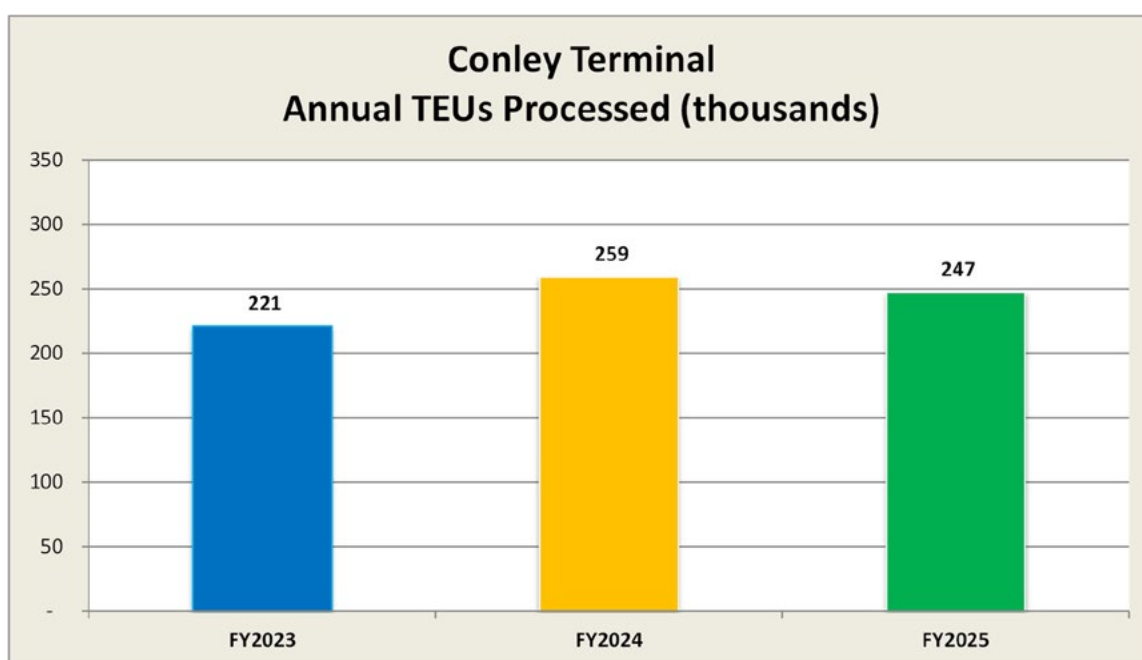
Worcester Regional Airport generated \$3.3 million in operating revenues in FY24, up \$0.3 million due to growth in parking revenues and rental car commissions. Hanscom Field revenues were \$21.3 million in FY24, a decrease of \$3.5 million from the prior year. The decline reflects a \$2.9 million prior year non-cash accounting adjustment for the ground lease and a \$0.6 million revenue reduction made to correct a misinterpretation of a lease start date.

Maritime Revenues

The Authority's maritime business includes container operations at Conley Terminal; cruise activity at Flynn Cruiseport Boston; rental facilities for seafood processors and commercial parking at the Boston Fish Pier; and the Autoport in Charlestown; an automobile import/export facility, and other maritime industrial businesses.

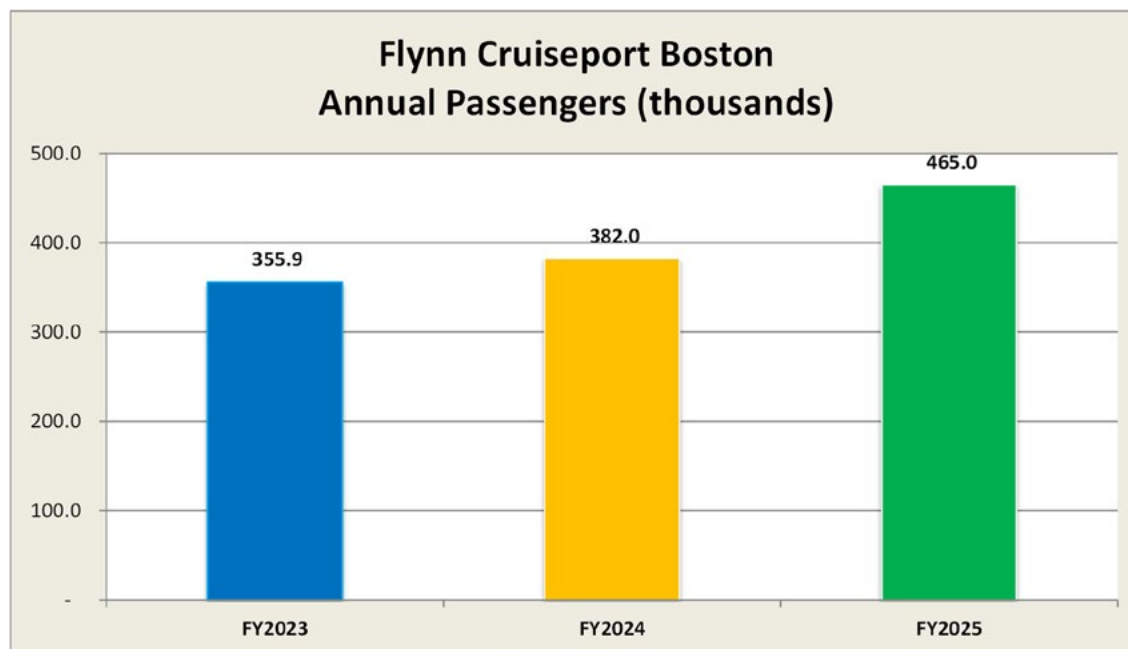
Conley Container Terminal

Conley Terminal serves as a vital gateway, connecting more than 2,500 New England importers and exporters to over 30 global ports. Massport's container business is anchored by the strength of the New England economy, direct access to the interstate highway systems, efficient truck processing, a dedicated labor force, and an ongoing focus on customer service. These strategic advantages, along with infrastructure investments to deepen Boston Harbor, construct a deep-water berth, and procure three new ship-to-shore cranes make Conley Terminal the preferred choice for New England businesses seeking reliable and cost effective shipping solutions on a global scale. In FY25, Conley Terminal served 247,405 TEUs, a decrease of 4.3% from FY24.



Flynn Cruiseport Boston

Flynn Cruiseport Boston continues to offer homeport cruise itineraries to Bermuda, Canada/New England, the Caribbean, and other destinations, while also welcoming port of call vessels for single-day visits. In FY25, the Cruiseport welcomed 164 total ship calls from over 25 different cruise lines and over 465,000 cruise passengers, a 22% increase that reflects the Boston markets continued momentum and resilience in the cruise industry.



**Maritime Revenues by Category
(\$ millions)**

	FY2025	FY2024	FY2023
Containers	\$ 72.2	\$ 71.5	\$ 65.4
Cruise	15.7	12.5	11.3
Seafood	5.9	6.6	6.4
Autoport	5.2	5.2	6.4
Total Maritime Revenues	\$ 99.0	\$ 95.8	\$ 89.5

Fiscal Year 2025 Compared to Fiscal Year 2024

Maritime Revenues

In FY25, Maritime revenues collected from container shipping lines, cruise lines and other customers using the Port's facilities were \$99.0 million, an increase of \$3.2 million, or 3.3%, over last year. Conley Terminal generates nearly 72.9% of Maritime revenue. The balance represents revenues from cruise operations at Flynn Cruiseport Boston, tenant rents paid for leased space at the Boston Fish Pier, ground lease revenues at the Autoport, various short-term licensing and parking operations at various Port properties.

Container revenues in FY25 were \$72.2 million, a \$0.7 million, or 1.0%, increase over last year. Container revenues are generated from fees paid by ocean shipping lines for container lifts to and from vessels, reimbursements for stevedoring services, yard handling fees and tariffs paid by importers and exporters for moving goods through the port. Container revenue growth reflects box rate increases negotiated by the Port with its servicing shipping lines.

Cruise revenues generated at Flynn Cruiseport Boston totaled \$15.7 million, an increase of \$3.2 million, or 25.6% over FY24. Revenue growth is directly related the 21.8% increase in cruise passengers and CPI adjusted passenger rate increases enacted by the Cruiseport facility during the year.

Seafood revenues were \$5.9 million in FY25, which was \$0.7 million or 10.6% less than the prior year as certain tenant rents were suspended while roof repairs were being performed at the Fish Pier.

Autoport revenues were \$5.2 million in FY25, in line with FY24 as ground leases remained consistent.

Fiscal Year 2024 Compared to Fiscal Year 2023

The Authority's maritime operations at the Port of Boston generated \$95.8 million of revenues during FY24, which was \$6.3 million or 7.0%, higher than FY23.

Container revenues in FY24 were \$71.5 million, a \$6.1 million, or 9.3% increase over the prior year, and reflect the 17.1% growth in container volumes. Conley Terminal processed 258,600 TEUs during FY24, a 37,800 increase over the prior year.

Cruise revenues generated at Flynn Cruiseport Boston totaled \$12.5 million, an increase of \$1.2 million, or 10.6% from the year prior. The increase in revenue is directly associated with the 26,100 or 7.3% increase in cruise passengers using the facility.

Seafood revenues were \$6.6 million in FY24, which was \$0.2 million, or 3.1% higher than the prior year. Revenues are earned through space and ground rents from seafood processing and office tenants, commissions, utility charges, fees and parking lots at the Fish Pier.

Autoport revenues were \$5.1 million in FY24, a decrease of \$1.3 million, or 20.3%. Ground rent paid by the tenant was stable, however tenant utility reimbursements were lower from reduced wholesale electricity rates charged to customers during the year.

Real Estate Revenues

The Authority's commercial real estate business earns revenues from ground leases, license fees, district service fees and parking on properties owned by the Authority in South Boston, East Boston and Charlestown. The diverse portfolio of commercial, lab, and maritime/industrial properties spans over 400 acres, and contains nearly 10 million square feet of commercial and industrial development, four hotels, and more than 1,750 residential units, as well as parks, open spaces, and retail/restaurant amenities.

Fiscal Year 2025 Compared to Fiscal Year 2024

Real Estate Revenues

FY25 real estate revenues totaled \$48.6 million, an increase of \$1.2 million, or 2.5%. Revenue from rentals was \$28.1 million, an increase of \$0.6 million, or 2.2%, as commercial and maritime ground leases increased slightly from ground leases and percentage rent payments from tenants. Parking revenues totaled \$12.4 million, an increase of \$0.4 million, or 3.3%, over the prior year from increased convention activity and transient parking. Other real estate revenues, collected from license fees, dockage rentals, and other miscellaneous charges totaled \$8.1 million, an increase of \$0.2 million, or 2.5%, compared to FY24.

Real Estate Revenues by Category (\$ millions)

	FY2025	FY2024	FY2023
Rentals	28.1	27.5	27.3
Parking	12.4	12.0	11.8
Other	8.1	7.9	8.3
Total Real Estate Revenues	\$ 48.6	\$ 47.4	\$ 47.4

Fiscal Year 2024 Compared to Fiscal Year 2023

FY24 real estate revenues totaled \$47.4 million, in line with the previous year's revenue generation. Revenue from rentals was \$27.5 million, an increase of \$0.2 million, or 0.7%, as commercial and maritime ground leases increased slightly reflective of CPI adjustments, percentage rent payments, and rent payments generated from short term licensing agreements. Parking revenues totaled \$12.0 million, an increase of \$0.2 million, or 1.7% over the prior year as revenues from the South Boston Waterfront Transportation Center increased from more conventions and transient parking. Other real estate revenues collected from district service fees, dockage rentals, cargo thru put fees, utilities reimbursements, amongst other miscellaneous revenues. Other real estate revenues totaled \$7.9 million, a decrease of \$0.4 million, or 4.8% over the previous year. The revenue decrease reflects a reduction in utility reimbursement received from tenants from lower wholesale electricity rates charged to tenants.

Operating Expenses

The Authority's FY25 operating expenses were influenced by the growth in business activity across its transportation facilities. Total operating expenses for FY25 were \$1.04 billion, an increase of \$97.8 million, or 10.3%, over FY24. A breakdown of operating expenses for Aviation, Maritime and Real Estate operations and other expense categories is shown below.

Operating Expenses (\$ millions)

	FY 2025	FY 2024	\$ Change	% Change
Aviation Operations and Maintenance	\$ 424.5	\$ 374.4	\$ 50.1	13.4%
Maritime Operations and Maintenance	79.3	70.0	9.3	13.3%
Real Estate Operations and Maintenance	17.1	18.1	(1.0)	(5.5%)
General and Administrative	80.5	74.3	6.2	8.3%
Payments in Lieu of Taxes	26.2	25.9	0.3	1.2%
Pension and Other Post-employment Benefits	21.7	8.3	13.4	161.4%
Other	16.4	16.2	0.2	1.2%
Depreciation and Amortization	379.0	359.8	19.2	5.3%
Total Operating Expenses	\$ 1,044.7	\$ 946.9	\$ 97.8	10.3%

	FY 2024	FY 2023	\$ Change	% Change
Aviation Operations and Maintenance	\$ 374.4	\$ 316.8	\$ 57.6	18.2%
Maritime Operations and Maintenance	70.0	60.5	9.5	15.7%
Real Estate Operations and Maintenance	18.1	18.4	(0.3)	(1.6%)
General and Administrative	74.3	64.3	10.0	15.6%
Payments in Lieu of Taxes	25.9	23.2	2.7	11.6%
Pension and Other Post-employment Benefits	8.3	24.7	(16.4)	(66.4%)
Other	16.2	17.0	(0.8)	(4.7%)
Depreciation and Amortization	359.8	330.0	29.8	9.0%
Total Operating Expenses	\$ 946.9	\$ 854.9	\$ 92.0	10.8%

Aviation Operating and Maintenance Expenses

Aviation Operations and Maintenance Expenses – FY 2025

Aviation operations and maintenance expenses represent the direct operating costs required to operate Logan International Airport, Worcester Regional Airport, and Hanscom Field. In FY25, aviation operations and maintenance expenses totaled \$424.5 million, a \$50.1 million, or 13.4%, increase over FY24. The increase in expenses is attributable to the 4.8% increase in passenger volume at Logan Airport and the added services and increased maintenance required to service its customers. Logan International Airport represents 93.2% of the total Aviation operating and maintenance expenses.

Aviation Operating and Maintenance Expenses

(\$ millions)

	FY 2025	FY 2024	FY 2023
Logan	\$ 395.5	\$ 349.2	\$ 294.0
Hanscom	15.5	12.9	11.8
Worcester	13.5	12.3	11.0
Total	\$ 424.5	\$ 374.4	\$ 317.0

Logan Airport Operations and Maintenance Expenses – FY 2025

Logan Airport's total operations and maintenance expenses reached \$395.5 million in FY25, reflecting a \$46.3 million, or 13.3% increase, compared to FY24. This rise was driven by operational demands and several strategic initiatives aimed at enhancing the passenger experience and supporting increased airport activity. To advance Logan's high-occupancy vehicle (HOV) goals and improve on-site mobility, the Airport upgraded its shuttle bus system, introduced new shuttle services for airline employees, and expanded Logan Express bus service offerings for both customers and staff—resulting in \$9.8 million in additional expenses.

The surge in passenger volume and the opening of four new gates at Terminal E contributed to \$15.2 million in increased costs related to terminal cleaning, baggage carousel maintenance, elevator and escalator operations, expanded concession support services, and higher utility consumption. Additionally, a more severe winter season led to \$2.4 million in elevated snow and ice control costs, driven by contractor support and internal staff overtime.

To meet growing operational needs, Logan added 22 new positions, incurring \$2.6 million in wages and benefits costs. Labor-related expenses also rose due to new collective bargaining agreements, merit-based management awards, increased public safety costs, and higher healthcare premiums, totaling \$12.0 million in added costs. The Sumner Tunnel closure further necessitated an expanded public safety presence to manage traffic flow on airport roadways, resulting in additional overtime expenses.

These cost increases were partially offset by savings in property insurance premiums, equipment repairs, and miscellaneous services, helping to mitigate the overall impact on Logan Airport's overall expenses.

Logan Airport Operations and Maintenance Expenses – FY 2024

In fiscal year 2024, Logan Airport incurred \$349.2 million in operations and maintenance expenses, representing approximately 93.3% of all aviation-related O&M costs. This increase was largely driven by rising passenger demand and several infrastructure and service expansions. The opening of four new gates in Terminal E in fall 2023 added 275,581 square feet to the terminal

footprint, contributing an additional \$7.5 million in operating costs. Passenger shuttle services were expanded to improve connectivity between terminals, the Rental Car Center, the MBTA Blue Line Airport Station, and other airport facilities, resulting in \$6.4 million in added expenses. Employee shuttle services saw a significant increase of \$14.3 million due to the launch of new or improved routes serving Revere, Quincy, and Chelsea. Contract cost increases for Logan Express bus services added another \$4.2 million. The Sumner Tunnel closure necessitated enhanced public safety measures to manage traffic flow on airport roadways. Terminal operations also experienced higher costs, with \$26.7 million attributed to increased cleaning frequencies, maintenance of elevators and escalators, and other facility upkeep needs driven by passenger growth. Notably, utility expenses decreased by \$3.9 million due to lower electricity rates, providing a modest offset to the overall rise in operating costs.

Worcester Airport and Hanscom Field Operations and Maintenance Expenses – FY 2025

Worcester Regional Airport reported \$13.5 million in operations and maintenance expenses, reflecting an increase of \$1.2 million, or 9.8%, compared to the previous year. This growth was primarily driven by the addition of two new positions focused on improving facility maintenance and repairs during terminal operations. Additional cost pressures came from employee wage adjustments under approved collective bargaining agreements, merit-based awards for management, and a 6% overall rise in employee health care premiums. These increases were partially offset by reductions in paving, facility repairs, and other operational costs, helping to moderate overall expense growth.

Hanscom Field reported total expenses of \$15.5 million, reflecting a \$2.6 million increase, or 20.2%, over the previous year. This rise in costs was driven by several operational and staffing enhancements including four new positions added to support improved maintenance and repairs of airfield and terminal facilities. Infrastructure investments, including additional paving work on both airfield and landside areas, also contributed to the expense growth. The airport also incurred higher costs from professional services related to environmental analysis and compliance reporting. Employee-related expenses rose due to wage adjustments from collective bargaining agreements, merit-based awards for management, and a 6% increase in health care premiums. Despite these upward pressures, Hanscom Field managed to offset some of the impact through savings in materials and supplies, repairs, and other operational costs, helping to moderate overall expense growth.

Worcester Airport and Hanscom Field Operations and Maintenance Expenses – FY 2024

Worcester Regional Airport expenses were \$12.3 million for the year, an increase of \$1.3 million or 11.8%, compared to FY23. The addition of Fort Myers service, and the 28% increase in passenger volume, required additional staffing for terminal operations, resulting in \$0.9 million of payroll and fringe benefit expenses, \$0.5 million for facility cleaning and repairs, and \$0.2 million

for added public safety requirements. These increases were offset by \$0.3 million of savings for materials, services, and utility expenses.

Hanscom Field expenses were \$12.9 million, a \$1.1 million, or 9.3%, increase over the prior year. Payroll and fringe benefits increased \$1.0 million, customs usage charges, landscaping, and technology expenses added \$0.3 million, and public safety expenses increased \$0.2 million. These expenses were offset by \$0.4 million in savings from reduced environmental remediation costs and facility repairs.

Maritime Operating and Maintenance Expenses

Maritime Operations and Maintenance Expenses – FY 2025

Maritime operations and maintenance expenses totaled \$79.3 million in FY25, representing a \$9.3 million, or 13.3% increase, compared to the prior fiscal year. Conley Terminal container operations represent nearly seventy five percent of this increase, as the new East Coast labor agreement with the International Longshoremen's Association (ILA) led to an 11%, or \$4.4 million, increase in stevedoring service costs at Conley Terminal year over year. Management successfully negotiated new box rate charges with the shipping lines using Conley Terminal to offset the additional labor costs. Snow removal operations at Conley were also affected by a higher frequency of snow and ice events, adding approximately \$1.4 million in expenses due to contractor support and staff overtime.

Additional labor-related costs—including new collective bargaining agreements, merit-based management awards, and higher healthcare premiums—contributed \$2.2 million to the overall increase.

The remaining expense growth was largely driven by a 22% increase in cruise passenger activity at Flynn Cruiseport, which required expanded services and operational support. Despite these upward pressures, Maritime was able to mitigate some of the cost increases through effective cost controls in discretionary spending, travel, and savings from miscellaneous contracts, to help balance the overall operational expense impact.

Maritime Operations and Maintenance Expenses – FY 2024

Maritime operations and maintenance expenses were \$70.0 million, a \$9.5 million, or 15.7% increase from the prior year. Conley Terminal's container volume increased by 17.1%, requiring \$6.0 million of additional stevedoring services. Container yard expenses were \$0.8 million higher as trucking operations increased to service 37,800 additional TEUs passing through the facility. Maritime employee wages and benefits increased by \$1.9 million, primarily from the addition of 10 new staff. Other operational expenses, including credit card processing and filing fees, increased by \$0.8 million.

Real Estate Operating and Maintenance Expenses

Real Estate Operations and Maintenance Expenses – FY 2025

Real estate operations and maintenance costs in fiscal year 2025 totaled \$17.1 million, a decrease of \$1.0 million, or 5.5%, compared to fiscal year 2024. Shifting commercial real estate market dynamics, which resulted in fewer viable real estate development opportunities on Authority-owned properties and, in turn, lowered costs for legal services, design review consultants, and valuation support. Additionally, fewer public safety details were required to manage construction sites and traffic mitigation, as several large-scale projects reached completion during the year. These cost savings were partially offset by increased expenses associated with expanded parking operations to keep pace with transient, event related, and cruise parking demand.

Real Estate Operations and Maintenance Expenses – FY 2024

Real Estate operations and maintenance costs in FY24 were \$18.1 million, a decrease of \$0.3 million or 1.6%, compared to FY23. Employee wages and benefits increased \$1.3 million and additional legal expense for real estate transactions added \$0.2 million. These increases were offset by \$1.6 million in savings from lower electricity rates, lower environmental remediation expenses, fewer public safety detail hours, and other account savings.

General and Administrative Expenses

General and Administrative Expenses – FY 2025

The Authority's general and administrative costs totaled \$80.5 million in fiscal year 2025, an increase of \$6.2 million, or 8.3%, compared to the prior year. This increase was driven by several new initiatives, including the development of Massport's new strategic plan, which required consultant services. The Authority also engaged consultants to help leverage federal investment tax credits and new grant opportunities tied to energy efficiency and climate innovation initiatives within its capital investment program. Additionally, reconfiguration efforts for a new Enterprise Resource Planning (ERP) and Human Capital Management (HCM) systems introduced new licensing requirements and added IT-related expenses. Collectively, these initiatives contributed approximately \$2.2 million in new costs.

Employee wages and benefits for general and administrative personnel rose by \$4.0 million, primarily due to a 6% increase in healthcare premiums, annual merit-based wage adjustments, and added support staff to implement its strategic plan, advance its climate and innovation initiatives, manage its expanded capital program, and oversee its technology improvements, amongst others, as business activity increased.

General and Administrative Expenses – FY 2024

The Authority's general and administrative costs were \$74.3 million in FY24, an increase of \$10.0 million, or 15.6%, compared to FY23. As business activity improved, investment in additional staff was necessary to expand and improve technology assets and advance digital transformation initiatives, execute Massport's expanded capital investment program, and process a higher volume of procurements, accounting transactions, and treasury activities. Additional staff was also necessary for marketing, legal, corporate safety, and other administrative functions. Collectively, general and administrative employee wages and benefits increased by \$5.4 million from the addition of 23 positions and annual wage adjustments. Professional services, administering the telephone maintenance contract and IT management services added \$4.6 million of administrative expenses.

The following table shows the allocation of the Authority's general and administrative expenses by business line for FY25, FY24 and FY23.

General and Administrative Expenses (\$ millions)

	FY 2025	FY 2024	FY 2023
Logan	\$ 56.9	\$ 51.9	\$ 43.4
Hanscom	3.3	3.6	3.1
Worcester	3.9	3.8	3.6
Maritime	9.6	9.5	8.8
Real Estate	6.8	5.5	5.4
Total	\$ 80.5	\$ 74.3	\$ 64.3

PILOT, Pension, OPEB, and Other Expenses

PILOT, Pension, OPEB and Other Expenses – FY 2025

In FY25, the Authority's PILOT (payment in lieu of taxes) payments to the City of Boston and the Town of Winthrop totaled \$26.2 million, an increase of \$0.3 million, or 1.2%, from FY24. The increase is primarily attributed to the contractually required annual CPI adjustment, offset by a reduction in the amount of community mitigation payments made on certain project milestones during the year.

Pension and OPEB (Other Post Employment Benefits) expenses in FY25 were \$21.7 million, a \$13.4 million increase over last year. The expense increase reflects prior investment gains fully amortized in FY24, and expense changes caused by differences between expected and actual plan experiences and investment performance.

Other expenses in FY25 increased by \$0.2 million to \$16.4 million, due to slightly higher self-insurance expenses.

The following table shows the allocation of the Authority's PILOT, Pension, OPEB, and other expenses by business line and expense category for FY25, FY24 and FY23:

PILOT, Pension, OPEB, and Other Expenses

(\$ millions)

	FY 2025	FY 2024	FY 2023
Logan	\$ 54.0	\$ 42.5	\$ 52.8
Hanscom	1.2	0.7	1.0
Worcester	1.0	0.7	0.9
Maritime	5.6	4.0	7.3
Real Estate	2.5	2.5	2.8
Total	\$ 64.3	\$ 50.3	\$ 64.8

The following table shows the allocation of PILOT, Pension, OPEB, and other expenses to each business line for FY25:

FY25 - PILOT, Pension, OPEB, and Other Expenses

(\$ millions)

	PILOT	PENSION	OPEB	OTHER	TOTAL
Logan	\$ 23.3	\$ 17.3	\$ 0.4	\$ 13.0	\$ 54.0
Hanscom	0.0	0.7	0.0	0.5	1.2
Worcester	0.0	0.6	0.0	0.4	1.0
Maritime	1.7	1.8	0.1	2.0	5.6
Real Estate	1.2	0.7	0.1	0.5	2.5
Total	\$ 26.2	\$ 21.1	\$ 0.6	\$ 16.4	\$ 64.3

PILOT, Pension, OPEB and Other Expenses – FY 2024

In FY24 the Authority's PILOT payments to the City of Boston and the Town of Winthrop totaled \$25.9 million, an increase of \$2.7 million, or 11.6%, over FY23 payments. The increase is primarily attributed to the contractually required annual CPI adjustment, and \$1.2 million in community mitigation payments made for the opening of the four new international gates at Logan Airport's Terminal E.

Pension and OPEB expenses in FY24 were \$8.3 million, a \$16.4 million, or 66.4%, decrease from the prior year. The decrease for pensions and OPEB expense reflects the 12.45% and 15.09%

overall investment returns generated by both plans, respectively, which exceeded their expected rates of return of 6.75% for their measurement period ending December 31, 2023.

Other expenses in FY24 decreased by \$0.8 million to \$16.2 million due to lower self-insurance expenses.

Depreciation and Amortization Expenses

Depreciation and Amortization Expenses – FY 2025

The Authority recognized \$379.0 million in depreciation and amortization expenses in fiscal year 2025, an increase of \$19.2 million, or 5.3%, compared to fiscal year 2024. This increase was primarily driven by the placement of \$242.8 million in new assets into service, which resulted in \$12.8 million of additional depreciation. At Logan Airport, \$149 million in new assets were placed into service, including runway and taxiway improvements, completed Terminal E assets, significant roadway upgrades across the campus, and various other investments. Maritime operations accounted for \$44 million in new assets, which supported improvements to the cruise terminal seawall, retrofits of Rubber Tire Gantry cranes for energy efficiency, and roof and building rehabilitations at the Fish Pier. The remaining new assets included energy efficiency projects across Authority-wide facilities, runway and taxiway improvements at Hanscom Field and Worcester Airport, new public safety equipment, technology investments to support the Authority's digitization initiatives, and other capital assets.

In accordance with the Authority's policy to depreciate assets on a quarterly basis, an additional \$5.8 million in depreciation expense was recognized on assets previously placed into service. At the same time, the Authority fully depreciated \$148.8 million in older assets, which reduced depreciation expense by a combined \$12.4 million. Lastly, the Authority recognized \$13.0 million in expense related to the transfer of passenger screening equipment to the Transportation Security Administration for use in Terminal E, as well as engineering work on capital projects that are no longer advancing.

Depreciation and Amortization Expenses – FY 2024

The Authority recognized \$359.8 million in depreciation and amortization expenses in FY24, an increase of \$29.8 million, or 9.0%, compared to FY23. The Authority placed \$886.6 million of new assets into service during the year, including the Terminal E Modernization Project (\$646.8 million), Terminal B to C Roadway Improvements (\$68.0 million), Runway Rehabilitation projects (\$80.8 million), an updated gate processing facility at Conley Terminal (\$40.5 million), an electrical distribution grid upgrade and the purchase of two more enhanced electric hybrid Silver Line buses to support the Authority's long-term Net Zero/HOV initiatives (\$15.7 million), and (\$34.8 million) in other new assets. These additions resulted in an increase of \$41.8 million of depreciation expense in FY24. In accordance with the Authority's policy to depreciate assets on a quarterly

basis, an additional \$6.7 million in depreciation expense was recognized on assets previously placed into service. The Authority also fully depreciated \$331.2 million in assets during the year, reducing FY24 depreciation expenses by \$18.8 million. The right of use assets increased amortization expense by \$0.7 million in FY24.

Non-operating Revenues (Expenses) and Capital Contributions

In fiscal year 2025, the Authority reported \$240.5 million in non-operating revenues, an increase of \$51.3 million, or 27.1%, over the prior year. This growth was driven by factors including passenger volume increases, favorable interest rates, and strategic efforts to reduce bond interest expense. Logan Airport's passenger growth generated \$86.6 million in Passenger Facility Charges (PFCs), up \$2.3 million or 2.7% year-over-year. These funds are dedicated to capital investments and debt service for eligible airport projects. Customer Facility Charges (CFCs) also rose by \$0.7 million to \$33.9 million, reflecting higher on-airport rental car transactions. These revenues are similarly earmarked for servicing debt and maintaining capital reserves for the rental car facility.

Lease interest income increased by \$2.0 million to \$41.2 million, a 5.1% gain driven by tenant lease payments made throughout the year. Investment income reached \$102.7 million, up \$6.6 million or 6.9%, supported by favorable interest rates and higher cash balances available for investment. Other non-operating revenues totaled \$22.4 million, including a one-time \$12 million payment received for relinquishing a residential deed restriction on a property adjacent to the Port. Interest rate changes increased the fair value of investments being held by the Authority by \$6.4 million.

On the expense side, the Authority achieved a 21.4% reduction in bond interest expense and premium amortization, lowering the total to \$87.8 million. This improvement was primarily the result of a strategic \$110.4 million debt defeasance, executed alongside routine annual principal payments. As a result, total debt outstanding declined to \$2.78 billion, a 7.3% decrease from the prior year, underscoring the Authority's continued commitment to fiscal discipline and enhancing its future financing capacity.

Non-operating Revenues and Expenses and Capital Contributions

(\$ millions)

	FY 2025	FY 2024	\$ Change	% Change
Passenger facility charges	\$ 86.6	\$ 84.3	\$ 2.3	2.7%
Customer facility charges	33.9	33.2	0.7	2.1%
Investment income on investments	102.7	96.1	6.6	6.9%
Lease interest income (expense), net	41.2	39.2	2.0	5.1%
Other income (expense), net	63.9	48.1	15.8	32.8%
Interest expense	(87.8)	(111.7)	23.9	(21.4%)
Total Non-operating Revenues (Expenses)	\$ 240.5	\$ 189.2	\$ 51.3	27.1%
Capital Contributions	\$ 83.2	\$ 90.5	(\$ 7.3)	(8.1%)

	FY 2024	FY 2023	\$ Change	% Change
Passenger facility charges	\$ 84.3	\$ 80.1	\$ 4.2	5.2%
Customer facility charges	33.2	30.8	2.4	7.8%
Investment income on investments	96.1	62.7	33.4	53.3%
Lease interest income (expense), net	39.2	40.5	(1.3)	(3.2%)
Other income (expense), net	48.1	20.8	27.3	131.3%
Interest expense	(111.7)	(109.1)	(2.6)	2.4%
Total Non-operating Revenues (Expenses)	\$ 189.2	\$ 125.8	\$ 63.4	50.4%
Capital Contributions	\$ 90.5	\$ 24.9	\$ 65.6	263.5%

Non-operating Revenues (Expenses) – FY 2024

In FY24, the Authority recognized \$189.2 million in non-operating revenues, an increase of \$63.4 million, or 50.4%, over the prior year. The Authority collected \$84.3 million in PFCs, an increase of \$4.2 million, or 5.2% as passenger activity at Logan Airport increased. PFC revenues are used to fund capital investments and to pay debt service expenses for eligible capital projects at Logan Airport. The Authority collected \$33.2 million in CFCs, an increase of \$2.4 million, or 7.8%, from on-airport rental car transactions. CFC revenues are specifically used to service debt obligations and fund maintenance reserve capital requirements at Logan Airport's rental car facility. The Authority earned \$96.1 million in investment income, an increase of \$33.4 million, or 53.3%, from its fixed income portfolio due to rising interest rates. Lease interest income was \$39.2 million, a \$1.3 million, or 3.2%, decrease from the year prior as tenants made lease payments throughout the year. Other income was \$48.1 million, an increase of \$27.3 million over the prior year. Interest rate changes increased the fair value of investments being held by the Authority by \$52.1 million. The Authority also recorded \$11.6 million of one-time project reimbursements from an Airport tenant. These income increases were offset by a reduction of \$33.7 million in the federal American Rescue Plan Act (ARPA) funding which was reimbursed the prior year. The Authority also incurred \$111.7 million in interest expense and bond premium amortization on \$3.0 billion in outstanding Authority bonds and premiums, an increase of \$2.6 million over the year prior.

Capital Contributions – FY 2025

In FY25, the Authority recognized \$83.2 million in contributed capital, a \$7.3 million decrease from the prior year. Contributed capital consists of federal and state grants used to fund specific Airport and Maritime projects. The Authority received \$66.8 million in grants from the FAA's Airport Terminal Program (ATP), Airport Infrastructure Grant (AIG), and Airport Improvement Program (AIP), supporting runway, taxiway, roadway, and terminal improvements at Logan Airport, Hanscom Field, and Worcester Airport. At Conley Terminal, the Authority recognized \$14.9 million in federal BUILD grants from the U.S. Department of Transportation's Maritime Administration (MARAD) for container storage enhancements, technology upgrades, and expansion of the truck freight corridor in South Boston. Additionally, the Authority received \$1.5 million in Port Security Grant Program funds from FEMA and the U.S. Environmental Protection Agency (EPA) for various Port improvement initiatives.

Capital Contributions – FY 2024

In FY24, the Authority recognized \$90.5 million in contributed capital, which consists mainly of federal and state capital grants. This is a \$65.6 million increase from the year prior as reimbursements for certain projects from the FAA AIP, AIG, and ATP grant programs, the MARAD BUILD grant, and the EPA grants reimbursements. During the year, the Authority recognized \$85.8 million from FAA AIP, AIG and ATP grant programs for the three airport's runway and taxiway safety improvements and upgrade of Logan Airport's Terminal E facilities and \$2.7 million of MARAD funding for investment in the Conley Terminal modernization initiative. The Authority also recognized \$2.0 million from the EPA and FEMA for various capital projects at Logan Airport and the Port of Boston for environmental and port safety enhancements.

THE AUTHORITY'S STATEMENTS OF NET POSITION

The Statements of Net Position present the financial position of the Authority at the end of each fiscal year. The Statements of Net Position include all assets, deferred outflows of resources, liabilities and deferred inflows of resources of the Authority. Net Position is the difference between total assets plus deferred outflows of resources less total liabilities and deferred inflows of resources and is an indicator of the current fiscal health of the Authority. A summarized comparison of the Authority's assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position at June 30, 2025 and 2024 is as follows:

Condensed Statements of Net Position for FY 2025 and FY 2024

(\$ millions)

	FY 2025	FY 2024	\$ Change	% Change
Assets				
Current assets	\$ 1,704.1	\$ 1,549.6	\$ 154.5	10.0%
Capital assets, net	4,619.8	4,434.1	185.7	4.2%
Other non-current assets	3,519.9	3,515.8	4.1	0.1%
Total Assets	9,843.8	9,499.5	344.3	3.6%
Deferred Outflows of Resources				
Deferred loss on refunding of bonds	6.4	7.7	(1.3)	(16.9%)
Pension related	55.3	74.1	(18.8)	(25.4%)
OPEB related	3.8	18.9	(15.1)	(79.9%)
Total Deferred Outflows of Resources	65.5	100.7	(35.2)	(35.0%)
Liabilities				
Current liabilities	\$ 415.6	\$ 315.2	100.4	31.9%
Bonds payable, including current portion	2,784.7	3,003.4	(218.7)	(7.3%)
Other non-current liabilities	343.8	371.7	(27.9)	(7.5%)
Total Liabilities	3,544.1	3,690.3	(146.2)	(4.0%)
Deferred Inflows of Resources				
Deferred gain on refunding of bonds	17.0	19.2	(2.2)	(11.5%)
Lease related	2,101.5	2,146.2	(44.7)	(2.1%)
Pension related	12.7	20.5	(7.8)	(38.0%)
OPEB related	21.5	24.2	(2.7)	(11.2%)
Total Deferred Inflows of Resources	2,152.7	2,210.1	(57.4)	(2.6%)
Total Net Position	\$ 4,212.5	\$ 3,699.8	\$ 512.7	13.9%
Net position				
Net investment in capital assets	\$ 1,455.5	\$ 1,155.2	300.3	26.0%
Restricted	1,581.8	1,424.0	157.8	11.1%
Unrestricted	1,175.2	1,120.6	54.6	4.9%
Total Net Position	\$ 4,212.5	\$ 3,699.8	\$ 512.7	13.9%

The Authority concluded fiscal year 2025 with total assets of \$9.84 billion, marking an increase of \$344.3 million, or 3.6%, from the prior year. While cash and cash equivalents and investments declined by \$7.5 million—primarily due to the \$110.4 million debt defeasance executed in July 2024—restricted cash and investments rose by \$121.4 million. This increase reflects deposits transferred into the capital budget to support future capital project payments and upcoming debt

service obligations. The Authority also recorded a \$42.0 million increase in trade and grant receivables, representing earned revenues pending from business partners and federal reimbursements for eligible capital projects. Prepaid expenses rose by \$2.7 million, largely due to the prefunding of technology contracts and annual premium payments for property and casualty insurance policies, which will be expensed over the course of the year.

Capital assets totaled \$4.62 billion, an increase of \$185.7 million, or 4.2%, reflecting the value of capital projects that are advancing but not yet subject to depreciation. Deferred outflows of resources decreased by \$35.2 million to \$65.5 million, driven by changes in pension and OPEB actuarial assumptions, improved investment performance, and differences between expected and actual experience—all of which will reduce future expense recognition.

At year-end, the Authority's total liabilities declined by \$146.2 million, ending the year at \$3.54 billion. Current liabilities increased by \$90.0 million, reflecting contractor payments for capital projects awaiting processing, offset by a reduction in accrued payments to bondholders scheduled after the fiscal year close. Noncurrent liabilities totaled \$3.04 billion, a 7.2% decline, or \$236.2 million, largely due to strategic debt reduction efforts. Bonds payable decreased significantly, and pension and OPEB liabilities declined by \$26.9 million, driven by investment gains that lowered future benefit obligations. All other liabilities decreased by approximately \$1.0 million, reflecting reductions in contract retainage, compensated absences, and lease-related liabilities.

Deferred inflows of resources fell by \$57.4 million, or 2.6% to \$2.15 billion. This included a \$44.7 million reduction in lease-related deferred inflows, as annual lease payments made by business partners lowered future balances. Deferred pension and OPEB inflows declined by \$7.8 million and \$2.7 million, respectively, due to changes in experience and assumptions. Deferred gains from bond refundings were \$2.2 million lower, as premium gains were amortized during the year.

The Authority's total net position at the end of FY25 was \$4.21 billion, an increase of \$512.7 million, or 13.9%, from the prior year. This growth reflects \$189.0 million in net operating income, \$240.5 million in net non-operating income, and \$83.2 million in capital contributions from federal and state grants. The increase in net position supports the Authority's strategic initiatives, expanded capital investment program, and its commitment to Net Zero strategies.

Condensed Statements of Net Position for FY 2024 and FY 2023

(\$ millions)

	FY 2024	FY 2023	\$ Change	% Change
Assets				
Current assets	\$ 1,549.6	\$ 1,343.4	\$ 206.2	15.3%
Capital assets, net	4,434.1	4,446.0	(11.9)	(0.3%)
Other non-current assets	3,515.8	3,424.7	91.1	2.7%
Total Assets	9,499.5	9,214.1	285.4	3.1%
Deferred Outflows of Resources				
Deferred loss on refunding of bonds	7.7	9.0	(1.3)	(14.4%)
Pension related	74.1	109.3	(35.2)	(32.2%)
OPEB related	18.9	47.4	(28.5)	(60.1%)
Total Deferred Outflows of Resources	100.7	165.7	(65.0)	(39.2%)
Liabilities				
Current liabilities	\$ 315.2	\$ 337.6	\$ (22.4)	(6.6%)
Bonds payable, including current portion	3,003.4	3,099.9	(96.5)	(3.1%)
Other non-current liabilities	371.7	454.9	(83.2)	(18.3%)
Total Liabilities	3,690.3	3,892.4	(202.1)	(5.2%)
Deferred Inflows of Resources				
Deferred gain on refunding of bonds	19.2	21.4	(2.2)	(10.3%)
Lease related	2,146.2	2,183.9	(37.7)	(1.7%)
Pension related	20.5	28.5	(8.0)	(28.1%)
OPEB related	24.2	34.1	(9.9)	(29.0%)
Total Deferred Inflows of Resources	2,210.1	2,267.9	(57.8)	(2.5%)
Total Net Position	\$ 3,699.8	\$ 3,219.5	\$ 480.3	14.9%
Net position				
Net investment in capital assets	\$ 1,155.2	\$ 1,305.8	\$ (150.6)	(11.5%)
Restricted	1,424.0	1,265.3	158.7	12.5%
Unrestricted	1,120.6	648.4	472.2	72.8%
Total Net Position	\$ 3,699.8	\$ 3,219.5	\$ 480.3	14.9%

The Authority ended FY24 with total assets of \$9.5 billion, an increase of \$285.4 million, or 3.1% increase over the prior year. Cash and cash equivalents, and investments increased \$162.8 million from operating earnings generated throughout the year. Restricted cash and cash equivalents and restricted investments increased \$125.1 million from funds for capital projects and debt service that are reserved for contractor payments, or invested while payments are pending. The Authority also recorded a \$14.9 million increase in trade, lease and grants receivables for revenues earned and payments are pending from Authority partners. The Authority's prepaid expenses decreased by \$3.2 million at fiscal year-end mainly from the payment of technology contracts and insurance programs.

The Authority's capital assets of \$4.4 billion decreased \$11.9 million, or 0.3% as capital assets were completed, placed into service and depreciated. Other Non-current assets decreased \$2.2 million at year end.

Total deferred outflows was \$100.7 million, a decrease of \$65.0 million as investment returns for both Pension and OPEB assets exceeded their actuarial benchmarks over the prior period reducing the amount of assets to be consumed in future years.

The Authority's total liabilities at fiscal year end were \$3.69 billion, a decrease of \$202.1 million. Current liabilities decreased \$22.4 million, or 6.6%, from a decrease in accounts payables and other accrued current liabilities. Bonds Payable, including current portion, decreased \$96.5 million, to \$3.0 billion, and reflects the payment of principal on Bonds Outstanding made during the fiscal year. Noncurrent liabilities also declined \$83.2 million primarily from a \$63.2 million decrease in Pension and OPEB liabilities as investment gains from portfolio assets lowered the Authority's future benefit obligations. All other liabilities decreased approximately \$20.0 million from reduced contract retainage and lower long term lease payment obligations on Authority assets used in its course of business.

Total deferred inflows of resources decreased by \$57.8 million, or 2.5% to \$2.2 billion in FY24. The deferred inflows of lease related revenues decreased by \$37.7 million as payments made to the Authority from beneficial owners of Authority assets reduced future balances of expected payments. Deferred Pension and OPEB inflows declined \$8.0 million and \$9.9 million respectively, from changes in experience and assumptions made in prior periods, and deferred gains from bond refundings were \$2.2 million, as premium gains were amortized during the year.

The Authority's total net position for FY24 was \$3.7 billion, an increase of \$480.3 million or 14.9% over the prior year. This increase reflects the Authority's net operating income of \$200.5 million, net non-operating income of \$189.2 million and capital contributions of \$90.5 million. The growth in net position is being used to fund the Authority's strategic initiatives, net zero strategies, and its capital program and investments.

Capital Assets and Debt Administration

Capital Assets

As of June 30, 2025 and 2024, the Authority had \$4.62 billion of capital assets (net of depreciation). These include land, construction in process, buildings, runways and taxiways, roadways, machinery and equipment, air rights, parking rights, and right-of-use assets. The Authority's net capital assets increased by \$185.7 million, or 4.2% in FY25 driven by an increase in capital projects that in various stages of construction, not yet in service, and are not being depreciated.

