AGENDA



Port Freeport
Port Commission
Regular Meeting
Thursday, February 22, 2024, 1:00 pm - 5:00 pm
In Person & Videoconference - Administration Building - 1100 Cherry Street - Freeport

This meeting agenda with the agenda packet is posted online at www.portfreeport.com

The meeting will be conducted pursuant to Section 551.127 of the Texas Government Code titled "Videoconference Call." A quorum of the Port Commission, including the presiding officer, will be present at the Commissioner Meeting Room located at 1100 Cherry Street, Freeport, Texas. The public will be permitted to attend the meeting in person or by videoconference. The videoconference is available online as follows:

Join Zoom Meeting

https://us02web.zoom.us/i/88589531962?pwd=Y2NXS0M5eHAvUGEvTW1uaHd1SXJVUT09

Meeting ID: 885 8953 1962

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- CONVENE OPEN SESSION in accordance with Texas Government Code Section 551.001, et. seq., to review and consider the following:
- 2. Invocation.
- 3. Pledge of Allegiance: U.S. Flag & Texas Flag
- 4. Roll Call.
- Safety Briefing.
- 6. Call to identify and discuss any conflicts of interest that may lead to a Commissioner abstaining from voting on any posted agenda item.
- 7. Public Comment. (Public comment on any matter not on this Agenda will be limited to 5 minutes per participant and can be completed in person or by videoconference)
- 8. Public Testimony. (Public testimony on any item on this Agenda will be limited to 5 minutes per agenda item to be addressed per participant and can be completed in person or by videoconference. The participant shall identify in advance the specific agenda item or items to be addressed)
- 9. Approval of minutes from the Regular Meeting held January 25, 2024 and the Special Meeting held February 8, 2024.
- Receive reports from Executive Staff on activities and matters related to administrative affairs, financial results, facility
 engineering matters, operations and vessel activity, port safety matters, port security matters, port tenant updates, USCOE,
 and other related port affairs.
 - A Executive Director/CEO
 - B. Director of Engineering
 - C. Director of Operations
 - D. Director of Business & Economic Development
 - E. Chief Financial Officer
- 11. Approval of financial reports presented for the period ending January 31, 2024.

- 12. Receive report from Commissioners on matters related to:
 - A February 8 Personnel Committee Meeting
 - B. February 8 Finance Committee Meeting
 - C. Feburary 8 OSS Committee Meeting
 - D. Port Commission related meetings or conferences, Port presentations and other Port related matters.
- 13. Approval of the FY 2023 Annual Comprehensive Financial Report.
- 14. Approval and award of contract for Property, Boiler and Machinery, and Terrorism insurance coverage for a one-year term beginning March 1, 2024, as obtained by broker Authur J. Gallagher & Co.
- 15. Approval of a Construction Contract with AAR Incorporated for the Port Freeport Expansion Area Demolition 2024 project, for an amount not to exceed \$122,490.00.
- 16. Approval of Change Order No. 1 to the Professional Services Agreement with Paul Bridges & Associates for additional travel expenses for the oversite of the construction of cranes, in an amount not to exceed \$82,200.00.
- 17. Adoption of a Resolution declaring items surplus and ordered sold separately for cash, after notice of sale and receipt of bids to the highest bidder; destroyed or otherwise disposed of if no bids are received; or offered as trade-in for new property of the same general type.
- 18. Discuss and consider adoption of a Resolution authorizing bidding for certain real property in Brazoria County, Texas.
- 19. Approval of update to the following Port Policies
 - 2.2 Open Meetings
 - 2.3 Open Records
 - 10.0 Employee Acknowledgement
- 20. Approval of policy and notices of nondiscrimination of beneficiaries of programs and services.
- 21. Discuss and consider the Language Assistance Plan for Limited English Proficiency.
- 22. EXECUTIVE SESSION in accordance with Subchapter D of the Open Meetings Act, Texas Government Code Section 551.001, et. seq., to review and consider the following:
 - A Under authority of Section 551.071 (Consultation with Attorney):
 - 1. Consultation with attorney under Government Code Section 551.071(1) (to seek or receive attorney's advice on pending or contemplated litigation).
 - 2. Consultation with attorney under Government Code Section 551.071(2) (to seek or receive attorney's advice on legal matters that are not related to litigation).
 - B. Under authority of Section 551.087 (Economic Development Negotiations or Incentives):
 - To discuss or deliberate regarding commercial or financial information that the governmental body has received
 from a business prospect that the governmental body seeks to have locate, stay or expand in or near the territory
 of the governmental body and with which the governmental body is conducting economic development
 negotiations.
 - i. Business and Economic Development Reports.
 - 2. To deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1).
 - C. Under authority of Section 551.072 (Deliberation of Real Property Matters) for discussion regarding:
 - The potential lease, or value of real property located at Port Freeport, including but not limited to the Expansion Area.
 - 2. The potential purchase, exchange, lease or value of real property located at Port Freeport, including but not limited to the real property located at and contiguous to Berths 1, 2, 5, 7 and 8.
 - 3. The potential exchange, lease, or value of real property located at Port Freeport, including but not limited to Parcels 14, 19, 27, 34 and property on Quintana Island.
 - D. Under authority of Section 551.076 (Deliberation of Security Matters) for discussion regarding:
 - 1. Discussion regarding issues related to the deployment, or specific occasions for implementation of security personnel or devices or security audit and services.

- E. Under authority of Section 551.074 (Deliberation of Personnel Matters) for discussion regarding:
 - Deliberation regarding the appointment, employment, evaluation, reassignment, duties of a public officer or employee, including but not limited to: Executive Director/CEO.
- 23. RECONVENE OPEN SESSION to review and consider the following:
- Consideration and possible approval of Settlement Agreement with Underwriters on Business Interruption Insurance Claim.
- 25. Approval of a Master Rail Switching Agreement between Port Freeport and Rail Link, Inc.
- Approval of an Authorization Agreement between Port Freeport, Rail Link, Inc. and Volkswagen Group of America, Inc. related to