The Authority's capital assets are principally funded by the proceeds of revenue bonds, operating revenues, PFCs, CFCs, and federal and state grants. The following chart provides a breakdown of the Authority's total capital assets at June 30, 2025, 2024 and 2023 (for further information on Capital Assets see Note 4):

Capital Assets by Type
(\$ thousands)

	FY 2025	FY 2024	FY 2023	% Change 2025-2024	% Change 2024-2023
Land	\$ 240,608	\$ 240,575	\$ 240,562	0.0%	0.0%
Construction in progress	505,334	193,464	730,130	161.2%	(73.5%)
Buildings	2,510,378	2,633,937	2,261,820	(4.7%)	16.5%
Runways and other pavings	378,076	389,703	317,148	(3.0%)	22.9%
Roadways	412,691	412,349	352,394	0.1%	17.0%
Machinery and equipment	330,959	316,300	275,522	4.6%	14.8%
Air rights	26,314	24,474	27,287	7.5%	(10.3%)
Parking rights	9,253	10,795	12,337	(14.3%)	(12.5%)
Right of use assets	206,234	212,502	228,820	(2.9%)	(7.1%)
Capital assets, net	\$ 4,619,847	\$ 4,434,099	\$ 4,446,020	4.2%	(0.3%)

Debt Administration

The Authority's bond issuances are governed by the Debt Management and Issuance Policy, which was most recently re-adopted by the Members of the Authority (the "Board") at its June 2023 meeting. Among other things, the issuance of new or refunding debt must be approved by the Board and must comply with the rules and regulations of the United States Treasury Department. The Authority, through its 1978 Trust Agreement, has a covenant to maintain a debt service coverage ratio of not less than 1.25. Debt service coverage is calculated based on a formula set forth in the 1978 Trust Agreement. Historically, the Authority has maintained a debt service coverage ratio higher than the 1978 Trust Agreement requirement to maintain high investment grade bond ratings and keep capital costs low. In FY25, the Authority's debt service coverage ratio, defined as annual net revenues divided by annual principal and interest expense payments, was 4.68, a slight increase over last year's coverage ratio of 3.91.

The CFC Trust Agreement requires that the Authority maintain a debt service coverage ratio of at least 1.30. In FY25 and FY24, the Authority's CFC Trust coverage was 4.24 and 3.73, respectively.

The Authority had total net Bonds Payable of \$2.78 billion outstanding as of June 30, 2025. Total net Bonds Payable consists of Senior Debt Revenue Bonds of \$2.21 billion, Subordinated Debt Revenue Bonds of \$74.0 million, Senior Direct Placement Debt of \$208.6 million, and \$290.1 million of unamortized bond premiums as of June 30, 2025 (see Note 5). The \$2.78 billion of net Bonds Payable as of June 30, 2025 is \$218.7 million less than the previous year, primarily due to a \$110.4 million bond defeasance and the reduction of annual debt service obligations.

The Authority had total net Bonds Payable of \$3.0 billion outstanding as of June 30, 2024. Total net Bonds Payable consists of Senior Debt revenue bonds of \$2.39 billion, Subordinated Debt Revenue Bonds of \$74.0 million, Senior Direct Placement Debt of \$229.1 million, and \$314.1 million of unamortized bond premiums as of June 30, 2024 (see Note 5). The \$3.0 billion of net Bonds Payable as of June 30, 2024 is \$96.5 million less than the previous year.

The Official Statements relating to the Authority's bond issuances are available from the Authority or by accessing the Authority's website.

Please see Note 5, Long-term Debt in the attached Financial Statements.

THE AUTHORITY'S CONDENSED CASH FLOWS


The following summary shows the major sources and uses of cash during the following years:

Statements of Cash Flows (\$ millions)

	FY 2025	FY 2024	\$ Change	% Change
Net cash provided by operating activities	\$ 512.6	\$ 472.5	\$ 40.1	8.5%
Net cash provided by non-capital activities (ARPA Acts)	-	17.8	(17.8)	(100.0%)
Net cash provided by / (used in) capital and related financing activities	(543.0)	(333.6)	(209.4)	62.8%
Net cash provided / (used) in investing activities	126.8	(98.5)	225.3	(228.7%)
Net increase in cash and cash equivalents	96.4	58.2	38.2	65.6%
Cash and cash equivalents, beginning of year	646.1	587.9	58.2	9.9%
Cash and cash equivalents, end of year	\$ 742.5	\$ 646.1	\$ 96.4	14.9%

	FY 2024	FY 2023	\$ Change	% Change
Net cash provided by operating activities	\$ 472.5	\$ 477.1	(\$ 4.6)	(1.0%)
Net cash provided by non-capital activities (CARES/CRRSA/ARPA Acts)	17.8	97.4	(79.6)	(81.7%)
Net cash provided by / (used in) capital and related financing activities	(333.6)	(199.6)	(134.0)	67.1%
Net cash provided / (used) in investing activities	(98.5)	(320.2)	221.7	(69.2%)
Net increase in cash and cash equivalents	58.2	54.6	3.6	6.6%
Cash and cash equivalents, beginning of year	587.9	533.3	54.6	10.2%
Cash and cash equivalents, end of year	\$ 646.1	\$ 587.9	\$ 58.2	9.9%

As of June 30, 2025, the Authority's cash and cash equivalents totaled \$742.5 million, representing an increase of \$96.4 million, or 14.9%, compared to the prior year. This growth was primarily driven by strong business activity across aviation and maritime facilities, which generated \$512.6 million in cash during FY25. At the same time, the Authority used \$543.0 million in cash to support the construction of various capital projects, make debt service payments to bondholders, execute a strategic debt defeasance to reduce long-term obligations, and carry out



other financing activities. Additionally, the Authority generated \$126.8 million in cash from matured investments and interest income, further contributing to its liquidity position.

The Authority's cash and cash equivalents at June 30, 2024 were \$646.1 million, an increase of \$58.2 million or 9.9% from the prior year. The Authority generated \$472.5 million in cash during FY24 primarily as a result of increased business activity at aviation and maritime facilities. In addition, the Authority received \$17.8 million in expense reimbursements from federal COVID-19 funding from ARPA grant programs. The Authority used \$333.6 million in cash for capital project expenses (mainly to fund the Terminal E modernization and other runway improvement projects), debt service payments to bondholders, and other financing activities. The Authority also used \$98.5 million in cash to purchase investments that will fund future operating activities and capital payments.

Contacting the Authority's Financial Management

For additional information concerning the Authority and the Retirement System, please see the Authority's website, www.massport.com. Financial information can be found by clicking on "Business" from the home page and then selecting "Finance". The Authority's executive offices are located at One Harborside Drive, Suite 200S, East Boston, Massachusetts 02128, and the main telephone number is (617) 568-5000. Questions may be directed to John P. Prankevicius, CPA, Director of Administration and Finance, and Secretary-Treasurer for the Massachusetts Port Authority.

MASSACHUSETTS PORT AUTHORITY

Statements of Net Position

Proprietary Fund Type – Enterprise Fund

June 30, 2025 and 2024

(in thousands)

	2025	2024
Assets		
Current assets:		
Cash and cash equivalents	\$ 334,646	\$ 227,191
Investments	273,707	297,408
Restricted cash and cash equivalents	407,848	418,895
Restricted investments	469,852	439,335
Accounts receivable		
Trade, net	106,541	90,558
Lease receivable	39,742	40,837
Grants receivable	54,862	20,550
Total receivables (net)	201,145	151,945
Prepaid expenses and other assets	16,851	14,834
Total current assets	1,704,049	1,549,608
Noncurrent assets:		
Investments	562,969	654,256
Restricted investments	768,345	666,440
Lease receivable	2,124,148	2,138,617
Accrued lease Interest receivable	59,726	52,506
Prepaid expenses and other assets	4,689	4,008
Capital assets-not being depreciated	745,942	434,039
Capital assets-being depreciated-net	3,873,905	4,000,060
Total noncurrent assets	8,139,724	7,949,926
Total assets	9,843,773	9,499,534
Deferred outflows of resources		
Deferred loss on refunding of bonds	6,395	7,689
Pension related	55,332	74,069
OPEB related	3,765	18,934
Total deferred outflows of resources	65,492	100,692
Liabilities		
Current liabilities:		
Accounts payable and accrued expenses	318,612	215,687
Compensated absences	1,280	1,184
Contract retainage	14,331	16,388
Current portion of long term debt	88,815	99,264
Accrued interest on bonds payable	55,728	60,064
Accrued interest on leases payable	7,556	5,294
Lease and subscription liability	10,498	10,310
Unearned revenues	7,606	6,246
Total current liabilities	504,426	414,437
Noncurrent liabilities:		
Accrued expenses	28,985	29,985
Compensated absences	16,371	15,151
Net pension liability	57,878	61,124
Net OPEB liability	33,708	57,360
Contract retainage	5,406	2,674
Long-term debt, net	2,695,901	2,904,182
Long term lease and subscription liability	201,034	205,140
Unearned revenues	391	272
Total noncurrent liabilities	3,039,674	3,275,888
Total liabilities	3,544,100	3,690,325
Deferred inflows of resources		
Deferred gain on refunding of bonds	17,024	19,234
Lease related	2,101,487	2,146,245
Pension related	12,731	20,466
OPEB related	21,458	24,189
Total deferred inflows of resources	2,152,700	2,210,134
Net position		
Net investment in capital assets	1,455,502	1,155,226
Restricted		
Bond funds	314,316	315,540
Project funds	864,912	772,253
Passenger facility charges	239,213	202,533
Customer facility charges	116,067	89,045
Other purposes	47,299	44,605
Total restricted	1,581,807	1,423,976
Unrestricted	1,175,156	1,120,565
Total net position	\$ 4,212,465	\$ 3,699,767

The accompanying notes are an integral part of these financial statements.

MASSACHUSETTS PORT AUTHORITY

Statements of Revenues, Expenses, and Changes in Net Position

Proprietary Fund Type – Enterprise Fund

Years ended June 30, 2025 and 2024

(in thousands)

	<u>2025</u>	<u>2024</u>
Operating revenues:		
Aviation rentals	\$ 427,542	\$ 374,035
Aviation parking	217,724	213,574
Aviation shuttle bus	29,252	25,601
Aviation fees	219,435	203,790
Aviation concessions	191,975	183,123
Aviation operating grants and other	168	4,097
Maritime fees, rentals and other	99,030	95,814
Real estate fees, rents and other	48,617	47,368
Total operating revenues	<u>1,233,743</u>	<u>1,147,402</u>
Operating expenses:		
Aviation operations and maintenance	424,503	374,417
Maritime operations and maintenance	79,262	70,010
Real estate operations and maintenance	17,151	18,051
General and administrative	80,578	74,275
Payments in lieu of taxes	26,197	25,901
Pension and other post-employment benefits	21,654	8,319
Other	16,380	16,157
Total operating expenses before depreciation and amortization	<u>665,725</u>	<u>587,130</u>
Depreciation and amortization	<u>378,960</u>	<u>359,759</u>
Total operating expenses	<u>1,044,685</u>	<u>946,889</u>
Operating income	<u>189,058</u>	<u>200,513</u>
Nonoperating revenues and (expenses):		
Passenger facility charges	86,570	84,262
Customer facility charges	33,854	33,158
Lease interest income	45,269	43,106
Investment income on investments	102,711	96,127
Net increase (decrease) in the fair value of investments	41,513	35,087
Settlement of claims	—	888
Other revenues	21,950	12,180
Gain on sale of equipment / property	431	35
Interest expense on leases	(4,005)	(3,881)
Interest expense on financing	<u>(87,836)</u>	<u>(111,738)</u>
Total nonoperating revenues, net	<u>240,457</u>	<u>189,224</u>
Increase in net position before capital contributions	429,515	389,737
Capital contributions	<u>83,183</u>	<u>90,524</u>
Increase in net position	512,698	480,261
Net position, beginning of year	<u>3,699,767</u>	<u>3,219,506</u>
Net position, end of year	<u>\$ 4,212,465</u>	<u>\$ 3,699,767</u>

The accompanying notes are an integral part of these financial statements.

MASSACHUSETTS PORT AUTHORITY
 Statements of Cash Flows
 Proprietary Fund Type – Enterprise Fund
 Years ended June 30, 2025 and 2024
 (in thousands)

	2025	2024
Cash flows from operating activities:		
Cash received from customers and operating grants	\$ 1,170,074	\$ 1,074,979
Payments to vendors	(405,649)	(413,408)
Payments to employees	(216,351)	(151,005)
Payments in lieu of taxes	(26,197)	(25,901)
Other post-employment benefits	(9,291)	(12,131)
Net cash provided by operating activities	<u>512,586</u>	<u>472,534</u>
Cash flows from noncapital financing activities:		
Cash received from ARPA Acts Airport Relief fund	—	17,754
Net cash provided by noncapital financing activities	<u>—</u>	<u>17,754</u>
Cash flows from capital and related financing activities:		
Proceeds from leases interest income	38,049	32,998
Interest paid on leases	(1,743)	(1,731)
Acquisition and construction of capital assets	(446,110)	(352,734)
Right to use assets	(11,855)	(13,325)
Proceeds from Bosfuel and Other project contributions	21,308	11,500
Principal payments on defeased debt	(110,400)	—
Interest paid on bonds and notes	(117,038)	(122,683)
Principal payments on long-term debt	(84,380)	(81,605)
Proceeds from passenger facility charges	86,555	83,691
Proceeds from customer facility charges	33,781	32,976
Proceeds from capital contributions	48,450	76,365
Settlement of claims	—	888
Proceeds from sale of equipment	431	70
Net cash used in capital and related financing activities	<u>(542,952)</u>	<u>(333,590)</u>
Cash flows from investing activities:		
Purchases of investments	(967,676)	(1,043,179)
Sales of investments	998,977	857,950
Realized (loss) gain on sale of investments	(36)	(102)
Interest received on investments	95,509	86,840
Net cash provided by (used in) investing activities	<u>126,774</u>	<u>(98,491)</u>
Net increase in cash and cash equivalents	96,408	58,207
Cash and cash equivalents, beginning of year	646,086	587,879
Cash and cash equivalents, end of year	<u>\$ 742,494</u>	<u>\$ 646,086</u>
Reconciliation of operating income to net cash provided by operating activities:		
Cash flows from operating activities:		
Operating income	\$ 189,058	\$ 200,513
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	378,960	359,759
Changes in operating assets and liabilities:		
Trade receivables	(45,204)	(42,930)
Prepaid expenses and other assets	(1,143)	(2,366)
Accounts payable and accrued expenses	(10,913)	(23,438)
Net pension liability and deferred inflows/outflows	7,754	(3,530)
Net OPEB liability and deferred inflows/outflows	(8,732)	(11,735)
Compensated absences	1,316	1,347
Unearned revenue	1,490	(5,086)
Net cash provided by operating activities	<u>\$ 512,586</u>	<u>\$ 472,534</u>
Noncash investing activities:		
Net increase (decrease) in the fair value of investments	<u>\$ 1,953</u>	<u>\$ (39,580)</u>

The accompanying notes are an integral part of these financial statements.

MASSACHUSETTS PORT AUTHORITY

Statements of Fiduciary Net Position

Fiduciary Funds

June 30, 2025 and 2024

(in thousands)

	Pension and Retiree Benefit Trust Funds	
	2025	2024
Assets:		
Cash and cash equivalents	\$ 1,849	\$ 9,911
Investments, at fair value:		
Common stocks	14,657	13,952
Commingled funds:		
Domestic equity	355,773	315,490
Fixed income	314,537	285,600
Opportunistic credit	48,979	45,693
International equity	313,403	290,985
Private real estate	75,871	82,369
Private debt	8,489	8,581
Private equity	102,575	97,670
Total investments, at fair value	<u>1,234,284</u>	<u>1,140,340</u>
Receivables:		
Plan member contributions	671	388
Accrued interest and dividends	21	22
Other state retirement plans	2,854	2,662
Receivable for securities sold	—	26
Other	113	94
Total receivables	<u>3,659</u>	<u>3,192</u>
Right of use asset	<u>1,326</u>	<u>78</u>
Total assets	<u>1,241,118</u>	<u>1,153,521</u>
Liabilities:		
Payables to other state retirement plans	822	1,297
Other payables	740	885
Lease liability	<u>1,346</u>	<u>79</u>
Total liabilities	<u>2,908</u>	<u>2,261</u>
Net position:		
Restricted for:		
Pensions	892,109	838,594
Postemployment benefits other than pensions	<u>346,101</u>	<u>312,666</u>
Total net position	<u>\$ 1,238,210</u>	<u>\$ 1,151,260</u>

The accompanying notes are an integral part of these financial statements.

MASSACHUSETTS PORT AUTHORITY
 Statements of Change in Fiduciary Net Position
 Fiduciary Fund
 Years ended June 30, 2025 and 2024
 (in thousands)

	Pension and Retiree Benefit Trust Funds	
	2025	2024
Additions:		
Contributions:		
Plan members	\$ 16,076	\$ 13,656
Plan sponsor	22,620	23,570
Total contributions	<u>38,696</u>	<u>37,226</u>
Intergovernmental:		
Transfers from other state retirement plans	1,629	1,503
Section 3(8)(c) transfers, net	1,347	598
Net intergovernmental	<u>2,976</u>	<u>2,101</u>
Investment earnings:		
Interest and dividends	43,535	26,032
Net appreciation in fair value of investments	71,488	112,847
Less management and related fees	(3,556)	(3,426)
Net investment earnings/(losses)	<u>111,467</u>	<u>135,453</u>
Total deductions/additions	<u>153,139</u>	<u>174,780</u>
Deductions:		
Retirement benefits	62,890	60,027
Withdrawals by inactive members	942	657
Transfers to other state retirement plans	579	408
Administrative expenses	1,778	1,661
Total deductions	<u>66,189</u>	<u>62,753</u>
Net increase in fiduciary net position	<u>86,950</u>	<u>112,027</u>
Net position - beginning of year	<u>1,151,260</u>	<u>1,039,233</u>
Net position - end of year	<u>\$ 1,238,210</u>	<u>\$ 1,151,260</u>

The accompanying notes are an integral part of these financial statements.

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

1. Summary of Significant Accounting Policies and Practices Reporting Entity

The Massachusetts Port Authority (the “Authority”) is a body politic and corporate and a public instrumentality of The Commonwealth of Massachusetts (the “Commonwealth”) created and existing pursuant to Chapter 465 of the Acts of 1956, as amended, (the “Enabling Act”). The Authority controls, operates and manages Boston-Logan International Airport (“Logan Airport”), Laurence G. Hanscom Field, Worcester Regional Airport, the Port of Boston and other facilities in the Port of Boston.

The Authority has no stockholders or equity holders, and the Authority’s financial statements are not a component unit of the Commonwealth’s financial statements. The provisions of the Enabling Act and the Trust Agreement, dated as of August 1, 1978 as amended and supplemented (the “1978 Trust Agreement”), between the Authority and U.S. Bank Trust Company, National Association (as successor in interest to State Street Bank and Trust Company), as trustee (the “Trustee”), the Passenger Facility Charges (“PFC”) Depositary Agreement dated July 3, 2017 (the “PFC Depositary Agreement”), between the Authority and The Bank of New York Mellon, as custodian (the “PFC Custodian”), and the Customer Facility Charges (“CFC”) Revenue Bond Trust Agreement dated May 18, 2011, as amended and supplemented (the “CFC Trust Agreement”), between the Authority and U.S. Bank Trust Company, National Association, as trustee (the “CFC Trustee”), govern all funds, with limited exceptions, received by the Authority pursuant to the Enabling Act.

In April 1981, the Authority adopted a retiree benefit plan whereby the Authority assumed the full cost of group health insurance including basic life insurance, dental insurance and catastrophic illness coverage to those retirees and surviving spouses (and qualifying dependents) who have retired under the Authority’s retirement system (collectively referred to as the “OPEB Plan”). In June 2008, the Authority created the Retiree Benefits Trust (the “RBT” or the “Trust”) to fund its OPEB Plan obligations. It was established as an irrevocable governmental trust under Section 115 of the Internal Revenue Code. In no event shall any part of the principal or income of the RBT be paid or revert back to the Authority or be used for any purpose whatsoever other than for the exclusive benefit of retirees and their beneficiaries. In June 2009 and May 2016, the Members of the Authority (the “Board”) made changes to the OPEB Plan benefits to be paid by the Authority for certain existing and future retirees. For additional details, see Note 7.

Basis of Accounting

The Authority’s business-type activities are accounted in a manner similar to that often utilized in the private sector. The Authority’s financial statements are presented in the form of a business-type activity related to owning and operating the airports and other facilities in the Port of Boston and fiduciary activities related to a pension and retiree benefits trust fund. The Authority’s financial statements are prepared using the accrual basis of accounting and the economic resources measurement focus in accordance with U.S. generally accepted accounting principles (“GAAP”).

Revenues from airlines, rentals, parking fees, tolls and concessions are reported as operating revenues. Capital contributions, PFCs, CFCs and financing or investing related transactions are

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

reported as non-operating revenues and expenses. All expenses related to operating the Authority's facilities are reported as operating expenses.

Accounting per Applicable Trust Agreements

Under the 1978 Trust Agreement, cash of the Authority is deposited daily into the Revenue Fund established pursuant to the 1978 Trust Agreement and is transferred to the cash concentration account. All such revenues are then transferred to the various funds established pursuant to the 1978 Trust Agreement. After providing for operating expenses, including pension expense and transfers to the self-insurance account, cash revenues are then transferred to the Bond Service Account, to be applied to debt service on any outstanding revenue bonds, the Maintenance Reserve Fund, the Payment In Lieu of Taxes Fund, the Capital Budget Fund, if applicable, and finally, the Improvement and Extension Fund.

CFC revenue is deposited in the CFC Revenue Fund established pursuant to the CFC Trust Agreement and is utilized to pay debt service on CFC Special Facilities Bonds as required in the CFC Trust Agreement. Any remaining funds are transferred to the CFC Stabilization Fund.

See Note 2 for a reconciliation between the increase in net position as calculated per GAAP and net revenues as calculated per accounting practices prescribed by the 1978 Trust Agreement.

a) *Net Position*

The Authority follows the "business type" activity requirements of GASB Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments*, as amended, which requires that resources be classified for accounting and reporting purposes into the following three business-type activity net position components:

- Net investment in capital assets: Capital assets, net of accumulated depreciation and outstanding principal balances of debt and the deferred outflows / inflows of resources attributable to the acquisition, construction or improvement of those assets.
- Restricted: Net position of assets whose use by the Authority is subject to externally imposed stipulations that can be fulfilled by actions of the Authority pursuant to those stipulations or that expire by the passage of time. Such assets include the Bond funds and the Project funds held pursuant to the 1978 Trust Agreement, the PFC Depositary Agreement, the CFC Trust Agreement, the self-insurance fund and other funds are held by the Authority to ensure responsible stewardship and adherence to contractual or regulatory obligations. These funds are typically linked to capital projects or initiatives supported by external funding sources.
- Unrestricted: Net position of assets that are not subject to externally imposed stipulations. Net amounts of assets, deferred outflows of resources, liabilities and deferred inflows of resources not included in the determination of net investment in capital assets or restricted components of net position. Unrestricted net position may be designated for specific purposes by action of management or the Board or may otherwise be limited by

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

contractual agreements with outside parties. When both restricted and unrestricted resources are available for a particular restricted use, it is the Authority's policy to use restricted resources first, and then unrestricted resources as needed.

b) Deferred outflows/inflows of resources

In addition to assets, the Statement of Net Position reports a separate section for deferred outflows of resources, which represents a consumption of net assets that applies to future periods and will be recognized as an outflow of resources (expense) in a future period. At June 30, 2025 and 2024, the Authority recognized deferred outflows for debt refundings, the pension plan, and other post-employment benefits ("OPEB").

In addition to liabilities, the Statement of Net Position reports a separate section for deferred inflows of resources, which represents an acquisition of net assets that applies to future periods and will be recognized as an inflow of resources (revenue) in a future period. At June 30, 2025 and 2024, the Authority recognized deferred inflows for debt refundings, the pension plan, OPEB and leases related inflows of resources.

Deferred outflows and inflows of resources for debt refundings are amortized over the shorter maturity of the refunded or the refunding debt. The pension and OPEB deferred inflows and outflows related to the difference between expected and experience and assumption changes in assumptions are recognized in pension and OPEB expense using a systematic and rational method over a closed period equal to the average of the expected remaining service lives of all employees that are provided with pension and OPEB through the plans. The pension and OPEB deferred inflows and outflows related to the difference between projected and actual earnings are recognized in pension and OPEB expense using a systematic and rational method over a closed five-year period. Leases with respect to which the Authority is the lessor are recorded as deferred inflows until the resources become available in the applicable reporting period.

c) Cash and Cash Equivalents

For purposes of the statements of cash flows, the Authority considers all highly liquid investments, including restricted assets, with an original maturity date of 30 days or less to be cash equivalents.

d) Investments

Investments with a maturity date exceeding one year are reported at fair value. Changes in the fair value of investments are recognized in the financial statements as net increase (decrease) in the fair value of investments. Investments with a maturity date within one year are carried at amortized cost, which approximates fair value. Nonparticipating interest-earning contracts, including certificates of deposit and guaranteed investment contracts, are carried at cost. Fair value is determined based on quoted market prices. For the fiscal years ended June 30, 2025 and 2024, the Authority recognized unrealized gains of \$41.5 million and \$35.1 million, respectively, in net increase in the fair value of investments.

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e) *Restricted Cash and Investments*

Certain cash, cash equivalents and investments are restricted for use by the 1978 Trust Agreement, the PFC Depositary Agreement, the CFC Trust Agreement, and other external requirements. These amounts have been designated primarily for expenditures related to future construction or asset acquisitions, debt service and debt service reserves.

f) *Capital Assets*

Capital assets are recorded at cost and include land, land improvements, buildings, machinery and equipment, runways, roadways and other paving and non-maintenance dredging. Such costs include, where appropriate, capitalized interest and related legal costs. The costs of normal upkeep, maintenance, maintenance dredging and repairs are not capitalized.

The capitalization threshold is noted below:

Asset Category	Dollar Threshold
Buildings	\$ 10,000
Machinery & Equipment	5,000
Equipment Repair/Overhaul (Major)	25,000
Runway, Roadways & Other Paving	50,000
Land Improvements	50,000
Right of use	5,000

g) *Depreciation*

The Authority provides for depreciation using the straight-line method. Assets placed in service are depreciated based on a quarterly convention and depreciation expense is determined during the quarter in which the asset is placed into service. Depreciation is intended to distribute the cost of depreciable properties over the following estimated useful lives:

Asset Category	Years
Buildings	25
Air rights	10 to 25
Runways (original construction)	25
Other airfield paving	12
Roadway	25
Roadway-landscaping	10
Dredging	15
Machinery and equipment	5 to 10
Right of use assets	2 to 100

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h) Other Assets and Prepaid Items

Other assets consist of certain payments to vendors reflecting costs applicable to future accounting periods and are recorded as prepaid items in the financial statements.

i) Amortization

Revenue bond premiums and discounts are deferred and amortized on a straight-line basis over the term of the bonds, as this approximates the effective interest method. Unamortized amounts are presented as a (reduction) addition of the face amount of bonds payable.

The difference between the reacquisition price and net carrying amount of defeased bonds is amortized on the straight-line method over the shorter of the maturity of the new debt or the defeased debt and is recorded as deferred inflows/outflows of resources on the statement of net position.

j) Revenue Recognition

The Authority recognizes revenues in accordance with GASB Statement No. 34 and other applicable guidance, when earned and measurable. The following identifies the Authority major revenue categories.

Aviation rental revenues from terminal, non-terminal, and ground leases are recognized based on contractual space provided over the term of the associated lease, using a Board-approved, cost-recovery fee structure in agreement with the airlines.

Aviation parking revenues from on- and off-airport operations are recognized at the point in time when services are rendered.

Aviation shuttle bus revenues include on-airport services, recognized based on per-passenger fees from rental car operators under a Board-approved cost-recovery model in agreement with the rental car companies and off-airport services recognized from Logan Express ticket sales and passes as services are rendered.

Aviation fees and services, including landing fees, aircraft parking, and fueling, are recognized when facilities are used or services provided. Landing fees are based on landed weight and follow the Board-approved cost-recovery structure in agreement with the airlines.

Aviation concession revenues are recognized based on the greater of minimum guarantees or a percentage of tenant-reported gross revenues from retail, rental car, and ground transportation providers.

Maritime fees, rents and other include revenues from auto, container, cruise, and seafood operations. Auto revenues are recognized based on the amount of ground lease and sublease percentage rent received from the Boston Autoport tenant. Container revenues are recognized when services such as lifts, stevedoring, yard handling, and tariff-related activities are performed, based on negotiated and Board approved rates and volumes. Cruise

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revenues are recognized based on passenger activity and Board-approved rates at Flynn Cruiseport Boston. Seafood business line revenues are recognized through space and ground rent, commission payments, user fees, utility charges and parking.

Real estate fees, rents and other include revenues from ground leases, license fees, district service fees, and parking on Authority-owned properties recognized over the lease or service period.

Unearned revenue consists of advance payments for future rents or services and is recognized over the applicable period.

Accounts receivable are reported at net realizable value. Allowances for doubtful accounts totaled \$2.5 million and \$2.9 million as of June 30, 2025 and 2024, respectively.

k) Leases

As Lessee:

The Authority is a lessee for non-cancellable leases of land, buildings, equipment and another party's information technology (IT) software or subscription-based information technology arrangements (SBITAs). The Authority recognizes a lease liability and an intangible right-to-use lease assets (lease asset) in the financial statements. The Authority recognizes lease liabilities with an initial, individual value of \$5,000 or more.

Lease liabilities are initially recognized at the lease commencement date based on the present value of future lease payments to be made by the Authority over the lease term. The estimated payments are discounted using the Authority's estimated incremental borrowing rate. The lease term includes the non-cancellable period of the lease. The lease liability is subsequently reduced by the principal portion of lease payments made. Lease liabilities are reported on the statements of net position.

Lease assets are recognized at the lease commencement date and represent the Authority's right to use an underlying asset for the lease term. Lease assets are initially measured at the initial value of the lease liability, adjusted for lease payments made at or before the lease commencement date and initial direct costs. The lease asset is subsequently amortized on a straight-line basis over its useful life. Lease assets are reported with capital assets on the statements of net position.

The Authority monitors changes in circumstances that would require a remeasurement of its lease and remeasures its lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability. The Authority monitors changes in SBITA agreements for circumstances that would change its lease liability and Right to Use Asset. See Note 8.

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As Lessor:

The Authority is a lessor for non-cancellable leases of buildings, land, and other capital assets. The Authority recognizes a lease receivable and a deferred outflow of resources in the statement of net position.

At the commencement of the lease, the Authority initially measures the lease receivable at the present value of lease payments expected to be received from lessees over the lease term. The estimated payments are discounted using the Authority's estimated incremental borrowing rate. The lease term includes the non-cancellable period of the lease. Lease receivables are subsequently 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. Deferred lease inflows are recognized as revenue over the lease term on a straight-line basis.

The Authority monitors changes in circumstances that would require a remeasurement of its leases and remeasures its lease receivable and deferred inflows if certain changes occur that are expected to significantly affect the amount of the lease receivable. See Note 8.

l) Passenger Facility Charges

In 1993, the Authority received initial approval from the Federal Aviation Administration ("FAA") to impose a \$3.00 PFC to be collected from every eligible passenger at Logan Airport. PFCs collected by the Authority can be used for capital projects determined by the FAA to be eligible in accordance with the Aviation Safety and Capacity Expansion Act of 1990. Effective October 1, 2005, the Authority received approval from the FAA to increase the PFC collection to \$4.50. All PFC's collected by the Authority are deposited under the PFC Depositary Agreement with the PFC Custodian.

Pursuant to the 1978 Trust Agreement, commencing in fiscal year 2020, the Authority is authorized to approve a resolution or resolutions that designate specified PFC revenues as Available Funds, and, to the extent approved by the FAA, such amount would then be used to pay debt service on specific Series of Bonds. The Authority expects, to the extent approved by the FAA, to designate in each annual budget certain PFCs as Available Funds to pay a portion of the debt service on certain outstanding Series of Bonds.

At June 30, 2025, the Authority's collection authorization and total use approval pertaining to certain approval of capital investments is \$2.46 billion. Through June 30, 2025, the Authority had cumulative PFC cash collections of \$1.72 billion, including interest thereon. The Authority had cumulative PFC expenditures of \$1.50 billion on the FAA approved PFC airport projects.

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Revenues derived from the collection of PFCs are recognized on the accrual basis, based on the month the charges were levied and collected by the airlines. Due to their restricted use, PFCs are categorized as non-operating revenues. The Authority recognized \$86.6 million and \$84.3 million in PFC revenue for the fiscal years ended June 30, 2025 and 2024, respectively.

m) Customer Facility Charges

Effective December 1, 2008, the Board established a CFC of \$4.00 per transaction day for rental cars that originated out of Logan Airport. Effective December 1, 2009, this charge was increased to \$6.00 per transaction day. The proceeds of the CFC are being used to finance and maintain the Rental Car Center (the "RCC") and associated bus purchases. Revenues derived from the collection of CFCs are recognized on the accrual basis, based on the month the charges were levied and collected by the rental car companies. Due to their restricted use, CFCs are categorized as non-operating revenues. Pursuant to the CFC Trust Agreement, the Authority issued two series of Special Facilities Revenue Bonds in June 2011 (the "Series 2011 Bonds or CFC Bonds"). The Series 2011 Bonds were issued for the purpose of providing funds sufficient, together with other available funds of the Authority, to finance the development and construction of the RCC and related improvements at Logan Airport, fund certain deposits to the Debt Service Reserve Fund and the Supplemental Reserve Fund, and pay certain costs of issuance of the Series 2011 Bonds. The Series 2011 Bonds and any additional bonds that may be issued under the CFC Trust Agreement on parity with the Series 2011 Bonds are secured by CFC Pledged Revenues and by Contingent Rent, if any, payable by the rental car companies and other funds. The Series 2011 Bonds are not secured by any other revenues of the Authority. For additional information on the Series 2011 Bonds, see Note 5.

The Authority recognized \$33.9 million and \$33.2 million in CFC revenue for the fiscal years ended June 30, 2025 and 2024, respectively. For the years ended June 30, 2025 and 2024 there were \$105.5 million and \$110.7 million of CFC bonds outstanding, respectively.

n) Capital Contributions

The Authority receives capital contributions from various federal agencies and the Commonwealth in support of specific operational programs and its Capital Program. Grant revenues are recognized as related expenditures are incurred and all eligibility requirements are met. Grants for capital asset acquisition, facility development, runway/airfield rehabilitation and long-term planning are reported as capital contributions. Capital contributions are reported in the Statement of Revenues, Expenses and Changes in Net Position after non-operating revenues and expenses and their use is restricted. In fiscal years 2025 and 2024, the Authority recognized \$83.2 million and \$90.5 million of capital contributions, respectively. The 2025 and the 2024 capital contributions were generated primarily from reimbursements under the Bipartisan Infrastructure Law Grant program, the FAA AIP grant program, the Federal Emergency Management Agency, the United States Maritime Administration and the Environmental Protection Agency.

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o) Compensated Absences

The Authority accrues for vacation and sick pay liabilities when they are earned by the employee. The liability for vested vacation and sick pay is reflected in the accompanying statements of net position as compensated absences. The current portion of compensated absences was estimated at \$1.3 million at June 30, 2025 and \$1.2 million at June 30, 2024.

The table below presents the Authority's compensated absences activity at June 30, 2025 and 2024 and for the years then ended (in thousands):

Compensated absences-vacation and sick pay liability				
Balance June 30, 2024	Additions	Reductions	Balance June 30, 2025	Net due within one year
\$ 16,335	\$ 20,341	\$ 19,025	\$ 17,651	\$ 1,280
Balance June 30, 2023	Additions	Reductions	Balance June 30, 2024	Net due within one year
\$ 14,989	\$ 19,370	\$ 18,024	\$ 16,335	\$ 1,184

p) Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Massachusetts Port Authority Employees Retirement System (the "Plan") and additions to/deductions from Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. 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 additional information on the Plan, see Note 6.

q) Postemployment Benefits Other Than Pensions (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Massachusetts Port Authority Retiree Benefits Trust (the "Trust") and additions to, and deductions from, the Trust's fiduciary net position have been determined on the same basis as they are reported by the Trust. For this purpose, the Trust recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value. For additional information on OPEB, see Note 7.

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r) *Type of Fiduciary Fund*

Pension and Other Employee Benefits Trust Funds report resources that are required to be held in trust for the members and beneficiaries of the Authority's defined benefit retirement plan and OPEB plan. Information reported for the plans was obtained from the audited financial statements prepared by each of the plans. The financial information obtained from the plans was for the years ended December 31, 2024 and 2023. These plans are considered fiduciary component units of the Authority and reported as fiduciary funds.

s) *Use of Estimates*

The preparation of financial statements in conformity with GAAP 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 and the reported amounts of revenues and expenditures during the reporting period. Actual results could differ from those estimates.

t) *New Accounting Pronouncements Recently Adopted*

GASB Statement No. 102, *Certain Risk Disclosures*, was issued in December 2023 and adopted by the Authority in the current year. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. As part of its adoption of GASB 102, management has not identified any material concentrations in revenues, expenditures, labor forces, suppliers, or other resources that expose the entity to a heightened level of risk. Additionally, there are no material legal, contractual or other constraints that significantly limit the entity's ability to access assets, manage liabilities, or conduct operations in the normal course of business. Accordingly, no additional disclosures related to concentrations or constraints are required under GASB No.102.

u) *Accounting Pronouncements Issued But Not Yet Adopted*

GASB Statement No. 103, *Financial Reporting Model Improvements*, was issued in April 2023. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement also addresses certain application issues.

Management's Discussion and Analysis:

This Statement continues the requirement that the basic financial statements be preceded by management's discussion and analysis (MD&A), which is presented as required supplementary information (RSI). MD&A provides an objective and easily readable analysis of the government's financial activities based on currently known facts, decisions,

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or conditions and presents comparisons between the current year and the prior year. This Statement requires that the information presented in the MD&A be limited to the related topics discussed in five sections: (1) Overview of the Financial Statements, (2) Financial Summary, (3) Detailed Analyses, (4) Significant Capital Asset and Long-Term Financing Activity, and (5) Currently Known Facts, Decisions, or Conditions. Furthermore, this Statement stresses that the detailed analyses should explain why balances and results of operations changed rather than simply presenting the amounts or percentages by which they changed. This Statement emphasizes that the analysis provided in MD&A should avoid unnecessary duplication by not repeating explanations that may be relevant to multiple sections and that “boilerplate” discussions should be avoided by presenting only the most relevant information, focused on the primary government. In addition, this Statement continues the requirement that information included in MD&A distinguish between that of the primary government and its discretely presented component units.

Unusual or Infrequent Items:

This Statement describes unusual or infrequent items as transactions and other events that are either unusual in nature or infrequent in occurrence. Furthermore, governments are required to display the inflows and outflows related to each unusual or infrequent item separately as the last presented flow(s) of resources prior to the net change in resource flows in the government-wide, governmental fund, and proprietary fund statements of resource flows.

Presentation of the Proprietary Fund Statement of Revenues, Expenses, and Changes in Fund Net Position:

This Statement requires that the proprietary fund statement of revenues, expenses, and changes in fund net position continue to distinguish between operating and nonoperating revenues and expenses. Operating revenues and expenses are defined as revenues and expenses other than nonoperating revenues and expenses. Nonoperating revenues and expenses are defined as (1) subsidies received and provided, (2) contributions to permanent and term endowments, (3) revenues and expenses related to financing, (4) resources from the disposal of capital assets and inventory, and (5) investment income and expenses.

In addition to the subtotals currently required in a proprietary fund statement of revenues, expenses, and changes in fund net position, this Statement requires that a subtotal for operating income (loss) and noncapital subsidies be presented before reporting other nonoperating revenues and expenses. Subsidies are defined as (1) resources received from another party or fund (a) for which the proprietary fund does not provide goods and services to the other party or fund and (b) that directly or indirectly keep the proprietary fund's current or future fees and charges lower than they would be otherwise, (2) resources provided to another party or fund (a) for which the other party or fund does not

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provide goods and services to the proprietary fund and (b) that are recoverable through the proprietary fund's current or future pricing policies, and (3) all other transfers.

Major Component Unit Information:

This Statement requires governments to present each major component unit separately in the reporting entity's statement of net position and statement of activities if it does not reduce the readability of the statements. If the readability of those statements would be reduced, combining statements of major component units should be presented after the fund financial statements.

Budgetary Comparison Information:

This Statement requires governments to present budgetary comparison information using a single method of communication - RSI. Governments also are required to present (1) variances between original and final budget amounts and (2) variances between final budget and actual amounts. An explanation of significant variances is required to be presented in notes to RSI.

The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter.

The Authority is in the process of evaluating the impact of its adoption on the financial statements.

GASB Statement No. 104, *Disclosure of Certain Capital Assets*, was issued in September 2024. The objective of this Statement is to provide users of government financial statements with essential information about certain types of capital assets requiring certain types of capital assets, including leases and SBITAs to be disclosed separately in the capital assets note disclosures required by Statement 34.

The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter.

The Authority is in the process of evaluating the impact of its adoption on the financial statements.

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2. Reconciliation between increase in business-type activities net position as calculated under GAAP and net revenues as calculated under accounting practices prescribed by the 1978 Trust Agreement

Presented below are the calculations of the net revenues of the Authority under the 1978 Trust Agreement. Net revenue calculated based on the 1978 Trust Agreement is used in determining the Authority's compliance with the debt service coverage ratio (in thousands).

	<u>2025</u>	<u>2024</u>
Increase in Net Position per GAAP	\$ 512,698	\$ 480,261
Additions:		
Depreciation and amortization	378,960	359,759
Interest expense	87,836	111,738
Payments in lieu of taxes	26,197	25,901
Net (increase) / decrease in the fair value of investments	(41,552)	(35,087)
Interest expense on Leases	4,005	3,881
Less:		
OPEB (income), net	(8,732)	(11,735)
Pension expense / (income), net	7,754	(3,530)
Passenger facility charges	(86,570)	(84,262)
Customer facility charges	(33,854)	(33,158)
Self insurance expense / (income), net	181	(9,588)
Capital grant revenue	(83,183)	(90,524)
Loss (gain) on sale of equipment	(431)	(35)
Other operating revenues / (expenses), net	(2,638)	(6,142)
Other non-operating revenues / expenses, net	(21,950)	(12,180)
Lease interest income	(45,269)	(43,106)
Investment income	(21,440)	(19,791)
Net Revenue per the 1978 Trust Agreement	\$ <u>672,012</u>	\$ <u>632,402</u>

Total net revenues, as defined by the 1978 Trust Agreement, pledged for the repayment of bonds issued under the 1978 Trust Agreement were \$672.0 million and \$632.4 million for the years ended June 30, 2025 and 2024, respectively.

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3. Deposits and Investments**Enterprise Fund:**

The Authority's investments are made in accordance with the provisions of the 1978 Trust Agreement, the PFC Depositary Agreement and the CFC Trust Agreement along with the investment policy adopted by the Board (the "Investment Policy"). The goals of the Investment Policy are, in order of importance, to preserve capital, to provide liquidity and to generate interest income.

As of June 30, 2025 and 2024, all investments were held on behalf of the Authority by the Trustee, the PFC Custodian, the CFC Trustee or custodians in the Authority's name. The 1978 Trust Agreement, the PFC Depositary Agreement and the CFC Trust Agreement require that securities collateralizing repurchase agreements must continuously have a fair value at least equal to the cost of the agreement plus accrued interest.

The Authority's structured investments are in the form of a guaranteed investment contract ("GIC") and are fully collateralized. These investments provide for scheduled principal payments equaling the interest rate previously agreed to between the Authority and the provider of the guaranteed investment contract.

The total accumulated unrealized gain or loss due to the changes in fair value of investments related to investments with maturities in excess of one year was a gain of approximately \$2.0 million and a loss of approximately \$39.6 million for the year ended June 30, 2025 and June 30, 2024, respectively.

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The following summarizes the Authority's cash and cash equivalents and investments by type held at June 30, 2025 and 2024 (in thousands):

2025	Credit Rating (1)	Cost	Fair Value	Effective Duration
Massachusetts Municipal Depository Trust (6)	Not rated	\$ 673,156	\$ 673,156	0.003
Federal Home Loan Bank	AA+ / Aa1 / NR	299,979	296,067	1.560
Federal Deposit Insurance Corporation	Unrated (2)	1,003	1,003	0.003
Federal Home Loan Mortgage Corp.	AA+ / Aa1 / AA+	145,708	146,380	2.036
Federal National Mortgage Association	AA+ / Aa1 / AA+	79,613	79,384	0.653
Federal Farm Credit	AA+ / Aa1 / AA+	282,791	285,527	3.490
Guaranteed Investment Contracts (GIC) (6)	AA+ / A1 / AA+ (4)	60,429	60,429	4.757
Cash Deposit	Unrated	3,278	3,278	0.003
Certificates of Deposit	N/A (3)	5,239	5,239	0.037
Commercial Paper	A-1 / P-1 / F1	262,338	262,338	0.205
Supranational	AAA / Aaa / AAA	28,919	28,933	1.496
Government Fund-Morgan Stanley / Wells Fargo	AAA / Aaa / AAA (5)	63,720	63,720	0.003
Municipal Bond	AA+ / Aa1 / AA	301,928	303,011	1.874
Money Market Funds	AAA / Aaa / AAA (5)	2,482	2,482	0.003
Corporate Bonds	AA / Aa2 / AA (7)	366,662	365,734	1.214
U.S. Treasury	AA+ / Aa1 / AA+	238,169	240,686	2.805
		<u>\$ 2,815,414</u>	<u>\$ 2,817,367</u>	
2024	Credit Rating (1)	Cost	Fair Value	Effective Duration
Massachusetts Municipal Depository Trust (6)	Not rated	\$ 602,505	\$ 602,505	0.003
Federal Home Loan Bank	AA+ / Aaa	312,875	300,107	0.502
Federal Deposit Insurance Corporation	Unrated (2)	1,004	1,004	0.003
Federal Home Loan Mortgage Corp.	AA+ / Aaa	192,075	188,159	1.099
Federal National Mortgage Association	AA+ / Aaa	64,165	61,734	0.235
Federal Farm Credit	AA+ / Aaa	179,221	177,795	0.519
Guaranteed Investment Contracts (GIC) (6)	AA+ / Aa3 (4)	58,086	58,086	5.513
Cash Deposit	Unrated	3,591	3,591	0.003
Certificates of Deposit	N/A (3)	5,170	5,170	0.033
Commercial Paper	A-1 / P-1	320,841	320,841	0.384
Supranational	AAA / Aaa	29,213	28,295	0.303
Government Fund-Morgan Stanley / Wells Fargo	AAA / Aaa (5)	36,378	36,378	0.003
Municipal Bond	AA+ / Aa1	290,546	285,854	1.838
Money Market Funds	AAA / Aaa (5)	2,608	2,608	0.003
Corporate Bonds	AA / Aa2 (7)	483,069	469,894	1.648
U.S. Treasury	AA+ / Aaa	161,758	161,504	2.433
		<u>\$ 2,743,105</u>	<u>\$ 2,703,525</u>	

1. The ratings are from S&P/Moody's/Fitch for 2025 and S&P/Moody's for 2024.

2. FDIC Insured Deposits Accounts.

3. Collateralized by Federal Agency Notes or Letter of Credit backed by each reserve. FY24 rating updated to N/A as CDs are not rated.

4. Underlying rating of GIC Issuer.

5. Average credit ratings of the money market value funds.

6. MMDT and GIC are carried at cost, which approximates fair value in the tables.

7. The Authority owns a diverse portfolio of U.S. dollar denominated corporate bonds, notes or other debt obligations issued or guaranteed by a domestic or foreign corporation, financial institution, non-profit or other entity rated in one of the three highest rating categories, without regard to gradations within such categories, by any two Nationally Recognized Statistical Rating Organizations. Credit ratings listed reflect weighted average ratings of corporate bond holdings.

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The table below presents the Authority's cash and cash equivalents and investments based on maturity date (in thousands):

	2025		2024	
	Cost	Fair Value	Cost	Fair Value
Securities maturing in 1 year or more	\$ 1,326,019	1,331,314	\$ 1,353,888	\$ 1,320,696
Securities maturing in less than 1 year	746,901	743,559	743,131	736,743
Cash and cash equivalents	742,494	742,494	646,086	646,086
	<u>\$ 2,815,414</u>	<u>\$ 2,817,367</u>	<u>\$ 2,743,105</u>	<u>\$ 2,703,525</u>

a) Credit Risk

Credit risk is the risk that the Authority will be negatively impacted due to the default of the security issuer or investment counterparty.

The Authority's 1978 Trust Agreement, PFC Depositary Agreement and CFC Trust Agreement each stipulate that, in addition to U.S. Treasury and government agency obligations, only certain highly rated securities are eligible investments, including bonds or obligations of any state or political subdivision thereof, rated in one of the two highest rating categories without regard to gradations within such categories, by any two Nationally Recognized Statistical Rating Organizations (NRSROs), commercial paper of a U.S. corporation, finance company or money market funds rated in the highest rating category, without regard to gradations within categories, by any two NRSROs; and investment contracts with banks whose long-term unsecured debt rating is in one of the two highest rating categories, without regard to gradation within such categories, by any two NRSROs. In addition, U.S. dollar denominated corporate bonds, notes or other debt obligations issued or guaranteed by a domestic or foreign corporation, financial institution, non-profit or other entity rated in one of the three highest rating categories, without regard to gradations within such categories, by any two NRSROs.

b) Custodial Credit Risk – Deposits

The custodial credit risk for deposits is the risk that in the event of a bank failure, the Authority's deposits may not be recovered. Bank deposits in excess of the insured amount are uninsured and uncollateralized.

The Authority maintains depository accounts with Bank of America, N.A., Wells Fargo Bank, N.A., TD Bank, N.A. and the Bank of New York Mellon. The Authority maintains a payroll disbursement, lockbox and collection accounts (for other than PFCs) with Bank of America, N.A.

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Notes to Financial Statements

June 30, 2025 and 2024

The Authority's cash on deposit in the banks noted above at June 30, 2025 and 2024 was \$3.3 million and \$3.6 million, respectively, and of these amounts, \$250.0 thousand was insured in each year, and no amount was collateralized at June 30, 2025 or 2024.

c) **Custodial Credit Risk – Investments**

Custodial credit risk is the risk that, in the event of a failure of the counterparty, the Authority would not be able to recover the value of its investments or collateral securities that were in the possession of an outside party. Investment securities are exposed to custodial credit risk if they are uninsured or not registered in the name of the Authority and are held by either the counterparty or the counterparty's trust department or agent, but not in the Authority's name.

The Authority is authorized by the 1978 Trust Agreement, the PFC Depositary Agreement, the CFC Trust Agreement and the Investment Policy to invest in obligations of the U.S. Treasury, including obligations of its agencies and instrumentalities, bonds and notes of public agencies or municipalities, bank time deposits, guaranteed investment contracts, money market accounts, commercial paper of a U.S. corporation or finance company and corporate bonds. All investments are held by a third party in the Authority's name. These investments are recorded at fair value.

Additionally, the Authority is authorized to invest in the Massachusetts Municipal Depository Trust ("MMDT"), a pooled money market like investment fund managed by The Commonwealth of Massachusetts, established under Massachusetts General Laws (M.G.L.), Chapter 29, Section 38A. MMDT investments are carried at amortized cost, which approximates fair value which is the same as the value of the pool. The Authority can purchase and sell its investments at any time without penalty.

The following guaranteed investment contracts were in place as of June 30, 2025 and 2024, respectively; they are uncollateralized and recorded at cost (in thousands):

Investment Agreement		Rate	Maturity	2025	2024
Provider					
Trinity Plus Funding Company	4.36%		January 2, 2031	\$ 27,335	\$ 26,212
GE Funding Capital Markets	3.81%		December 31, 2030	33,094	31,874
Total				\$ 60,429	\$ 58,086

d) **Concentration of Credit Risk – Investments**

Concentration of credit risk is assumed to arise when the amount of investments that the Authority has with any one issuer exceeds 5% of the total value of the Authority's investments (except MMDT, U.S. Treasuries or securities implicitly backed by the U.S. Government). The Authority had no exposure to any single issuer over the 5% maximum. The Authority consults with its Investment Advisor to select Commercial Paper Issuers with strong credit ratings. Below is the sector exposure and Commercial Paper holdings of the Authority:

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Notes to Financial Statements

June 30, 2025 and 2024

Issuer:	2025	2024
	% of Portfolio	% of Portfolio
Commercial Paper	9.32%	11.70%
Corporate Bonds	13.02%	17.61%
Municipal Bond	10.72%	10.59%
Federal Agency Bonds	28.74%	27.32%
Certificates of Deposit	0.19%	0.13%
Supranational	1.03%	1.06%
U.S. Treasury	8.46%	5.90%

Commercial Paper Issuer	2025	2024
Australia & NZ Bank	\$ -	\$ 9,808
Canadian Imperial Holdings Inc.	24,931	24,555
DNB Bank	14,901	34,609
LMA Americas	24,746	-
Macquarie Bank	24,614	27,367
Manhattan Asset Funding Co.	19,600	-
Mizuho Bank	19,565	-
MUFG Bank CP	22,778	33,820
National Bank of Canada	14,466	24,135
Old Line Funding	17,797	-
Royal Bank of Canada	19,272	19,747
Skandinaviska Enski Bank	19,951	34,374
Sumitomo Mitsui Financial Group, Inc	9,866	-
SWEDBANK	-	14,998
TD Bank	9,985	53,885
Toyota Motor Corporation	19,866	24,237
WestPac Banking	-	19,306
Total	\$ 262,338	\$ 320,841

e) Credit Ratings – Investments

The 1978 Trust Agreement, the PFC Depositary Agreement, the CFC Trust Agreement and the Investment Policy generally limit the Authority in the types of investments it can purchase to the two highest rating categories without regard to gradations within such categories by any two nationally recognized statistical rating organization, and in corporate bonds rated in one of the three highest rating categories without regard to gradations within such categories, by any two NRSROs.

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

Investments in bank certificates of deposits were fully collateralized. Also, the Authority invested in MMDT, managed by the State Treasury, which is not rated.

f) Interest Rate Risk – Investments

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Authority has set targets for the preferred maturity structure of the investments held in each fund and account and also sets targets each quarter for the effective duration for each fund that reflect the need for liquidity and the expected tradeoffs between yield and term for each different fund and account. It is the Authority's practice to hold investments until maturity in order to insulate the Authority's investment earnings from interest rate risk. The Authority mitigates interest rate risk by managing the weighted average maturity of each portfolio type to best meet its liquidity needs.

g) Cash, Cash Equivalents and Investments by Fund

The following summarizes cash and investments, at cost and fair value, as of June 30, by the various funds and accounts established by the Authority for debt covenant requirements and other purposes. In the following table, the fair value of MMDT and GIC approximate their costs (in thousands):

	2025		2024	
	Cost	Fair Value	Cost	Fair Value
1978 Trust				
Improvement and Extension Fund	\$ 1,050,529	\$ 1,049,911	\$ 1,115,552	\$ 1,091,263
Capital Budget Account	433,264	433,818	362,723	362,370
Debt Service Reserve Fund	183,225	183,447	180,980	175,286
Debt Service Funds	120,628	120,628	136,410	136,410
Maintenance Reserve Fund	384,792	385,353	403,189	396,052
Operating/Revenue Fund	121,411	121,411	87,592	87,592
Subordinated Debt Fund	62,835	62,835	60,493	60,493
Self-Insurance Account	48,297	48,592	47,444	46,674
Other Funds	50,587	50,587	50,234	50,234
PFC Depositary Agreement				
Other PFC Funds	225,228	225,634	189,036	188,984
2011 CFC Trust				
Debt Service Reserve Fund	22,186	22,166	22,013	21,471
CFC Maintenance Reserve Fund	15,912	15,986	12,944	12,753
Debt Service Funds	9,005	9,004	8,833	8,833
CFC Stabilization and Other CFC Funds	87,515	87,995	65,662	65,110
Total	\$ 2,815,414	\$ 2,817,367	\$ 2,743,105	\$ 2,703,525

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Notes to Financial Statements

June 30, 2025 and 2024

h) Fair Value Measurement

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value is a market-based measurement, not an entity-specific measurement. For some assets and liabilities, observable market transactions or market information might be available; for others, it might not be available. However, the objective of a fair value measurement in both cases is the same—that is, to determine the price at which an orderly transaction to sell the asset or to transfer the liability would take place between market participants at the measurement date under current market conditions. Fair value is an exit price at the measurement date from the perspective of a market participant that controls the asset or is obligated for the liability.

The fair value hierarchy categorizes the inputs to valuation techniques used to measure fair value into three levels. Level 1 inputs are quoted prices (unadjusted) for identical assets or liabilities in active markets that a government can access at the measurement date. Level 2 inputs are inputs other than quoted prices included within Level 1 that are observable for an asset or liability, either directly or indirectly. Level 3 inputs are unobservable inputs for an asset or liability. The fair value hierarchy gives the highest priority to Level 1 inputs and the lowest priority to Level 3 inputs.

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Notes to Financial Statements

June 30, 2025 and 2024

The following tables show the fair value and the fair value measurements for the Authority's business-type activity investments:

Investments Measured at Fair Value (in thousands)

As of June 30, 2025	Fair Value	Level 1	Level 2	Level 3
Federal Home Loan Bank	\$ 296,067	\$ -	\$ 296,067	\$ -
Federal Home Loan Mortgage Corp.	146,380	-	146,380	-
Federal National Mortgage Association	79,384	-	79,384	-
Federal Farm Credit	285,527	-	285,527	-
Supranational	28,933	-	28,933	-
Commercial Paper	262,338	-	262,338	-
Government Fund-Morgan Stanley / Wells Fargo	63,720	63,720	-	-
Municipal Bond	303,011	-	303,011	-
Money Market Funds	2,482	2,482	-	-
Treasury Notes	240,686	-	240,686	-
Corporate Bonds	365,734	-	365,734	-
Total Investments Measured at Fair Value	\$ 2,074,262	\$ 66,202	\$ 2,008,060	\$ -

Investments Measured at Fair Value (in thousands)

As of June 30, 2024	Fair Value	Level 1	Level 2	Level 3
Federal Home Loan Bank	\$ 300,107	\$ -	\$ 300,107	\$ -
Federal Home Loan Mortgage Corp.	188,159	-	188,159	-
Federal National Mortgage Association	61,734	-	61,734	-
Federal Farm Credit	177,795	-	177,795	-
Supranational	28,295	-	28,295	-
Commercial Paper	320,841	-	320,841	-
Government Fund-Morgan Stanley / Wells Fargo	36,378	36,378	-	-
Municipal Bond	285,854	-	285,854	-
Money Market Funds	2,608	2,608	-	-
Treasury Notes	161,504	-	161,504	-
Corporate Bonds	469,894	-	469,894	-
Total Investments Measured at Fair Value	\$ 2,033,169	\$ 38,986	\$ 1,994,183	\$ -

Money Market Funds

As of June 30, 2025 and 2024, the Authority held positions in various money market funds and the fair values of those funds were \$66.2 million and \$39.0 million, respectively. The fair values of the money market funds are valued at the daily closing price as reported by the fund (Level 1).

Federal Agency and U.S. Treasury Notes

As of June 30, 2025 and 2024, the Authority held positions in federal agency notes and the fair values were \$1,048.0 million and \$889.3 million, respectively. The fair values of the federal agency notes are based on a market approach using quoted prices by a third party, documented trade history in the security, and pricing models maximizing the use of observable inputs determined by investment managers (Level 2).

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Notes to Financial Statements

June 30, 2025 and 2024

Commercial Paper Notes

As of June 30, 2025 and 2024, the Authority held positions in commercial paper notes and the fair values were \$262.3 million and \$320.8 million, respectively. The fair values of the commercial paper notes are based on a market approach using matrix pricing determined by investment managers (Level 2).

Municipal Bonds

As of June 30, 2025 and 2024, the Authority held positions in municipal bonds and the fair values were \$303.0 million and \$285.9 million, respectively. The fair values of the Municipal Bonds are based on a market approach using quoted prices by a third party, documented trade history in the security, and pricing models maximizing the use of observable inputs determined by investment managers (Level 2).

Corporate Bonds

As of June 30, 2025 and 2024, the Authority held positions in corporate bonds and the fair values were \$365.7 million and \$469.9 million. The fair values of the corporate bonds are based on a market approach valued either by using pricing models maximizing the use of observable inputs for similar securities or valued by the investment manager (Level 2).

Supranational

As of June 30, 2025 and 2024, the Authority held positions in supranational bonds and the fair values were \$28.9 million and \$28.3 million. The fair values of the bonds are based on a market approach valued either by using pricing models maximizing the use of observable inputs for similar securities or valued by the investment manager (Level 2).

Fiduciary Funds:

Massachusetts Port Authority Retiree Benefits Trust

The Trust's investments are made in accordance with the provisions of the Trust's Investment Policy (the "Trust Investment Policy"), which was adopted on May 8, 2009 and most recently amended on December 8, 2014 by the Retiree Benefits Trust Committee (the "Committee"). The goals of the Trust Investment Policy are to invest for the sole purpose of funding the OPEB Plan obligation of the Authority in a prudent manner, and to conserve and enhance the value of the Trust assets through appreciation and income generation, while maintaining a moderate investment risk. In addition, the Trust Investment Policy was developed to achieve a long-term return commensurate with contemporary economic conditions and equal to or exceed the investment objectives set forth in the Trust Investment Policy, currently set at 6.75%. The Trust has retained an investment advisor to work in a fiduciary capacity to ensure that strategic investment diversification is attained, to employ investment managers with expertise in their respective asset classes, and to closely monitor the implementation and performance of the respective investment strategies.

The Trust is currently invested in commingled funds that hold stocks (domestic and international) and fixed income securities and three private equity real estate funds.

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

The exposure limits per the Trust Investment Policy are as follows:

Asset Class	Asset Weightings				
	December 31, 2024 Exposure	December 31, 2023 Exposure	Minimum Exposure	Maximum Exposure	Target Allocation
Domestic equity	40.5%	41.0%	28.0%	48.0%	38.0%
Fixed income	32.6%	28.6%	17.0%	47.0%	32.0%
International equity	19.6%	19.3%	10.0%	30.0%	20.0%
Cash and cash equivalents	0.2%	2.7%	0.0%	20.0%	0.0%
Alternatives:					
Private: Real Estate, Debt,	7.1%	8.4%	0.0%	15.0%	10.0%

The current OPEB plan investment philosophy consists of five asset classes. When asset weightings fall outside the Trust Investment Policy range, the investment advisor shall advise the Committee on potential investment courses of action and the Committee may elect to rebalance the Trust asset mix.

The following summarizes the Trust's cash, cash equivalents and investments by type held at December 31, 2024 and 2023 (in thousands):

	December 31, 2024		December 31, 2023	
	Credit Rating	Fair Value	Credit Rating	Fair Value
Cash and Cash Equivalents				
First American Government Fund	Unrated	\$ 245	Unrated	\$ 2,222
Massachusetts Municipal Depository Trust (MMDT)	Unrated	612	Unrated	6,182
Total Cash and Cash Equivalents		<u>\$ 857</u>		<u>\$ 8,404</u>
Investments				
Vanguard Index Funds	Unrated	\$ 161,769	Unrated	\$ 146,503
Acadian All Country World ex US Fund	Unrated	23,677	Unrated	20,945
WCM Focused International Growth Fund	Unrated	16,501	Unrated	15,302
Vanguard Intermediate Term Investment Grade Fund	A	11,848	A	10,329
Aberdeen Emerging Markets Fund	Unrated	6,003	Unrated	5,774
Alliance Bernstein High Income	B	12,990	BB	11,281
TCW Emerging Markets Income	BB	8,774	BB	6,474
Aristotle Floating Rate Income Fund*	B	12,382	B	10,318
Baird Core Plus Fund	A	33,678	AA	26,260
Voya Intermediate Bond Fund	A	33,409	A	24,912
Private Real Estate*	Unrated	13,270	Unrated	17,758
Private Debt*	Unrated	8,489	Unrated	8,581
Private Equity*	Unrated	2,663	—	—
Total Investments		<u>\$ 345,453</u>		<u>\$ 304,437</u>

* Prior investment classifications have been updated to match current year presentation, which included additional subcategories.

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Notes to Financial Statements

June 30, 2025 and 2024

The following discusses the Trust's exposure to common deposit and investment risks related to custodial credit, credit, concentration of credit, interest rate and foreign currency risks as of December 31, 2024 and 2023.

a) Credit Risk

For the years ended December 31, 2024 and 2023, the Trust's fixed income investments totaled \$113.1 million and \$89.6 million, respectively. These investments were split between six commingled mutual funds. The investment policy limits fixed income securities of any one issuer to below 5% of the total bond portfolio at the time of purchase and this limitation does not apply to issues of the U.S. Treasury or other Federal Agencies. The diversification restrictions for individual stocks and fixed income securities purchased and held in the total portfolio shall not apply to similar investment instruments held in a commingled fund or an SEC registered mutual fund specifically approved by the Committee. The Trust invests primarily commingled funds and SEC registered mutual funds. The overall rating of the fixed income assets, as calculated by the Advisor, shall be investment grade, based on the rating of one Nationally Recognized Statistical Rating Organization. In cases where the yield spread adequately compensates for additional risk, investments classified at below investment grade can be purchased or held to maturity up to a maximum of 30% of the total market value of the fixed income securities of the Fund. The total percentage of the fixed income investments subject to this provision were 27.8% and 26.1% at December 31, 2024 and 2023, respectively.

b) Custodial Credit Risk

The Trust manages custodial credit risk by limiting its investments to highly rated institutions and or requiring high quality collateral be held by the Trustee in the name of the Trust. All investments are held by a third party in the Trust's name. These investments are recorded at fair value.

Additionally, the Trust is authorized to invest in the MMDT, a pooled money market like investment fund managed by The Commonwealth of Massachusetts, established under M.G.L., Chapter 29, Section 38A. MMDT investments are carried at amortized cost, which approximates fair value which is the same as the value of the pool. The Trust can purchase and sell its investments in this fund at any time without penalty.

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Notes to Financial Statements

June 30, 2025 and 2024

c) *Concentration of Credit Risk*

Investments of Trust assets are diversified in accordance with the Trust Investment Policy which defines rules for the funds, including having no stock holding or fixed income holding with a 5% or greater portfolio weighting (except U.S. Treasury or securities backed by the federal government), holding no more than 5% of the outstanding shares of an individual stock, and holding no more than 40% of the portfolio in any one industry. Trust assets were in compliance with the Trust Investment Policy at December 31, 2024 and 2023, respectively.

d) *Interest Rate Risk*

This risk is confined to the fixed income and cash portions of the portfolio and is managed within the portfolio using the effective duration methodology. This methodology is widely used in the management of fixed income portfolios in that it quantifies to a much greater degree the risk of interest rate changes. The weighted duration of the fixed income portfolio at December 31, 2024 and 2023 was 5.02 and 5.13 years, respectively.

The individual fund durations are as follows at December 31, 2024 and 2023, respectively (in thousands):

	December 31, 2024		December 31, 2023	
	Fair Value	Effective Duration	Fair Value	Effective Duration
Fixed Income Investments				
Vanguard Intermediate Term				
Investment Grade Fund	\$ 11,848	5.90	\$ 10,329	6.10
Alliance Bernstein High Income	12,990	3.11	11,281	3.73
TCW Emerging Markets Income	8,774	6.09	6,474	6.63
Aristotle Floating Rate Income Fund	12,382	0.43	10,318	0.31
Baird Core Plus	33,678	5.84	26,260	6.00
Voya Intermediate Bond	33,409	6.03	24,912	6.06
Total Fixed Income Investments	\$ 113,081		\$ 89,574	
Weighted average duration of fixed income assets:		5.02		5.13

e) *Foreign Currency Risk*

Foreign currency risk is the risk that changes in exchange rates will adversely impact the fair value of an investment. The Trust invests in funds that hold stocks in either emerging or developed markets outside of the United States that may have an impact on the fair value of the investments and thus contribute currency risk due to their international equity holdings.

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Notes to Financial Statements

June 30, 2025 and 2024

f) *Rate of Return*

The annual money weighted rate of return on trust investments, net of Trust expenses, were a gain of 12.38% and 15.09% for the audit period ended December 31, 2024 and 2023, respectively. The money weighted rate of return expresses investment performance, net of investment expenses, adjusted for the changing amounts actually invested. The Trust's rates of return, measured for financial performance purposes, were a gain of 12.7% and 15.9%, gross of fees, for the years ended December 31, 2024 and 2023, respectively as calculated by the Trust's investment advisor.

g) *Fair Value Measurement*

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value is a market-based measurement, not an entity-specific measurement. For some assets and liabilities, observable market transactions or market information might be available; for others, it might not be available. However, the objective of a fair value measurement in both cases is the same - that is, to determine the price at which an orderly transaction to sell the asset or to transfer the liability would take place between market participants at the measurement date under current market conditions. Fair value is an exit price at the measurement date from the perspective of a market participant that controls the asset or is obligated for the liability.

The fair value hierarchy categorizes the inputs to valuation techniques used to measure fair value into three levels. Level 1 inputs are quoted prices (unadjusted) for identical assets or liabilities in active markets that a government can access at the measurement date. Level 2 inputs are inputs other than quoted prices included within Level 1 that are observable for an asset or liability, either directly or indirectly. Level 3 inputs are unobservable inputs for an asset or liability. The fair value hierarchy gives the highest priority to Level 1 inputs and the lowest priority to Level 3 inputs.

The Trust has the following fair value measurements for investments at December 31, 2024 and 2023:

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June 30, 2025 and 2024

Investments Measured by Fair Value Level (\$ 000)

As of December 31, 2024	Fair Value	Level 1	Level 2	Level 3
Investments				
Vanguard Index Funds	\$ 161,769	\$ 161,769	\$ -	\$ -
Baird Core Plus	33,678	33,678	-	-
Vanguard Intermediate Term Investment Grade Fund	11,848	11,848	-	-
Voya Intermediate Bond	33,409	33,409	-	-
Aberdeen Emerging Markets Fund	6,003	6,003	-	-
AllianceBernstein High Income	12,990	12,990	-	-
TCW Emerging Markets Income	8,774	8,774	-	-
Aristotle Floating Rate Income Fund	12,382	12,382	-	-
WCM Total International Stock Index	16,501	16,501	-	-
Acadian All Country World ex-US Fund	23,677	23,677	-	-
Total investments measured by fair value level	\$ 321,031	\$ 321,031	\$ -	\$ -

Investments measured at the net asset value (NAV)

Alternative Investments:

Boyd Watterson GSA Fund	\$ 5,219
Equus Fund X	2,525
ATEL Private Debt Partners II	4,243
Golub Capital Partners 12 L.P.	4,246
PRISA LP	5,526
Hamilton Lane Secondary Fund VI A	2,663
Total investments measured at the NAV	\$ 24,422
Total Investments	\$ 345,453

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Notes to Financial Statements

June 30, 2025 and 2024

Investments Measured by Fair Value Level (\$ 000)

As of December 31, 2023	Fair Value	Level 1	Level 2	Level 3
Investments				
Vanguard Index Funds	\$ 146,503	\$ 146,503	\$ -	\$ -
Baird Core Plus	26,260	26,260	-	-
Vanguard Intermediate Term Investment Grade Fund	10,329	10,329	-	-
Voya Intermediate Bond	24,912	24,912	-	-
Aberdeen Emerging Markets Fund	5,774	5,774	-	-
AllianceBernstein High Income	11,281	11,281	-	-
TCW Emerging Markets Income	6,474	6,474	-	-
Aristotle Floating Rate Income Fund	10,318	10,318	-	-
WCM Total International Stock Index	15,302	15,302	-	-
Acadian All Country World ex-US Fund	20,945	20,945	-	-
Total investments measured by fair value level	\$ 278,098	\$ 278,098	\$ -	\$ -

Investments measured at the net asset value (NAV)

Real Estate Private Equity Funds:

Boyd Watterson GSA Fund	\$ 8,531
Equus Fund X	2,602
ATEL Private Debt Partners II	4,326
Golub Capital Partners 12 L.P.	4,255
PRISA LP	6,625

Total investments measured at the NAV \$ 26,339

Total Investments \$ 304,437

Commingled Mutual Funds

As of December 31, 2024 and 2023, the Trust held positions in several commingled mutual funds as noted above and the fair values were \$321.0 million and \$278.1 million, respectively. The fair values of the commingled mutual funds were valued using quoted market prices (Level 1).

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Notes to Financial Statements

June 30, 2025 and 2024

The valuation method for investments measured at the net asset value (NAV) per share or its equivalent is presented in the following table (in thousands):

	Investments Measured at NAV (\$000)					
	2024			2023		
	Unfunded		NAV	Unfunded		Redemption Frequency
	NAV	Commitments		NAV	Commitments	
Real Estate, Private Equity Fund and Private Debt Fund						
Boyd Watterson GSA Fund (1)	\$ 5,219	\$ —	\$ 8,531	\$ —	Quarterly	60 days
Equus Fund X (2)	2,525	461	2,602	461	—	—
PRISA LP (3)	5,526	—	6,625	—	Quarterly	90 days
ATEL Private Debt Partners II (4)	4,243	—	4,326	—	—	—
Golub Capital Partners 12 LP (4)	4,246	460	4,255	460	—	—
Hamilton Lane Secondary Fund VI A (5)	2,663	3,737	—	6,000	—	—
Total investments measured at the NAV	\$ 24,422		\$ 26,339			

1. This fund invests primarily in real estate leased to the U.S. federal government. The fair value of the investment has been determined using the NAV per share (or its equivalent) of the Fund's ownership interest in partners' capital. The Trust can withdraw from the fund with 60 days notice prior to a calendar quarter end and the minimum withdrawal of \$250,000.
2. This fund invests in U.S. commercial real estate. The fair value of the investment has been determined using the NAV per share (or its equivalent) of the Fund's ownership interest in partners' capital. The Partnership agreement stipulates a partnership dissolution on a date five years after the end of the Investment Period; provided, however, that the General Partner may, in its sole discretion, extend the term for up to two additional one year periods.
3. This fund invests primarily in commercial real estate. The fair value of the investment has been determined using the NAV per share (or its equivalent) of the Fund's ownership interest in partners' capital. The Trust can withdraw from the fund quarterly with one full quarter notice.
4. These are private debt funds. The fair value of the investment has been determined using the NAV per share (or its equivalent) of the Fund's ownership interest in partners' capital.
5. This is a private equity secondary fund which acquires positions in a variety of private equity investments including other private equity funds. The fair value of the investment has been determined using the NAV per share (or its equivalent) of the Fund's ownership interest in partners' capital. Unfunded commitments does not include recallable distributions of \$121.

Massport Employees Retirement System

The provisions of M.G.L. Chapter 32, Section 23(2) and the investment policy approved by the Massachusetts Port Authority Employees' Retirement System Board (the "Retirement Board") govern the Plan's investment practice. Diversification is attained through varied investment management styles that comply with Massachusetts law. This is accomplished through the retention of investment managers that adhere to M.G.L. Chapter 32, Section 23(3), the "Prudent Person" rule. The Plan has retained an investment consultant to work with the Retirement Board in a fiduciary capacity to assure that strategic investment diversification is attained, to employ investment managers with expertise in their respective asset classes, and to closely monitor the implementation and performance of the respective investment strategies.

The Plan is currently invested in stocks (domestic and international), fixed income securities (domestic and international), real estate and private equity.

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

The exposure limits per the Plan's Investment Policy are as follows:

Asset Class	Target Allocation	
	2024	2023
Domestic equity	27.5%	27.5%
International equity	27.5%	27.5%
Fixed income	22.5%	22.5%
Opportunistic Credit	5.0%	5.0%
Real estate	7.5%	7.5%
Private Equity	10.0%	10.0%
	<u>100.0%</u>	<u>100.0%</u>

The Plan's current rebalancing policy states that "The Retirement Board shall rebalance to the established targets during the quarter following the quarter ended whenever the asset class allocation falls outside the allowable ranges."

The following summarizes the Plan's cash, cash equivalents and investments by type held at December 31, 2024 and 2023 (in thousands):

	December 31, 2024 Fair Value	December 31, 2023 Fair Value
Cash and Cash Equivalents	\$ <u>992</u>	\$ <u>1,507</u>
Investments		
Common stocks		
Equities	\$ 14,658	\$ 13,952
Commingled Equities funds:		
Large Cap	204,024	177,212
Small Cap	11,553	10,037
International	245,649	230,702
Commingled Fixed Income funds:		
Core Bond	201,456	196,026
Commingled Opportunistic Credit Funds	48,979	45,694
Other Investments		
PRIT Real Estate fund	62,601	64,611
PRIT Private Equity	99,912	97,670
Total investments	\$ <u>888,832</u>	\$ <u>835,904</u>

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The following discusses the Plan's exposure to common deposit and investment risks related to custodial credit, credit, concentration of credit, interest rate and foreign currency as of December 31, 2024 and 2023.

a) Credit Risk

For the years ended December 31, 2024 and 2023, the Plan's fixed income and opportunistic credit investments totaled \$250.4 million and \$241.7 million, respectively. These investments are split between among three commingled funds. The funds are not rated.

There are no Plan-wide policy limitations for credit risk exposures within the portfolio. The Plan's three fixed income and opportunistic credit investments are managed in accordance with an investment contract that is specific as to permissible credit quality ranges and the average credit quality of the overall portfolio.

b) Custodial Credit Risk

Investment securities are exposed to custodial credit risk if the securities are uninsured, are not registered in the name of the Plan and are held by either the depository financial institution or the depository financial institution's trust department or agent but not in the Plan's name.

Although there is no Plan-wide policy for custodial credit risk associated with deposits, the Plan's investments are held by the Plan's custodian and registered in the Plan's name. All of the Plan's securities are held by the Plan's custodial bank in the Plan's name, except for investments in mutual and commingled funds, real estate properties, and limited partnerships, which by their nature, are not required to be categorized. Investments in the Short-term Investment Funds ("STIF") are held in an SEC-registered pooled fund that is managed by the master custodian bank. The fair value of the position in the pool equals the value of the pool shares.

c) Concentration of Credit Risk

The Plan has no investments, at fair value, that exceed 5% of the Plan's total investments as of December 31, 2024 and 2023 other than pooled investments.

d) Interest Rate Risk

This risk is managed within the portfolio using the effective duration methodology. This methodology is widely used in the management of fixed income portfolios in that it quantifies to a much greater degree the risk of interest rate changes. While there are no Plan-wide policy limitations as to the degree of interest rate risk taken, the Plan's one actively managed fixed income portfolio has guidelines that specify that the average duration of the portfolio ranges between plus or minus 1.5 years of the average duration of the Bloomberg Barclays US Aggregate Bond Index. The opportunistic credit income portfolio consist of two actively managed funds, one domestic and the other global, and the investment objective of these funds is to outperform the Credit Suisse Leveraged Loan Index and Bloomberg Global Aggregate (Hedged US) Index, respectively. It is believed that the reporting of effective and

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spread durations found in the tables below quantifies to the fullest extent possible the interest rate risk of the Plan's fixed income assets.

The individual fund durations are as follows at December 31, 2024 and 2023, respectively (in thousands):

	December 31, 2024	Effective Duration	December 31, 2023	Effective Duration
	Fair Value		Fair Value	
Commingled funds				
Fixed income – actively managed	\$ 201,456	5.93	\$ 196,026	6.51
Opportunistic credit - actively managed - domestic	16,170	2.48	13,967	3.03
Opportunistic credit - actively managed - global	32,809	4.70	31,726	6.70
Total Commingled fund Investments	<u>\$ 250,435</u>		<u>\$ 241,719</u>	

e) **Foreign Currency Risk**

From time to time, the Plan's external managers may or may not hedge the portfolio's foreign currency exposures with currency forward contracts depending on their views on a specific foreign currency relative to the U.S. dollar. While there are no Plan-wide policy limitations related to foreign currency risk, the Plan will not manage currency as a separate asset class or enter into speculative currency positions in its portfolios, except as it relates to specific cross-hedging activity, which may be permitted in certain investment manager guidelines. While the plan has no investments denominated in foreign currencies, the following represents the investments denominated in U.S. dollars that can be subject to fluctuations in foreign currencies.

	December 31, 2024	December 31, 2023
Currency (in thousands)		
International equity pooled funds (various currencies)	\$ 245,649	\$ 230,702

f) **Rate of Return**

For the years ended December 31, 2024 and 2023, the annual money-weighted rate of return on Plan investments, net of Plan investment expenses, was a gain of 8.70% and 12.45%, respectively. The money-weighted rate of return expresses investment performance net of investment expenses adjusted for the changing amounts actually invested.

g) **Fair Value Measurement**

GAAP establishes a fair value hierarchy for investments that prioritizes inputs used to measure fair value into three levels:

Level 1 – quoted prices (unadjusted) in active markets that are accessible at the measurement date for assets or liabilities;

Level 2 – observable prices that are based on inputs not quoted in active markets, but corroborated by market data;



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Level 3 – unobservable inputs that are used when little or no market data is available.

The fair value hierarchy gives the highest priority to Level 1 inputs and the lowest priority to Level 3 inputs. In determining fair value, the Plan utilizes valuation techniques that maximize the use of observable inputs and minimize the use of unobservable inputs to the extent possible.

Investments held through commingled funds for which fair value is estimated using net asset values (NAVs) as a practical expedient are not categorized in the fair value hierarchy.

The Plan uses an independent pricing source to determine the fair value of investments at quoted market prices

The Plan has the following fair value measurements for investments at December 31, 2024 and 2023:

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Investments Measured by Fair Value Level (\$ 000)

As of December 31, 2024	Fair Value	Level 1	Level 2	Level 3
Investments				
Common stocks				
Equities	\$ 14,658	\$ 14,658	\$ -	\$ -
Investments measured at NAV				
Commingled Equity funds				
Large Cap	204,024	-	-	-
Small Cap	11,553	-	-	-
International	245,649	-	-	-
Commingled Fixed Income funds				
Core Bond	201,456	-	-	-
Commingled opportunistic credit funds	48,979	-	-	-
Other Investments at fair value				
PRIT Real Estate fund	62,601	-	-	-
PRIT Private Equity	99,912	-	-	-
Total Investments	\$ 888,832	\$ 14,658	\$ -	\$ -

Investments Measured by Fair Value Level (\$ 000)

As of December 31, 2023	Fair Value	Level 1	Level 2	Level 3
Investments				
Common stocks				
Equities	\$ 13,952	\$ 13,952	\$ -	\$ -
Investments measured at NAV				
Commingled Equity funds				
Large Cap	177,212	-	-	-
Small Cap	10,037	-	-	-
International	230,702	-	-	-
Commingled Fixed Income funds				
Core Bond	196,026	-	-	-
Commingled opportunistic credit funds	45,694	-	-	-
Other Investments at fair value				
PRIT Real Estate fund	64,611	-	-	-
PRIT Private Equity	97,670	-	-	-
Total Investments	\$ 835,904	\$ 13,952	\$ -	\$ -

Commingled Mutual Funds

The Plan categorizes its fair value measurements within the Fair Value Hierarchy established by GAAP. Equity securities classified in Level 1 of the Fair Value Hierarchy are valued using prices quoted in active markets for those securities. The Plan has no securities classified in Level 2 or Level 3.

The Pension Reserves Investment Trust ("PRIT") real estate and private equity funds are external investment pools that are not registered with the SEC but are subject to oversight by the Pension Reserves Investment Management Board (the "PRIM Board"). The PRIM Board was created by legislation to provide general supervision of the investments and management of PRIT. The PRIT real estate and private equity funds are not rated funds. The fair value of the PRIT real estate and private equity funds are based on unit value as reported

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by management of the PRIT funds. The PRIT funds issue separately available audited financial statements with a year-end of June 30. The Plan is required to provide a 24-hour redemption notice for the PRIT Real Estate fund. The PRIT Private Equity fund is not redeemable until notified by the PRIM Board.

The following represents the significant investment strategies and terms on which the Plan may redeem investments for those investments measured at the NAV (or its equivalent) as a practical expedient (in thousands):

Investments Measured at NAV (\$000)					
	December 31,	December 31,	Redemption	Redemption	
	2024	2023	Frequency	Notice Period	
Commingled Equity Funds (1)	\$ 461,226	\$ 417,951	Daily to Thrice Monthly	1-30 days	
Commingled Fixed Income Funds (2)	201,456	196,025	Daily	1-30 days	
Commingled Opportunistic credit funds (3)	48,979	45,694	Daily to Quarterly	10-90 days	
	\$ 711,661	\$ 659,670			

1. Commingled Equity Funds: This type includes five funds that invest primarily in U.S. large and small cap equity funds and international equity funds
2. Commingled Fixed Income Funds: This type includes one fixed income fund that invest in U.S. corporate bonds, U.S. government bonds, U.S. asset-backed securities and foreign bonds.
3. Commingled opportunistic credit funds: This type included two opportunistic credit funds that invest in domestic and global credit-related instruments

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4. Capital Assets

Capital assets consisted of the following at June 30, 2025 and 2024 (in thousands):

	June 30, 2024	Additions and Transfers	Deletions and Transfers	June 30, 2025
Capital assets, not being depreciated:				
Land	\$ 240,575	\$ 33	\$ —	\$ 240,608
Construction in progress	193,464	554,708	242,838	505,334
Total capital assets, not being depreciated	434,039	554,741	242,838	745,942
Capital assets being depreciated:				
Buildings	5,426,977	56,429	85,286	5,398,120
Runway and other paving	1,221,768	40,553	117,328	1,144,993
Roadway	1,035,956	41,202	4,596	1,072,562
Machinery and equipment	1,102,986	96,776	78,360	1,121,402
Air rights	189,237	7,846	83,386	113,697
Parking rights	46,261	—	—	46,261
Total capital assets, being depreciated	9,023,185	242,806	368,956	8,897,035
Less accumulated depreciation for:				
Buildings	2,793,040	179,988	85,286	2,887,742
Runway and other paving	832,065	52,180	117,328	766,917
Roadway	623,607	40,860	4,596	659,871
Machinery and equipment	786,686	72,730	68,973	790,443
Air rights	164,763	4,442	81,822	87,383
Parking rights	35,466	1,542	—	37,008
Total accumulated depreciation	5,235,627	351,742	358,005	5,229,364
Total capital assets, being depreciated, net	3,787,558	(108,936)	10,951	3,667,671
Right of use assets, being amortized:				
Leased - Land	180,219	3,734	1,391	182,562
Leased - Buildings	51,546	—	—	51,546
Leased - Equipment	7,858	—	3,196	4,662
SBITAs	13,895	4,202	2,990	15,107
Total right of use assets, being amortized	253,518	7,936	7,577	253,877
Less accumulated amortization for:				
Leased - Land	7,272	3,281	1,594	8,959
Leased - Buildings	22,287	5,728	(624)	28,639
Leased - Equipment	4,086	1,696	3,618	2,164
SBITAs	7,371	3,499	2,989	7,881
Total accumulated amortization	41,016	14,204	7,577	47,643
Total right of use assets, being amortized, net	212,502	(6,268)	—	206,234
Capital assets, net	\$ 4,434,099	\$ 439,537	\$ 253,789	\$ 4,619,847

Depreciation and amortization for fiscal year 2025 and 2024 was \$379.0 million and \$359.8 million, respectively. During fiscal year 2025, the Authority wrote off approximately \$13.0 million for discontinued projects, which amount is included in depreciation and amortization expenses.

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	June 30, 2023	Additions and Transfers	Deletions and Transfers	June 30, 2024
Capital assets, not being depreciated:				
Land	\$ 240,563	\$ 12	\$ —	\$ 240,575
Construction in progress	730,130	349,971	886,637	193,464
Total capital assets, not being depreciated	970,693	349,983	886,637	434,039
Capital assets being depreciated:				
Buildings	4,875,810	551,167	—	5,426,977
Runway and other paving	1,098,318	123,450	—	1,221,768
Roadway	936,092	99,864	—	1,035,956
Machinery and equipment	993,815	110,638	1,467	1,102,986
Air rights	187,719	1,518	—	189,237
Parking rights	46,261	—	—	46,261
Total capital assets, being depreciated	8,138,015	886,637	1,467	9,023,185
Less accumulated depreciation for:				
Buildings	2,613,990	179,050	—	2,793,040
Runway and other paving	781,170	50,895	—	832,065
Roadway	583,698	39,909	—	623,607
Machinery and equipment	718,293	69,826	1,433	786,686
Air rights	160,432	4,331	—	164,763
Parking rights	33,924	1,542	—	35,466
Total accumulated depreciation	4,891,507	345,553	1,433	5,235,627
Total capital assets, being depreciated, net	3,246,508	541,084	34	3,787,558
Right of use assets, being amortized:				
Leased - Land	175,824	4,395	—	180,219
Leased - Buildings	58,248	—	6,702	51,546
Leased - Equipment	6,139	2,442	723	7,858
SBITAs	21,810	2,625	10,540	13,895
Total right of use assets, being amortized	262,021	9,462	17,965	253,518
Less accumulated amortization for:				
Leased - Land	4,385	3,578	691	7,272
Leased - Buildings	19,306	5,571	2,590	22,287
Leased - Equipment	3,237	1,187	338	4,086
SBITAs	6,274	3,870	2,773	7,371
Total accumulated amortization	33,202	14,206	6,392	41,016
Total right of use assets, being amortized, net	228,819	(4,744)	11,573	212,502
Capital assets, net	\$ 4,446,020	\$ 886,323	\$ 898,244	\$ 4,434,099

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5. Long-term Debt

Long-term debt at June 30, 2025 consisted of the following and represents maturities on the Authority's fiscal year basis (in thousands):

	June 30, 2024	Additions	Reductions	June 30, 2025	Due within one year
Revenue Bonds:					
2014, Series A, 3.00% to 5.00%, issued July 17, 2014 due 2024 to 2045	\$ 39,035	\$ —	\$ 2,240	\$ 36,795	\$ —
2014, Series B, 5.00%, issued July 17, 2014 due 2024 to 2045	41,440	—	41,440	—	—
2014, Series C, 3.40% to 5.00%, issued July 17, 2014 due 2024 to 2036	101,970	—	12,985	88,985	—
2015, Series A, 5.00%, issued July 15, 2015 due 2024 to 2046	93,925	—	5,000	88,925	—
2015, Series B, 5.00%, issued July 15, 2015 due 2024 to 2046	60,230	—	60,230	—	—
2015, Series C, 2.12% to 2.83%, issued June 30, 2015 due 2022 to 2030	66,420	—	13,215	53,205	13,495
2016, Series A, 4.00% to 5.00%, issued July 20, 2016 due 2024 to 2039	40,625	—	1,760	38,865	1,945
2016, Series B, 4.00% to 5.00%, issued July 20, 2016 due 2042 to 2047	180,285	—	—	180,285	—
2017, Series A, 5.00%, issued July 19, 2017 due 2024 to 2048	123,560	—	8,795	114,765	9,380
2019, Series A, 5.00%, issued February 13, 2019 due 2024 to 2041	274,285	—	10,615	263,670	11,145
2019, Series B, 3.00% to 5.00%, issued July 17, 2019 due 2024 to 2050	154,075	—	2,705	151,370	2,840
2019, Series C, 4.00% to 5.00%, issued July 17, 2019 due 2024 to 2050	287,095	—	5,690	281,405	5,985
2021, Series A, 5.00%, issued February 17, 2021 due 2034 to 2041	35,630	—	—	35,630	—
2021, Series B, 5.00%, issued February 17, 2021 due 2034 to 2041	21,900	—	—	21,900	—
2021, Series C, 0.384% to 2.869%, issued February 17, 2021 due 2025 to 2052	229,740	—	1,955	227,785	1,965
2021, Series D, 5.00%, issued March 24, 2021 due 2025 to 2052	56,450	—	965	55,485	1,015
2021, Series E, 5.00%, issued March 24, 2021 due 2024 to 2052	347,980	—	1,390	346,590	1,460
2022, Series A, 5.00%, issued July 20, 2022 due 2029 to 2043	120,925	—	—	120,925	—
Subtotal Senior Debt	2,275,570	—	168,985	2,106,585	49,230

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(continued)	<u>June 30, 2024</u>	<u>Additions</u>	<u>Reductions</u>	<u>June 30, 2025</u>	<u>Due within one year</u>
Subordinated debt- 1978 Trust Agreement:					
2000, Series A,B & C, 6.45%, issued December 29, 2000 due 2031	40,000	—	—	40,000	—
2001, Series A,B & C, 6.45%, issued January 2, 2001 due 2031	34,000	—	—	34,000	—
Subtotal Subordinate Debt	74,000	—	—	74,000	—
Senior Debt - CFC Trust Agreement:					
2011, Series B, 4.85% to 6.352%, issued June 15, 2011 due 2021 to 2038	110,715	—	5,245	105,470	5,585
Subtotal CFC Senior Debt	110,715	—	5,245	105,470	5,585
Revenue Bonds Direct Placement (DP):					
Senior Debt-1978 Trust Agreement:					
2020, Series A, 1.57%, issued April 3, 2020 due 2023 to 2032	75,165	—	11,935	63,230	10,820
2020, Series B, 2.08%, issued April 3, 2020 due 2024 to 2033	153,945	—	8,615	145,330	8,790
Subtotal DP Bonds Payable	229,110	—	20,550	208,560	19,610
Total Long-term Debt	2,689,395	—	194,780	2,494,615	74,425
Less unamortized amounts:					
Bond premium (discount), net	314,052	—	23,951	290,101	14,390
Total Long-term Debt, net	\$ 3,003,447	\$ —	\$ 218,731	\$ 2,784,716	\$ 88,815

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The following summarizes the Authority's long-term debt activity at June 30 (in thousands):

	<u>June 30, 2024</u>	<u>Additions</u>	<u>Reductions</u>	<u>June 30, 2025</u>	<u>Due within one year</u>
Senior Debt-1978 Trust Agreement	\$ 2,275,570	\$ —	\$ 168,985	\$ 2,106,585	\$ 49,230
Subordinated Debt - 1978 Trust Agreement	74,000	—	—	74,000	—
Semior Debt - CFC Trust Agreement	110,715	—	5,245	105,470	5,585
Senior Debt - Direct Placement	229,110	—	20,550	208,560	19,610
Total	\$ 2,689,395	\$ —	\$ 194,780	\$ 2,494,615	\$ 74,425
	<u>June 30, 2023</u>	<u>Additions</u>	<u>Reductions</u>	<u>June 30, 2024</u>	<u>Due within one year</u>
Senior Debt-1978 Trust Agreement	\$ 2,329,790	\$ —	\$ 54,220	\$ 2,275,570	\$ 59,685
Subordinated Debt - 1978 Trust Agreement	74,000	—	—	74,000	—
Semior Debt - CFC Trust Agreement	115,635	—	4,920	110,715	5,245
Senior Debt - Direct Placement	251,575	—	22,465	229,110	19,450
Total	\$ 2,771,000	\$ —	\$ 81,605	\$ 2,689,395	\$ 84,380

Debt service requirements on long-term debt outstanding at June 30, 2025 are as follows (in thousands):

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Year ending June 30:			
2026	\$ 74,425	\$ 111,456	\$ 185,881
2027	88,200	108,770	196,970
2028	91,855	105,310	197,165
2029	98,330	101,678	200,008
2030	104,470	97,908	202,378
2031-2035	607,830	409,921	1,017,751
2036-2040	488,375	285,977	774,352
2041-2045	464,200	174,064	638,264
2046-2050	403,125	68,775	471,900
2051-2052	73,805	5,359	79,164
Total	\$ 2,494,615	\$ 1,469,218	\$ 3,963,833

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a) Senior Debt - 1978 Trust Agreement

On July 20, 2022, the Authority issued an additional \$120.9 million of Massachusetts Port Authority Revenue Bonds in one series (the "Series 2022 A Bonds"). The Series 2022 A Bonds were issued in the principal amount of \$120.9 million with an original issue premium of approximately \$14.7 million and an interest rate of 5.0%. The Authority used the proceeds of the Series 2022 A Bonds, which were issued as "Green Bonds" to finance a portion of the environmentally beneficial projects in the Authority's current Capital Program. Due to the nature of the construction projects funded with the proceeds of the bonds, the Series 2022 A Bonds were issued as bonds subject to the alternative minimum tax ("AMT").

The Authority, pursuant to its 1978 Trust Agreement, has covenanted to maintain a debt service coverage ratio of not less than 1.25. Debt service coverage is calculated based on a formula set forth in the 1978 Trust Agreement. Historically, the Authority has maintained a debt service coverage ratio higher than its 1978 Trust Agreement requirement. As of June 30, 2025 and 2024, the Authority's debt service coverage under the 1978 Trust Agreement was 4.68 and 3.91, respectively.

b) Subordinate Debt - 1978 Trust Agreement

Subordinate debt is payable solely from funds on deposit in the Improvement and Extension Fund and is not subject to the pledge of the 1978 Trust Agreement or the CFC Trust Agreement. The Authority invested \$12.0 million in January 2001 in two GICs, which at maturity will provide for the \$74.0 million aggregate principal payments of the subordinate debt at their respective maturities on December 29, 2030 and January 2, 2031. As of June 30, 2025, the aggregate value of the two GICs was approximately \$60.4 million as compared to \$58.1 million as of June 30, 2024.

c) Senior Debt - CFC Trust Agreement

The Authority's outstanding CFC debt continues to be secured by a pledge of the \$6.00 per transaction day CFC collections. The Authority earned CFC Revenues, as defined in the CFC Trust Agreement, of approximately \$33.1 million and \$30.8 million during fiscal years 2024 and 2023, respectively. The CFC Trust Agreement requires that the Authority maintain a debt service coverage ratio of at least 1.30. As of June 30, 2025 and 2024, the CFC debt service coverage ratio was 4.24 and 3.73, respectively.

d) Senior Debt – Direct Placement

On April 3, 2020, the Authority entered into a direct purchase agreement with Bank of America, NA ("BAML") for the sale of up to \$258.0 million of Massachusetts Port Authority Revenue Bonds in two series. The Series 2020 A Revenue Refunding Bonds ("2020 A Bonds") were issued in the principal amount of \$95.6 million at an interest rate of 1.57%. The Series 2020 B Revenue Bonds ("2020 B Bonds") were issued in the principal amount of \$162.4 million at an interest rate of 2.08%. The 2020 A and 2020 B Bonds were issued to redeem and defease portions of the Series 2010 A Bonds, the Series 2010 B Bonds, the Series 2012 A Bonds and the Series 2012 B Bonds (collectively, the "Defeased 2010 and 2012 Bonds") and to finance a portion of the Authority's Capital Program. Due to the nature

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of a portion of the construction projects funded with the bonds, the 2020 A Bonds were issued as bonds subject to the AMT. The 2020 B Bonds were sold as taxable bonds. The 2020 A Bonds consist of a single bond maturing on July 1, 2031 and the 2020 B Bonds consist of a single bond maturing on July 1, 2032.

e) *Defeased Bonds*

On July 23, 2024, the Authority entered into a Defeasance Escrow Agreement with the Trustee, pursuant to which the Authority deposited \$110.4 million into a Defeasance Escrow Fund held by the Trustee, which amount shall be used to pay the principal and interest coming due on certain outstanding series of 1978 Trust Revenue Bonds (collectively the “Defeased Bonds”), resulting in an in-substance defeasance of the Defeased Bonds. The Defeased Bonds consist of the following: (a) (i) \$1.1 million aggregate principal amount of Revenue Bonds, Series 2014 A, maturing July 1, 2025; (ii) \$40.3 million aggregate principal amount of Revenue Bonds, Series 2014 B, maturing July 1, 2025 through July 1, 2044, inclusive; and (iii) \$6.7 million aggregate principal amount of Revenue Bonds, Series 2014 C, maturing July 1, 2025, each to be redeemed on March 22, 2025 or the first business day thereafter on which the bonds may be called for redemption pursuant to Section 303 of the 1978 Trust Agreement; (b) (i) \$2.6 million aggregate principal amount of Revenue Bonds, Series 2015 A, maturing July 1, 2025; and (ii) \$58.7 million aggregate principal amount of Revenue Bonds, Series 2015 B, maturing July 1, 2025 through July 1, 2045, inclusive, each to be redeemed on July 1, 2025 or the first business day thereafter on which the bonds may be called for redemption pursuant to Section 303 of the 1978 Trust Agreement; and (c) \$1.1 million stated principal amount of Revenue Bonds, Series 2020 A, maturing July 1, 2031, which were redeemed on July 25, 2024. This transaction will allow the Authority to realize future debt service savings and it satisfies the criteria for an in-substance defeasance.

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As of June 30, 2025, the scheduled outstanding balances for the defeased bonds are as follows (in thousands):

Bonds	Bonds Defeased Amount	Redemption Date	Outstanding bonds to be redeemed after 6/30/2025
2014A Series	\$ 1,145	3/22/2025	\$ —
2014B Series	40,280	3/22/2025	—
2014C Series	6,650	3/22/2025	—
2015A Series	2,560	7/1/2025	2,560
2015B Series	58,665	7/1/2025	58,665
2020A Series	190	7/1/2025	190
2020A Series	190	7/1/2026	190
2020A Series	195	7/1/2027	195
2020A Series	195	7/1/2028	195
2020A Series	135	7/1/2029	135
2020A Series	135	7/1/2030	135
2020A Series	60	7/1/2031	60
Total defeased bonds	\$ 110,400		\$ 62,325

f) Special Facility Bonds

To provide for the construction and improvement of various facilities at Logan Airport, the Authority has two outstanding series of special facilities revenue bonds as of June 30, 2025. The Authority's special facilities revenue bonds are special limited obligations of the Authority and are payable and secured solely from and by certain revenues held by a separate trustee. The Authority's special facilities revenue bonds do not constitute a debt or pledge of the full faith and credit of the Authority, or the Commonwealth or any subdivision thereof and, accordingly, have not been reflected in the accompanying financial statements.

As of June 30, 2025 and 2024, the aggregate principal amount of the Authority's special facilities revenue bonds outstanding were approximately \$136.5 million and \$139.2 million, respectively. All of which were related to BOSFUEL Corporation, a Delaware non-stock membership corporation ("BOSFUEL"), the members of which are certain air carriers serving the Airport. The Authority leases to BOSFUEL all of the on-Airport jet fuel storage and distribution system owned by the Authority that provides jet fuel to the terminals and jet fuel uses at the Airport. The Authority has no obligation to assume the liability for the BOSFUEL special facilities revenue bonds or to direct revenue to pay debt service on such bonds.

g) Commercial Paper Notes Payable

The Authority maintains a commercial paper program pursuant to which it may issue taxable, tax-exempt AMT or tax-exempt non-AMT commercial paper in an aggregate maximum principal amount of \$250 million. The obligations of the Authority with respect to its

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commercial paper notes are secured by the Improvement & Extension Fund and the proceeds of Bonds subsequently issued for the purpose. In addition, the commercial paper program is secured by an Amended and Restated Letter of Credit and Reimbursement Agreement with TD Bank, N.A., which expires June 1, 2028. As of June 30, 2025, the Authority has no outstanding commercial paper.

h) Interest Rate Swaps / Hedging

During fiscal year 2025 and fiscal year 2024, the Authority did not have any interest rate swaps or other interest rate hedging arrangements.

i) Arbitrage – Rebate Liability

The United States Treasury has issued regulations on calculating the rebate due to the United States Government on arbitrage liability and determining compliance with the arbitrage rebate provisions of the Tax Reform Act of 1986. Arbitrage liability arises when the Authority temporarily invests the proceeds of tax-exempt debt in securities with higher yields. The Authority has estimated a \$180,000 liability as of June 30, 2025 and during FY25 paid a \$61,774 liability for the period ending June 30, 2024.

6. Pension Plan

a) Plan Description

The Massachusetts Port Authority Employees' Retirement System (the "Plan") is a single employer plan established on July 18, 1978, effective January 1, 1979, by enactment of Chapter 487 of the Acts of 1978 (an amendment to M.G.L. Chapter 32) to provide retirement benefits for substantially all employees of the Authority, and incidental benefits for their surviving spouses, beneficiaries and contingent annuitants. Prior to this enactment, Authority employees were members of the Commonwealth of Massachusetts Contributory Retirement System and the funding of the pension liability was on a "pay-as-you-go" method. Pursuant to this enactment, the employees' then present rights and benefits were transferred to the new retirement system. The Plan is a contributory defined benefit plan to which the Authority and its employees contribute such amounts as are necessary to provide assets sufficient to meet benefits to be paid to plan participants. The Plan is administered by the Massachusetts Port Authority Employees' Retirement System Board (the "Retirement Board"), consisting of five members including one ex-officio member, two elected members, one member appointed by the Massachusetts Port Authority and one member appointed by the other four board members.

Detailed information about the Plan's fiduciary net position is available in a separately issued report. The report may be obtained by writing to the Massachusetts Port Authority Employees' Retirement System, One Harborside Drive, Suite 200S, East Boston, MA 02128-2909 or please see the Authority's website, www.massport.com.

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b) Benefits provided

Benefits are paid by the Plan from plan assets available for plan benefits. Plan participants are entitled at normal retirement age to benefit payments based upon length of service and earnings levels. Vesting occurs after 10 years of service.

Benefits to participants who retired prior to January 1, 1979 are paid by the Massachusetts State Board of Retirement. The Massachusetts State Board of Retirement is reimbursed for all such benefits paid after December 31, 1978 as these benefits represent obligations of the Plan.

Under M.G.L. Chapter 32, Section 3(8) (c), (Chapter 32), the Plan is reimbursed for benefits paid to participants entitled to receive benefits for previous participation in other Massachusetts Chapter 32 plans. The Plan is also obligated to pay a proportionate share of benefits to participants entitled to receive benefits for subsequent participation in other Massachusetts Chapter 32 plans.

Also under Chapter 32, for members leaving the Authority's employment to work for other Massachusetts governmental units, the Plan transfers their accumulated account balances and creditable service to the retirement system of the new employer. Other such retirement systems are in turn required to make comparable transfers to the Plan for employees coming to work for the Authority.

Optional payment methods may be elected, including the contingent annuitant method, which provides for reduced payments during the life of the plan participant and continued payments to the participant's beneficiary after the death of the participant.

At January 1, 2024 and 2023, the Plan's membership consisted of:

	2024	2023
Retirees and beneficiaries receiving benefits	1,005	996
Terminated employees entitled to benefits but not yet receiving them	86	83
Current members:		
Active	1,245	1,145
Inactive	237	211
Total membership	2,573	2,435

c) Contributions required and contributions made

Contributions are made by the Authority based on amounts required to be funded as determined by annual actuarial valuations and are designed to fund the Plan on a level cost basis, as a percentage of pay, over the average remaining working lifetime of the active participants and to fund operating costs of the Plan. For the years ended June 30, 2025 and 2024, the Authority was required and did contribute to the Plan \$13.3 million and \$11.4

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million, respectively. The Authority bears the risk that plan assets might decline due to fluctuations in the fair value of the Plan's investments and contributions by the Authority will increase as part of its annual assessment.

Employees who became members prior to January 1, 1975 contribute 5% of their regular compensation through payroll deductions. Employees whose membership commenced on or after January 1, 1975 but prior to January 1, 1984 contribute 7%. Those employees whose membership began on or after January 1, 1984 but prior to July 1, 1996 contribute 8%. Employees hired after July 1, 1996 contribute 9% of their regular compensation. Employees who are hired after December 31, 1978 contribute an additional 2% of regular compensation over \$30,000. These contributions accumulate and, subject to certain restrictions set forth in Chapter 32, are refundable to employees upon termination of employment by the Authority or payable to another retirement system should the employee transfer to another government unit covered by Chapter 32.

Contributions totaling \$28.9 million (\$13.3 million employer and \$15.6 million employee) and \$24.6 million (\$11.4 million employer and \$13.2 million employee) were recognized by the Plan for plan years 2024 and 2023, respectively.

d) *Net Pension (Asset) Liability*

The Authority's net pension (asset) liability at June 30, 2025 and 2024 was measured as of December 31, 2024 and 2023 and the total pension (asset) liability used to calculate the net pension (asset) liability was determined by an actuarial valuation as of January 1, 2024 and 2023 and update procedures were used to roll forward the total pension (asset) liability to December 31, 2024 and 2023, respectively.

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	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension (Asset) Liability (a) - (b)
Balance at December 31, 2022	\$ 858,104	\$ 766,197	\$ 91,907
Service cost	17,561	—	17,561
Interest	57,621	—	57,621
Changes in benefit terms	2,709	—	2,709
Changes between expected and actual experience	7,762	—	7,762
Changes in assumptions	—	—	—
Contributions - employer	—	11,439	(11,439)
Contributions - employees	—	13,171	(13,171)
Net investment income	—	93,252	(93,252)
Benefits payments	(44,039)	(44,039)	—
Administrative expenses	—	(1,426)	1,426
Balance at December 31, 2023	\$ 899,718	\$ 838,594	\$ 61,124
Service cost	18,745	—	18,745
Interest	60,452	—	60,452
Changes in benefit terms	5,303	—	5,303
Changes between expected and actual experience	11,529	—	11,529
Changes in assumptions	—	—	—
Contributions - employer	—	13,328	(13,328)
Contributions - employees	—	15,550	(15,550)
Net investment income	—	71,900	(71,900)
Benefits payments	(45,760)	(45,760)	—
Administrative expenses	—	(1,503)	1,503
Balance at December 31, 2024	\$ 949,987	\$ 892,109	\$ 57,878

e) **Actuarial Assumptions**

The January 1, 2024 and 2023 total pension actuarial valuations were determined using the following actuarial assumptions, applied to all periods included in the measurement:

- *Inflation* – 2.5%
- *Salary increases* – 4.25% for 2024 and 2023

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- *Investment rate of return* – 6.75% for 2024 and 2023, net of plan investment expense
- *Cost-of-living increases* – 3.0% on a maximum base of \$15,000, was increased from \$14,000. Annual cost of living increases are assumed to be 3.0% of the lesser of the base or annual benefits, following a one-time 5.0% increase for FY23.
- *Mortality – 2024 and 2023:*

Pre-Retirement: Pub 2010 Table Healthy Employees (sex-distinct) projected with MP2021 Generational Mortality. Separate tables for Groups 1 & 2 (General Employees) and for Group 4 (Public Safety).

Post-Retirement: Pub 2010 healthy annuitant Table (sex-distinct) projected with MP2021 Generational Mortality Group distinctions apply as with actives.

Disabled: Pub-2010 Table for disabled lives (sex distinct) projected with P2021Generational Mortality was used. Mortality for accidental disability is assumed to be 50% from the same cause as the disability. Separate tables for Groups 1&2 and for Group 4.

- *Long-term Expected Rate of Return:*

The long-term expected rate of return on plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The best estimates of geometric long-term expected real rates of return for each major asset class are summarized in the following table:

Asset class	Long-term expected real rate of return	
	2024*	2023*
Domestic equity	3.65 %	3.98 %
International equity	4.45	4.76
Fixed income	2.50	2.34
Opportunistic Credit	3.88	3.83
Real estate	4.60	4.64
Private equity	6.44	7.08

* Amounts are net of inflation assumption of 2.50% and 2.49% in 2024 and 2023, respectively.

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f) Investment Policy

The provisions of M.G.L. Chapter 32, Section 23(2) and the Retirement Board approved investment policy govern the Plan's investment practice.

Diversification is attained through varied investment management styles that comply with Massachusetts state law. This is accomplished through the retention of investment managers that adhere to M.G.L. Chapter 32, Section 23(3), and the "Prudent Person" rule.

The Plan has retained an investment consultant to work with the Retirement Board in a fiduciary capacity to assure that strategic investment diversification is attained, to employ investment managers with expertise in their respective asset classes, and to closely monitor the implementation and performance of the respective investment strategies.

The Plan is currently invested in stocks (domestic and international), fixed income securities (domestic and international), real estate and private equity.

The target allocation for each major asset class is summarized in the following table:

Asset class	Target Allocation	
	2024	2023
Domestic equity	27.5%	27.5%
International equity	27.5%	27.5%
Fixed income	22.5%	22.5%
Opportunistic Credit	5.0%	5.0%
Private equity	10.0%	10.0%
Real estate	7.5%	7.5%
Total	100.0%	100.0%

g) Changes in Benefit Terms

In accordance with Chapter 147 of the Massachusetts Acts of 2022, vacation buybacks for certain eligible retirees and active members may be included in pensionable earnings when estimating the projected benefit payments. As of January 1, 2024 the pension benefit adjustment base (cost-of-living or COLA base) was increased to \$15,000 (from \$14,000). As of January 1, 2023 the retiree benefit reflects a one-time 5% Cost of Living Adjustment (COLA) that was granted for 2023 plan year (an additional 2% compared to the typical 3% increase).

h) Discount Rate

The discount rates used to measure the total pension (asset) liability as of December 31, 2024 and 2023 was 6.75%. The projection of cash flows used to determine the discount rate assumed that Plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit

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payments of current Plan members. Therefore, the long-term expected rate of return on the Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

i) Sensitivity of the net pension (asset) liability to changes in the discount rate

The following presents the net pension (asset) liability of the Plan as of December 31, 2024 and 2023, calculated using the discount rate of 6.75% as well as what the net pension (asset) liability would be if it were calculated using a discount rate that is one-percentage point lower or one-percentage point higher than the current rate (in thousands):

Fiscal Year End	1% decrease (5.75%)	Current discount rate (6.75%)	1% increase (7.75%)
2024	\$ 169,906	\$ 57,878	\$ (36,919)

Fiscal Year End	1% decrease (5.75%)	Current discount rate (6.75%)	1% increase (7.75%)
2023	\$ 166,698	\$ 61,124	\$ (27,700)

j) Pension expense and deferred outflows of resources and deferred inflows of resources related to pensions

The Authority recognized pension expense of \$21.1 million and \$7.9 million as of June 30, 2025 and 2024, respectively.

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At June 30, 2025 and 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 15,525	\$ 12,505	\$ 8,490	\$ 17,980
Differences arising from the recognition of changes in assumptions	14,316	226	22,963	2,486
Net differences between projected and actual earnings on pension Plan investments	25,491		42,616	
Total	\$ 55,332	\$ 12,731	\$ 74,069	\$ 20,466

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

Year ended June 30:	Expense / (Income)
2026	\$ 20,913
2027	29,647
2028	(8,789)
2029	(586)
2030	1,416
Total	\$ 42,601

7. Other Postemployment Benefits (OPEB)

a) Plan Description

In addition to providing the pension benefits described in Note 6, the Authority provides post-employment health care and life insurance benefits ("OPEB") for retired employees. The OPEB Plan is a single-employer plan and offers retirees a choice of medical plans, as well as two dental plans, and basic life insurance. The benefit levels, employer contributions and future employee contributions are governed by the Authority and can be amended by the Authority.

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In June 2009, the Board made changes to the plan benefits to be paid by the Authority for certain existing and future retirees. All current retired members of the Authority and all existing Authority employees who were vested as of October 1, 2009 would be eligible to have 100% of their premium cost subsidized. Employees not yet vested but employed by the Authority on October 1, 2009 would, upon retirement be eligible to receive 85% of the premium cost for benefits with the balance paid for by the retiree. For employees hired on or after October 1, 2009, the Board voted to implement a sliding scale subsidy for retiree health care premiums (ranging from 0%-85%) based on creditable service at retirement age (retirees must be age 60 or older to receive the subsidy), and whether or not the employee retired within sixty (60) days after leaving the Authority. The Board also voted to eliminate retiree dental and life insurance coverage, as well as Medicare Part B premium subsidy for this group of employees.

In May 2016, the Board made changes to the plan benefits to be paid by the Authority for certain future retirees. Persons who commenced employment with the Authority during the period from October 1, 2009 through May 25, 2016, and who, as of the date such employment commenced, had accrued ten (10) years or more of creditable service pursuant to M.G.L. Chapter 32, would upon retirement, be eligible to receive 80% of the premium cost for those benefits with the balance paid for by the retiree; provided, however, that employees who retire with at least thirty (30) years of creditable service would be eligible to receive 85% of the premium cost of such benefits with the balance paid for by the retiree. For purposes of calculating the percentage of the subsidy (80% or 85%), years of creditable service shall be calculated at separation from employment with the Authority. The spouse and dependents of eligible retirees will qualify for the same premium subsidy and retiree health benefits as the retiree. Eligible retirees, but not their spouse or dependents, will also qualify for a 100% subsidy from the Authority for retiree basic life insurance.

The Authority issues publicly available audited financial statements for the Trust. The report may be obtained by writing to the Massachusetts Port Authority, Attn: John P. Prankevicius, CPA, Director of Administration and Finance and Secretary-Treasurer, One Harborside Drive, Suite 200S, East Boston, MA 02128-2909. Those statements are prepared with an "economic resources" measurement focus on the accrual basis of accounting in accordance with GAAP. Employer contributions are recognized when the employer has made formal commitments to provide the contributions and benefits are recorded when due and payable in accordance with the terms of the Trust. Investments are reported at fair value. Mutual funds and commingled funds are valued based on fair value and alternative investments are valued based on net asset or unit value at year-end. The Trust did not own any individual securities and no long-term contracts for contributions to the Trust existed at December 31, 2024 and 2023, respectively.

b) Benefits provided

The medical plans are either HMOs, PPOs or indemnity plans, and some are designed to work with Medicare benefits, such as Medicare supplement or Medicare HMO plans. The

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basic life insurance provides a \$10,000 death benefit to the retiree. Spouses and dependents are not eligible for this death benefit upon their death.

At December 31, 2024 and 2023, respectively, the Trust's membership consisted of:

	December 31, 2024	December 31, 2023
Active Employees		
Pre-Medicare (hired prior to 3/31/1986)	5	5
Post-Medicare (hired after 3/31/1986)	1,303	1,240
Total	1,308	1,245
Inactive Participants (Vested)	81	87
Retired, Disabled, Survivors and Beneficiaries	1,003	986
Total Membership	2,392	2,318

c) Contributions required and contributions made

The Trust has adopted a funding policy that allows for the contributions to attempt to minimize the volatility from year to year and is the sum of the employees normal cost and expenses plus a payment to amortize the unfunded accrued liability as of the date of the valuation. The annual employer contribution rate goal shall be 100% of the Actuarial determined contribution. For the years ended June 30, 2025 and 2024, the Authority contributed to the Trust \$9.3 million and \$12.1 million, respectively. The Authority bears the risk that trust assets might decline due to fluctuations in the fair value of the Trust's investments and contributions by the Authority will increase as part of its annual assessment.

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d) Net OPEB liability

The Authority's net OPEB liability at June 30, 2025 and 2024 was measured as of December 31, 2024 and 2023, and total OPEB liability used to calculate the net OPEB liability was determined using an actuarial valuation as of January 1, 2025 and 2024, respectively.

	Increase (Decrease)		
	Total OPEB Liability	Trust Fiduciary NetPosition	Net OPEB Liability
	(a)	(b)	(a) - (b)
Balance at December 31, 2022	\$ 362,819	\$ 273,036	\$ 89,783
Service cost	5,469	—	5,469
Interest	24,298	—	24,298
Difference between expected and actual experience	(5,937)	—	(5,937)
Contributions - employer	—	14,288	(14,288)
Contributions - employees	—	485	(485)
Net investment income	—	42,201	(42,201)
Benefits payments	(16,623)	(17,109)	486
Administrative expenses	—	(235)	235
Balance at December 31, 2023	\$ 370,026	\$ 312,666	\$ 57,360
Service cost	5,781	—	5,781
Interest	24,772	—	24,772
Change in benefit terms	3,651	—	3,651
Difference between expected and actual experience	(6,790)	—	(6,790)
Contributions - employer	—	11,773	(11,773)
Contributions - employees	—	536	(536)
Net investment income	—	39,568	(39,568)
Benefits payments	(17,631)	(18,167)	536
Administrative expenses	—	(275)	275
Balance at December 31, 2024	\$ 379,809	\$ 346,101	\$ 33,708

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e) Actuarial Assumptions

The following actuarial assumptions were applied to the periods included in the measurement as of December 31, 2024 and 2023, respectively:

- *Inflation* – 2.5% for both 2024 and 2023.
- *Salary increases* – 4.25% for both 2024 and 2023.
- *Investment rate of return* – 6.75%, net of Trust investment expenses, for both 2024 and 2023,
- *Health care trend rates* – Initial annual health care cost trend rates range of 11.6% to 7.1%, which decreases to a long-term trend rate between 5.0% and 6.8% for all health care benefits after six years. The initial annual dental cost trend rates range from 0.0% to 6.0%, which decreases to a long-term trend rate of 5.0% for all dental benefits after two years.
- *Mortality:*

The PUB-2010 Headcount-weighted Mortality Tables, sex-distinct, for Employees projected using generational mortality and scale MP-2021; General (Groups 1&2 and Spouses), Safety (Group 4)

- Actives: Employee Tables
- Retirees: Healthy Retiree Tables
- Disabled: Disabled Retiree Tables
- Surviving Spouses: Contingent Survivor Tables
- *Other Information:*
 - As of January 1, 2019, the effect of eliminating the “Cadillac Tax” on liabilities was recognized.
 - As of January 1, 2018, the scales used to convert the premiums to age weighted claim costs were updated and the effect of the “Cadillac Tax” on liabilities was recognized.
 - As of January 1, 2016, employees hired after September 30, 2009 are not eligible for post-retirement medical insurance until age 60, and retirement age begins at age 60 with 10 years of service.
- *Long-term Expected Rate of Return:*

The long-term expected rate of return on Trust investments was using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB Trust investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

f) Discount Rate

The discount rate used to measure the total OPEB liability as of December 31, 2024 and 2023 was 6.75% The projection of cash flows used to determine the discount rate assumed that Trust member contributions will be made at the current contribution rate and that

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employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the Trust's fiduciary net position was projected to be available to make all projected further benefit payments of current Trust members. Therefore, the long-term expected rate of return on the plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

g) Sensitivity of the net OPEB liability to changes in the discount rate

The following presents the net OPEB liability of the Authority as of December 31, 2024 and 2023, calculated using the discount rate of 6.75%, respectively, as well as what the net OPEB liability (asset) would be if it were calculated using a discount rate that is one-percentage point lower or one-percentage point higher than the current rate (in thousands):

Plan's Fiscal Year End	1% decrease (5.75%)	Current discount rate (6.75%)	1% increase (7.75%)
2024	\$ 80,476	\$ 33,708	\$ (5,008)
2023	\$ 104,158	\$ 57,360	\$ 19,319

h) Sensitivity of the Net OPEB Liability to Changes in Health Care Cost Rates

The following presents the net OPEB liability of the Authority as of December 31, 2024 and 2023, calculated using healthcare cost trend rates of 9.5% decreasing to 5.0% and 8.7% decreasing to 5.0% respectively, as well as what the net OPEB liability (asset) would be if it were calculated using a health care cost trend rate that is one-percentage point lower or one-percentage point higher than the current rate (in thousands):

	1% decrease	Health care Cost base trend rate	1% increase
	8.5% decreasing to 4.0%	9.5% decreasing to 5.0%	10.5% decreasing to 6.0%
Authority's net OPEB liability 2024	\$ (10,916)	\$ 33,708	\$ 88,121
	7.7% decreasing to 4.0%	8.7% decreasing to 5.0%	9.7% decreasing to 6.0%
Authority's net OPEB liability 2023	\$ 13,274	\$ 57,360	\$ 111,003

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i) OPEB expense and deferred outflows of resources and deferred inflows of resources related to OPEB

The Authority recognized OPEB expense of \$0.6 million as of June 30, 2025 and \$0.4 million as of June 30, 2024.

At June 30, 2025 and 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources (in thousands):

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ —	\$ 17,218	\$ —	\$ 20,896
Changes in assumptions	3,765	151	7,036	3,293
Net differences between projected and actual earnings on OPEB investments	—	4,089	11,898	—
Total	\$ 3,765	\$ 21,458	\$ 18,934	\$ 24,189

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

Year ended June 30:	Expense / (Income)
2026	\$ (1,787)
2027	411
2028	(10,843)
2029	(5,017)
2030	(456)
Total	\$ (17,692)

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8. Leases

a) *Lease receivable (lessor)*

The Authority leases buildings, land, and other capital assets to outside parties under various leases. The future payments that are included in the measurement of the lease receivable, as of June 30, 2025, are as follows (in thousands):

Fiscal Year	Principal	Interest	Total
2026	\$ 39,742	\$ 38,591	\$ 78,334
2027	40,282	38,121	78,403
2028	41,661	37,575	79,236
2029	36,565	36,832	73,397
2030	33,985	37,073	71,058
2031-2035	138,300	170,939	309,239
2036-2040	98,723	170,969	269,693
2041-2045	115,036	167,670	282,706
2046-2050	135,159	152,245	287,404
2051-2055	104,455	146,948	251,403
2056-2060	127,565	143,713	271,278
2061-2065	72,456	142,555	215,011
2066-2070	59,132	146,308	205,439
2071-2075	85,147	129,476	214,623
2076-2080	98,879	118,520	217,399
2081-2085	114,897	113,099	227,997
2086-2090	110,101	109,365	219,466
2091-2095	119,534	104,340	223,874
2096-2100	82,328	88,356	170,684
2101-2105	110,913	42,579	153,492
2106-2110	120,057	31,352	151,409
2111-2115	124,260	20,324	144,585
2116-2120	149,750	7,672	157,422
2121-2125	4,963	25	4,988
Totals	\$ 2,163,890	\$ 2,194,647	\$ 4,358,540

For the years ended June 30, 2025 and 2024, the Authority recognized \$69.8 million and \$69.7 million in lease revenue and \$45.3 million and \$43.1 million in lease interest revenue, respectively. The principal amounts are included in the revenue source lines: 1) aviation rentals, 2) maritime fees, rentals and other and 3) real estate fees, rents and other, respectively. The interest amounts are included in lease interest income.

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Regulated Leases

For certain lease agreements for airport gates, aprons, airline ticket counters, ticketing / check-in stations and baggage claim facilities, specific terms are regulated by the FAA. The Authority entered into various lease agreements for the right to use these airport gates and aprons to third parties in accordance with these provisions set by the FAA. Specified regulated terms include limits on lease rates, consistency of lease rates for all lessees, and leasing opportunities made available to any potential lessees if the facilities are vacant. The lease revenue related to these regulated agreements amounted to \$195.4 million and \$174.3 million for the years end June 30, 2025 and 2024, respectively, and is included in aviation rentals.

Subleases

The Authority subleases certain portions of various Right-of-Use assets to third parties. The Authority's leases for these Right-of-Use assets are included in the lease receivable as real estate leases. These subleases represent a portion of Right-of-Use assets of \$166.6 million and \$168.4 million as of June 30, 2025 and 2024, respectively. These agreements result in lease receivables of \$17.8 million and \$18.1 million and deferred inflows of resources of \$17.5 million and \$17.9 million, as of June 30, 2025 and 2024, respectively.

Discount Rate

The Authority uses discount rates in order to account for future cash flows associated with leases. The Authority uses incremental borrowing rates as the discount rate when calculating the present value of lease payments. The rates are in compliance with applicable accounting standards to accurately represent the present value of lease obligations on our financial statements.

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

b) Lease payable (lessee)

The Authority is lessee of certain buildings, ground land and other capital assets to outside parties under various leases. The future principal and interest lease payments that are included in the measurement of the lease payable, as of June 30, 2025, are as follows (in thousands):

Fiscal Year	Principal	Interest	Total
2026	\$ 7,546	\$ 1,527	\$ 9,073
2027	7,338	1,443	8,781
2028	7,512	1,363	8,875
2029	7,685	1,279	8,964
2030	1,127	1,234	2,361
2031-2035	124	6,702	6,826
2036-2040	151	7,744	7,895
2041-2045	210	8,949	9,159
2046-2050	232	10,346	10,578
2051-2055	37	11,974	12,011
2056-2060	-	13,881	13,881
2061-2065	-	16,092	16,092
2066-2070	-	18,655	18,655
2071-2075	-	21,626	21,626
2076-2080	-	25,071	25,071
2081-2085	-	29,064	29,064
2086-2090	-	33,693	33,693
2091-2095	-	39,059	39,059
2096-2100	-	45,281	45,281
2101-2105	-	52,493	52,493
2106-2110	39,486	21,367	60,853
2111-2115	60,986	9,560	70,546
2116-2120	72,628	3,260	75,888
Totals	\$ 205,062	\$ 381,663	\$ 586,725

At June 30, 2025 and 2024, the Authority reported right of use capital asset liability activities (in thousands):

	Balance			Balance	Amount due
	June 30, 2024	Additions	Reductions	June 30, 2025	within one year
Right of use capital asset liability:					
Leased - Land	\$ 178,143	\$ 3,277	\$ 866	\$ 180,553	\$ 1,377
Leased - Buildings	27,087	54	5,185	21,956	5,185
Leased - Equipment	4,235	23	1,706	2,553	984
Total capital asset -lease liability	\$ 209,465	\$ 3,354	\$ 7,757	\$ 205,062	\$ 7,546

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

c) *SBITA payable (lessee)*

The Authority is using IT software specified in the Authority's contracts, to which the Authority has control of the right to use another party's IT software alone or in combination with a tangible capital assets (with underlying IT assets).

The future principal and interest lease payments that are included in the measurement of the lease payable, as of June 30, 2025, are as follows (in thousands):

Years	Principal	Interest	Total
2026	2,952	186	3,138
2027	1,942	102	2,044
2028	982	45	1,027
2029	594	20	614
Total	\$ 6,470	\$ 353	\$ 6,823

At June 30, 2025 and 2024, the Authority reported SBITA liability activities (in thousands):

	Balance				Balance	Amount due
	June 30, 2024	Additions	Reductions		June 30, 2025	within one year
Right of use subscription liability \$	5,985	\$ 3,386	\$ 2,902	\$	6,470	\$ 2,952

9. Risk Management

The Authority, as mandated by the 1978 Trust Agreement, maintains a self-insurance account for general liability and workers compensation within the Operating Fund. The self-insurance accruals are determined based on insurance claim history and actuarial estimates needed to pay prior and current-year claims. The accrued liability was approximately \$14.3 million and \$13.9 million as of June 30, 2025 and 2024, respectively, and is included as a component of accrued expenses in the accompanying financial statements. This liability is fully funded as of June 30, 2025 and 2024.

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

Changes in the accrued liability accounts, related to self-insurance, in fiscal years 2025 and 2024, were as follows (in thousands):

	<u>2025</u>	<u>2024</u>
Liability balance, beginning of year	\$ 13,863	\$ 14,142
Provision to record estimated losses	6,065	4,836
Payments	<u>(5,621)</u>	<u>(5,115)</u>
Liability balance, end of year	\$ <u>14,307</u>	\$ <u>13,863</u>

As part of its normal operations, the Authority encounters the risk of accidental losses stemming from third party liability claims, property loss or damage, and job-related injuries and illnesses. In managing these loss exposures, a combination of risk management measures is applied, including safety and loss prevention programs, emergency planning, contractual risk transfer, self-insurance, and insurance.

In connection with the self-insurance and insurance programs, the Authority retains part of the losses incurred and internally manages the self-insured claims. The self-insured retention currently includes: \$1.0 million for worker's compensation per job related accident for Authority employees and International Longshoreman's Association Members; \$5,000 per occurrence for automobile liability; aviation general liability and airport terrorism insurance; \$0.25 million per occurrence policy aggregate. \$25 thousand for Comprehensive Marine Liability, Terminal Operator's Liability, Stevedore's liability; \$2.5 million for a comprehensive network liability policy and \$1.0 million plus 10% of the first \$50 million layer for property losses per occurrence. Insurance is purchased above the self-insured amounts, subject to availability and the reasonableness of cost. Liabilities for self-insured claims are reported if it is probable that a loss has been incurred and the amount can be reasonably estimated. These losses include an estimate of claims that have been incurred but not reported at year-end and are based on the historical cost of settling similar claims. The Authority records such liabilities as accrued expenses. The Authority from time to time is engaged in various matters of routine litigation. These matters include personal injury and property damage claims for which the Authority's liability is covered in whole or in part by insurance. The Authority does not expect that these matters will require any amounts to be paid which in the aggregate would materially affect the financial statements.

Settled claims resulting from the risks discussed above have not exceeded the amount of insurance coverage in force in any of the past three fiscal years.

10. Payments in Lieu of Taxes

The Authority's Enabling Act and the 1978 Trust Agreement authorize and direct the Authority, subject to certain standards and limitations, to enter into agreements to make annual payments in lieu of taxes to the City of Boston and the Town of Winthrop (collectively, the "PILOT Agreements").

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

The PILOT Agreements provide that annual payments may not exceed the balance of revenues remaining after deposits to pay operating expenses, required deposits to the Interest and Sinking Fund and required deposits to the Maintenance Reserve Fund.

Pursuant to the terms of the amended payment-in-lieu-of-taxes agreement between the Authority and the City of Boston (the "Boston PILOT Agreement"), and at the City of Boston's election, the Boston PILOT Agreement terminated on June 30, 2022. The Authority continues to make payments in accordance with the terms of the Agreement pending further communication from the City. The parties expect to commence negotiations on a successor agreement or an amendment to the existing Agreement. The Boston PILOT Agreement provided for the Authority to pay an annual base amount (the "Base Amount") of \$14.0 million, which, commencing in fiscal year 2007, increased annually by the annual percentage change in the consumer price index, provided that such increase shall be no less than 2% nor greater than 8% per year and a community portion (the "Community Portion").

Pursuant to the terms of the amended and restated payment-in-lieu-of-taxes agreement between the Authority and the Town of Winthrop (the "Winthrop PILOT Agreement"), the Winthrop PILOT Agreement expires June 30, 2026. The Winthrop PILOT Agreement was amended in November 2018, and pursuant thereto the Authority expects to make adjusted annual payments for the remainder of the term, commencing with a payment of \$1.4 million in fiscal year 2019 and increasing annually to \$2.0 million by fiscal year 2025, as well as an additional community portion. The Winthrop PILOT agreement was amended in June 2025 to extend one year through end of fiscal year 2026 with the annual payment increasing to \$2.1 million.

PILOT expenses to the City of Boston for fiscal years 2025 and 2024 were \$24.2 million and \$23.5 million, respectively. PILOT expenses to the Town of Winthrop for fiscal years 2025 and 2024 were \$2.0 million and \$2.4 million, respectively.

11. Commitments

a) Contractual Obligations for Construction

The Authority enters into construction contracts with various construction and engineering companies. Construction contracts outstanding were approximately \$496.1 million and \$513.9 million as of June 30, 2025 and 2024, respectively.

b) Seaport Bond Bill

The Seaport Bond Bill was enacted in 1996 and among other things, provides for funding improvements to the Massachusetts rail transportation network allowing rail shipment of double stack cargo from Allston Yards in Boston to points west, which is anticipated to encourage expanded container shipments through the Port of Boston. The Seaport Bond Bill requires that the Authority provides up to fifty percent (50%) of the cost of improvements to the rail line from Framingham to the Allston Yard in Boston to permit double stack shipments. Expenditure of funds will not occur until the execution of a Master Agreement, as defined by the statute, between the Commonwealth and the participating railroads. The Authority believes that the likelihood that any such Master Agreement will be executed, and Authority funds committed for double stack improvements within the next fiscal year is remote.

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

12. Litigation

The Authority is engaged in numerous matters of routine litigation. These matters include personal injury and property damage claims for which the Authority's liability is covered in whole or in part by insurance. Others include such matters as disputes with contractors, subcontractors, engineers and others arising out of construction and maintenance of the Authority's properties; disputes over leases and concessions; property, theft and damage claims arising from the Authority's operations, employment matters and workers compensation, as to which the Authority is self-insured. The Authority does not expect that these matters will require any amounts to be paid which, in the aggregate, will be material to the results of operations.

13. Federal Grants

The Authority participates in a number of federally assisted grant programs. These programs are subject to financial and compliance audits by the grantors or their representatives. In the opinion of the Authority's management, liabilities resulting from such disallowed expenditures, if any, will not be material to the accompanying financial statements.

In fiscal year 2025 the Authority recognized \$83.2 million in contributed capital, which consists mainly of federal and state capital grants. During the year the Authority recognized FAA AIG grants for Airports runway and airfield improvements projects (\$23.4 million), FAA ATP grants for Airports terminals and roadway projects (\$27.3 million), FAA AIP grants for airport runway and taxiway improvements (\$16.1 million), MARAD funding for investment in the Conley Terminal modernization initiative (\$14.9 million) and other funding from FEMA and EPA for safety, security and environmental programs (\$1.5 million).

In fiscal year 2024 the Authority recognized \$90.5 million in contributed capital, which consists mainly of federal and state capital grants. During the year the Authority recognized FAA AIG grants for Airports runway improvements projects (\$43.4 million), FAA ATP grants for Airports terminals and roadway projects (\$29.7 million), FAA AIP grants for airport runway and taxiway improvements (\$12.7 million), MARAD funding for investment in the Conley Terminal modernization initiative (\$2.7 million) and other funding from FEMA and EPA for safety, security and environmental programs (\$2.0 million).

14. Pollution Remediation Obligation

The Authority is currently involved in seven separate pollution remediation obligations that meet the requirements for accounting treatment under GASB Statement No. 49, Accounting and Financial Reporting for Pollution Remediation Obligations ("GASB No. 49"). These obligations are generally related to the removal and/or treatment of contaminated soil, groundwater and petroleum products associated with fuel storage and conveyance. GASB No. 49 dictates that for each obligating event, an estimate of the expected pollution remediation outlays is required to be accrued as a liability and expensed in the current period. Re-measurement of the liability is required when new information indicates increases or decreases in estimated outlays.

The estimated liability as of June 30, 2025 and 2024 is \$5.2 million and \$7.2 million, respectively, which represents the approximate amounts the Authority expects to pay for future remediation activities. The Authority paid approximately \$4.2 million and \$1.1 million in fiscal years 2025 and

MASSACHUSETTS PORT AUTHORITY

Notes to Financial Statements

June 30, 2025 and 2024

2024, respectively. This estimate was generated using input and guidance from internal management and professional consultants, and represents a wide array of remediation activities ranging from one-time events to longer-term sustained monitoring activity. The current portion of the Pollution Remediation Obligations estimate was \$1.9 million at June 30, 2025 and \$2.1 million at June 30, 2024. The Authority will continue to closely monitor each of these obligations, working toward regulatory closure, and will make any necessary adjustments to the potential liability as new information becomes available.

15. Interagency Agreements

a) Investment in Joint Venture

In May 1996, the Authority entered into an interagency agreement with the Massachusetts Highway Department (“MHD”) and the Massachusetts Bay Transportation Authority (“MBTA”) for the construction of a Regional Transportation Center (“RTC”) in Woburn, Massachusetts (the “Interagency Agreement”). Under the terms of the Interagency Agreement, the Authority paid one third of the costs of acquiring the site and constructing the RTC and now shares in a like proportion in the profits and losses of the RTC, which opened in 2001. During fiscal years 2025 and 2024, the Authority recognized a net profit of approximately \$353.7 thousand and \$294.8 thousand, respectively, representing its share of the net loss or earnings of the RTC.

b) Logan Airport Silver Line Transportation Agreement

The Authority entered into an agreement with the MBTA in December 2004, to provide public transportation between South Station in Boston, Massachusetts and Logan Airport along a route called the Silver Line. In 2005, the Authority acquired eight Silver Line buses for \$13.3 million. Under the agreement, the Authority is responsible for a proportionate share (76.06%) of the operations and maintenance of the Silver Line service based on the amount of vehicle miles traveled between Logan Airport’s terminals and the MBTA’s south Boston World Trade center passenger facility, as well as bus acquisition costs. The Authority disbursed \$2.2 million and \$2.3 million to operate and maintain the Silver Line service in fiscal years 2025 and 2024, respectively. In 2024 the Authority acquired ten additional buses for \$19.9 million.

MASSACHUSETTS PORT AUTHORITY
Required Supplementary Information (Unaudited)
Schedule of Pension Contributions
(in thousands)

For the years ending June 30,	2025	2024	2023	2022	2021
Actuarially determined contribution	\$ 13,328	\$ 11,439	\$ 8,340	\$ 11,695	\$ 14,642
Actual contribution in relation to the actuarially determined contribution	13,328	11,439	8,340	11,695	14,642
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 147,687	\$ 137,850	\$ 119,308	\$ 107,861	\$ 117,317
Contributions as a percentage of covered payroll	9.0%	8.3%	7.0%	10.8%	12.5%

For the years ending June 30,	2020	2019	2018	2017	2016
Actuarially determined contribution	\$ 12,029	\$ 13,043	\$ 13,362	\$ 13,552	\$ 10,845
Actual contribution in relation to the actuarially determined contribution	12,029	13,043	13,362	13,552	10,845
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 125,749	\$ 117,686	\$ 111,749	\$ 109,652	\$ 101,216
Contributions as a percentage of covered payroll	9.6%	11.1%	12.0%	12.4%	10.7%

Notes to Schedule

Valuation date: Actuarially determined contribution rates are calculated based on valuations as of January 1, 12 months prior to the end of the Trust's fiscal year in which contributions are reported.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Frozen entry age
Amortization method	20 year Level, closed
Remaining amortization period	Multiple bases with remaining periods from 4 to 20 years.
Asset valuation method	Fair value of assets using a five year smoothing period.
Inflation rate	2.5% for for both 2024 and 2023.
Salary increases	4.25% for 2024 and 2023.
Investment rate of return / discount rate	6.75%, net of plan investment expenses for 2024 and 2023.
Retirement age	2019 valuation changed based on an experience study. In the 2013 valuation, additional retirement assumptions were added for employees hired after April 1, 2012 and subject to pension reform and the assumption was changed due to an experience study. In the 2008 valuation the retirement assumption was extended to age 70 for Group 1 employees.
Disability and withdrawal	Changed in 2019 due to an experience study.
Mortality - 2024 through 2022	Pre-Retirement: Pub-2010 Table Healthy Employees (sex-distinct) projected with MP2021 Generational Mortality. Separate tables for Groups 1 & 2 (General Employees) and for Group 4 (Public Safety). Post-Retirement: Pub-2010 healthy annuitant Table (sex-distinct) projected with MP2021 Generational Mortality. Group distinctions apply as with actives. Disabled: Pub-2010 Table for disabled lives (sex-distinct) projected with MP2021 Generational Mortality was used. Mortality for accidental disability is assumed to be 50% from the same cause as the disability. Separate tables for Groups 1 & 2 and for Group 4.
Mortality - 2021	Healthy: RP2014 at 2006 Table Healthy Employees (sex-distinct) projected with MP2020 Generational Mortality Post-retirement the RP2014 healthy annuitant Table (sex-distinct) projected with MP2020 Generational Mortality Disabled: RP2014 at 2006 healthy annuitant Table (sex-distinct) projected with MP2020 Generational Mortality set-forward 2 years. Mortality for accidental disability is assumed to be 50% from the same cause as the disability
Other information	The Cost-of-Living base is assumed to be \$15,000 increased from \$14,000. Annual Cost-of-Living increases are assumed to be 3.0% of the lesser of the base or annual benefits, following a one-time 5% increase for FY23. In the 2012 valuation the superannuation retirement liability and normal cost for actives was increased by 1.25% to reflect vacation buybacks. This provision was removed in the 2019 valuation, and replaced with a liability for return of related contributions. As of January 1, 2016, employees hired after September 30, 2009 are not eligible for post-retirement medical insurance until age 60, retirement age begins at age 60 with 10 years of service.

MASSACHUSETTS PORT AUTHORITY
Required Supplementary Information (Unaudited)
Schedule of Changes in the Net Pension Liability (Asset) and Related Ratios
(in thousands)

For the years ending December 31,	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
TOTAL PENSION LIABILITY										
Service cost	\$ 18,745	\$ 17,561	\$ 19,438	\$ 18,994	\$ 17,335	\$ 17,529	\$ 16,774	\$ 16,419	\$ 15,920	\$ 14,875
Interest	60,452	57,621	56,300	55,140	53,204	51,734	49,569	47,341	44,962	41,160
Change in benefit terms	5,303	2,709	-	-	-	-	(4,891)	-	-	-
Differences between expected and actual experience	11,529	7,762	(28,554)	(463)	5,846	15	749	(1,474)	2,592	(1,395)
Change of assumptions	-	-	17,634	14,881	15,574	(13,789)	-	-	(1,479)	24,098
Benefit payments, including refunds of employee contributions	(45,760)	(44,039)	(42,708)	(42,550)	(36,952)	(33,101)	(33,087)	(30,731)	(28,604)	(26,106)
Net change in total pension liability	50,269	41,614	22,110	46,002	55,007	22,388	29,114	31,555	33,391	52,632
Total pension liability - beginning	899,718	858,104	835,994	789,992	734,985	712,597	683,483	651,928	618,537	565,905
Total pension liability - ending	\$ 949,987	\$ 899,718	\$ 858,104	\$ 835,994	\$ 789,992	\$ 734,985	\$ 712,597	\$ 683,483	\$ 651,928	\$ 618,537
PLAN FIDUCIARY NET POSITION										
Contributions - employer	\$ 13,328	\$ 11,439	\$ 8,340	\$ 11,695	\$ 14,642	\$ 12,029	\$ 13,043	\$ 13,362	\$ 13,552	\$ 10,845
Contributions - employee	15,550	13,171	11,841	10,905	13,100	12,576	11,559	11,242	10,660	9,948
Net Investment Income	71,900	93,252	(130,526)	122,486	113,321	118,235	(31,212)	92,226	42,565	(4,572)
Benefit payments, including refunds of employee contributions	(45,760)	(44,039)	(42,708)	(42,550)	(36,952)	(33,101)	(33,087)	(30,731)	(28,604)	(26,106)
Administrative expense	(1,503)	(1,426)	(1,240)	(1,205)	(1,152)	(1,216)	(1,182)	(1,149)	(1,189)	(1,189)
Net change in plan fiduciary net position	53,515	72,397	(154,293)	101,331	102,959	108,523	(40,879)	84,950	36,984	(11,074)
Plan fiduciary net position - beginning	838,594	766,197	920,490	819,159	716,200	607,677	648,556	563,606	526,622	537,696
Plan fiduciary net position - end	\$ 892,109	\$ 838,594	\$ 766,197	\$ 920,490	\$ 819,159	\$ 716,200	\$ 607,677	\$ 648,556	\$ 563,606	\$ 526,622
Massport net pension liability (asset) - ending	\$ 57,878	\$ 61,124	\$ 91,907	\$ (84,496)	\$ (29,167)	\$ 18,785	\$ 104,920	\$ 34,927	\$ 88,322	\$ 91,915
Plan fiduciary net position as a percentage of the total pension liability (asset)	93.9%	93.2%	89.3%	110.1%	103.7%	97.4%	85.3%	94.9%	86.5%	85.1%
Covered payroll	136,660	120,628	112,199	126,887	128,613	119,262	114,541	114,385	112,167	99,190
Massport's net pension liability (asset) as a percentage of covered payroll	42.4%	50.7%	81.9%	-66.6%	-22.7%	15.8%	91.6%	30.5%	78.7%	92.7%

Note to Schedule

This schedule is presented based on a measurement date that is 6 months in arrears.

Benefit changes	2024 -	Vacation buybacks are now considered regular compensation for some members, resulting in an increased net pension liability of \$1.5 million.
	As of January 1, 2024 the benefit adjustment base (COLA base) was increased to \$15,000 (from \$14,000), increasing net pension liability by \$3.8 million.	
	2023 -	As of January 1, 2023 the retiree benefits reflects a one-time 5% COLA that was granted for FY23 (an additional 2% compared to the typical 3% increase), resulting in an increased net pension liability totaling \$2.7 million.
	2018 -	Cost-of-Living adjustments increased, resulting in an increased net pension liability totaling \$3.0 million. Additionally, vacation buybacks were no longer includable in pensionable earnings, resulting in a decreased net pension liability totaling \$7.9 million.
Changes in assumptions	2022 -	The mortality assumption was changed to the Pub-2010 Tables. This assumption change resulted in an increased net pension liability totaling \$17.6 million.
	2021 -	The interest rate was changed from 7.0% to 6.75%. The mortality improvement scale was changed from MP2018 to MP2021. Rates of retirement and withdrawal rates were adjusted for 2021 only to reflect the impact of the COVID-19 pandemic. The net of these changes resulted in an increased total pension liability totaling \$14.9 million.
	2020 -	The interest rate was changed to 7.0% from 7.25%. The salary increase assumption was changed to 4.25% from 4.5%. Compensation limits under Section 401(a) were recognized. The net of these changes resulted in an increased total pension liability totaling \$15.6 million.
	2019 -	The mortality assumption was changed to the RP2014 at 2006 Table Healthy Employees (sex-distinct) projected with MP2018 Generational Mortality. The withdrawal, retirement and disability assumptions were also changed. These assumption changes resulted in a decreased net pension liability totaling \$13.8 million.
	2016 -	The minimum retirement age increased to age 60 for post 9/30/2009 hires, resulting in a decreased net pension liability totaling \$1.5 million.
	2015 -	Discount rate decreased from 7.625% to 7.25%, resulting in an increased net pension liability totaling \$24.1 million.

MASSACHUSETTS PORT AUTHORITY
Required Supplementary Information (Unaudited)
Schedule of Pension Investment Returns

	<u>December 2024</u>	<u>December 2023</u>	<u>December 2022</u>	<u>December 2021</u>	<u>December 2020</u>
Annual money-weighted rate of return, net of investment expense	8.70 %	12.45 %	(14.41)%	16.13 %	16.14 %
	<u>December 2019</u>	<u>December 2018</u>	<u>December 2017</u>	<u>December 2016</u>	<u>December 2015</u>
Annual money-weighted rate of return, net of investment expense	19.64 %	(4.83)%	16.51 %	8.14 %	(0.82)%

MASSACHUSETTS PORT AUTHORITY
Required Supplementary Information (Unaudited)
Schedule of OPEB Contributions

	June 2025	June 2024	June 2023	June 2022	June 2021
Actuarially determined contribution (ADC)	\$ 11,763	\$ 14,233	\$ 10,857	\$ 13,014	\$ 20,294
Contributions in relation to the ADC:					
Premium implicit subsidy contribution	2,481	2,157	2,021	2,068	1,807
Authority contribution	9,292	12,131	9,100	10,946	20,447
Contribution deficiency (excess)	\$ (10)	\$ (55)	\$ (264)	\$ —	\$ (1,960)
Covered payroll	\$ 176,640	\$ 161,141	\$ 139,967	\$ 126,834	\$ 136,411
Contributions as a percentage of covered payroll	6.7%	8.9%	7.9%	10.3%	16.3%

	June 2020	June 2019	June 2018	June 2017	June 2016
Actuarially determined contribution	\$ 19,482	\$ 15,725	\$ 15,177	\$ 18,084	\$ 14,390
Contributions in relation to the ADC:					
Premium implicit subsidy contribution	1,532	1,611	1,555	1,487	1,260
Authority contribution	13,341	18,398	15,682	14,300	12,000
Contribution deficiency (excess)	\$ 4,609	\$ (4,284)	\$ (2,060)	\$ 2,297	\$ 1,130
Covered payroll	\$ 144,321	\$ 139,318	\$ 133,316	\$ 129,414	\$ 117,743
Contributions as a percentage of covered payroll	10.3%	14.4%	12.9%	12.2%	11.3%

Methods and assumptions used to determine contribution rates:

Valuation date:	January 1, 2024
Actuarial cost method:	Entry Age Normal
Amortization method:	20 years from FY 2018, 14 years remaining as of December 31, 2023 increasing from 0-3% annually
Asset valuation method:	10 years smoothing of fair value gains/ losses; prior to 2023, 5 years; prior to 2018 Fair value of assets.
Inflation:	2.5%
Salary increases:	4.25%, including inflation
Investment rate of return:	6.75%, net of plan investment expenses as of December 31, 2024, 2023, 2022 and 2021, respectively 7.00%, net of plan investment expenses prior to January 01, 2021 7.25% per year prior to July 1, 2019
Health care trend rates	Initial annual health care cost trend rate range of 8.5% to 8.7% which decreases to a long-term trend rate of 5.0% for all health care benefits after ten years. The initial annual dental cost trend rates range from 6.0% to 7.0% which decrease to a long term trend rate of 5.0% for all dental benefits after ten years.
Mortality:	The PUB-2010 Headcount-weighted Mortality Tables, sex-distinct, for Employees projected using generational mortality and scale MP-2021; General (Groups 1&2 and Spouses), Safety (Group 4).

Notes to Schedule

Benefit changes - Basic Life Insurance increased from \$5,000 to \$10,000

Changes in assumptions :

Prior mortality was as follows:

Actives - RP 2014 Tables adjusted to 2006, (sex distinct), for Employees projected using Generational Mortality and scale MP - 2021.

Retirees - RP 2014 Tables adjusted to 2006, (sex distinct), for Healthy Annuitants projected using Generational Mortality and scale MP - 2021.

Disabled - RP 2014 Table adjusted to 2006, (sex distinct), for Healthy Annuitants projected using Generational Mortality and scale MP - 2021. Set forward 2 years.

Actives - RP 2014 Tables adjusted to 2006, (sex distinct), for Employees projected using Generational Mortality and scale MP - 2020.

Retirees - RP 2014 Tables adjusted to 2006, (sex distinct), for Healthy Annuitants projected using Generational Mortality and scale MP - 2020.

Disabled - RP 2014 Table adjusted to 2006, (sex distinct), for Healthy Annuitants projected using Generational Mortality and scale MP - 2020. Set forward 2 years.

Actives - RP 2014 Tables adjusted to 2006, (sex distinct), for Employees projected using Generational Mortality and scale MP - 2018.

Retirees - RP 2014 Tables adjusted to 2006, (sex distinct), for Healthy Annuitants projected using Generational Mortality and scale MP - 2018.

Disabled - RP 2014 Table adjusted to 2006, (sex distinct), for Healthy Annuitants projected using Generational Mortality and scale MP - 2018. Set forward 2 years.

Actives - RP 2000 Mortality Tables, (sex distinct), for Employees projected using generational mortality and scale BB using a base year of 2000 .

Retirees - RP 2000 Mortality Tables, (sex distinct), for Healthy Annuitants projected using generational mortality and scale BB using a base year of 2000 .

Disabled - RP 2000 Tables (sex distinct), for Healthy Annuitants projected using generational mortality and scale BB. Set forward 2 years.

As of January 1, 2019, the effects of the "Cadillac Tax" on liabilities was eliminated.

As of January 1, 2018, the scales used to convert the premiums to age weighted claim costs were updated and the effect of the "Cadillac Tax" on liabilities was recognized.

Mortality table changes from Scale AA to BB in FY 2017.

MASSACHUSETTS PORT AUTHORITY
 Required Supplementary Information (Unaudited)
 Schedule of Changes in the Net OPEB Liability and Related Ratios
 (in thousands)

	December 2024	December 2023	December 2022	December 2021	December 2020	December 2019 *	June 2018	June 2017	June 2016
Total OPEB liability:									
Service cost	\$ 5,781	\$ 5,469	\$ 6,131	\$ 5,591	\$ 6,103	\$ 9,022	\$ 6,692	\$ 6,405	\$ 5,891
Interest	24,772	24,296	24,427	23,695	24,569	37,032	23,870	22,693	20,285
Change in benefit terms	3,651	—	—	—	—	—	—	—	—
Differences between expected and actual experience	(6,790)	(5,937)	(19,748)	(1,058)	(16,263)	(7,968)	(17,359)	—	18,841
Change of assumptions	—	—	4,381	10,488	(11,751)	(3,552)	8,575	—	—
Benefits payments	(17,631)	(16,623)	(16,223)	(15,557)	(13,692)	(20,432)	(13,428)	(12,643)	(11,987)
Net change in total OPEB liability	9,783	7,207	(1,032)	23,159	(11,034)	14,102	8,350	16,455	33,030
Total OPEB liability – beginning	370,026	362,819	363,851	340,692	351,726	337,624	329,274	312,819	279,789
Total OPEB liability – ending (a)	\$ 379,809	\$ 370,026	\$ 362,819	\$ 363,851	\$ 340,692	\$ 351,726	\$ 337,624	\$ 329,274	\$ 312,819
Trust fiduciary net position:									
Contributions – employer	11,773	14,288	16,617	23,422	10,552	29,668	17,237	15,787	13,340
Contributions – employees	536	485	453	398	319	468	279	248	209
Net investment income	39,568	42,201	(49,785)	38,880	36,052	31,460	13,755	19,829	2,348
Benefits payments	(18,167)	(17,109)	(16,676)	(15,955)	(14,010)	(20,900)	(13,428)	(12,643)	(11,987)
Administrative expenses	(275)	(235)	(216)	(232)	(222)	(332)	(184)	(173)	(172)
Net change in fiduciary net position	33,435	39,630	(49,607)	46,513	32,691	40,364	17,659	23,048	3,738
Trust fiduciary net position – beginning	312,666	273,036	322,643	276,130	243,439	203,075	185,416	162,368	158,630
Trust fiduciary net position – ending (b)	\$ 346,101	\$ 312,666	\$ 273,036	\$ 322,643	\$ 276,130	\$ 243,439	\$ 203,075	\$ 185,416	\$ 162,368
Authority's net OPEB liability – end of year (a-b)	\$ 33,708	\$ 57,360	\$ 89,783	\$ 41,208	\$ 64,562	\$ 108,287	\$ 134,549	\$ 143,858	\$ 150,451
Trust fiduciary net position as a percentage of the total OPEB liability	91.1%	84.5%	75.3%	88.7%	81.0%	69.2%	60.1%	56.3%	51.9%
Covered payroll	\$ 166,504	\$ 149,758	\$ 134,761	\$ 127,740	\$ 141,877	\$ 125,822	\$ 140,995	\$ 135,585	\$ 131,477
Net OPEB liability as a percentage of covered payroll	20.2%	38.3%	66.6%	32.3%	45.5%	86.1%	95.4%	106.1%	114.4%

This schedule is intended to present 10 years of data. Additional years will be presented when available.

Notes to Schedule

In March 2020, the Committee voted to recommend that the Authority's Board change the Trust's fiscal year end from June 30 to December 31. The Board approved the change in May 2020. The measurement date for 2020 is 6 months in arrears and previous periods are 1 year in arrears.

* Data represents eighteen months.

Benefit changes - Basic Life Insurance increased from \$5,000 to \$10,000

Changes in assumptions :

The discount rate was changed from 7.00% as of 01/01/2021 to 6.75% through fiscal year ended 12/31/24.

As of January 1, 2022, the PUB-2010 Headcount-weighted Mortality Tables, sex-distinct, for Employees projected using generational mortality and scale MP-2021; General (Groups 1&2 and Spouses), Safety (Group 4)

As of January 1, 2021, the mortality assumptions for Actives and Retirees was changed to the RP-2014 Table adjusted to 2006, sex distinct, using generational mortality and scale MP-2021 and the disability assumptions were changed as above, set forward 2 years.

As of January 1, 2020, the mortality assumptions for Actives and Retirees was changed to the RP-2014 Table adjusted to 2006, sex distinct, using generational mortality and scale MP-2020 and the disability assumptions were changed as above, set forward 2 years.

As of January 1, 2019, the effect of the "Cadillac Tax" on liabilities was eliminated.

As of January 1, 2018, the scales used to convert the premiums to age weighted claim costs were updated and the effect of the "Cadillac Tax" on liabilities was recognized.

OPEB liabilities as of December 31, 2020 no longer include an estimate of the impact from the Patient Protection and Affordable Care Act (PPACA), including the so-called "Cadillac Tax".

MASSACHUSETTS PORT AUTHORITY
Required Supplementary Information (Unaudited)
Schedule of OPEB Investment Returns

	<u>December 2024</u>	<u>December 2023</u>	<u>December 2022</u>	<u>December 2021</u>	<u>December 2020</u>	<u>December 2019*</u>	<u>June 2019</u>	<u>June 2018</u>	<u>June 2017</u>	<u>June 2016</u>
Annual money-weighted rate of return, net of investment expense	12.38 %	15.09 %	(15.33)%	13.84 %	14.07 %	14.12 %	7.64 %	7.32 %	11.88 %	1.53 %

Note: This schedule is intended to present 10 years of data. Additional years will be presented when available.

* In March 2020, the Committee voted to recommend that the Authority's Board change the Trust's fiscal year end from June 30 to December 31. The Board approved the change in May 2020.

Schedule I

MASSACHUSETTS PORT AUTHORITY

Combining Schedule of Net Position

Proprietary Fund Type – Enterprise Fund

June 30, 2025

(in thousands)

	Authority Operations	PFC Program	CFC Program	Combined Totals
Assets				
Current assets:				
Cash and cash equivalents	\$ 334,646	\$ —	\$ —	\$ 334,646
Investments	273,707	—	—	273,707
Restricted cash and cash equivalents	335,150	53,266	19,432	407,848
Restricted investments	364,504	81,815	23,533	469,852
Accounts receivable				
Trade, net	89,486	13,655	3,400	106,541
Lease receivable	39,742	—	—	39,742
Grants	54,862	—	—	54,862
Total receivables, net	184,090	13,655	3,400	201,145
Prepaid expenses and other assets	16,851	—	—	16,851
Total current assets	1,508,948	148,736	46,365	1,704,049
Noncurrent assets:				
Investments	562,969	—	—	562,969
Restricted investments	585,606	90,553	92,186	768,345
Lease receivable	2,124,148	—	—	2,124,148
Accrued lease interest receivable	59,726	—	—	59,726
Prepaid expenses and other assets, long-term	4,689	—	—	4,689
Capital assets-not being depreciated	745,942	—	—	745,942
Capital assets-being depreciated-net	3,480,633	225,936	167,336	3,873,905
Total noncurrent assets	7,563,713	316,489	259,522	8,139,724
Total assets	9,072,661	465,225	305,887	9,843,773
Deferred outflows of resources				
Deferred loss on refunding of bonds	6,395	—	—	6,395
Pension related	55,332	—	—	55,332
OPEB related	3,765	—	—	3,765
Total deferred outflows of resources	65,492	—	—	65,492
Liabilities				
Current liabilities:				
Accounts payable and accrued expenses	318,485	76	51	318,612
Compensated absences	1,280	—	—	1,280
Contract retainage	14,331	—	—	14,331
Current portion of long-term debt	83,230	—	5,585	88,815
Accrued interest on bonds payable	52,414	—	3,314	55,728
Accrued interest on leases payable	7,556	—	—	7,556
Lease and subscription liability	10,498	—	—	10,498
Unearned revenues	7,606	—	—	7,606
Total current liabilities	495,400	76	8,950	504,426
Noncurrent liabilities				
Accrued expenses	28,875	—	110	28,985
Compensated absences	16,371	—	—	16,371
Net pension liability	57,878	—	—	57,878
Net OPEB liability	33,708	—	—	33,708
Contract retainage	5,406	—	—	5,406
Long-term debt, net	2,596,016	—	99,885	2,695,901
Long term lease and subscription liability	201,034	—	—	201,034
Unearned revenues	391	—	—	391
Total noncurrent liabilities	2,939,679	—	99,995	3,039,674
Total liabilities	3,435,079	76	108,945	3,544,100
Deferred inflows of resources				
Deferred gain on refunding of bonds	17,024	—	—	17,024
Lease related	2,101,487	—	—	2,101,487
Pension related	12,731	—	—	12,731
OPEB related	21,458	—	—	21,458
Total deferred inflows of resources	2,152,700	—	—	2,152,700
Net position				
Net investment in capital assets	1,148,691	225,936	80,875	1,455,502
Restricted for other purposes				
Bond funds	314,316	—	—	314,316
Project funds	864,912	—	—	864,912
Passenger facility charges	—	239,213	—	239,213
Customer facility charges	—	—	116,067	116,067
Other purposes	47,299	—	—	47,299
Total restricted	1,226,527	239,213	116,067	1,581,807
Unrestricted	1,175,156	—	—	1,175,156
Total net position	\$ 3,550,374	\$ 465,149	\$ 196,942	\$ 4,212,465

Schedule II

MASSACHUSETTS PORT AUTHORITY

Combining Schedule of Revenues, Expenses, and Changes in Net Position

Proprietary Fund Type – Enterprise Fund

Year ended June 30, 2025

(in thousands)

	Authority Operations	PFC Program	CFC Program	Combined Totals
Operating revenues:				
Aviation rentals	\$ 427,542	\$ —	\$ —	\$ 427,542
Aviation parking	217,724	—	—	217,724
Aviation shuttle bus	29,252	—	—	29,252
Aviation fees	219,435	—	—	219,435
Aviation concessions	191,975	—	—	191,975
Aviation operating grants and other	168	—	—	168
Maritime fees, rentals and other	99,030	—	—	99,030
Real estate fees, rents and other	48,617	—	—	48,617
Total operating revenues	1,233,743	—	—	1,233,743
Operating expenses:				
Aviation operations and maintenance	424,503	—	—	424,503
Maritime operations and maintenance	79,262	—	—	79,262
Real estate operations and maintenance	17,151	—	—	17,151
General and administrative	80,578	—	—	80,578
Payments in lieu of taxes	26,197	—	—	26,197
Pension and other post-employment benefits	21,654	—	—	21,654
Other	16,380	—	—	16,380
Total operating expenses before depreciation and amortization	665,725	—	—	665,725
Depreciation and amortization	302,000	63,490	13,470	378,960
Total operating expenses	967,725	63,490	13,470	1,044,685
Operating income (loss)	266,018	(63,490)	(13,470)	189,058
Nonoperating revenues and (expenses):				
Passenger facility charges	—	86,570	—	86,570
Customer facility charges	—	—	33,854	33,854
Lease interest income	45,269	—	—	45,269
Investment income on investments	87,609	10,218	4,884	102,711
Net increase in the fair value of investments	39,212	498	1,803	41,513
Settlement of claims	—	—	—	—
PFC debt service contribution	25,423	(25,423)	—	—
Other revenues (expenses)	22,006	—	(56)	21,950
Gain on sale of equipment	431	—	—	431
Interest expense on leases	(4,005)	—	—	(4,005)
Interest expense on financing	(81,208)	—	(6,628)	(87,836)
Total nonoperating revenue, net	134,737	71,863	33,857	240,457
Increase in net position before capital contributions	400,755	8,373	20,387	429,515
Capital contributions	83,183	—	—	83,183
Increase in net position	483,938	8,373	20,387	512,698
Net position, beginning of year	3,066,436	456,776	176,555	3,699,767
Net position, end of year	\$ 3,550,374	\$ 465,149	\$ 196,942	\$ 4,212,465

MASSACHUSETTS PORT AUTHORITY

Combining Schedule of Net Position
Proprietary Fund Type – Enterprise Fund

Schedule III

June 30, 2024

(in thousands)

	Authority Operations	PFC Program	CFC Program	Combined Totals
Assets				
Current assets:				
Cash and cash equivalents	\$ 227,191	\$ —	\$ —	\$ 227,191
Investments	297,408	—	—	297,408
Restricted cash and cash equivalents	347,021	46,231	25,643	418,895
Restricted investments	320,161	91,292	27,882	439,335
Accounts receivable				
Trade, net	73,476	13,649	3,433	90,558
Lease receivable	40,837	—	—	40,837
Grants	20,550	—	—	20,550
Total receivables, net	134,863	13,649	3,433	151,945
Prepaid expenses and other assets	14,834	—	—	14,834
Total current assets	1,341,478	151,172	56,958	1,549,608
Noncurrent assets:				
Investments	654,256	—	—	654,256
Restricted investments	560,337	51,461	54,642	666,440
Lease receivable	2,138,617	—	—	2,138,617
Accrued lease Interest receivable	52,506	—	—	52,506
Prepaid expenses and other assets, long-term	4,008	—	—	4,008
Capital assets-not being depreciated	434,022	—	17	434,039
Capital assets-being depreciated-net	3,566,461	254,243	179,356	4,000,060
Total noncurrent assets	7,410,207	305,704	234,015	7,949,926
Total assets	8,751,685	456,876	290,973	9,499,534
Deferred outflows of resources				
Deferred loss on refunding of bonds	7,689	—	—	7,689
Pension related	74,069	—	—	74,069
OPEB related	18,934	—	—	18,934
Total deferred outflows of resources	100,692	—	—	100,692
Liabilities				
Current liabilities:				
Accounts payable and accrued expenses	215,521	100	66	215,687
Compensated absences	1,184	—	—	1,184
Contract retainage	16,388	—	—	16,388
Current portion of long-term debt	94,019	—	5,245	99,264
Accrued interest on bonds payable	56,587	—	3,477	60,064
Accrued interest on leases payable	5,294	—	—	5,294
Lease and subscription liability	10,310	—	—	10,310
Unearned revenues	6,246	—	—	6,246
Total current liabilities	405,549	100	8,788	414,437
Noncurrent liabilities				
Accrued expenses	29,825	—	160	29,985
Compensated absences	15,151	—	—	15,151
Net pension liability	61,124	—	—	61,124
Net OPEB liability	57,360	—	—	57,360
Contract retainage	2,674	—	—	2,674
Long-term debt, net	2,798,712	—	105,470	2,904,182
Long term lease and subscription liability	205,140	—	—	205,140
Unearned revenues	272	—	—	272
Total noncurrent liabilities	3,170,258	—	105,630	3,275,888
Total liabilities	3,575,807	100	114,418	3,690,325
Deferred inflows of resources				
Deferred gain on refunding of bonds	19,234	—	—	19,234
Lease related	2,146,245	—	—	2,146,245
Pension related	20,466	—	—	20,466
OPEB related	24,189	—	—	24,189
Total deferred inflows of resources	2,210,134	—	—	2,210,134
Net position				
Net investment in capital assets	813,473	254,243	87,510	1,155,226
Restricted for other purposes				
Bond funds	315,540	—	—	315,540
Project funds	772,253	—	—	772,253
Passenger facility charges	—	202,533	—	202,533
Customer facility charges	—	—	89,045	89,045
Other purposes	44,605	—	—	44,605
Total restricted	1,132,398	202,533	89,045	1,423,976
Unrestricted	1,120,565	—	—	1,120,565
Total net position	\$ 3,066,436	\$ 456,776	\$ 176,555	\$ 3,699,767

MASSACHUSETTS PORT AUTHORITY

Combining Schedule of Revenues, Expenses, and Changes in Net Position

Proprietary Fund Type – Enterprise Fund

Year ended June 30, 2024

(in thousands)

Schedule IV

	Authority Operations	PFC Program	CFC Program	Combined Totals
Operating revenues:				
Aviation rentals	\$ 374,035	\$ —	\$ —	\$ 374,035
Aviation parking	213,574	—	—	213,574
Aviation shuttle bus	25,601	—	—	25,601
Aviation fees	203,790	—	—	203,790
Aviation concessions	183,123	—	—	183,123
Aviation operating grants and other	4,097	—	—	4,097
Maritime fees, rentals and other	95,814	—	—	95,814
Real estate fees, rents and other	47,368	—	—	47,368
Total operating revenues	<u>1,147,402</u>	<u>—</u>	<u>—</u>	<u>1,147,402</u>
Operating expenses:				
Aviation operations and maintenance	374,417	—	—	374,417
Maritime operations and maintenance	70,010	—	—	70,010
Real estate operations and maintenance	18,051	—	—	18,051
General and administrative	74,275	—	—	74,275
Payments in lieu of taxes	25,901	—	—	25,901
Pension and other post-employment benefits	8,319	—	—	8,319
Other	16,157	—	—	16,157
Total operating expenses before depreciation and amortization	<u>587,130</u>	<u>—</u>	<u>—</u>	<u>587,130</u>
Depreciation and amortization	273,989	72,499	13,271	359,759
Total operating expenses	<u>861,119</u>	<u>72,499</u>	<u>13,271</u>	<u>946,889</u>
Operating income (loss)	<u>286,283</u>	<u>(72,499)</u>	<u>(13,271)</u>	<u>200,513</u>
Nonoperating revenues and (expenses):				
Passenger facility charges	—	84,262	—	84,262
Customer facility charges	—	—	33,158	33,158
Lease interest income	43,106	—	—	43,106
Investment income on investments	83,187	9,399	3,541	96,127
Net increase in the fair value of investments	33,246	519	1,322	35,087
Settlement of claims	888	—	—	888
PFC debt service contribution	25,402	(25,402)	—	—
Other revenues (expenses)	12,242	—	(62)	12,180
Gain on sale of equipment	35	—	—	35
Interest expense on leases	(3,881)	—	—	(3,881)
Interest expense on financing	(104,246)	—	(7,492)	(111,738)
Total nonoperating revenue, net	<u>89,979</u>	<u>68,778</u>	<u>30,467</u>	<u>189,224</u>
Increase in net position before capital contributions	376,262	(3,721)	17,196	389,737
Capital contributions	<u>90,524</u>	<u>—</u>	<u>—</u>	<u>90,524</u>
Increase in net position	466,786	(3,721)	17,196	480,261
Net position, beginning of year	2,599,650	460,497	159,359	3,219,506
Net position, end of year	<u>\$ 3,066,436</u>	<u>\$ 456,776</u>	<u>\$ 176,555</u>	<u>\$ 3,699,767</u>

MASSACHUSETTS PORT AUTHORITY

Schedule V

Combining Statement of Fiduciary Net Position

Fiduciary Funds

June 30, 2025

(in thousands)

	Pension	Retiree Benefit Trust Fund	Total Pension and Retiree Benefit Trust Funds
Assets:			
Cash and cash equivalents	\$ 992	\$ 857	\$ 1,849
Investments, at fair value:			
Common stocks	14,657	—	14,657
Commingled funds:			
Domestic equity	215,577	140,196	355,773
Fixed income	201,456	113,081	314,537
Opportunistic credit	48,979	—	48,979
International equity	245,649	67,754	313,403
Private real estate	62,601	13,270	75,871
Private debt	—	8,489	8,489
Private equity	99,912	2,663	102,575
Total investments, at fair value	888,831	345,453	1,234,284
Receivables:			
Plan member contributions	671	—	671
Accrued interest and dividends	21	—	21
Other state retirement plans	2,854	—	2,854
Receivable for securities sold	—	—	—
Other	22	91	113
Total receivables	3,568	91	3,659
 Right of use asset	1,326	—	1,326
Total assets	894,717	346,401	1,241,118
Liabilities:			
Payables to other state retirement plans	822	—	822
Other payables	440	300	740
Lease liability	1,346	—	1,346
Total liabilities	2,608	300	2,908
Net position:			
Restricted for:			
Pensions	892,109	—	892,109
Postemployment benefits other than pensions	—	346,101	346,101
Total net position	\$ 892,109	\$ 346,101	\$ 1,238,210

MASSACHUSETTS PORT AUTHORITY

Schedule VI

Combining Statement of Change in Fiduciary Net Position

Fiduciary Funds

Year ended June 30, 2025

(in thousands)

	Pension	Retiree Benefit Trust Fund	Total Pension and Retiree Benefit Trust Funds
Additions:			
Contributions:			
Plan members	\$ 15,550	\$ 526	\$ 16,076
Plan sponsor	13,328	9,292	22,620
Total contributions	<u>28,878</u>	<u>9,818</u>	<u>38,696</u>
Intergovernmental:			
Transfers from other state retirement plans	1,629	—	1,629
Section 3(8)(c) transfers, net	1,347	—	1,347
Net intergovernmental	<u>2,976</u>	<u>—</u>	<u>2,976</u>
Investment earnings:			
Interest and dividends	22,025	21,510	43,535
Net appreciation in fair value of investments	53,214	18,274	71,488
Less management and related fees	(3,339)	(217)	(3,556)
Net investment earnings	<u>71,900</u>	<u>39,567</u>	<u>111,467</u>
Total additions	<u>103,754</u>	<u>49,385</u>	<u>153,139</u>
Deductions:			
Retirement benefits	47,215	15,675	62,890
Withdrawals by inactive members	942	—	942
Transfers to other state retirement plans	579	—	579
Administrative expenses	1,503	275	1,778
Total deductions	<u>50,239</u>	<u>15,950</u>	<u>66,189</u>
Net increase in fiduciary net position	<u>53,515</u>	<u>33,435</u>	<u>86,950</u>
Net position - beginning of year	<u>838,594</u>	<u>312,666</u>	<u>1,151,260</u>
Net position - end of year	<u>\$ 892,109</u>	<u>\$ 346,101</u>	<u>\$ 1,238,210</u>

Schedule VII

MASSACHUSETTS PORT AUTHORITY

Combining Statement of Fiduciary Net Position

Fiduciary Funds

June 30, 2024

(in thousands)

	Pension	Retiree Benefit Trust Fund	Total Pension and Retiree Benefit Trust Funds
Assets:			
Cash and cash equivalents	\$ 1,507	\$ 8,404	\$ 9,911
Investments, at fair value:			
Common stocks	13,952	—	13,952
Commingled funds:			
Domestic equity	187,249	128,241	315,490
Fixed income	196,026	89,574	285,600
Opportunistic credit	45,693	—	45,693
International equity	230,702	60,283	290,985
Private real estate	64,611	17,758	82,369
Private debt	—	8,581	8,581
Private equity	97,670	—	97,670
Total investments, at fair value	835,903	304,437	1,140,340
Receivables:			
Plan member contributions	388	—	388
Accrued interest and dividends	22	—	22
Other state retirement plans	2,662	—	2,662
Receivable for securities sold	26	—	26
Other	9	85	94
Total receivables	3,107	85	3,192
Right of use asset	78	—	78
Total assets	840,595	312,926	1,153,521
Liabilities:			
Payables to other state retirement plans	1,297	—	1,297
Other payables	625	260	885
Lease liability	79	—	79
Total liabilities	2,001	260	2,261
Net position:			
Restricted for:			
Pensions	838,594	—	838,594
Postemployment benefits other than pensions	—	312,666	312,666
Total net position	\$ 838,594	\$ 312,666	\$ 1,151,260

MASSACHUSETTS PORT AUTHORITY

Schedule VIII

Combining Statement of Change in Fiduciary Net Position

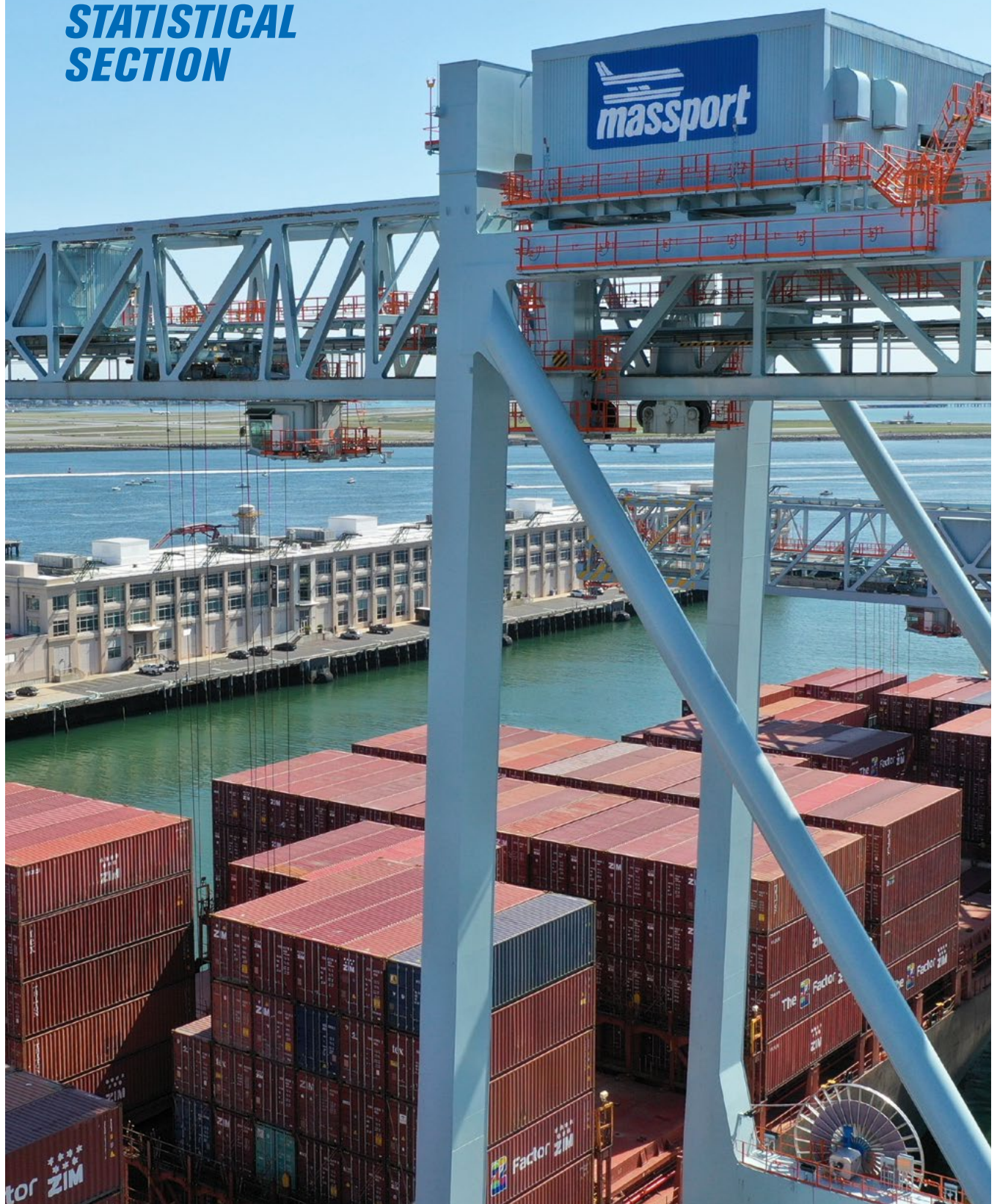
Fiduciary Funds

Year ended June 30, 2024

(in thousands)

	Pension	Retiree Benefit Trust Fund	Total Pension and Retiree Benefit Trust Funds
Additions:			
Contributions:			
Plan members	\$ 13,171	\$ 485	\$ 13,656
Plan sponsor	11,439	12,131	23,570
Total contributions	24,610	12,616	37,226
Intergovernmental:			
Transfers from other state retirement plans	1,503	—	1,503
Section 3(8)(c) transfers, net	598	—	598
Net intergovernmental	2,101	—	2,101
Investment earnings:			
Interest and dividends	16,868	9,164	26,032
Net appreciation in fair value of investments	79,578	33,269	112,847
Less management and related fees	(3,194)	(232)	(3,426)
Net investment earnings	93,252	42,201	135,453
Total additions	119,963	54,817	174,780
Deductions:			
Retirement benefits	45,075	14,952	60,027
Withdrawals by inactive members	657	—	657
Transfers to other state retirement plans	408	—	408
Administrative expenses	1,426	235	1,661
Total deductions	47,566	15,187	62,753
Net increase in fiduciary net position	72,397	39,630	112,027
Net position - beginning of year	766,197	273,036	1,039,233
Net position - end of year	\$ 838,594	\$ 312,666	\$ 1,151,260

STATISTICAL SECTION





***GOING ABOVE
& BEYOND***

Statistical Section

This part of the Massachusetts Port Authority's Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures and required supplementary information says about the Authority's overall financial health and performance.

Financial Trends:

These schedules present trend information on the Authority's financial position.

- S-1** Revenues, Expenses and Changes in Net Position
- S-4** Conversion of GAAP Revenues and Expenses to the 1978 Trust Agreement Revenues and Expenses
- S-5** Calculation of Net Revenues Pledged Under the 1978 Trust Agreement
- S-6** Calculation of Total PFC Revenue Pledged Under the PFC Trust Agreement/ PFC Depositary Agreement and Calculation of Total CFC Revenue Pledged Under the CFC Trust Agreement

Revenue Capacity:

These schedules present trend information on the Authority's most significant revenue sources.

- S-2** Most Significant Revenues and Related Rates and Charges
- S-3** Historical Principal Operating Revenue Payers

Debt Capacity:

These schedules present information on the Authority's current levels of outstanding debt and its ability to support existing or issue additional debt.

- S-7** Calculation of Debt Service Coverage Under the 1978 Trust Agreement, the PFC Trust Agreement and the CFC Trust Agreement
- S-8** Debt Metrics Under the 1978 Trust Agreement, the PFC Trust Agreement and the CFC Trust Agreement

Demographic and Economic Information:

These schedules provide demographic and economic information about the environment in which the Authority's financial activities take place.

- S-9** Largest Private Sector Employers
- S-10** Demographics and Employment Data

Operations and Other Information:

These schedules provide operating data that reflects how the Authority's financial report relates to the services it provides and the activities it performs.

- S-11** Number of Employees by Facility
- S-17** Insurance Coverage
- S-18** Physical Asset Data

Other Information:

- S-12** Logan International Airport Traffic Metrics
- S-13** Logan International Airport Market Share of Total Passenger Traffic
- S-14** Logan International Airport Passenger Markets
- S-15** Port of Boston Cargo and Passenger Activity
- S-16** Port of Boston Principal Customers

MASSACHUSETTS PORT AUTHORITY

Revenues, Expenses and Changes in Net Position Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-1 Changes in Net Position

	2025	2024	2023	2022 (1)	2021 (2) & (3)
Operating revenues					
Aviation rentals	\$ 427,542	\$ 374,035	\$ 313,696	\$ 290,971	\$ 274,550
Aviation parking	217,724	213,574	198,511	156,921	58,213
Aviation shuttle bus	29,252	25,601	18,919	13,391	8,084
Aviation fees	219,435	203,790	171,191	152,674	141,524
Aviation concessions	191,975	183,123	157,425	120,333	59,274
Aviation operating grants and other	168	4,097	3,617	3,408	1,759
Maritime fees, rentals and other	99,030	95,814	89,464	54,175	80,485
Real estate fees, rents and other	48,617	47,368	47,346	36,076	37,830
Total operating revenues	1,233,743	1,147,402	1,000,169	827,949	661,719
Operating expenses					
Aviation operations and maintenance	\$ 424,503	\$ 374,417	\$ 316,848	\$ 270,121	\$ 245,156
Maritime operations and maintenance	79,262	70,010	60,507	48,352	54,383
Real estate operations and maintenance	17,151	18,051	18,381	15,939	13,329
General and administrative	80,578	74,275	64,292	51,595	56,042
Payments in lieu of taxes	26,197	25,901	23,206	21,657	22,247
Pension and other post-employment benefits	21,654	8,319	24,710	(24,747)	(9,764)
Other	16,380	16,157	16,956	15,827	13,777
Total operating expenses before depreciation and amortization	665,725	587,130	524,900	398,744	395,170
Depreciation and amortization	378,960	359,759	330,002	322,379	315,780
Total operating expenses	1,044,685	946,889	854,902	721,123	710,950
Operating income	189,058	200,513	145,267	106,826	(49,231)
Nonoperating revenues and (expenses)					
Passenger facility charges (4)	86,570	84,262	80,106	66,545	27,948
Customer facility charges (5)	33,854	33,158	30,824	25,473	11,657
Lease interest income	45,269	43,106	44,070	36,706	29,561
Investment income on investments	102,711	96,127	62,702	15,661	15,521
Net increase / (decrease) in the fair value of investments	41,513	35,087	(17,099)	(60,012)	(6,997)
Other revenues-CARES/CRRSA/ARPA (7)	-	-	33,667	115,476	121,078
Other revenues / (expenses), net	21,950	12,180	4,064	9,540	4,985
Gain / (loss) on sales of assets	431	35	163	247	(41)
Settlement of claims	-	888	-	-	2
Terminal A debt service contributions (PFC)	-	-	-	-	-
Interest expense on leases	(4,005)	(3,881)	(3,605)	(2,358)	(1,275)
Interest expense	(87,836)	(111,738)	(109,117)	(104,486)	(98,146)
Total nonoperating (expense) revenue, net	240,457	189,224	125,775	102,792	104,293
Increase in net position before capital contributions	429,515	389,737	271,042	209,618	55,062
Capital contributions	83,183	90,524	24,888	56,625	61,923
Increase in net position	512,698	480,261	295,930	266,243	116,985
Net position, beginning of year	3,699,767	3,219,506	2,923,576	2,657,333	2,540,348
Net position, end of year	\$ 4,212,465	\$ 3,699,767	\$ 3,219,506	\$ 2,923,576	\$ 2,657,333
Total net position composed of:					
Invested in capital assets, net of debt	1,455,502	1,155,226	1,305,831	1,512,776	1,444,628
Restricted	1,581,807	1,423,976	1,265,335	824,773	785,794
Unrestricted	1,175,156	1,120,565	648,340	586,027	426,911
Total Net Position	\$ 4,212,465	\$ 3,699,767	\$ 3,219,506	\$ 2,923,576	\$ 2,657,333

(1) In fiscal year 2022, certain financial data have been restated to conform to GASB 96 standards for SBITAs reporting.

(2) In fiscal year 2021, certain financial data have been restated to conform to GASB 87 standards for lease reporting.

(3) Fiscal year 2020 and 2021 results reflect impact of COVID-19 pandemic.

(4) PFC accrued revenue exclusive of PFC interest earnings.

(5) CFC accrued revenue exclusive of CFC interest earnings.

(6) In accordance with the requirements of GASB No.75, the Authority's Net position and OPEB expense were restated as for fiscal year 2017 and forward to reflect the required adjustments.

(7) Reflects Federal CARES Act, CRRSA Act and ARPA Act grant funding received by the Authority and used for operating expenses; such amounts were designated as Available Funds under the 1978 Trust Agreement.

Source: Authority's audited financial statements.

MASSACHUSETTS PORT AUTHORITY

Revenues, Expenses and Changes in Net Position

Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-1 Changes in Net Position (Continued)

	2020 ⁽³⁾	2019	2018	2017	2016
Operating revenues					
Aviation rentals	\$ 275,271	\$ 267,055	\$ 240,798	\$ 217,906	\$ 198,103
Aviation parking	136,951	182,135	180,803	169,354	154,568
Aviation shuttle bus	17,013	21,196	20,303	19,278	18,009
Aviation fees	139,239	153,194	153,236	145,418	139,425
Aviation concessions	111,130	130,801	114,492	98,913	87,401
Aviation operating grants and other	2,762	2,034	1,911	2,909	2,781
Maritime fees, rentals and other	92,952	102,774	94,351	82,088	74,654
Real estate fees, rents and other	49,196	46,334	30,497	25,037	24,537
Total operating revenues	824,514	905,523	836,391	760,903	699,478
Operating expenses					
Aviation operations and maintenance	\$ 295,748	\$ 305,596	\$ 296,186	\$ 274,506	\$ 261,115
Maritime operations and maintenance	61,089	64,412	63,976	59,629	53,359
Real estate operations and maintenance	14,971	16,898	14,852	13,215	11,887
General and administrative	68,083	67,273	62,470	59,342 ⁽⁶⁾	58,232
Payments in lieu of taxes	21,030	21,331	20,408	19,276	19,375
Pension and other post-employment benefits	36,058	40,740	28,952	38,903 ⁽⁶⁾	29,654
Other	9,684	8,631	8,449	9,631	7,595
Total operating expenses before depreciation and amortization	506,663	524,881	495,293	474,502	441,217
Depreciation and amortization	299,334	288,344	262,162	252,846	247,502
Total operating expenses	805,997	813,225	757,455	727,348	688,719
Operating income	18,517	92,298	78,936	33,555	10,759
Nonoperating revenues and (expenses)					
Passenger facility charges ⁽⁴⁾	59,875	84,824	81,016	76,296	70,718
Customer facility charges ⁽⁵⁾	25,884	33,517	33,003	33,055	32,335
Lease interest income	-	-	-	-	-
Investment income on investments	35,931	29,785	18,577	13,093	9,453
Net increase / (decrease) in the fair value of investments	8,207	6,989	(4,373)	(4,501)	2,116
Other revenues-CARES/CRRSA/ARPA ⁽⁷⁾	57,080	-	-	-	-
Other revenues / (expenses), net	7,985	18,112	1,169	3,864	(67)
Gain / (loss) on sales of assets	264	203	182	125	(595)
Settlement of claims	(22)	1,469	2,019	248	70
Terminal A debt service contributions (PFC)	-	(7,494)	(12,232)	(11,941)	(11,903)
Interest expense on leases	-	-	-	-	-
Interest expense	(109,441)	(76,010)	(67,490)	(67,157)	(63,613)
Total nonoperating (expense) revenue, net	85,763	91,395	51,871	43,082	38,514
Increase in net position before capital contributions	104,280	183,693	130,807	76,637	49,273
Capital contributions	59,899	28,143	25,384	12,635	56,033
Increase in net position	164,179	211,836	156,191	89,272	105,306
Net position, beginning of year	2,376,169	2,164,333	2,008,142	1,918,870 ⁽⁶⁾	1,978,636
Net position, end of year	\$ 2,540,348	\$ 2,376,169	\$ 2,164,333	\$ 2,008,142	\$ 2,083,942
Total net position composed of:					
Invested in capital assets, net of debt	1,548,630	1,489,809	1,379,079	1,290,338	1,310,922
Restricted	714,652	689,965	633,268	585,636	529,616
Unrestricted	277,066	196,395	151,986	132,168 ⁽⁶⁾	243,404
Total Net Position	\$ 2,540,348	\$ 2,376,169	\$ 2,164,333	\$ 2,008,142	\$ 2,083,942

(1) In fiscal year 2022, certain financial data have been restated to conform to GASB 96 standards for SBITAs reporting.

(2) In fiscal year 2021, certain financial data have been restated to conform to GASB 87 standards for lease reporting.

(3) Fiscal year 2020 and 2021 results reflect impact of COVID-19 pandemic.

(4) PFC accrued revenue exclusive of PFC interest earnings.

(5) CFC accrued revenue exclusive of CFC interest earnings.

(6) In accordance with the requirements of GASB No.75, the Authority's Net position and OPEB expense were restated as for fiscal year 2017 and forward to reflect the required adjustments.

(7) Reflects Federal CARES Act, CRRSA Act and ARPA Act grant funding received by the Authority and used for operating expenses; such amounts were designated as Available Funds under the 1978 Trust Agreement.

Source: Authority's audited financial statements.

MASSACHUSETTS PORT AUTHORITY

Most Significant Revenues and Related Rates and Charges

Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-2 Principal Revenues and Rates as of June 30

	2025	2024	2023	2022	2021 (3)
<u>Logan Airport Revenues (in thousands)</u>					
Landing Fees	\$ 176,133	\$ 164,046	\$ 122,826	\$ 117,382	\$ 122,564
Terminal Rentals and Fees	347,735	300,008	240,350	218,032	209,318
Parking Fees	216,775	212,596	197,864	156,797	58,089
<u>Logan Airport Rates and Charges (1)</u>					
<u>Landing Fee (per 1,000 lbs)</u>	\$ 6.10	\$ 6.19	\$ 5.49	\$ 5.95	\$ 12.30
<u>Terminal Rental Rates (per square foot - annual rate)</u>					
Terminal A (2)	\$ 202.66	\$ 188.38	\$ 182.23	\$ 169.64	\$ 170.50
Terminal B	\$ 188.35	\$ 166.45	\$ 167.49	\$ 152.32	\$ 160.46
Terminal C - Main Terminal	\$ 292.25	\$ 231.81	\$ 201.43	\$ 216.19	\$ 227.35
Terminal E - Type 3 Space	\$ 201.65	\$ 172.31	\$ 145.05	\$ 134.60	\$ 139.92
<u>Baggage Fee (per checked bag)</u>	\$ 2.02	\$ 2.07	\$ 1.94	\$ 1.98	\$ 6.37
<u>Terminal E Passenger Fees (per passenger)</u>					
Inbound International	\$ 15.04	\$ 16.35	\$ 12.99	\$ 24.79	\$ 60.77
Outbound	\$ 5.36	\$ 5.80	\$ 3.97	\$ 8.90	\$ 20.08
Inbound Domestic	\$ 15.04	\$ 16.35	\$ 12.99	\$ 24.79	\$ 60.77
Common Use Check-in Fee	\$ 9.02	\$ 9.58	\$ 8.23	\$ 13.95	\$ 36.50
<u>Central Parking Garage (maximum 24 hours)</u>	\$ 41.00	\$ 41.00	\$ 38.00	\$ 38.00	\$ 38.00

(1) Board approved rates as of June 30 of each fiscal year.

(2) Prior to February 13, 2019, excludes the portion of Terminal A rental revenue that was pledged to pay debt service on the Terminal A Bonds.

On February 13, 2019, the Terminal A Bonds were retired, and accordingly, after such date, all Terminal A rental revenue is included in Logan rental revenues.

(3) Fiscal year 2020 and 2021 results reflect impact of COVID-19 pandemic.

Source: Authority reports.

MASSACHUSETTS PORT AUTHORITY

Most Significant Revenues and Related Rates and Charges

Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-2 Principal Revenues and Rates as of June 30 (Continued)

	2020 (3)	2019	2018	2017	2016
<u>Logan Airport Revenues (in thousands)</u>					
Landing Fees	\$ 110,490	\$ 119,847	\$ 119,190	\$ 113,162	\$ 104,489
Terminal Rentals and Fees	211,136	203,861	180,331	161,816	142,176
Parking Fees	136,436	181,478	180,349	168,919	154,068
<u>Logan Airport Rates and Charges (1)</u>					
<u>Landing Fee (per 1,000 lbs)</u>	\$ 4.37	\$ 4.43	\$ 4.49	\$ 4.78	\$ 4.84
<u>Terminal Rental Rates (per square foot - annual rate)</u>					
Terminal A (2)	\$ 178.66	\$ 132.09	\$ 126.98	\$ 117.29	\$ 101.38
Terminal B	\$ 154.80	\$ 161.31	\$ 130.74	\$ 122.10	\$ 110.99
Terminal C - Main Terminal	\$ 206.22	\$ 194.35	\$ 189.91	\$ 178.30	\$ 134.05
Terminal E - Type 3 Space	\$ 140.17	\$ 134.91	\$ 128.27	\$ 118.51	\$ 105.46
<u>Baggage Fee (per checked bag)</u>	\$ 1.66	\$ 1.61	\$ 1.66	\$ 1.31	\$ 1.35
<u>Terminal E Passenger Fees (per passenger)</u>					
Inbound International	\$ 11.36	\$ 11.89	\$ 12.70	\$ 12.82	\$ 11.98
Outbound	\$ 3.38	\$ 3.45	\$ 4.00	\$ 3.19	\$ 2.66
Inbound Domestic	\$ 11.36	\$ 11.89	\$ 12.70	\$ 12.82	\$ 11.98
Common Use Check-in Fee	\$ 6.19	\$ 6.44	\$ 6.65	\$ 7.34	\$ 7.05
<u>Central Parking Garage (maximum 24 hours)</u>	\$ 38.00	\$ 35.00	\$ 35.00	\$ 32.00	\$ 29.00

(1) Board approved rates as of June 30 of each fiscal year.

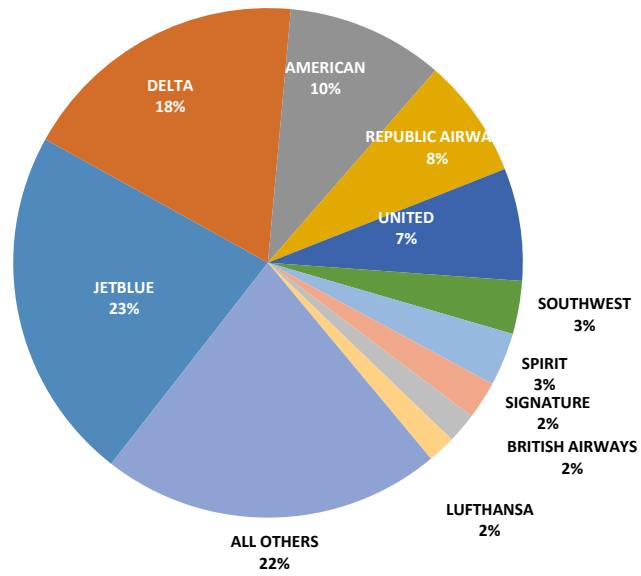
(2) Prior to February 13, 2019, excludes the portion of Terminal A rental revenue that was pledged to pay debt service on the Terminal A Bonds.

On February 13, 2019, the Terminal A Bonds were retired, and accordingly, after such date, all Terminal A rental revenue is included in Logan rental revenues.

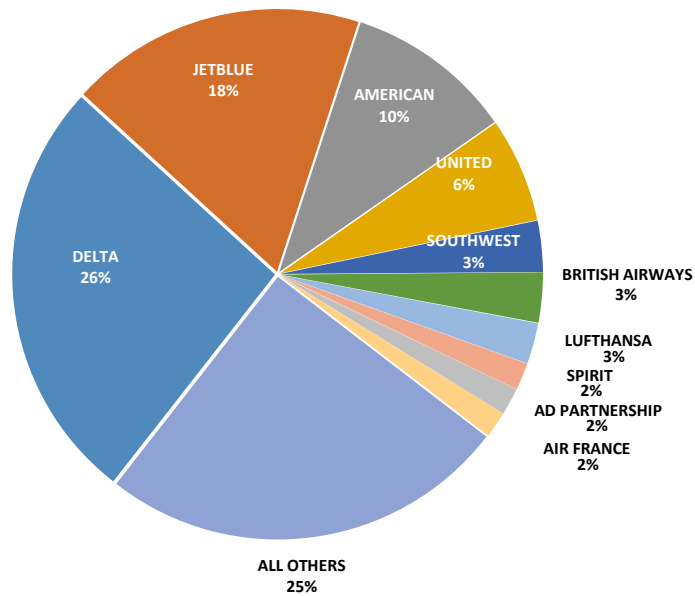
(3) Fiscal year 2020 and 2021 results reflect impact of COVID-19 pandemic.

Source: Authority reports.

**Logan International Airport
Percentage of Landing Fee Revenues in FY2025**



**Logan International Airport
Percentage of Terminal Rent and Fee Revenues in FY2025**



MASSACHUSETTS PORT AUTHORITY

Historical Principal Operating Revenue Payers

Current Year and Nine Years Ago (In Thousands, except ranks and percentages)

S-3 Principal Operating Revenue Payers

Landing Fee Revenue				For the Fiscal Year Ended June 30, 2025			For the Fiscal Year Ended June 30, 2016		
						Ratio: Top Customers to Total Landing Fees			Ratio: Top Customers to Total Landing Fees
Customer	Landing Fee Revenue	Rank		Landing Fee Revenue	Rank		Landing Fee Revenue	Rank	
JETBLUE AIRWAYS	\$ 39,642	1	22.51%				\$ 23,400	1	22.39%
DELTA AIRLINES	32,349	2	18.37%				11,558	3	11.06%
AMERICAN AIRLINES (1)	17,561	3	9.97%				14,620	2	13.99%
REPUBLIC AIRWAYS, INC (2)	13,384	4	7.60%				524	33	0.50%
UNITED AIRLINES, INC.	12,578	5	7.14%				8,755	4	8.38%
SOUTHWEST AIRLINES CO	5,935	6	3.37%				6,762	5	6.47%
SPIRIT AIRLINES	5,930	7	3.37%				1,852	11	1.77%
SIGNATURE FLIGHT SUPPORT LLC	4,224	8	2.40%				2,051	10	1.96%
BRITISH AIRWAYS, PLC	3,366	9	1.91%				3,251	7	3.11%
LUFTHANSA GERMAN AIRLINES	3,113	10	1.77%				2,350	9	2.25%
US AIRWAYS, INC. (1)	-	-	0.00%				3,628	6	3.47%
FEDERAL EXPRESS CORP.	2,759	11	1.57%				2,833	8	2.71%
ALL OTHER PAYERS	35,292		20.04%				22,905		21.92%
Total Landing Fees	\$ 176,133		100.00%				\$ 104,489		100.00%

Terminal Rents and Fees				For the Fiscal Year Ended June 30, 2025			For the Fiscal Year Ended June 30, 2016		
						Ratio: Top Customers to Total Terminal Rents and Fees			Ratio: Top Customers to Total Terminal Rents and Fees
Customer	Terminal Rents and Fees	Rank		Terminal Rents and Fees	Rank		Terminal Rents and Fees	Rank	
DELTA AIRLINES	\$ 91,235	1	26.24%				\$ 24,115	1	16.96%
JETBLUE AIRWAYS	63,371	2	18.22%				22,727	2	15.99%
AMERICAN AIRLINES (1)	35,842	3	10.31%				20,319	3	14.29%
UNITED AIRLINES, INC.	22,339	4	6.42%				12,823	4	9.02%
SOUTHWEST AIRLINES CO	10,872	5	3.13%				5,040	6	3.54%
BRITISH AIRWAYS, PLC	10,696	6	3.08%				6,607	5	4.65%
LUFTHANSA GERMAN AIRLINES	8,754	7	2.52%				4,942	7	3.48%
SPIRIT AIRLINES	5,833	8	1.68%				235	39	0.17%
ALD DEVELOPMENT CORP. (3)	5,780	9	1.66%				-	-	0.00%
AIR FRANCE	5,582	10	1.61%				3,143	10	2.21%
US AIRWAYS, INC. (1)	-	-	-				4,013	8	2.82%
AER LINGUS	316	51	0.09%				3,233	9	2.27%
ALL OTHER PAYERS	87,115		25.05%				34,979		24.60%
Total Terminal Rental and Fees	\$ 347,735		100.00%				\$ 142,176		100.00%

Parking Revenue				For the Fiscal Year Ended June 30, 2025			For the Fiscal Year Ended June 30, 2016		
Customer									
PUBLIC PARKING AT AIRPORT	\$ 189,692	1	87.51%				\$ 142,062	1	99.92%
TENANT EMPLOYEE PARKING	18,336	2	8.46%				7,164	2	5.04%
PUBLIC OFF-AIRPORT PARKING	8,747	3	4.04%				4,842	3	3.41%
Total Parking Revenue	\$ 216,775		100.00%				\$ 154,068		108.36%

(1) American Airlines and US Airways closed their merger during December 2013 and continued to operate under their separate names until October 2015.

(2) On January 31, 2017, Shuttle America merged with Republic Airline. In December 2018, the operating division was renamed to Republic Airways.

(3) In June 2021, ALD Development Corp. entered into a lease agreement with the Authority for Terminal Lounge spaces.

Source: Authority's accounting reports.

MASSACHUSETTS PORT AUTHORITY

Conversion of GAAP Revenues and Expenses to the 1978 Trust Agreement Revenues and Expenses Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-4 Conversion of GAAP Revenues and Expenses to the 1978 Trust Agreement Revenues and Expenses

	2025	2024	2023	2022 (1)	2021 (2)
Operating Revenue:					
Per Financial Statements	\$ 1,233,743	\$ 1,147,402	\$ 1,000,169	\$ 827,949	\$ 661,719
Adjustments:					
Provision / recovery for uncollectible accounts	-	-	-	-	2,255
Other	11,535	8,958	(2,511)	(5,757)	(6,140)
Operating Revenue:					
Per the 1978 Trust Agreement	1,245,278	1,156,360	997,658	822,192	657,834
Income on Investments:					
Per Financial Statements	102,711	96,127	62,702	15,661	15,521
Adjustments:					
PFC	(10,219)	(9,399)	(4,979)	(330)	(240)
CFC	(4,884)	(3,541)	(1,898)	(436)	(698)
Self Insurance and Other Accounts	(6,337)	(6,851)	(7,985)	(4,191)	(4,187)
Income on Investments:					
Per the 1978 Trust Agreement	81,271	76,336	47,840	10,704	10,396
TOTAL REVENUES					
Per the 1978 Trust Agreement	1,326,549	1,232,696	1,045,498	832,896	668,230
Operating Expenses:					
Per Financial Statements	\$ 1,044,685	\$ 946,889	\$ 854,902	\$ 721,123	\$ 710,950
Adjustments:					
Insurance	(181)	9,588	(1,503)	1,857	(1,423)
Payments in Lieu of Taxes	(26,197)	(25,901)	(23,206)	(21,657)	(22,247)
Provision for uncollectible accounts	-	-	-	-	-
Depreciation and Amortization	(378,960)	(359,759)	(330,002)	(322,378)	(315,780)
Other post-employment benefits	8,732	11,735	4,549	15,522	14,517
Other Expenses	9,290	11,450	7,301	12,157	2,775
Pension	(7,754)	3,530	(11,810)	31,880	25,900
Administration Expenses	4,922	2,762	3,949	2,076	1,858
TOTAL EXPENSES					
Per the 1978 Trust Agreement	654,537	600,294	504,180	440,580	416,550
Net Revenue before Other Available Funds:					
Per the 1978 Trust Agreement	\$ 672,012	\$ 632,402	\$ 541,318	\$ 392,316	\$ 251,680
Other Available Funds (4)	-	-	33,667	115,476	121,127
Net Revenue:					
Per the 1978 Trust Agreement	\$ 672,012	\$ 632,402	\$ 574,985	\$ 507,792	\$ 372,807

(1) In fiscal year 2022, certain financial data have been restated to conform to GASB 96 standards for SBITAs reporting.

(2) In fiscal year 2021, certain financial data have been restated to conform to GASB 87 standards for lease reporting.

(3) In fiscal year 2017, the Authority's Net position and OPEB expense have been restated to conform to GASB 75 standards for OPEB Accounting and Financial reporting.

(4) Reflects Federal CARES Act, CRRSA Act and ARPA Act grant funding received by the Authority and used for operating expenses; such amounts were designated as Available Funds under the 1978 Trust Agreement and are thus reflected as an adjustment to Net Revenues.

Source: Authority's audited financial statements.

MASSACHUSETTS PORT AUTHORITY

Conversion of GAAP Revenues and Expenses to the 1978 Trust Agreement Revenues and Expenses Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-4 Conversion of GAAP Revenues and Expenses to the 1978 Trust Agreement Revenues and Expenses (Continued)

	2020	2019	2018	2017	2016
Operating Revenue:					
Per Financial Statements	\$ 824,514	\$ 905,523	\$ 836,391	\$ 760,903	\$ 699,478
Adjustments:					
Provision / recovery for uncollectible accounts	(2,179)	(385)	(439)	(1,642)	(186)
Other	525	(639)	(629)	5,189	69
Operating Revenue:					
Per the 1978 Trust Agreement	822,860	904,499	835,323	764,450	699,361
Income on Investments:					
Per Financial Statements	35,931	29,785	18,577	13,093	9,453
Adjustments:					
PFC	(1,101)	(1,246)	(764)	(1,226)	(965)
CFC	(2,455)	(2,304)	(1,301)	(774)	(478)
Self Insurance and Other Accounts	(8,981)	(4,576)	(4,247)	(3,191)	(2,321)
Income on Investments:					
Per the 1978 Trust Agreement	23,394	21,659	12,265	7,902	5,689
TOTAL REVENUES					
Per the 1978 Trust Agreement	846,254	926,158	847,588	772,352	705,050
Operating Expenses:					
Per Financial Statements	\$ 805,997	\$ 813,225	\$ 757,455	\$ 727,348 (3)	\$ 688,719
Adjustments:					
Insurance	237	140	61	245	821
Payments in Lieu of Taxes	(21,030)	(21,331)	(20,408)	(19,276)	(19,375)
Provision for uncollectible accounts	(1,057)	(385)	(439)	(1,642)	(186)
Depreciation and Amortization	(299,334)	(288,344)	(262,162)	(252,846)	(247,502)
Other post-employment benefits	(4,799)	(165)	(4,480)	(4,903) (3)	(2,093)
Other Expenses	3,128	(3,076)	(10,398)	(3,789)	(5,025)
Pension	(1,434)	(9,126)	4,576	(6,141)	(4,711)
Administration Expenses	2,267	1,490	1,025	1,245 (3)	1,338
TOTAL EXPENSES					
Per the 1978 Trust Agreement	483,975	492,428	465,230	440,241	411,986
Net Revenue before Other Available Funds:					
Per the 1978 Trust Agreement	\$ 362,279	\$ 433,730	\$ 382,358	\$ 332,111	\$ 293,064
Other Available Funds (4)	57,080	-	-	-	-
Net Revenue:					
Per the 1978 Trust Agreement	\$ 419,359	\$ 433,730	\$ 382,358	\$ 332,111	\$ 293,064

(1) In fiscal year 2022, certain financial data have been restated to conform to GASB 96 standards for SBITAs reporting.

(2) In fiscal year 2021, certain financial data have been restated to conform to GASB 87 standards for lease reporting.

(3) In fiscal year 2017, the Authority's Net position and OPEB expense have been restated to conform to GASB 75 standards for OPEB Accounting and Financial reporting.

(4) Reflects Federal CARES Act, CRRSA Act and ARPA Act grant funding received by the Authority and used for operating expenses; such amounts were designated as Available Funds under the 1978 Trust Agreement and are thus reflected as an adjustment to Net Revenues.

Source: Authority's audited financial statements.

MASSACHUSETTS PORT AUTHORITY

Calculation of Net Revenues Pledged Under the 1978 Trust Agreement
Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-5 Breakdown of Revenues and Expenses Under 1978 Trust Agreement

1978 Trust Agreement	2025	2024	2023	2022	2021 (1)
Revenues:					
Airport Properties - Logan					
Landing Fees	\$ 176,133	\$ 164,046	\$ 122,826	\$ 117,382	\$ 122,564
Parking Fees	216,775	212,596	197,864	156,797	58,089
Utility Fees	14,044	14,456	19,204	13,424	9,263
Terminal Rentals (2)	347,735	300,008	240,350	218,032	209,318
Non-Terminal Building and Ground Rents	70,551	67,770	61,229	56,418	52,277
Concessions	192,335	181,168	155,074	118,090	57,742
Other (3)	45,097	43,251	37,844	30,049	13,555
Airport Properties - Logan Total	1,062,670	983,295	834,391	710,192	522,808
Airport Properties - Hanscom	26,247	22,164	23,876	19,485	14,091
Airport Properties - Worcester	3,208	3,336	2,991	2,289	1,918
Total Airport Properties	1,092,125	1,008,795	861,258	731,966	538,817
Port Properties					
Maritime Operations (4)	100,097	96,946	90,071	54,242	81,055
Maritime Business Development/Real Estate	53,096	50,619	46,329	35,984	37,962
Total Port Properties	153,193	147,565	136,400	90,226	119,017
Total Operating Revenue	1,245,318	1,156,360	997,658	822,192	657,834
Investment Income (5)	81,232	76,336	47,840	10,704	10,396
Total Revenues	1,326,550	1,232,696	1,045,498	832,896	668,230
Operating Expenses (6):					
Airport Properties					
Logan	497,099	453,954	375,699	327,272	302,078
Hanscom	20,117	17,879	15,489	14,230	13,346
Worcester	18,505	17,138	15,498	13,487	10,841
Total Airport Properties	535,721	488,971	406,686	354,989	326,265
Port Properties					
Maritime Operations (4)	92,366	84,636	72,240	62,211	68,600
Maritime Business Development/Real Estate	26,451	26,687	25,254	23,380	21,685
Total Port Properties	118,817	111,323	97,494	85,591	90,285
Total Operating Expenses	654,538	600,294	504,180	440,580	416,550
Net Revenue before Other Available Funds	\$ 672,012	\$ 632,402	\$ 541,318	\$ 392,316	\$ 251,680
Other Available Funds (7)	-	-	33,667	115,476	121,127
Net Revenue	\$ 672,012	\$ 632,402	\$ 574,985	\$ 507,792	\$ 372,807

(1) Fiscal year 2020 and 2021 results reflect impact of COVID-19 pandemic.

(2) Prior to February 13, 2019, excludes the portion of Terminal A rental revenue that was pledged to pay debt service on the Terminal A Bonds. On February 13, 2019, the Terminal A Bonds were retired, and accordingly, after such date, all Terminal A rental revenue is included in Logan rental revenues.

(3) Logan Airport uncollectible accounts have been included in Logan Other Revenue.

(4) Maritime Operations include Auto, Container, Cruise and Seafood Business lines.

(5) Excludes investment income earned by and deposited into Construction, PFC and CFC Funds and other funds not held under the 1978 Trust Agreement.

(6) Includes allocation of all operating expenses related to Authority General Administration.

(7) Reflects Federal CARES Act, CRRSA Act and ARPA Act grant funding received by the Authority and used for operating expenses; such amounts were designated as Available Funds under the 1978 Trust Agreement and are thus reflected as an adjustment to Net Revenues.

Source: Authority's accounting reports.

MASSACHUSETTS PORT AUTHORITY

Calculation of Net Revenues Pledged Under the 1978 Trust Agreement
Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-5 Breakdown of Revenues and Expenses Under 1978 Trust Agreement (Continued)

1978 Trust Agreement	2020 (1)	2019	2018	2017	2016
Revenues:					
Airport Properties - Logan					
Landing Fees	\$ 110,490	\$ 119,847	\$ 119,190	\$ 113,162	\$ 104,489
Parking Fees	136,436	181,478	180,349	168,919	154,068
Utility Fees	11,126	13,541	15,349	15,284	17,960
Terminal Rentals (2)	211,136	203,861	180,331	161,816	142,176
Non-Terminal Building and Ground Rents	55,725	54,788	52,856	49,641	49,317
Concessions	110,669	129,356	113,588	98,093	86,645
Other (3)	29,001	34,596	33,321	31,303	32,061
Airport Properties - Logan Total	664,583	737,467	694,984	638,218	586,716
Airport Properties - Hanscom	14,587	14,924	14,262	12,839	12,195
Airport Properties - Worcester	1,959	3,007	1,800	1,634	1,572
Total Airport Properties	681,129	755,398	711,046	652,691	600,483
Port Properties					
Maritime Operations (4)	92,619	102,883	93,831	81,738	74,259
Maritime Business Development/Real Estate	49,112	46,218	30,446	30,021	24,619
Total Port Properties	141,731	149,101	124,277	111,759	98,878
Total Operating Revenue	822,860	904,499	835,323	764,450	699,361
Investment Income (5)	23,394	21,659	12,265	7,902	5,689
Total Revenues	846,254	926,158	847,588	772,352	705,050
Operating Expenses (6):					
Airport Properties					
Logan	352,390	361,177	342,973	328,869	307,394
Hanscom	15,132	14,866	14,498	12,530	12,152
Worcester	16,723	13,949	10,680	9,672	9,408
Total Airport Properties	384,245	389,992	368,151	351,071	328,954
Port Properties					
Maritime Operations (4)	76,704	78,432	75,695	70,088	66,307
Maritime Business Development/Real Estate	23,026	24,004	21,384	19,082	16,725
Total Port Properties	99,730	102,436	97,079	89,170	83,032
Total Operating Expenses	483,975	492,428	465,230	440,241	411,986
Net Revenue before Other Available Funds	\$ 362,279	\$ 433,730	\$ 382,358	\$ 332,111	\$ 293,064
Other Available Funds (7)	57,080	-	-	-	-
Net Revenue	\$ 419,359	\$ 433,730	\$ 382,358	\$ 332,111	\$ 293,064

(1) Fiscal year 2020 and 2021 results reflect impact of COVID-19 pandemic.

(2) Prior to February 13, 2019, excludes the portion of Terminal A rental revenue that was pledged to pay debt service on the Terminal A Bonds. On February 13, 2019, the Terminal A Bonds were retired, and accordingly, after such date, all Terminal A rental revenue is included in Logan rental revenues.

(3) Logan Airport uncollectible accounts have been included in Logan Other Revenue.

(4) Maritime Operations include Auto, Container, Cruise and Seafood Business lines.

(5) Excludes investment income earned by and deposited into Construction, PFC and CFC Funds and other funds not held under the 1978 Trust Agreement.

(6) Includes allocation of all operating expenses related to Authority General Administration.

(7) Reflects Federal CARES Act, CRRSA Act and ARPA Act grant funding received by the Authority and used for operating expenses; such amounts were designated as Available Funds under the 1978 Trust Agreement and are thus reflected as an adjustment to Net Revenues.

Source: Authority's accounting reports.

MASSACHUSETTS PORT AUTHORITY

Calculation of Total PFC Revenue Pledged Under the PFC Trust Agreement/ PFC Depositary Agreement and
Calculation of Total CFC Revenue Pledged Under the CFC Trust Agreement
Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-6 Breakdown of Revenues by Governing Trust Agreement

	2025	2024	2023	2022	2021
PFC Trust Agreement / PFC Depositary Agreement Revenues:					
Logan Airport Net PFC Collections (1)	\$ 86,570	\$ 84,262	\$ 80,106	\$ 66,545	\$ 27,948
PFC Investment Income (2)	10,259	9,399	4,979	330	240
PFC Revenue (3)	\$ 96,829	\$ 93,661	\$ 85,085	\$ 66,875	\$ 28,188
CFC Trust Agreement Revenues:					
CFC Collections	\$ 33,854	\$ 33,158	\$ 30,824	\$ 25,473	\$ 11,657
CFC Investment Income	4,868	3,541	1,898	436	698
CFC Revenue	\$ 38,722	\$ 36,699	\$ 32,722	\$ 25,909	\$ 12,355

- (1) PFC revenue collection began at Logan Airport on November 1, 1993. The PFC Trust Agreement was effective May 6, 1999 through July 2, 2017. All PFC revenue collections are presently deposited under the PFC Depositary Agreement.
- (2) PFC investment income, per federal PFC law, includes only interest income generated by PFC collections. It does not include earnings on PFC bond funds.
- (3) As of July 2, 2017, there are no PFC Revenue Bonds outstanding under the PFC Trust Agreement, the PFC Revenue Bonds matured on July 1, 2017 in the amount of \$52.9 million.

Source: Authority's accounting reports.

Boston Logan
Airport Terminal E
Airfield



MASSACHUSETTS PORT AUTHORITY

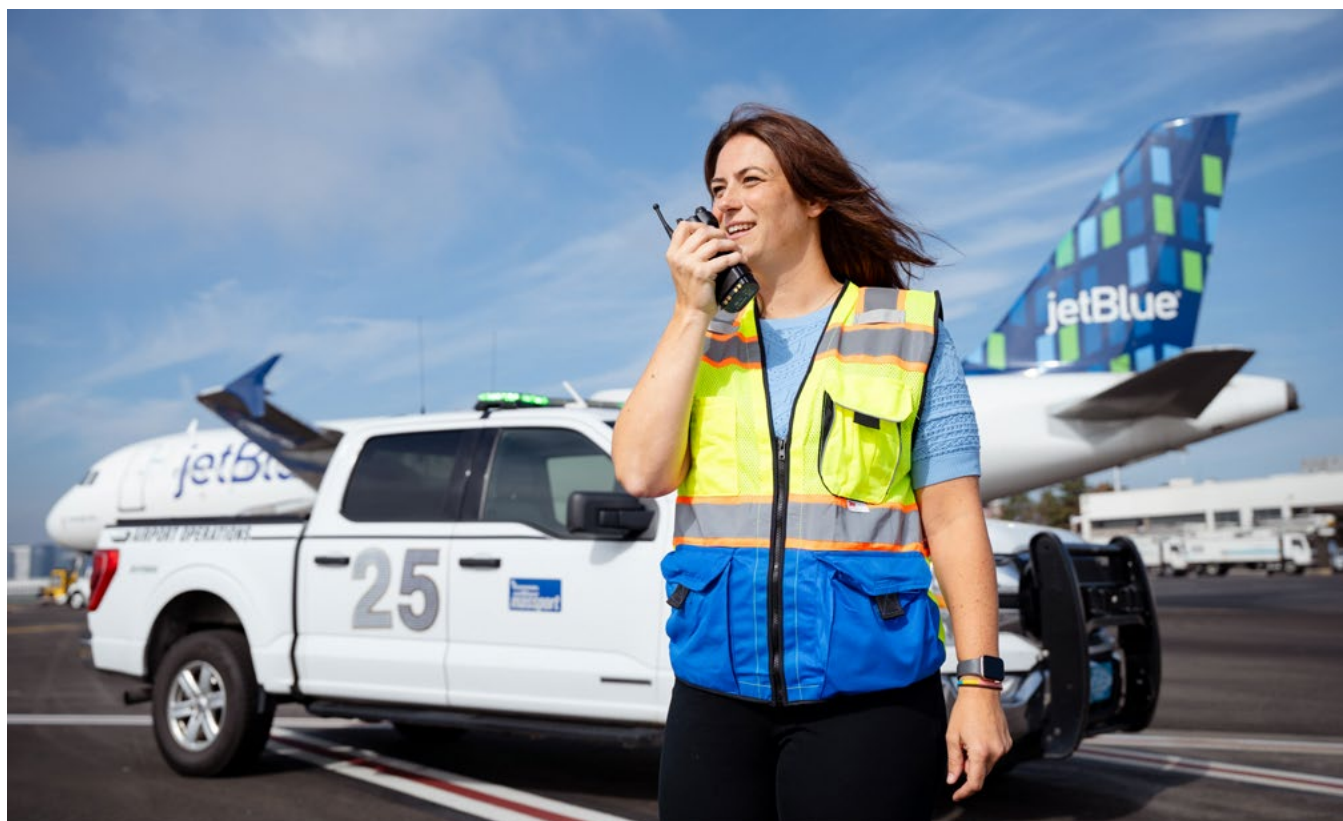
Calculation of Total PFC Revenue Pledged Under the PFC Trust Agreement/ PFC Depositary Agreement and
Calculation of Total CFC Revenue Pledged Under the CFC Trust Agreement
Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands)

S-6 Breakdown of Revenues by Governing Trust Agreement (Continued)

	2020	2019	2018	2017	2016
PFC Trust Agreement / PFC Depositary Agreement					
Revenues:					
Logan Airport Net PFC Collections (1)	\$ 59,875	\$ 84,824	\$ 81,016	\$ 76,296	\$ 70,718
PFC Investment Income (2)	1,101	1,246	764	537	277
PFC Revenue (3)	\$ 60,976	\$ 86,070	\$ 81,780	\$ 76,833	\$ 70,995
CFC Trust Agreement					
Revenues:					
CFC Collections	\$ 25,884	\$ 33,517	\$ 33,003	\$ 33,055	\$ 32,335
CFC Investment Income	2,455	2,304	1,301	774	478
CFC Revenue	\$ 28,339	\$ 35,821	\$ 34,304	\$ 33,829	\$ 32,813

- (1) PFC revenue collection began at Logan Airport on November 1, 1993. The PFC Trust Agreement was effective May 6, 1999 through July 2, 2017. All PFC revenue collections are presently deposited under the PFC Depositary Agreement.
- (2) PFC investment income, per federal PFC law, includes only interest income generated by PFC collections. It does not include earnings on PFC bond funds.
- (3) As of July 2, 2017, there are no PFC Revenue Bonds outstanding under the PFC Trust Agreement, the PFC Revenue Bonds matured on July 1, 2017 in the amount of \$52.9 million.

Source: Authority's accounting reports.



MASSACHUSETTS PORT AUTHORITY

Calculation of Debt Service Coverage

Under the 1978 Trust Agreement, the PFC Trust Agreement and the CFC Trust Agreement

Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands - except coverage calculations)

S-7 Debt Service Coverage

	2025	2024	2023	2022	2021
1978 Trust Agreement					
Net Revenue	\$ 672,012	\$ 632,402	\$ 574,985 (1)	\$ 507,792 (1)	\$ 372,807 (1)
Debt Service - Principal	68,840	79,135	76,685	19,100	12,420
Debt Service - Interest	100,055	108,400	110,771	110,877	88,908
PFC Revenues designated as Available Funds (3)	(25,423)	(25,584)	(14,684)	(9,109)	(7,066)
Credits to Debt Service (4)	-	(322)	(24,900)	(37,644)	(26,613)
Annual Debt Service	\$ 143,472	\$ 161,629	\$ 147,872	\$ 83,224	\$ 67,649
Debt Service Coverage	4.68	3.91	3.89	6.10	5.51
PFC Trust Agreement (6)					
Net PFC Revenue	N/A	N/A	N/A	N/A	N/A
Debt Service - Principal	N/A	N/A	N/A	N/A	N/A
Debt Service - Interest	N/A	N/A	N/A	N/A	N/A
Credits to Debt Service (7)	N/A	N/A	N/A	N/A	N/A
Annual Debt Service	N/A	N/A	N/A	N/A	N/A
Debt Service Coverage (8)	N/A	N/A	N/A	N/A	N/A
First Lien Sufficiency Covenant	N/A	N/A	N/A	N/A	N/A
CFC Trust Agreement					
CFC Revenue	\$ 33,854	\$ 33,158	\$ 30,824	\$ 25,473	\$ 11,657
Debt Service - Principal	5,585	5,245	4,920	4,620	-
Debt Service - Interest	6,628	6,953	7,258	7,545	7,545
Credits to Debt Service	(3,610)	(2,537)	(1,079)	(360)	(868)
Annual Debt Service	\$ 8,603	\$ 9,661	\$ 11,099	\$ 11,805	\$ 6,677
Debt Service Coverage before the benefit of Rolling Cov. Fund and Sup. Reserve Fund balances	3.94	3.43	2.78	2.16	1.75
Debt Service Coverage after the benefit of Rolling Cov. Fund and Sup. Reserve Fund balances	4.24	3.73	3.08	2.46	2.05

- (1) In fiscal years 2023, 2022, 2021 and 2020, Net Revenues included \$33.7 million, \$115.5 million, \$121.1 million and \$57.1 million, respectively, of CARES Act, CRRSA Act and ARPA Act grant funds used for operating expenses and designated as Available Funds under the 1978 Trust Agreement.
- (2) Commencing February 13, 2019, all rental revenues the Authority receives from Delta and other Terminal A airline tenants ("Terminal A Rental Revenues") are included as Revenues, reflecting the impact of the refunding and defeasance of the Authority's Special Facilities Revenue Bonds (Delta Airlines, Inc. Project), Series 2001A, 2001B and 2001C (the "Terminal A Bonds") in February 2019.
- (3) Represents PFC Revenues designated as Available Funds under the 1978 Trust Agreement.
- (4) Consists of bond proceeds in the form of Capitalized Interest and investment earnings on the Construction Funds.
- (5) Following the issuance of the June 30, 2016 audited financial statements on September 30, 2016, the 1978 Trust Debt Service Coverage calculations in the fiscal year 2016 MD&A were updated from 2.96 to 2.98 for fiscal year 2016 and from 2.49 to 2.62 for fiscal year 2015. The PFC First Lien Sufficiency covenant calculation was updated from 11.03 to 10.68 for fiscal year 2016.
- (6) As of July 2, 2017, there are no PFC Revenue Bonds outstanding under the PFC Trust Agreement, as the final payment amount of \$52.9 million matured on July 1, 2017.
- (7) Consists of investment income on the PFC Debt Service Reserve Fund, the PFC Project Funds and investment income generated by the PFC Debt Service Funds that were not received from PFC collections. Fiscal year 2017 credits include \$19.6 million released from the PFC Debt Service Reserve Fund.
- (8) Debt Service Coverage reflects the pledge of revenue at the \$4.50 PFC level.

Source: Authority's accounting reports.

MASSACHUSETTS PORT AUTHORITY

Calculation of Debt Service Coverage

Under the 1978 Trust Agreement, the PFC Trust Agreement and the CFC Trust Agreement

Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands - except coverage calculations)

S-7 Debt Service Coverage (Continued)

	2020	2019	2018	2017	2016
1978 Trust Agreement					
Net Revenue	\$ 419,359 (1)	\$ 433,730 (2)	\$ 382,358	\$ 332,111	\$ 293,064
Debt Service - Principal	62,680	53,565	52,325	52,895	49,430
Debt Service - Interest	93,153	69,100	64,706	59,636	52,429
PFC Revenues designated as Available Funds (3)	(11,571)	-	-	-	-
Credits to Debt Service (4)	(24,958)	(4,115)	(5,709)	(11,075)	(3,639)
Annual Debt Service	\$ 119,304	\$ 118,550	\$ 111,322	\$ 101,456	\$ 98,220
Debt Service Coverage	3.52	3.66	3.43	3.27	2.98 (5)
PFC Trust Agreement (6)					
Net PFC Revenue	N/A	N/A	N/A	\$ 65,889	\$ 70,995
Debt Service - Principal	N/A	N/A	N/A	52,910	22,325
Debt Service - Interest	N/A	N/A	N/A	2,579	3,731
Credits to Debt Service (7)	N/A	N/A	N/A	(20,245)	(312)
Annual Debt Service	N/A	N/A	N/A	\$ 35,244	\$ 25,744
Debt Service Coverage (8)	N/A	N/A	N/A	1.87	2.76
First Lien Sufficiency Covenant	N/A	N/A	N/A	63.44	10.68 (5)
CFC Trust Agreement					
CFC Revenue	\$ 25,884	\$ 33,517	\$ 33,003	\$ 33,055	\$ 32,335
Debt Service - Principal	4,165	3,960	3,780	3,620	3,485
Debt Service - Interest	10,951	11,144	11,311	11,461	11,584
Credits to Debt Service	(2,930)	(1,994)	(1,050)	(729)	(397)
Annual Debt Service	\$ 12,186	\$ 13,110	\$ 14,041	\$ 14,352	\$ 14,672
Debt Service Coverage before the benefit of Rolling Cov. Fund and Sup. Reserve Fund balances	2.12	2.56	2.35	2.30	2.20
Debt Service Coverage after the benefit of Rolling Cov. Fund and Sup. Reserve Fund balances	2.42	2.86	2.65	2.60	2.50

- (1) In fiscal years 2023, 2022, 2021 and 2020, Net Revenues included \$33.7 million, \$115.5 million, \$121.1 million and \$57.1 million, respectively, of CARES Act, CRRSA Act and ARPA Act grant funds used for operating expenses and designated as Available Funds under the 1978 Trust Agreement.
- (2) Commencing February 13, 2019, all rental revenues the Authority receives from Delta and other Terminal A airline tenants ("Terminal A Rental Revenues") are included as Revenues, reflecting the impact of the refunding and defeasance of the Authority's Special Facilities Revenue Bonds (Delta Airlines, Inc. Project), Series 2001A, 2001B and 2001C (the "Terminal A Bonds") in February 2019.
- (3) Represents PFC Revenues designated as Available Funds under the 1978 Trust Agreement.
- (4) Consists of bond proceeds in the form of Capitalized Interest and investment earnings on the Construction Funds.
- (5) Following the issuance of the June 30, 2016 audited financial statements on September 30, 2016, the 1978 Trust Debt Service Coverage calculations in the fiscal year 2016 MD&A were updated from 2.96 to 2.98 for fiscal year 2016 and from 2.49 to 2.62 for fiscal year 2015. The PFC First Lien Sufficiency covenant calculation was updated from 11.03 to 10.68 for fiscal year 2016.
- (6) As of July 2, 2017, there are no PFC Revenue Bonds outstanding under the PFC Trust Agreement, as the final payment amount of \$52.9 million matured on July 1, 2017.
- (7) Consists of investment income on the PFC Debt Service Reserve Fund, the PFC Project Funds and investment income generated by the PFC Debt Service Funds that were not received from PFC collections. Fiscal year 2017 credits include \$19.6 million released from the PFC Debt Service Reserve Fund.
- (8) Debt Service Coverage reflects the pledge of revenue at the \$4.50 PFC level.

Source: Authority's accounting reports.

MASSACHUSETTS PORT AUTHORITY

Debt Metrics

Under the 1978 Trust Agreement, the PFC Trust Agreement and the CFC Trust Agreement

Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands - except per passenger calculations)

S-8 Debt Metrics (1)

	2025	2024	2023	2022	2021
1978 Trust Agreement-Annual Debt Service per enplaned passenger (2, 3)	\$ 6.57	\$ 7.78	\$ 7.58	\$ 5.38	\$ 11.09
1978 Trust Agreement Bonds Outstanding (GAAP)	\$ 2,499,545	\$ 2,578,680	\$ 2,655,365	\$ 2,553,540	\$ 2,565,960
Less Annual Debt Service - Principal (4)	179,240	79,135	76,685	19,100	12,420
1978 Trust Agreement Bonds Outstanding (4)	\$ 2,320,305	\$ 2,499,545	\$ 2,578,680	\$ 2,534,440	\$ 2,553,540
1978 Trust Agreement Bonds per enplaned passenger	\$ 106.32	\$ 120.26	\$ 132.22	\$ 163.98	\$ 418.47
PFC Trust Agreement Annual Debt Service per enplaned passenger	N/A	N/A	N/A	N/A	N/A
PFC Trust Agreement Bonds Outstanding (GAAP)	N/A	N/A	N/A	N/A	N/A
Less Annual PFC Debt Service - Principal	N/A	N/A	N/A	N/A	N/A
PFC Trust Agreement Bonds Outstanding (5)	N/A	N/A	N/A	N/A	N/A
PFC Trust Agreement Bonds per enplaned passenger	N/A	N/A	N/A	N/A	N/A
CFC Trust Agreement Bonds Outstanding (GAAP)	\$ 105,470	\$ 110,715	\$ 115,635	\$ 120,255	\$ 120,255
Less Annual CFC Debt Service - Principal	5,585	5,245	4,920	4,620	-
CFC Trust Agreement Bonds Outstanding	\$ 99,885	\$ 105,470	\$ 110,715	\$ 115,635	\$ 120,255
CFC Trust Agreement Bonds per enplaned passenger	\$ 4.58	\$ 5.07	\$ 5.68	\$ 7.48	\$ 19.71
Subordinated Obligations Debt - Direct Placement (GAAP)	\$ -	\$ -	\$ -	\$ -	\$ -
1978 Trust Agreement Subordinated Obligations Debt Outstanding - Direct Placement (6)	\$ -	\$ -	\$ -	\$ -	\$ -
Total Bonds and Notes payable at June 30 (GAAP)	\$ 2,494,615	\$ 2,689,395	\$ 2,771,000	\$ 2,673,795	\$ 2,686,215
Less unamortized amounts: Bond premium (discount), net	\$ 290,101	\$ 314,052	\$ 328,936	\$ 329,085	\$ 343,233
Total Bonds and Notes payable, net	\$ 2,784,716	\$ 3,003,447	\$ 3,099,936	\$ 3,002,880	\$ 3,029,448
Right of Use SBITA liability (7)	\$ 6,470	\$ 5,985	\$ 15,134	\$ 6,594	\$ -
Right of Use capital asset liability (7)	\$ 205,062	\$ 209,465	\$ 215,751	\$ 260,388	\$ 94,030
Total Long-term Debts	\$ 2,996,248	\$ 3,218,897	\$ 3,330,821	\$ 3,269,862	\$ 3,123,478
Long-term Debts per enplaned passenger	\$ 137	\$ 155	\$ 171	\$ 212	\$ 512

(1) Excluding accrued maturities and commercial paper. See Exhibit S-12 for enplaned passenger statistics.

(2) Commencing in fiscal year 2020, excludes debt service paid from PFC Revenues designated by the Authority as Available Funds.

(3) Commencing in fiscal year 2019, reflects the impact of the refunding and defeasance of the Authority's Special Facilities Revenue Bonds (Delta Airlines, Inc. Project), Series 2001A, 2001B and 2001C (the "Terminal A Bonds") in February 2019.

(4) Includes principal paid from all sources, including PFC Revenues designated by the Authority as Available Funds. In July 2024, the Authority defeased \$110.4 million of Revenue Bonds.

(5) As of July 2, 2017, there are no PFC Revenue Bonds outstanding under the PFC Trust Agreement, as the final payment amount of \$52.9 million matured on July 1, 2017.

(6) In November 2018, the 2018A Subordinated Obligations were issued to provide bridge financing for a portion of the Conley Terminal Berth 10 project, pending receipt of funds from The Commonwealth of Massachusetts pursuant to a Memorandum of Understanding with the Authority in May 2018. The 2018A Subordinated Obligations were retired in May 2021.

(7) The Authority implemented GASB 87 standards for lease reporting in fiscal year 2021 and GASB 96 standards for SBITAs reporting in fiscal year 2022.

Source: Authority's accounting reports.

MASSACHUSETTS PORT AUTHORITY

Debt Metrics

Under the 1978 Trust Agreement, the PFC Trust Agreement and the CFC Trust Agreement

Fiscal Years Ended June 30, 2016 through June 30, 2025 (In Thousands - except per passenger calculations)

S-8 Debt Metrics (1) (Continued)

	2020	2019	2018	2017	2016
1978 Trust Agreement-Annual Debt Service per enplaned passenger (2, 3)	\$ 7.90	\$ 5.69	\$ 5.67	\$ 5.45	\$ 5.67
1978 Trust Agreement Bonds Outstanding (GAAP)	\$ 2,234,570	\$ 1,752,315	\$ 1,489,400	\$ 1,467,650	\$ 1,348,590
Less Annual Debt Service - Principal (4)	62,680	53,565	52,325	52,895	49,430
1978 Trust Agreement Bonds Outstanding (4)	\$ 2,171,890	\$ 1,698,750	\$ 1,437,075	\$ 1,414,755	\$ 1,299,160
1978 Trust Agreement Bonds per enplaned passenger	\$ 143.87	\$ 81.54	\$ 73.18	\$ 75.93	\$ 74.94
PFC Trust Agreement Annual Debt Service per enplaned passenger	N/A	N/A	N/A	\$ 1.89	\$ 1.49
PFC Trust Agreement Bonds Outstanding (GAAP)	N/A	N/A	N/A	\$ 52,910	\$ 75,235
Less Annual PFC Debt Service - Principal	N/A	N/A	N/A	52,910	22,325
PFC Trust Agreement Bonds Outstanding (5)	N/A	N/A	N/A	\$ -	\$ 52,910
PFC Trust Agreement Bonds per enplaned passenger	N/A	N/A	N/A	\$ -	\$ 3.05
CFC Trust Agreement Bonds Outstanding (GAAP)	\$ 124,420	\$ 190,795	\$ 194,575	\$ 198,195	\$ 201,680
Less Annual CFC Debt Service - Principal	4,165	3,960	3,780	3,620	3,485
CFC Trust Agreement Bonds Outstanding	\$ 120,255	\$ 186,835	\$ 190,795	\$ 194,575	\$ (3,485)
CFC Trust Agreement Bonds per enplaned passenger	\$ 7.97	\$ 8.97	\$ 9.72	\$ 10.44	\$ 11.43
Subordinated Obligations Debt - Direct Placement (GAAP)	\$ 72,500	\$ 40,000	\$ -	\$ -	\$ -
1978 Trust Agreement Subordinated Obligations Debt Outstanding - Direct Placement (6)	\$ 72,500	\$ 40,000	\$ -	\$ -	\$ -
Total Bonds and Notes payable at June 30 (GAAP)	\$ 2,431,490	\$ 1,983,110	\$ 1,683,975	\$ 1,718,755	\$ 1,625,505
Less unamortized amounts: Bond premium (discount), net	\$ 256,718	\$ 193,090	\$ 151,341	\$ 131,910	\$ 98,970
Total Bonds and Notes payable, net	\$ 2,688,208	\$ 2,176,200	\$ 1,835,316	\$ 1,850,665	\$ 1,724,475
Right of Use SBITA liability (7)	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Use capital asset liability (7)	\$ -	\$ -	\$ -	\$ -	\$ -
Total Long-term Debts	\$ 2,688,208	\$ 2,176,200	\$ 1,835,316	\$ 1,850,665	\$ 1,724,475
Long-term Debts per enplaned passenger	\$ 178	\$ 104	\$ 93	\$ 99	\$ 99

(1) Excluding accrued maturities and commercial paper. See Exhibit S-12 for enplaned passenger statistics.

(2) Commencing in fiscal year 2020, excludes debt service paid from PFC Revenues designated by the Authority as Available Funds.

(3) Commencing in fiscal year 2019, reflects the impact of the refunding and defeasance of the Authority's Special Facilities Revenue Bonds (Delta Airlines, Inc. Project), Series 2001A, 2001B and 2001C (the "Terminal A Bonds") in February 2019.

(4) Includes principal paid from all sources, including PFC Revenues designated by the Authority as Available Funds. In July 2024, the Authority defeased \$110.4 million of Revenue Bonds.

(5) As of July 2, 2017, there are no PFC Revenue Bonds outstanding under the PFC Trust Agreement, as the final payment amount of \$52.9 million matured on July 1, 2017.

(6) In November 2018, the 2018A Subordinated Obligations were issued to provide bridge financing for a portion of the Conley Terminal Berth 10 project, pending receipt of funds from The Commonwealth of Massachusetts pursuant to a Memorandum of Understanding with the Authority in May 2018. The 2018A Subordinated Obligations were retired in May 2021.

(7) The Authority implemented GASB 87 standards for lease reporting in fiscal year 2021 and GASB 96 standards for SBITAs reporting in fiscal year 2022.

Source: Authority's accounting reports.



MASSACHUSETTS PORT AUTHORITY

Largest Private Sector Employers
Current Year and Nine Years Ago
(Listed in alphabetical order)

S-9 Largest Private Sector Employers - Top 20 Massachusetts Employers with 10,000+ Employees (1)

Calendar Year 2024 (2)		
Employer	Headquarters	Product or Service
Beth Israel Lahey Health Inc	Cambridge	Health Care Management
BJ'S Wholesale Club Holdings	Marlborough	Variety Stores
Boston Scientific Corp	Marlborough	Physicians & Surgeons Equip & Suplsies
Bright Horizons Family Solutions	Newton	Child Care Service
Cambridge Health Alliance	Cambridge	Health Care Management
Creation Technologies	Boston	Electronic Manufacturing Services
Department of Transitional Assistance	Boston	Government Offices-State
FMR LLC	Boston	Financial Advisory Services
Fresenius Medical Care North	Waltham	Dialysis
GE Vernova Inc	Cambridge	Power Plant Equipment-Manufacturers
Governor's Office	Boston	State Government-Executive Offices
John Hancock	Boston	Insurance
Keurig Dr Pepper Inc	Burlington	Beverages
Liberty Mutual Holding Co Inc	Boston	Insurance-Holding Companies
Mass General Brigham	Boston	Health Care Management
National Amusements Inc	Norwood	Theatres-Movie
Philips Electronics N America	Andover	Health Equipment & Supls-Manufacturers
State Street Corp	Boston	Holding Companies
Thermo Fisher Scientific Inc	Waltham	Laboratory Equipment & Supplies
TJX Co Inc	Framingham	Department Stores
Tuv Sud America Inc	Wakefield	Energy Management Control Systems

Calendar Year 2015		
Employer	Headquarters	Product or Service
BJ'S Wholesale Club Inc	Westborough	Wholesale Clubs
Boston Scientific Corp	Natick	Surgical Instruments-Manufacturers
Bright Horizons Family Solutions	Watertown	Child Care Service
EMC Corp	Hopkinton	Information Technology Services
Five Star Quality Care Inc	Newton	Residential Care Homes
FMR LLC	Boston	Financial Advisory Services
Fresenius Medical Care	Waltham	Dialysis
John Hancock	Boston	Insurance
Liberty Mutual Holding Co Inc	Boston	Insurance-Holding Companies
Massachusetts General Hospital	Boston	Hospitals
Massachusetts Mutual Life Ins	Springfield	Insurance
National Amusements Inc	Norwood	Theatres-Movie
National Mentor Holdings Inc	Boston	Human Services Organizations
Partners Health Care System	Boston	Hospitals
Philips Electronics N America	Andover	Health Equipment & Supls-Manufacturers
Raytheon Co	Waltham	Aerospace Industries-Manufacturers
Shaw's Supermarkets Inc	East Bridgewater	Grocers-Retail
Staples Inc	Framingham	Office Supplies
State Street Corp	Boston	Holding Companies (Bank)
Thermo Fisher Scientific Inc	Waltham	Measuring/Controlling Devices Nec-Manufacturers

(1) Largest employers headquartered in MA only, excludes subsidiaries that are headquartered outside of MA.

(2) As of October 2025.

Source: Data Axle, Inc.

MASSACHUSETTS PORT AUTHORITY

Demographics and Employment Data Calendar Years Ended 2015 through 2024

S-10 Demographics and Employment Data

(Calendar Years)

Boston Metropolitan Statistical Area (1)	2024	2023	2022	2021	2020
Population	5,025,517	4,919,179	4,900,550	4,903,708	4,878,211
Total personal income (in millions)	N/A (2)	\$496,248	\$461,055	\$452,212	\$418,178
Per capita personal income	N/A (2)	\$100,880	\$94,082	\$92,290	\$85,724
Unemployment rate (annual average) (4)	3.6%	3.1%	3.3%	5.1%	9.0%
Employment By Industry					
Industry Type (in thousands) (3), (4)					
Educational and Health Services	622.6	608.1	592.7	582.3	563.5
Trade, Transportation and Utilities	402.9	406.4	407.3	397.7	388.8
Professional and Business Services	528.6	532.6	536.6	528.8	499.9
Government	318.6	312.9	308.1	301.6	301.4
Manufacturing	180.4	184.0	184.0	179.2	178.1
Leisure and Hospitality	271.4	263.8	252.7	216.0	192.2
Financial Activities	185.0	184.9	185.5	184.1	182.6
Construction	129.7	129.9	127.6	123.2	113.7
Other Services	105.1	103.2	100.4	93.0	85.6
Information	77.5	81.3	84.1	81.7	81.0
Total	2,821.8	2,807.1	2,779.0	2,687.6	2,586.8

(1) The Metropolitan Statistical Area as defined by the Office of Management and Budget for Federal statistical purposes.
reflecting updated data released by the U.S. Census Bureau. Population estimate as of July 1.

(2) U.S. Department of Labor changed its release date for statistical data estimates of personal income for all local areas. Data is expected to be released 11 months after the end of the referenced year.

(3) Employment figures are reflected as of December 31 each calendar year.

(4) Employment data for calendar year 2023 has been revised from what was reflected in Table S-10 of the Authority's fiscal year 2024 Fiscal year ACFR reflecting updated data released by the Bureau of Labor Statistics.

Sources: Bureau of Economic Analysis, U.S. Department of Commerce, Bureau of Labor Statistics, U.S. Department of Labor, Federal Reserve Bank of St. Louis.

MASSACHUSETTS PORT AUTHORITY

Demographics and Employment Data Calendar Years Ended 2015 through 2024

S-10 Demographics and Employment Data (Continued)

(Calendar Years)

Boston Metropolitan Statistical Area (1)	2019	2018	2017	2016	2015
Population	4,873,019	4,859,536	4,844,597	4,805,942	4,766,755
Total personal income (in millions)	\$397,139	\$383,665	\$358,021	\$336,363	\$326,046
Per capita personal income	\$81,498	\$78,694	\$74,024	\$70,157	\$68,292
Unemployment rate (annual average) (4)	2.7%	3.1%	3.4%	3.5%	4.4%
Employment By Industry					
Industry Type (In thousands) (3), (4)					
Educational and Health Services	595.9	593.0	585.9	582.4	570.6
Trade, Transportation and Utilities	443.7	440.1	440.9	437.8	434.6
Professional and Business Services	524.0	513.6	494.3	477.2	464.9
Government	321.8	320.2	317.8	319.6	318.4
Manufacturing	188.4	188.5	188.5	187.6	189.5
Leisure and Hospitality	279.2	271.4	270.9	263.6	257.1
Financial Activities	186.4	185.3	185.3	185.4	184.8
Construction	122.2	119.2	113.8	110.0	107.8
Other Services	105.1	103.2	102.0	101.1	100.1
Information	83.4	80.1	80.4	79.3	77.7
Total	2,850.1	2,814.6	2,779.8	2,744.0	2,705.5

(1) The Metropolitan Statistical Area as defined by the Office of Management and Budget for Federal statistical purposes. reflecting updated data released by the U.S. Census Bureau. Population estimate as of July 1.

(2) U.S. Department of Labor changed its release date for statistical data estimates of personal income for all local areas. Data is expected to be released 11 months after the end of the referenced year.

(3) Employment figures are reflected as of December 31 each calendar year.

(4) Employment data for calendar year 2023 has been revised from what was reflected in Table S-10 of the Authority's fiscal year 2024 Fiscal year ACFR reflecting updated data released by the Bureau of Labor Statistics.

Sources: Bureau of Economic Analysis, U.S. Department of Commerce, Bureau of Labor Statistics, U.S. Department of Labor, Federal Reserve Bank of St. Louis.

MASSACHUSETTS PORT AUTHORITY

Number of Employees by Facility

Fiscal Years Ended June 30, 2016 through June 30, 2025

S-11 Number of Employees by Facility (1):

Facility	2025	2024	2023	2022	2021
Logan Airport	823.0	796.0	760.0	720.0	696.0
Hanscom Field	24.0	20.0	20.0	20.0	18.0
Worcester Regional Airport	23.0	21.0	22.0	21.0	13.0
Maritime	125.0	124.0	108.0	108.0	105.0
General Administration	330.0	313.0	287.0	257.0	251.0
Total Employees	1,325.0	1,274.0	1,197.0	1,126.0	1,083.0

(1) Excludes policing services that are provided to the Authority by Troop F of the Massachusetts State Police who are employees of the Commonwealth. In fiscal year 2025, there were 152 State Police positions assigned to the Authority.

Source: Authority-Wide Vacancy report as of June 30 each fiscal year.

BOS Logan Airport prepared for the winter storm operation.



MASSACHUSETTS PORT AUTHORITY

Number of Employees by Facility

Fiscal Years Ended June 30, 2016 through June 30, 2025

S-11 Number of Employees by Facility (1): (Continued)

Facility	2020	2019	2018	2017	2016
Logan Airport	829.0	819.0	777.0	780.0	750.5
Hanscom Field	19.0	19.0	19.0	18.0	19.0
Worcester Regional Airport	25.0	24.0	33.0	32.0	31.0
Maritime	121.0	122.0	119.0	121.0	120.5
General Administration	349.0	346.0	336.0	322.0	318.0
Total Employees	1,343.0	1,330.0	1,284.0	1,273.0	1,239.0

(1) Excludes policing services that are provided to the Authority by Troop F of the Massachusetts State Police who are employees of the Commonwealth. In fiscal year 2025, there were 152 State Police positions assigned to the Authority.

Source: Authority-Wide Vacancy report as of June 30 each fiscal year.



BOS Logan Airport Runway construction project.

MASSACHUSETTS PORT AUTHORITY

Logan International Airport

Traffic Metrics

Fiscal Years Ended June 30, 2016 through June 30, 2025

S-12 Logan International Airport Activity:

	2025	2024	2023	2022	2021 (1)
Aircraft Operations (2)					
Domestic (3)	230,038	225,144	230,161	194,791	111,889
International (4)	61,303	54,586	48,363	32,925	15,784
Regional	100,796	88,236	87,703	84,068	44,163
General Aviation	24,386	28,040	30,308	30,196	15,706
Total Operations	416,523	396,006	396,535	341,980	187,542
Aircraft Landed Weights (1,000 pounds) (5)	27,650,553	25,753,965	25,115,080	20,822,089	11,355,731
Passengers Traffic					
Domestic (3)					
Enplaned	14,806,124	14,510,009	14,000,157	11,701,584	5,045,352
Deplaned	14,874,333	14,609,754	14,065,304	11,822,052	5,078,662
International (4)					
Enplaned	4,990,002	4,462,960	3,818,809	2,208,667	651,054
Deplaned	5,053,626	4,518,193	3,865,109	2,189,828	607,317
Regional					
Enplaned	2,027,269	1,812,298	1,683,438	1,545,426	405,660
Deplaned	2,015,050	1,810,995	1,687,154	1,551,704	404,688
Subtotal	43,766,404	41,724,209	39,119,971	31,019,261	12,192,733
General Aviation ("GA")					
Enplaned	45,038	52,254	56,059	55,605	28,477
Deplaned	45,038	52,254	56,059	55,605	28,477
Total Passengers	43,856,480	41,828,717	39,232,089	31,130,471	12,249,687
Total Enplaned Passengers (excluding GA)	21,823,395	20,785,267	19,502,404	15,455,677	6,102,066
Average Passengers Per Flight					
Domestic (3)	129.0	129.3	121.9	120.8	90.5
International (4)	163.8	164.5	158.9	133.6	79.7
Regional	40.1	41.1	38.4	36.8	18.3
Air Carrier and Passenger Metrics					
Primary carrier (6)	JetBlue	JetBlue	JetBlue	JetBlue	JetBlue
Primary carrier market share (6)	25.5%	25.2%	28.1%	27.8%	33.6%
Two top carriers market share (6)	45.0%	45.7%	47.5%	45.0%	51.6%
Origination & destination share (7)	93.4% (8)	93.7%	95.0%	95.5%	96.7%
Compensatory airline payments to Massport per enplaned passenger (9)	\$22.42	\$21.27	\$17.58	\$20.52	\$50.97
Logan Airport revenue per enplaned passenger (10)	\$48.69	\$47.31	\$42.78	\$43.00	\$85.68
Total Cargo & Mail (1,000 pounds)	587,860	571,801	623,486	682,743	610,444

(1) Fiscal year 2020 and 2021 traffic statistics reflect impact of COVID-19 pandemic.

(2) Includes all-cargo flights.

(3) Includes domestic flights on jets and charters.

(4) Includes international flights on jet, charter and commuter carriers.

(5) Excludes general aviation and non-tenant.

(6) Data consists of mainline activity only.

(7) Source: the Authority and U.S. DOT, Air Passenger Origin-Destination Survey, reconciled to Schedule T1, as reported in Appendix CFC-1 to the Authority's ACFR; this statistic is calculated based on outbound passengers only as of fiscal year end.

(8) Fiscal year 2025 data is preliminary.

(9) Consists of landing fees, terminal rents, certain non-PFC passenger fees and aircraft parking fees.

(10) Consists of landing fees, terminal rents, parking, utilities, non-terminal and ground rent, concessions and baggage fees.

Source: Authority reports.

MASSACHUSETTS PORT AUTHORITY

Logan International Airport

Traffic Metrics

Fiscal Years Ended June 30, 2016 through June 30, 2025

S-12 Logan International Airport Activity: (Continued)

	2020 ⁽¹⁾	2019	2018	2017	2016
Aircraft Operations (2)					
Domestic (3)	208,986	263,545	257,296	244,857	237,479
International (4)	39,318	54,736	52,483	51,500	46,687
Regional	71,285	77,809	71,198	68,223	72,416
General Aviation	21,534	30,420	31,186	31,300	30,026
Total Operations	341,123	426,510	412,163	395,880	386,608
Aircraft Landed Weights (1,000 pounds) (5)	21,462,516	26,547,968	25,249,192	24,040,957	22,652,895
Passengers Traffic					
Domestic (3)					
Enplaned	11,281,039	15,620,740	14,995,819	14,257,124	13,368,762
Deplaned	11,285,569	15,696,004	15,079,032	14,348,544	13,466,887
International (4)					
Enplaned	2,820,055	4,011,290	3,609,751	3,493,005	3,004,322
Deplaned	2,926,919	4,018,879	3,649,730	3,506,567	3,034,210
Regional					
Enplaned	995,484	1,200,779	1,030,643	881,940	962,163
Deplaned	980,667	1,204,503	1,028,876	871,399	952,308
Subtotal	30,289,733	41,752,195	39,393,851	37,358,579	34,788,652
General Aviation ("GA")					
Enplaned	39,038	55,608	56,329	55,886	54,883
Deplaned	39,038	55,608	56,329	55,886	54,883
Total Passengers	30,367,809	41,863,411	39,506,509	37,470,351	34,898,418
Total Enplaned Passengers (excluding GA)	15,096,578	20,832,809	19,636,213	18,632,069	17,335,247
Average Passengers Per Flight					
Domestic (3)	108.0	118.8	116.9	116.8	113.0
International (4)	146.2	146.7	138.3	135.9	129.3
Regional	27.7	30.9	28.9	25.7	26.4
Air Carrier and Passenger Metrics					
Primary carrier (6)	JetBlue	JetBlue	JetBlue	JetBlue	JetBlue
Primary carrier market share (6)	29.3%	28.5%	27.9%	27.2%	26.5%
Two top carriers market share (6)	43.9%	43.9%	44.1%	44.3%	40.7%
Origination & destination share (7)	94.4%	94.5%	94.2%	94.4%	94.8%
Compensatory airline payments to Massport per enplaned passenger (9)	\$20.21	\$14.63	\$14.37	\$13.98	\$13.45
Logan Airport revenue per enplaned passenger (10)	\$44.02	\$35.40	\$35.39	\$34.25	\$33.85
Total Cargo & Mail (1,000 pounds)	657,848	733,465	727,175	672,402	606,101

(1) Fiscal year 2020 and 2021 traffic statistics reflect impact of COVID-19 pandemic.

(2) Includes all-cargo flights.

(3) Includes domestic flights on jets and charters.

(4) Includes international flights on jet, charter and commuter carriers.

(5) Excludes general aviation and non-tenant.

(6) Data consists of mainline activity only.

(7) Source: the Authority and U.S. DOT, Air Passenger Origin-Destination Survey, reconciled to Schedule T1, as reported in Appendix CFC-1 to the Authority's ACFR; this statistic is calculated based on outbound passengers only as of fiscal year end.

(8) Fiscal year 2025 data is preliminary.

(9) Consists of landing fees, terminal rents, certain non-PFC passenger fees and aircraft parking fees.

(10) Consists of landing fees, terminal rents, parking, utilities, non-terminal and ground rent, concessions and baggage fees.

Source: Authority reports.

MASSACHUSETTS PORT AUTHORITY

Logan International Airport
Market Share of Total Passenger Traffic
Current Year and Nine Years Ago

S-13 Passenger Traffic Market Shares

Air Carrier (1)	Fiscal Year 2025		Fiscal Year 2016	
	Passenger	%	Passenger	%
JetBlue Airways Corp.	11,182,396	25.5%	9,253,087	26.5%
Delta Air Lines, Inc.	8,541,768	19.5%	4,023,599	11.5%
Foreign Flag	6,081,412	13.9%	4,537,705	13.0%
American Airlines, Inc. (2)	4,825,533	11.0%	6,758,463	19.4%
Regional Carriers (3)	4,134,602	9.4%	1,916,285	5.5%
United Air Lines, Inc.	3,738,556	8.5%	3,597,947	10.3%
Others (4)	3,483,905	7.9%	1,983,977	5.7%
Southwest Airlines Co.	1,868,308	4.3%	2,827,355	8.1%
Total	43,856,480	100.0%	34,898,418	100.0%

Air Carrier (1)	2025	2024	2023	2022	2021
JetBlue Airways	25.5%	25.2%	28.1%	27.8%	33.7%
Delta Air Lines	19.5%	20.5%	19.4%	17.2%	14.7%
American (2)	11.0%	11.9%	13.0%	16.8%	18.1%
American	-	-	-	-	-
US Airways	-	-	-	-	-
Foreign Flag	13.9%	13.0%	11.7%	7.8%	3.4%
United Airlines	8.5%	8.6%	8.8%	9.1%	8.3%
Regional U.S. Carriers (3)	9.4%	8.7%	8.7%	10.0%	6.6%
Other U.S. Carriers (4)	7.9%	7.7%	6.4%	7.2%	9.3%
Southwest	4.3%	4.4%	3.9%	4.1%	5.9%
Total (5)	100.0%	100.0%	100.0%	100.0%	100.0%

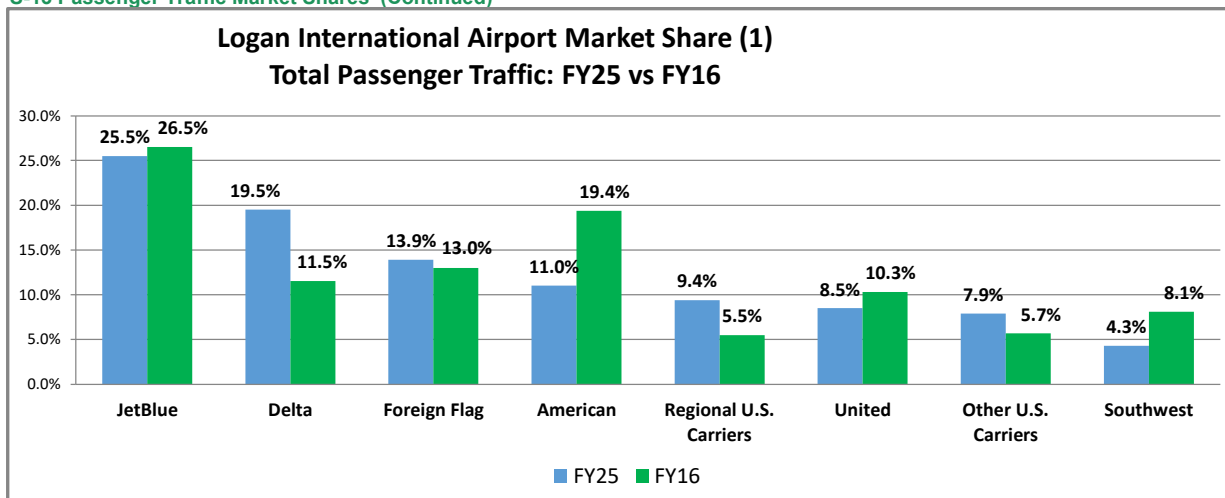
- (1) For purposes of comparison, data for consolidated air carriers (American, Delta, Southwest and United) is presented for all fiscal years. In the case of each such consolidated air carrier, the data provided for each period occurring prior to the consolidation is estimated based on a summation of the individual carrier information for such period. The data provided for period(s) occurring after the consolidation reflects actual data for such period(s). To the extent individual merged carriers continue to operate separately, individual carrier information is also shown for the periods occurring post-merger, which information may not add to the consolidated figure.
- (2) In December 2013, American merged with US Airways, and effective October 1, 2015, the two airlines were fully integrated under the American name.
- (3) Includes PenAir (through June 30, 2018), Boutique Air (commencing June 1, 2018), Silver Airways (summer seasonal commencing July 1, 2018), Republic, Envoy, Cape Air, Piedmont, American Eagle, US Airways Shuttle, Delta Shuttle, United Express, Continental Express and associated regional carriers. These figures for passengers traveling on U.S. flag regional carriers include passengers traveling internationally.
- (4) Includes Alaska Airlines, Allegiant (commencing September 2020), Eastern (commencing December 2020), Frontier, Hawaiian, Spirit Airlines, Sun Country, Virgin America (merged with Alaska effective January 11, 2018), and chartered/non-scheduled domestic service.
- (5) Includes General Aviation figures.

Source: Authority reports.

MASSACHUSETTS PORT AUTHORITY

Logan International Airport
Market Share of Total Passenger Traffic
Current Year and Nine Years Ago

S-13 Passenger Traffic Market Shares (Continued)



Air Carrier (1)	2020	2019	2018	2017	2016
JetBlue Airways	29.3%	28.5%	27.9%	27.2%	26.5%
Delta Air Lines	14.4%	13.5%	12.6%	12.0%	11.5%
American (2)	14.6%	15.4%	16.2%	17.1%	19.4%
American	-	-	-	-	14.2
US Airways	-	-	-	-	5.2
Foreign Flag	14.0%	14.6%	14.2%	14.4%	13.0%
United Airlines	8.7%	9.5%	9.8%	10.1%	10.3%
Regional U.S. Carriers (3)	6.5%	5.7%	5.2%	4.7%	5.5%
Other U.S. Carriers (4)	6.7%	6.2%	6.5%	6.3%	5.7%
Southwest	5.8%	6.6%	7.6%	8.2%	8.1%
Total (5)	100.0%	100.0%	100.0%	100.0%	100.0%

- (1) For purposes of comparison, data for consolidated air carriers (American, Delta, Southwest and United) is presented for all fiscal years. In the case of each such consolidated air carrier, the data provided for each period occurring prior to the consolidation is estimated based on a summation of the individual carrier information for such period. The data provided for period(s) occurring after the consolidation reflects actual data for such period(s). To the extent individual merged carriers continue to operate separately, individual carrier information is also shown for the periods occurring post-merger, which information may not add to the consolidated figure.
- (2) In December 2013, American merged with US Airways, and effective October 1, 2015, the two airlines were fully integrated under the American name.
- (3) Includes PenAir (through June 30, 2018), Boutique Air (commencing June 1, 2018), Silver Airways (summer seasonal commencing July 1, 2018), Republic, Envoy, Cape Air, Piedmont, American Eagle, US Airways Shuttle, Delta Shuttle, United Express, Continental Express and associated regional carriers. These figures for passengers traveling on U.S. flag regional carriers include passengers traveling internationally.
- (4) Includes Alaska Airlines, Allegiant (commencing September 2020), Eastern (commencing December 2020), Frontier, Hawaiian, Spirit Airlines, Sun Country, Virgin America (merged with Alaska effective January 11, 2018), and chartered/non-scheduled domestic service.
- (5) Includes General Aviation figures.

Source: Authority reports.



MASSACHUSETTS PORT AUTHORITY

Logan International Airport

Passenger Markets

Calendar Year 2024 and Nine Years Ago

S-14 Logan International Airport - Passenger Markets

The following table shows the percentage of passengers traveling on U.S. air carrier airlines to or from the Airport and other final domestic destinations for calendar year 2024, as reported by the United States Department of Transportation. International passengers are not included. It also shows the comparative ranking of the top 20 domestic destinations for the same period and for calendar year 2015.

Market	Calendar 2024 Percentage	Calendar 2024 Rank	Calendar 2015 Rank
New York Area, NY (JFK, LGA, EWR) (2)	5.1%	1	4
Washington, DC (IAD, DCA) (1)	5.0%	2	2
Orlando, FL (MCO)	4.9%	3	6
Chicago, IL (ORD, MDW) (3)	4.9%	4	1
San Francisco Area, CA (SFO & SJC)	4.3%	5	3
Los Angeles Area, CA (LAX & LGB)	4.2%	6	5
Atlanta, GA (ATL)	3.4%	7	7
Dallas/Fort Worth, TX (DFW & DAL) (4)	2.9%	8	10
Denver, CO (DEN)	2.9%	9	12
Miami, FL (MIA)	2.9%	10	24
Tampa, FL (TPA)	2.6%	11	14
West Palm Beach, FL (PBI)	2.6%	12	17
Philadelphia, PA (PHL)	2.4%	13	8
Fort Myers, FL (RSW)	2.1%	14	13
Seattle, WA (SEA)	2.1%	15	18
Charlotte, NC (CLT)	2.1%	16	19
San Juan, PR, (JSJ)	1.9%	17	28
Raleigh/Durham, NC (RDU)	1.9%	18	16
Phoenix, AZ (PHX)	1.9%	19	25
Las Vegas, NV (LAS)	1.9%	20	20

Total for Cities Listed 61.7%

(1) Includes Dulles Airport & National Airport.

(2) Includes JFK, La Guardia and Newark Liberty International Airports.

(3) Includes Chicago O'Hare Airport and Midway Airport.

(4) Includes Dallas/Fort Worth Airport and Dallas Love Field Airport.

Source: Airline Data Inc.; U.S. DOT, O&D Survey.

MASSACHUSETTS PORT AUTHORITY

Port of Boston

Cargo and Passenger Activity

Fiscal Years Ended June 30, 2016 through June 30, 2025

S-15 Port of Boston Cargo and Passenger Activity

Port Activity	2025	2024	2023	2022	2021
Containers (1)	137,632	145,117	123,460	79,095	140,750
TEUs	247,405	258,620	220,810	139,959	247,845
Cruise Passengers (2)	465,106	381,988	355,874	45,539	-
Automobiles (3)	38,665	33,011	34,853	31,528	46,650
Bulk Tonnage	224,874	263,635	218,932 (4)	125,870	122,839

(1) Does not include over-the-road volumes.

(2) 2021 cruise season cancelled due to COVID-19 pandemic and CDC No Sail and Conditional Sail Orders.

(3) Does not include vehicles entered by over-the-road means.

(4) Revision to Fiscal Year 2023 Bulk Tonnage reflects final and full shipments recognized by the Port of Boston.

Source: Authority reports.

MASSACHUSETTS PORT AUTHORITY

Port of Boston

Cargo and Passenger Activity

Fiscal Years Ended June 30, 2016 through June 30, 2025

S-15 Port of Boston Cargo and Passenger Activity (Continued)

Port Activity	2020	2019	2018	2017	2016
Containers (1)	161,171	174,849	161,130	145,540	140,967
TEUs	283,061	307,331	281,978	254,747	250,439
Cruise Passengers (2)	298,029	395,971	406,369	351,914	289,076
Automobiles (3)	50,499	49,613	52,736	48,983	59,740
Bulk Tonnage	111,875	83,844	82,868	110,480	110,673

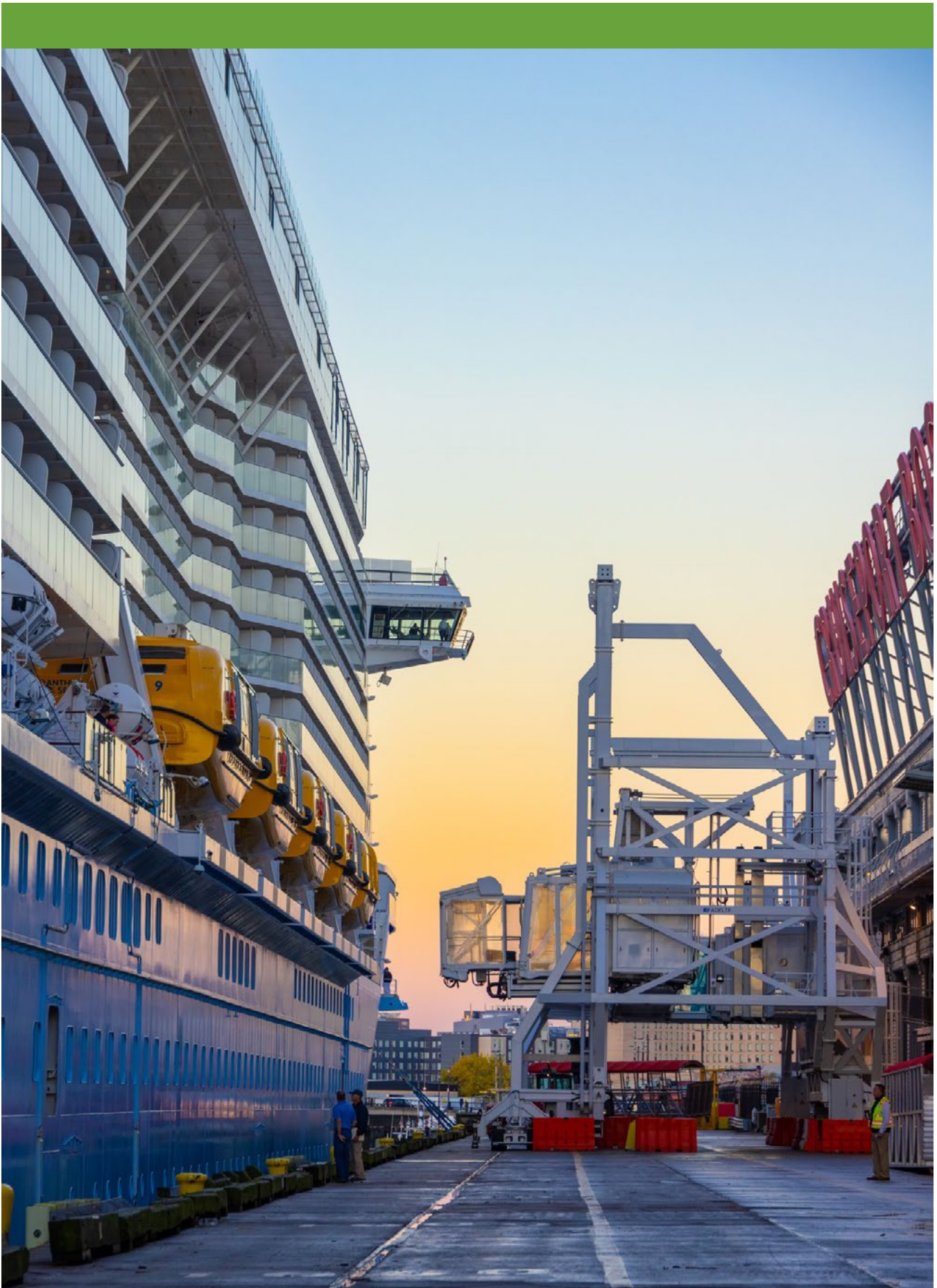
(1) Does not include over-the-road volumes.

(2) 2021 cruise season cancelled due to COVID-19 pandemic and CDC No Sail and Conditional Sail Orders.

(3) Does not include vehicles entered by over-the-road means.

(4) Revision to Fiscal Year 2023 Bulk Tonnage reflects final and full shipments recognized by the Port of Boston.

Source: Authority reports.



MASSACHUSETTS PORT AUTHORITY

Port of Boston

Principal Customers

Current Year and Nine Years Ago

S-16 Port of Boston Principal Customers

Fiscal Year 2025			
Direct Service	Shipping Lines	Cruise Lines	Large Customs House Brokers
MDEC	China Ocean Shipping Co	Azamara	A.N. Deringer
ENWC	CMA CGM	Celebrity	Albatrans, Inc
NUE	Evergreen	Crystal Cruises	BDP International, Inc.
ZXB	Mediterranean Shipping Corp.	Cunard	C.H. Powell Company
TMED	OOCL	HAL	DHL Forwarding
	ZIM	Hapag Lloyd	Dolliff & Company, Inc
		Hurtigruten Expeditions	Dynasty International, Inc.
		NCL	EGL Eagle Global Logistics
		NYK Cruises	Expeditors Int'l
		Oceania	Fedex Trade Networks
		P&O Cruises	Hellmann Worldwide Logistics, Inc
		Ponant	J.F. Moran Co., Inc.
		Princess Cruises	Janel Group
		Regent Seven Seas	Kuehne & Nagel, Inc.
		Royal Caribbean	Magic Customs Brokers, Inc
		Saga	OceanAir, Inc
		Scenic Cruises	Panalpina, Inc.
		Seabourn	Savino Del Bene, Inc.
		Silversea	Schenker International, INC
		TUI	UPS Supply Chain Solutions
		Viking	BOC
		Windstar	OEC
			Mohawk Global

Fiscal Year 2016			
Direct Service	Shipping Lines	Cruise Lines	Large Customs House Brokers
China Ocean Shipping Co	China Ocean Shipping Co	Aida Cruises	A.N. Deringer
Evergreen America	Evergreen America	Carnival Cruise Lines	Albatrans, Inc
Hanjin Shipping	Hanjin Shipping	Celebrity Cruises	BDP International, Inc
Hapag Lloyd	Hapag Lloyd	Crystal Cruise Line	C.H. Powell Company
K-Line	K-Line	Cunard Line	DB Schenker
Maersk	Maersk	Disney Cruise Line	DHL Forwarding
Mediterranean Shipping Corp.	Mediterranean Shipping Corp.	Fred Olsen Cruise Line	Dolliff & Company, Inc
Safmarine	Safmarine	Holland America	Dynasty International, Inc.
Yang Ming Line	Yang Ming Line	Norwegian Cruise Lines	EGL Eagle Global Logistics
		Oceania Cruises	Exel Global Logistics
		P&O Cruises	Expeditors Int'l
		Phoenix Reisen	Fedex Trade Networks
		Princess Cruises	Hellmann Worldwide Logistics, Inc
		Regent Seven Seas Cruises	J.F. Moran Co., Inc.
		Residensea	Kuehne & Nagel, Inc.
		Royal Caribbean Int'l	Liberty International
		Seabourn Cruise Line	Magic Customs Brokers, Inc
		Silversea Cruises	OceanAir, Inc
			Panalpina, Inc.
			Savino Del Bene, Inc.
			SDV (USA)
			UPS Supply Chain Solutions
			Vandegrift Intl.

Source: Authority reports.

MASSACHUSETTS PORT AUTHORITY

Insurance Coverage

Fiscal Year Ended June 30, 2025

S-17 Insurance Coverage (1)

POLICY - 7/01/2024 6/30/2025	BROKER / UNDERWRITER	LIMITS	RETENTION / UNDERLYING
PROPERTY INSURANCE			
All Risk Property Insurance including Boiler & Mach., Contractor's Equip. & Bus. Int. & Terrorism	Alliant/AIG	\$600,000,000	\$1,000,000 + 10% of first \$50,000,000 occurrence
Hull Insurance - Including Terrorism	HUB International/STARR	Agreed Value	\$1,000 - \$50,000
LIABILITY INSURANCE			
Aviation General Liability War Risk Coverage Primary and Excess	Aon/Chubb	\$750,000,000	\$250,000
Marine Liability Terminal Operator's Liability Protection & Indemnity Including Port & Stevedore Liability Primary and Excess Including Terrorism	HUB/Berkley	\$100,000,000	\$25,000
Automobile Liability Primary & Excess Comprehensive & Collision Deductible	Knapp, Schenck/Arbella	\$5,000,000	\$5,000
WORKERS' COMPENSATION			
Excess Workers' Compensation	HUB International/Chubb	Statutory	\$1,000,000
OTHER COVERAGE			
Crime, Dishonesty Burglary and Robbery	4 Insurance/ Hanover Insurance Company	\$3,000,000	\$10,000-\$100,000
Secretary-Treasurer's Bond	4 Insurance/ Hartford Insurance Company	\$1,000,000	\$0
Customs Bond	4 Insurance/C.A Shea & Company, Inc.	\$100,000	\$0
Marine Terminal Operator's Bond	4 Insurance/C.A Shea & Company, Inc.	\$50,000	\$0

(1) The Authority purchases other insurance policies, as needed, to manage risks and best insure the various business operating as required.

Source: Authority reports.

MASSACHUSETTS PORT AUTHORITY
Physical Asset Data
Fiscal Year Ended June 30, 2025

S-18 List of Certain Physical Asset Characteristics

	2025
<u>Logan Airport</u>	
Area of Airport (acres - approximate)	2,411
<u>Runways</u>	
Runway 15R/33L (length in feet)	10,083
Runway 4R/22L (length in feet)	10,006
Runway 4L/22R (length in feet)	7,864
Runway 9/27 (length in feet)	7,001
Runway 15L/33R (length in feet)	2,557
Runway 14/32 (length in feet)	5,000
<u>Terminal Buildings</u>	
Terminal A (number of jet contact gates)	21
Terminal B (number of jet contact gates)	41
Terminal C (number of jet contact gates)	27
Terminal E (number of jet contact gates)	16
<u>Parking</u>	
Number of commercial and employee parking spaces	26,088
<u>Cargo Facilities (square feet)</u>	267,703
<u>Hanscom Field</u>	
Area of Airport (acres - approximate)	1,302
<u>Runways</u>	
Runway 11/29 (length in feet)	7,011
Runway 5/23 (length in feet)	5,107
<u>Worcester Regional Airport</u>	
Area of Airport (acres - approximate)	1,328
<u>Runways</u>	
Runway 11/29 (length in feet)	7,001
Runway 15/33 (length in feet)	5,000
<u>Port of Boston</u>	
<u>Conley Terminal (101 acres)</u>	
Berth 10 (length in feet)	1,275
Berth 11 (length in feet)	1,000
Berth 12 (length in feet)	950
Berth 14 (length in feet)	500
Berth 15 (length in feet)	500
Berth 16 (length in feet)	580
Berth 17 (length in feet)	580
<u>Moran Terminal (64 acres)</u>	
Berth 1 (length in feet)	1,000
<u>Flynn Cruiseport Terminal</u>	
10 berths (length in feet (each))	500
<u>Commercial Real Estate (approximate acres)</u>	96

Source: Authority reports.



***GOING ABOVE
& BEYOND***

ANNUAL DISCLOSURE





***GOING ABOVE
& BEYOND***

**STATEMENT OF THE 1978 TRUST AGREEMENT
ANNUAL FINANCIAL INFORMATION
AND OPERATING DATA
of the
MASSACHUSETTS PORT AUTHORITY
FOR FISCAL YEAR 2025**

INTRODUCTION

This Statement of Annual Financial Information and Operating Data dated as of November 25, 2025 (this “Annual Disclosure Statement”) of the Massachusetts Port Authority (the “Authority”) is prepared and submitted in accordance with the requirements of (i) its Continuing Disclosure Certificate dated as of July 19, 2012 and (ii) its Continuing Disclosure Certificate dated July 10, 2019 (collectively, the “Continuing Disclosure Undertaking”). Set forth below is certain financial information and operating data relating to the Authority for the fiscal year ended June 30, 2025 (“fiscal year 2025”), which updates financial information and operating data presented in the Authority’s Statement of Annual Financial Information and Operating Data dated as of November 25, 2024 (the “2024 Annual Disclosure Statement”). Capitalized terms not otherwise defined herein shall have the meanings ascribed to such terms in the Authority’s Official Statement dated July 12, 2022 (the “2022 Official Statement”). This Annual Disclosure Statement is part of the Authority’s Annual Comprehensive Financial Report (the “2025 ACFR”) dated November 25, 2025 for fiscal year 2025, and the remaining sections of the 2025 ACFR are incorporated herein by reference. The Authority’s audited financial statements for fiscal year 2025 and comparative information for fiscal year 2024, prepared in accordance with accounting principles generally accepted in the United States of America (“GAAP”), with a report thereon by Ernst & Young LLP, independent auditors, are also included in the financial section of the 2025 ACFR. The 2022 Official Statement and the 2024 Annual Disclosure Statement are each on file with the Municipal Securities Rulemaking Board (“MSRB”). For a more complete description of the Authority and the Bonds, reference is made to the 2022 Official Statement.

This Annual Disclosure Statement applies to the following Series of Bonds issued by the Authority and outstanding at June 30, 2025 (collectively, the “Bonds”):

Massachusetts Port Authority Revenue Bonds, Series 2022-A (AMT) (Green Bonds)
Massachusetts Port Authority Revenue Refunding Bonds, Series 2021-A (Non-AMT)
Massachusetts Port Authority Revenue Refunding Bonds, Series 2021-B (AMT)
Massachusetts Port Authority Revenue Refunding Bonds, Series 2021-C (Taxable)
Massachusetts Port Authority Revenue Bonds, Series 2021-D (Non-AMT)
Massachusetts Port Authority Revenue Bonds, Series 2021-E (AMT)
Massachusetts Port Authority Revenue Refunding Bonds, Series 2020-A (AMT)
Massachusetts Port Authority Revenue Bonds, Series 2020-B (Taxable)
Massachusetts Port Authority Revenue Bonds, Series 2019-A (AMT)
Massachusetts Port Authority Revenue Bonds, Series 2019-B (Non-AMT)
Massachusetts Port Authority Revenue Bonds, Series 2019-C (AMT)
Massachusetts Port Authority Revenue Bonds, Series 2017-A (AMT)
Massachusetts Port Authority Revenue Refunding Bonds, Series 2016-A (Non-AMT)
Massachusetts Port Authority Revenue Bonds, Series 2016-B (AMT)
Massachusetts Port Authority Revenue Bonds, Series 2015-A (Non-AMT)
Massachusetts Port Authority Revenue Refunding Bonds, Series 2015-C (Non-AMT)
Massachusetts Port Authority Revenue Bonds, Series 2014-A (Non-AMT)
Massachusetts Port Authority Revenue Refunding Bonds, Series 2014-C (Non-AMT)

As of June 30, 2025, the Authority had issued and outstanding 18 series of bonds pursuant to the Trust Agreement dated as of August 1, 1978, as supplemented and amended (the “1978 Trust Agreement”) between the Authority and U.S. Bank Trust Company, National Association, as trustee (the “Trustee”). Please see Note 5 of the Authority’s Financial Statements as of June 30, 2025 for more detailed information.

As of June 30, 2025, the Authority had \$74.0 million aggregate principal amount of Subordinated Indebtedness outstanding, consisting of its Subordinated Revenue Bonds, Series 2000-A, 2000-B and 2000-C (the “Series 2000 Subordinated Obligations”), and its Subordinated Revenue Bonds, Series 2001-A, 2001-B and 2001-C (the “Series 2001 Subordinated Obligations”, and together with the Series 2000 Subordinated Obligations, the “Subordinated Indebtedness”). The Subordinated Indebtedness is payable solely from amounts on deposit in the Improvement and Extension Fund established under the 1978 Trust Agreement and in separate accounts not subject to the pledge of the 1978 Trust Agreement. The Subordinated Indebtedness is subordinate to all of the revenue bonds issued prior to the date hereof by the Authority pursuant to the 1978 Trust Agreement. Please see Note 5 of the Authority’s Financial Statements as of June 30, 2025 for more detailed information.

As of June 30, 2025, the Authority had one outstanding series of CFC Revenue Bonds with a balance of \$105.5 million, consisting of the Special Facilities Revenue Bonds (ConRAC Project), Series 2011B (the “CFC Bonds”) issued pursuant to a Trust Agreement dated May 18, 2011 (the “CFC Trust Agreement”) between the Authority and U.S. Bank Trust Company, National Association (the “CFC Trustee”). The CFC Bonds were issued for the purpose of providing funds sufficient, together with other available funds, to finance the design and construction of a new consolidated rental car facility and related improvements at Logan Airport, fund certain deposits to the debt service reserve and supplemental reserve funds for the CFC Bonds, and pay certain costs of issuance of the CFC Bonds. Please see Note 5 of the Authority’s Financial Statements as of June 30, 2025 for more detailed information.

Pursuant to the Continuing Disclosure Certificate dated as of June 15, 2011 (the “CFC Disclosure Certificate”), delivered by the Authority, the Authority is also including as part of the 2025 ACFR its Statement of Annual Financial Information and Operating Data for fiscal year 2025 (the “2025 CFC Disclosure Statement”) with respect to the CFC Bonds.

As of June 30, 2025, the Authority had two outstanding series of BOSFUEL Project Special Facilities Revenue Bonds (the “2019 BOSFUEL Bonds”). The 2019 BOSFUEL Bonds were issued to finance enhancements to the fuel facilities at Logan Airport and to currently refund the previously issued 2007 BOSFUEL Bonds. The 2019 BOSFUEL Bonds are not subject to the Authority’s Continuing Disclosure Undertaking or the CFC Disclosure Certificate. Please see Note 5 of the Authority’s Financial Statements as of June 30, 2025 for more detailed information.

Commercial Paper

The Authority maintains a commercial paper program pursuant to which it may issue taxable, tax-exempt AMT or tax-exempt non-AMT commercial paper in an aggregate maximum principal amount of \$250 million. The obligations of the Authority with respect to its commercial paper notes are secured by the Improvement & Extension Fund and the proceeds of Bonds subsequently issued for the purpose. In addition, the commercial paper program is secured by an Amended and Restated Letter of Credit and Reimbursement Agreement with TD Bank, N.A., which expires June 1, 2028. As of June 30, 2025, the Authority had no outstanding commercial

paper. Please see Note 5 of the Authority's Financial Statements as of June 30, 2025 for more detailed information.

Additional Information

For additional information concerning the Authority, please see the Authority's website, www.massport.com. Financial information can be found in the Financial Publications section of the Authority's website at <https://www.massport.com/business/finance>. Copies of the Annual Statements prepared pursuant to Rule 15c2-12 (the "Rule") promulgated by the Securities and Exchange Commission (the "SEC") under the Securities Exchange Act of 1934 with respect to the Authority's bonds issued under the 1978 Trust Agreement and the CFC Trust Agreement for prior fiscal years are available at <https://www.emma.msrb.org> and from the Authority. The Authority's principal office is located at One Harborside Drive, Suite 200S, East Boston, Massachusetts 02128. Its telephone number is (617) 568-5000. Questions may be directed to John P. Prankevicius, CPA, the Authority's Director of Administration and Finance and Secretary-Treasurer.

Annual Disclosure Statement

This Annual Disclosure Statement is of limited scope. It contains only an updating of certain financial information and operating data described below. **Except as expressly noted, all information presented in this Annual Disclosure Statement is on the basis required under the 1978 Trust Agreement, and not on the basis of GAAP.** For a comparison of the Authority's financial results under the 1978 Trust Agreement and GAAP, please refer to Schedule S-4 (Conversion of GAAP Revenues and Expenses to 1978 Trust Agreement Revenues and Expenses) set forth in the statistical section of the 2025 ACFR or to Exhibit I at the end of this section. The information set forth herein does not contain all material information concerning the Bonds or the Authority necessary to make an informed investment decision. This Annual Disclosure Statement does not constitute an offer to sell or the solicitation of an offer to buy the Bonds.

This Annual Disclosure Statement is submitted pursuant to the Continuing Disclosure Undertaking. The intent of the Authority's Continuing Disclosure Undertaking is to provide on a continuing basis for the benefit of the owners of the Bonds and any other bonds of the Authority that are designated by resolution of the Authority as subject to and having the benefits of the Continuing Disclosure Undertaking the information described in Rule 15c2-12. Pursuant to the Continuing Disclosure Undertaking, the Authority has agreed with respect to the Bonds to provide, or cause to be provided, certain annual financial information and operating data, prepared on the basis of the 1978 Trust Agreement, and notices of certain listed events. The Authority reserves the right to modify the disclosure required under the Continuing Disclosure Undertaking, or the format of such disclosure, so long as any such modification is permitted by the Rule.

The purpose of the Authority's undertaking is to conform to the requirements of the Rule and not to create new contractual or other rights for the Trustee or for the underwriters of the Bonds, any registered owner or beneficial owner of Bonds, any municipal securities broker or dealer, any potential purchaser of the Bonds, the SEC, or any other person. The sole remedy in the event of any actual or alleged failure by the Authority to comply with any provision of the Continuing Disclosure Undertaking shall be an action for the specific performance of the Authority's obligations thereunder and not for money damages in any amount. Any failure by the Authority to comply with any provision of such undertaking shall not constitute an event of default under the 1978 Trust Agreement or any other instrument relating to the Bonds.

UPDATED OPERATING INFORMATION

Airport Properties

Boston-Logan International Airport (“Logan Airport”) continues to be the principal source of the Authority’s Revenues, Net Revenues and net income, and is the dominant factor in the determination of the Authority’s financial condition. In fiscal year 2025, Logan Airport accounted for 80.1% of the Authority’s Revenues and 84.2% of the Authority’s Net Revenues (as defined in the 1978 Trust Agreement), before other Available Funds as defined in the 1978 Trust Agreement. For additional information regarding activities at Logan Airport Properties during fiscal year 2025, please refer to Schedules S-5, S-12, S-13 and S-14 presented in the statistical section of the 2025 ACFR. Schedule S-12 summarizes Logan Airport traffic statistics for the ten most recent fiscal years.

Logan Airport plays a leading role in New England’s air service infrastructure. According to data from Airports Council International (“ACI”), Logan Airport was the most active airport in New England and the 17th most active airport in North America in reporting year 2024, based upon total passenger volume. In reporting year 2024, Logan Airport was the 54th most active in the world according to data from ACI. Enplaned plus deplaned passengers at Logan Airport for fiscal year 2025 totaled approximately 43.9 million passengers. This is a 4.8% increase from the 41.8 million passengers that used Logan Airport in fiscal year 2024. The increase in passenger volume and business activities is primarily driven by the ongoing recovery and growth in domestic and international travel.

The primary destinations of passengers using Logan Airport for calendar year 2024 were: 18.9% to Florida, 5.1% to the New York market, which includes traffic to LaGuardia, JFK and Newark, 5.0% to Washington D.C., 4.9% to Chicago, and 4.3% to San Francisco market, which includes traffic to San Francisco and San Jose.

In fiscal year 2025, international passengers (including those traveling on foreign flag and regional carriers) accounted for 22.9% of passenger traffic, or approximately 10.0 million passengers. This is an increase of 11.8% or 1.1 million international passengers compared to the prior year. Of the 22.9% of passengers traveling internationally in fiscal year 2025, 51.0% traveled to or from Europe, 20.5% to or from Bermuda and the Caribbean, 7.9% to or from Canada, 7.6% to or from Middle East, 5.4% to or from the Trans-Pacific, and 7.2% to or from Central and South America.

In fiscal year 2025, passengers traveling domestically on regional airlines accounted for approximately 9.2% of total passenger traffic at Logan Airport, or approximately 4.0 million passengers. The number of regional passengers (excluding passengers traveling internationally) increased by 11.6% in fiscal year 2025. As of June 30, 2025, the top five regional airlines were Republic Airlines with 87.2% of domestic regional passengers, followed by Envoy with 6.0%, Cape Air with 3.9%, Piedmont with 2.6%, and Boutique with 0.3%.

During fiscal year 2025, six domestic low-cost carriers and ultra-low cost carriers — JetBlue Airways, Southwest Airlines, Spirit Airlines, Allegiant, Sun Country (MN Airlines) and Frontier—handled 35.7% of Logan Airport’s passengers.

In fiscal year 2025, total combined cargo and mail volume was approximately 587.9 million pounds. The total volume of air cargo and mail handled at Logan Airport increased in fiscal year

2025 by 2.8% compared to fiscal year 2024. A large percentage of the total volume of air cargo for the period was attributable to integrated all-cargo companies and small package/express carriers, including Federal Express (with Mountain Air Cargo and Wiggins), United Parcel Service, DHL (with ABX). Integrated carriers accounted for 52.9% of total domestic and international cargo (including mail) volume in fiscal year 2025.

SELECTED FINANCIAL DATA

Schedule S-5 set forth in the statistical section of the 2025 ACFR reflects Revenues and Operating Expenses for the ten most recent fiscal years, prepared in accordance with accounting principles required by the 1978 Trust Agreement. Information for each of the ten fiscal years is derived from the Authority's financial statements for the respective fiscal years; note that in certain cases information from prior fiscal years has been conformed to comply with current GASB standards. Financial statements of the Authority for fiscal year 2025 and comparative data for fiscal year 2024, together with the report thereon of Ernst & Young LLP, independent auditors, are included in the 2025 ACFR.

Schedules S-7 and S-8 of the 2025 ACFR show the calculation of Annual Debt Service Coverage of the Authority, as provided under the 1978 Trust Agreement, which equals the ratio of the Net Revenues of the Authority to the Annual Debt Service for such year. "Net Revenues" is defined in the 1978 Trust Agreement as the excess of Revenues over Operating Expenses. For the purposes of the calculations, proceeds of passenger facility charges ("PFCs") and customer facility charges ("CFCs") have been excluded from Revenues because such proceeds have been excluded from Revenues under the 1978 Trust Agreement. As used in the schedules, "Annual Debt Service" is equal to the "Principal and Interest Requirements" on Bonds (other than the Special Facilities Revenue Bonds) outstanding for the applicable fiscal year, less the capitalized interest paid from the applicable project fund, less debt service paid from PFCs that have been designated by the Authority as Available Funds beginning in fiscal year 2020. "Available Funds" is defined in the 1978 Trust Agreement to mean, for any period of time, (i) the amount of PFCs and/or CFCs to be received by the Authority during such period and not previously pledged or irrevocably committed to payment of principal of, interest on or premium, if any, on a series of Bonds, and (ii) the amount of any other future income or revenue source not then included in the definition of "Revenues" that the Authority designates as "Available Funds" in a future resolution adopted by the Authority supplementing the 1978 Trust Agreement.

MANAGEMENT'S DISCUSSION OF HISTORICAL OPERATING RESULTS

Prepared in Accordance with the 1978 Trust Agreement

Total 78 Trust Revenues in fiscal year 2025 were \$1.327 billion compared to \$1.233 billion in fiscal year 2024, while 78 Trust Expenses were \$654.5 million in fiscal year 2025 compared to \$600.3 million in fiscal year 2024, resulting in Net Revenues of \$672.0 million and \$632.4 million in fiscal year 2025 and 2024, respectively. Logan Airport is the primary source of the Authority's Revenues, Net Revenues and Operating Expenses. For a discussion of the differences between the accounting principles required by the 1978 Trust Agreement and GAAP, see Note 2 to the Authority's Financial Statements as of June 30, 2025 or Exhibit I at the end of this section. Revenues and Net Revenues do not include PFC revenues, which are required under federal law to be applied to certain FAA-authorized capital projects at the Airport and are not pledged for the benefit of holders of the Bonds, or CFC revenues, which are pledged as security for the CFC Bonds.

Airport Properties

The Authority's Airport Properties total operating revenues in fiscal year 2025 were \$1.092 billion, an increase of \$83.3 million or 8.3% over fiscal year 2024. Airport Properties operating expenses in fiscal year 2025 were \$535.7 million, an increase of \$46.8 million, or 9.6% over fiscal year 2024. Net revenues for Airport properties were \$556.4 million, an increase of \$36.6 million or 7.0% from fiscal year 2024. Logan Airport's passenger volume (excluding general aviation) in fiscal year 2025 was 43.8 million, a 4.9% increase over last year. Landed weights were 7.4% greater than the prior fiscal year. Logan Airport's operating revenues were \$1.063 billion in fiscal year 2025, an increase of \$79.4 million, or 8.1%. Logan Airport's operating expenses in fiscal year 2025 was \$497.1 million, an increase of \$43.1 million, or 9.5%. Operating revenue and expense figures for Logan Airport stated in this paragraph do not include certain items, particularly expense items, such as interest, depreciation and amortization, properly allocable to Logan Airport, that are excluded from the definition of operating expenses pursuant to the 1978 Trust Agreement.

Unlike many airport operators, the Authority is not constrained by contractual arrangements with the air carriers serving Logan Airport governing the incurrence of aeronautical costs and the recovery of such costs in the landing fee and terminal rentals. Instead, landing fees and terminal rentals are set annually by the Authority on a compensatory basis to cover direct and allocated capital, administration, maintenance and operating costs. The Authority can also make adjustments during the year to the landing fee and to terminal rental rates, if necessary. Accordingly, each July, the Authority establishes the landing fee per thousand pounds of landed weight and the rental rates for the terminals, based upon historical capital costs and projected landed weights and the budgeted direct and allocable indirect operating costs of providing these facilities for that fiscal year.

Landing Fees. Logan Airport generated \$176.1 million in landing fee revenue in fiscal year 2025, an increase of \$12.1 million or 7.4%. Logan Airport's 2025 landing fee adjusted rate of \$6.17 per thousand pounds was lower than the \$6.20 per thousand pounds approved in 2024. Total landed weights in fiscal year 2025 was 27,650,553 pounds, an increase of 1,896,588 pounds compared to fiscal year 2024.

Parking Fees. Logan Airport's parking revenues (including Logan Express) totaled \$216.8 million, an increase of \$4.2 million over last year, or 2.0%. The number of commercial parking spaces at Logan Airport is subject to a limitation imposed by the EPA.

Terminal Rentals. Each fiscal year, the Authority establishes terminal building rental rates and fees for all of the Terminals on a compensatory basis. All leases with air carriers for terminal space at the Airport currently provide that the Authority may revise rental rates periodically, at the discretion of the Authority, to recover the actual direct and indirect capital and operating costs for such leased space. The Authority resets these rates each fiscal year to recover its actual capital and budget operating costs. Similar to its policy regarding landing fees, the Authority calculates the variance from the projections after the fiscal year ends, and the adjustment is invoiced to (in the case of a shortfall) or paid to (in the case of a surplus) the air carriers. The Authority's practice, however, is that the Authority does not recover through its terminal rentals the cost allocable to unrented space. The Authority can also make adjustments during the year to the rates charged to air carriers for terminal usage.

The Authority exercises significant control over Terminal facilities at Logan Airport through the leasing arrangements it has entered into with the carriers operating at the Airport. The Authority

uses a combination of short-term leases, preferential use provisions, recapture provisions and forced subletting provisions to allow it to allocate its gate resources effectively and accommodate new entrant carriers.

In general, the Authority prefers to lease space on a short term basis—either on a month-to-month or year-to-year basis. This provides the Authority the flexibility to allocate gates so that carriers will maximize usage of these facilities. The Authority also has adopted a preferential gate use policy applicable to all gates at Logan Airport. Under the conditions specified in the policy, the Authority may schedule arrivals and departures at a gate by carriers other than the tenant for any period that the tenant is not using the gate. The tenant carrier must permit the carrier being accommodated under the policy to use the facilities required for the functional use of the gate, and may assess reasonable fees for such use. If a tenant carrier fails to accommodate a carrier under the terms of the preferential use policy, then the Authority may convert the gate to a common use gate.

The table below reflects the Authority's lease arrangements for contact gates at the Airport as of June 30, 2025.

Terminal	Carrier	# of Gates	Lease Term	Expiration Date
Terminal A	Delta	21	5 years	*
Terminal B	Air Canada	3	Monthly	N/A
	Alaska	2	Monthly	N/A
	American	18	5 years	*****
	Southwest	5	1 year	**
	Spirit	3	Monthly	N/A
	United	9	1 year	***
Terminal C	JetBlue	27 †	1 year	****
Terminal E	JetBlue	2 ††	1 year	****
Total:		90		

The Delta lease was entered into on July 1, 2006, with an original term of ten years. Effective as of July 1, 2016, the lease was amended to extend the term with automatic one-year extensions, until terminated by either party. Delta subleases one gate to

* WestJet. Effective September 1, 2019, Delta and the Authority further amended the lease to extend the term for five years through August 31, 2024. Delta exercised its option to extend the lease for an additional five year term beginning September 1, 2024 and ending August 31, 2029.

** The Southwest lease was entered into on August 29, 2019, with an original term of one year and automatic one-year extensions thereafter, until terminated by either party.

*** The United lease was entered into on May 1, 2014 with an original term of one year and automatic one-year extensions thereafter, until terminated by either party.

**** The JetBlue lease was entered into on March 18, 2005 with an effective date of May 1, 2005 and an original term of five years with 20 automatic one-year extensions thereafter, until terminated by either party.

***** American Airlines entered into a new lease on October 1, 2024 with an original term of five years and one five year option term commencing on October 1, 2029 and ending on September 30, 2034.

† JetBlue subleases one gate to Cape Air. It also allows Aer Lingus to operate out of two of its gates pursuant to a Facility Use Agreement, allows TAP to operate out of one of its gates pursuant to a Facility Use Agreement, and allows Etihad to operate out of one of its gates pursuant to a Facility Use Agreement..

†† JetBlue has a 24 hour preferential lease on Gate E1 and effective August 15, 2023, JetBlue began 24 hour preferentially leasing Gate E2.

The leases with Delta, American, Southwest, United and JetBlue provide for the “recapture” of gates by the Authority if the tenant carrier’s average usage (measured in the number of daily operations per gate) falls below a certain Airport-wide average for such usage. These leases also generally require that, at the request of the Authority, the tenant carrier sublease a certain number of gates, as specified in the lease. The monthly leases with Spirit, Alaska and Air Canada do not contain “recapture” language, but rather provide the Authority with the right to terminate portions of the premises on 30-days’ notice.

The Authority’s preference is to lease space on a short-term basis. The only long-term lease arrangements currently in place are with Delta and American.

As reflected above, as of June 30, 2025, the Authority leased 90 of its 105 contact gates to various carriers serving the Airport. Rental revenue from Terminals totaled \$347.7 million in fiscal year 2025, and rental income from non-terminal buildings and ground rents other than Terminals totaled \$70.6 million in fiscal year 2025.

Concessions. Revenues from concessions in fiscal year 2025 were \$192.3 million, an increase of \$11.2 million, or 6.2%, primarily due to the 4.8% increase in passenger volume at Logan Airport. Concession revenues include payments made by rental car companies that operate at Logan Airport and commissions from the following concessions: food and beverage, news and gifts, duty free shops, specialty shops, ground transportation services and other concessions. Ground transportation services include taxis, Ride Apps and buses and limousines. Revenues from ground transportation services increased from \$16.8 million in fiscal year 2024 to \$18.1 million in fiscal year 2025 (excluding Ride App Drop Off Fees). In fiscal year 2025, the Authority’s Ride App Drop Off Fee of \$3.25 per drop off generated \$16.9 million of additional ground transportation services revenue compared to \$15.6 million in fiscal year 2024.

Hanscom Field. During fiscal year 2025, Hanscom Field operating revenues generated approximately 2.0% of the total Revenues of the Authority, and Hanscom Field’s operating expenses were approximately 3.1% of the Authority’s operating expenses. In fiscal year 2025, Hanscom Field generated \$26.2 million in operating revenues, and had operating expenses of \$20.1 million, yielding an operating surplus before debt service or other capital expenses of approximately \$6.1 million. Operating revenue and expense figures for Hanscom Field stated in this paragraph do not include certain items, particularly expense items, such as interest, depreciation and amortization, properly allocable to Hanscom Field, that are excluded from the definition of operating expenses pursuant to the 1978 Trust Agreement.

Worcester Regional Airport. In fiscal year 2025, Worcester Airport’s operating revenues were \$3.2 million, and represented less than 1% of the total revenues of the Authority. Worcester Airport’s operating expenses were \$18.5 million, which represented approximately 2.8% of the Authority’s operating expenses, resulting in an annual operating loss of approximately \$15.3 million before debt service and other capital expenses.

Passenger Facility Charges. Pursuant to the 1978 Trust Agreement, commencing in fiscal year 2020, the Authority is authorized to approve a resolution or resolutions that designate specified PFC revenues as Available Funds, and, to the extent approved by the FAA, such amounts would then be used to pay debt service on specific Series of Bonds (referred to as “PFC Backed Debt”). The Authority expects, to the extent approved by the FAA, to designate in each annual budget certain PFCs as Available Funds to pay a portion of the debt service on the Authority’s 2019-A Bonds, 2019-C Bonds, 2021-C Bonds, 2021-E Bonds and 2022-A Bonds. Debt service on PFC Backed Debt will not be included in the calculation of the rate covenant set forth in the 1978 Trust

Agreement. In fiscal year 2025, \$25.4 million of PFC revenues were designated as Available Funds and used for the payment of eligible debt service on the 2019-A Bonds, 2019-C Bonds, 2021-C Bonds, 2021-E Bonds and 2022-A Bonds.

Port Properties

In fiscal year 2025, the Operating Revenue attributable to the Port Properties totaled approximately \$153.2 million, or approximately 11.5% of the Revenues of the Authority, and the Port Properties accounted for approximately \$118.8 million of Operating Expenses according to the 1978 Trust Agreement, or approximately 18.2% of the Authority's Operating Expenses. The Port Properties generated approximately \$34.4 million and \$36.2 million in Net Revenues in fiscal years 2025 and 2024, respectively.

The Net Revenue from Maritime Operations, which includes the auto, container, cruise and seafood business lines, was increased by \$7.7 million and \$12.3 million in fiscal years 2025 and 2024, respectively. The increase in 2025 was a result of a 21.8% increase in cruise passengers, offsetting a 5.2% decline in container volumes. Net Revenue from Maritime Real Estate was a surplus of \$26.6 million and \$23.9 million in fiscal years 2025 and 2024, respectively, reflecting an increase in parking revenues and higher percentage rents on commercial and maritime ground leases and other real estate assets over the prior year as hotel occupancies rose. Over the period shown, the Authority has pursued a policy of seeking compensatory (or cost recovery) pricing, aggressively negotiating new lease terms when possible, and revenue development through more intense use of the Port Properties and a marketing program designed to increase the volume of containers handled and the number of cruise passengers who embark or disembark in Boston.

Operating revenue and expense figures for the Port Properties, stated in the above paragraph, do not include certain items, particularly expense items such as payments in lieu of taxes, interest and depreciation and amortization, properly allocable to the Port Properties, that are excluded from the definition of operating expenses pursuant to the 1978 Trust Agreement.

Other

Investment Income. Investment income (excluding CFCs, PFCs and other funds not held under the 1978 Trust Agreement) during fiscal year 2025 was \$81.2 million, an increase of \$4.9 million from fiscal year 2024, as the Authority had more cash available to invest and maximized opportunities created by a higher interest rate environment.

Exhibit - I

Reconciliation of Revenues and Operating Expenses as Determined by Accounting Practices Prescribed by the 1978 Trust Agreement to the Financial Statement Trust Operating Results and Change in Net Assets

Presented below are the revenues and operating expenses as determined in accordance with the 1978 Trust Agreement, and a reconciliation to net assets as
(Unaudited)

(in Thousands)	Airport Properties	Port Properties	Investment Income	Net change value of investments	6/30/2025 2025 Total	6/30/2024 2024 Total
Trust revenues:						
Pledged revenues	\$ 1,091,922	\$ 153,055	\$ -	\$ -	\$ 1,244,977	\$ 1,152,003
Operating grants	241	118	-	-	359	4,643
Subtotal	1,092,163	153,173	-	-	1,245,336	1,156,646
Operating interest income	-	-	81,271	(39)	81,232	76,336
Adjustment for uncollectible accounts	(39)	20	-	-	(19)	(286)
Total Trust Revenues	1,092,124	153,193	81,271	(39)	1,326,549	1,232,696
Trust operating expenses:						
Operations and maintenance	434,569	95,637	-	-	530,206	473,928
Administration	68,319	17,181	-	-	85,500	77,037
Insurance	13,553	2,646	-	-	16,199	25,745
Pension	11,381	1,960	-	-	13,341	11,453
Other Postemployment Benefits (1978 Trust)	7,899	1,392	-	-	9,291	12,131
Total Trust Expenses	535,721	118,816	-	-	654,537	600,294
Excess of revenues over operating Expenses as prescribed by the 1978 Trust Agreement	556,403	34,377	81,271	(39)	672,012	632,402
ADD:						
Revenues recognized under GAAP which are excluded under 1978 Trust Agreement:						
Investment income self insurance / others	-	-	6,337	(5)	6,332	6,851
Passenger facility charge (PFC)- Logan	86,570	-	-	-	86,570	84,262
Investment income PFC- FAA	-	-	10,219	40	10,259	9,399
Customer facility charge (CFC)	33,854	-	-	-	33,854	33,158
Investment income CFC	-	-	4,884	(16)	4,868	3,541
Lease interest income	18,544	26,725	-	-	45,269	43,106
Capital grant revenue	68,015	15,168	-	-	83,183	90,524
Gain/Loss on sale of equipment	407	24	-	-	431	35
Administration Expenses	4,220	702	-	-	4,922	2,762
Operating revenues	(5,955)	(5,546)	-	-	(11,501)	(8,839)
Adjust for Operating Grant	(73)	-	-	-	(73)	(119)
Settlement of claims	-	-	-	-	-	888
Nonoperating other revenues	9,731	12,151	-	-	21,882	12,058
LESS:						
Expenses recognized under GAAP which are excluded under 1978 Trust Agreement:						
PILOT	(23,324)	(2,873)	-	-	(26,197)	(25,901)
Other Postemployment Benefits	7,547	1,185	-	-	8,732	11,735
Self insurance cost	(308)	127	-	-	(181)	9,588
Pension	(6,917)	(837)	-	-	(7,754)	3,530
Interest expense	(83,365)	(4,471)	-	-	(87,836)	(111,738)
Interest expense on Leases	(664)	(3,341)	-	-	(4,005)	(3,881)
Realized net (decrease) in the fair value of investments	-	-	-	-	-	102
Unrealized net (decrease) in the fair value of investments	-	-	-	41,533	41,533	34,985
Depreciation and amortization (1)	(340,964)	(37,996)	-	-	(378,960)	(359,759)
Operating expenses	9,772	(482)	-	-	9,290	11,450
Nonoperating other expenses	68	-	-	-	68	122
Increase in net assets	\$ 333,561	\$ 34,913	\$ 102,711	\$ 41,513	\$ 512,698	\$ 480,261

(1) Capital Assets are depreciated under GAAP but not under 1978 Trust Agreement.





***GOING ABOVE
& BEYOND***

**STATEMENT OF
CFC ANNUAL FINANCIAL INFORMATION
AND OPERATING DATA
of the
MASSACHUSETTS PORT AUTHORITY
FOR FISCAL YEAR 2025**

INTRODUCTION

This Statement of CFC Annual Financial Information and Operating Data dated as of November 25, 2025 (the “CFC Annual Disclosure Statement”) of the Massachusetts Port Authority (the “Authority”) is prepared and submitted in accordance with the requirements of the Continuing Disclosure Certificate dated as of June 15, 2011 (the “CFC Disclosure Certificate”) executed and delivered by the Authority for the benefit of the owners of the CFC Bonds (as defined below). Set forth below is certain financial information and operating data relating to the Authority for the fiscal year ended June 30, 2025 (“fiscal year 2025”) updating the financial information and operating data presented in the Authority’s Official Statement dated June 8, 2011 relating to the CFC Bonds (the “2011 CFC Official Statement”). Capitalized terms not otherwise defined herein shall have the meanings ascribed to such terms in the 2011 CFC Official Statement. This CFC Annual Disclosure Statement is part of the Authority’s Annual Comprehensive Financial Report (the “2025 ACFR”) dated November 25, 2025 for fiscal year 2025. The Authority’s audited financial statements for fiscal year 2025 and comparative information for fiscal year 2024, prepared in accordance with accounting principles generally accepted in the United States of America (“GAAP”), with a report thereon by Ernst & Young LLP, independent auditors, are included in the Financial Section of the 2025 ACFR. The 2011 CFC Official Statement is on file with the Municipal Securities Rulemaking Board (“MSRB”). For a more complete description of the Authority and the CFC Bonds, reference is made to the 2011 CFC Official Statement.

**This CFC Annual Disclosure Statement applies to the following Series of Bonds
issued by the Authority and outstanding as of June 30, 2025 (the “CFC Bonds”):**

Massachusetts Port Authority Special Facilities Revenue Bonds (ConRAC Project), Series 2011-B (Federally Taxable)

The CFC Bonds were issued pursuant to a Trust Agreement dated as of May 18, 2011, as supplemented and amended (the “CFC Trust Agreement”), between the Authority and U.S. Bank Trust Company, National Association, as trustee (the “CFC Trustee”).

Additional Information

For additional information concerning the Authority, please see the Authority’s website, www.massport.com. Financial information can be found in the Financial Publications section of the Authority’s website at <https://www.massport.com/business/finance>. Copies of the Annual Statements prepared pursuant Rule 15c2-12 (the “Rule”) promulgated by the Securities and Exchange Commission (the “SEC”) under the Securities Exchange Act of 1934 with respect to the Authority’s bonds issued under the 1978 Trust Agreement and the CFC Trust Agreement for prior fiscal years are available at <https://www.emma.msrb.org> and from the Authority. The Authority’s principal office is located at One Harborside Drive, Suite 200S, East Boston, Massachusetts 02128. Its telephone number is (617) 568-5000. Questions may be directed to John P. Pranckevicius, CPA, the Authority’s Director of Administration and Finance and Secretary-Treasurer.

Annual Disclosure Statement

This CFC Annual Disclosure Statement is of limited scope. It contains only an updating of certain financial information and operating data described below. **Except as expressly noted, all information presented in this CFC Annual Disclosure Statement is on the basis required under the CFC Trust Agreement, and not on the basis of GAAP.** The information set forth herein does not contain all material information concerning the CFC Bonds or the Authority necessary to make an informed investment decision. This CFC Annual Disclosure Statement does not constitute an offer to sell or the solicitation of an offer to buy the CFC Bonds.

This CFC Annual Disclosure Statement is submitted pursuant to the CFC Disclosure Certificate dated June 15, 2011, executed by the Authority in connection with the issuance of the CFC Bonds. The intent of the Authority's undertaking under the CFC Disclosure Certificate is to provide on a continuing basis for the benefit of the owners of the CFC Bonds and any other bonds of the Authority that are designated by resolution of the Authority as subject to and having the benefits of the CFC Disclosure Certificate the information described in Rule 15c2-12, as in effect as of the date of the CFC Disclosure Certificate. Pursuant to the CFC Disclosure Certificate, the Authority has agreed with respect to the CFC Bonds to provide, or cause to be provided, certain annual financial information and operating data, prepared on the basis of the CFC Trust Agreement, and notices of material events. The Authority reserves the right to modify the disclosure required under the CFC Disclosure Certificate, or the format of such disclosure, so long as any such modification is permitted by the Rule.

The purpose of the Authority's undertaking is to conform to the requirements of the Rule and not to create new contractual or other rights for the CFC Trustee or for the underwriters of the CFC Bonds, any registered owner or beneficial owner of CFC Bonds, any municipal securities broker or dealer, any potential purchaser of the CFC Bonds, the SEC, or any other person. The sole remedy in the event of any actual or alleged failure by the Authority to comply with any provision of the CFC Disclosure Certificate shall be an action for the specific performance of the Authority's obligations thereunder and not for money damages in any amount. Any failure by the Authority to comply with any provision of such undertaking shall not constitute an event of default under the CFC Trust Agreement or any other instruments relating to the CFC Bonds.

UPDATED OPERATING INFORMATION

Incorporation by Reference

To view the 2025 ACFR on-line, please visit:

<https://www.massport.com/business/finance/annual-comprehensive-financial-report>

CFC ANNUAL FILING

The following information is provided with respect to the CFC Bonds pursuant to the CFC Disclosure Certificate.

Historical Total Enplaned Passengers, by Type of Passenger

A table presenting historical Total Enplaned Passengers, by Type of Passenger as of June 30, 2025 is attached hereto as APPENDIX CFC-1.

Debt Service Coverage – Rate Covenant

A table presenting CFC Revenues (as defined in the CFC Trust Agreement) and debt service coverage on the CFC Bonds as of June 30, 2025 is attached hereto as APPENDIX CFC-2.

Additional Information

The remaining information required to be included in the Authority's Annual Filing under subsection 4(a) of the CFC Disclosure Certificate is included in the Authority's audited financial statements for the fiscal year ended June 30, 2025, which are part of the 2025 ACFR.

* * *

This CFC Annual Disclosure Statement has been executed and delivered on behalf of the Authority pursuant to the CFC Disclosure Certificate.

Appendix CFC-1

TOTAL ENPLANED PASSENGERS, BY TYPE OF PASSENGER

Boston-Logan International Airport

Fiscal Years 2021 through 2025

(Passengers in Thousands)

Fiscal Year	Outbound O&D passengers					Connecting and other passengers	Total
	Residents		Visitors				
	Passengers	Percent of O&D total	Passengers	Percent of O&D total			
					Total		
2021	3,403	57.4%	2,526	42.6%	5,929	201	6,130
2022	7,967	53.8%	6,845	46.2%	14,812	699	15,511
2023	9,571	52.1%	8,787	47.9%	18,358	1,201	19,559
2024	10,128	51.6%	9,496	48.4%	19,624	1,213	20,837
2025*	10,584	51.6%	9,936	48.4%	20,519	1,349	21,868

Notes: Figures may not sum due to rounding.

Because foreign-flag carriers are not required to report with respect to the U.S. DOT Air Passenger Origin-Destination Survey, some LeighFisher estimates were used to develop the data in the above table.

* U.S. DOT data for 2025 is preliminary.

Source: Massachusetts Port Authority; U.S. DOT, Air Passenger Origin-Destination Survey, reconciled to Schedule T100.

Appendix CFC-2

DEBT SERVICE COVERAGE – RATE COVENANT

	Fiscal Year 2025
Rental car transaction days	5,642,399
Percentage change from prior year	2.10%
CFC Revenues	\$ 33,854,394
Plus: Portion of Rolling Coverage Fund balance (a)	\$ 2,150,698
Plus: Portion of Supplemental Reserve Fund balance (b)	\$ 430,140
Total	<u>\$ 36,435,231</u>
Aggregate Debt Service	\$ 8,602,791
Debt service coverage	4.24
Debt service coverage (without Rolling Coverage Fund and Supplemental Reserve Fund balances)	3.94

(a) An amount equivalent to not more than 25% of Aggregate Debt Service.

(b) An amount equivalent to not more than 5% of Aggregate Debt Service.



***GOING ABOVE
& BEYOND***



***GOING ABOVE
& BEYOND***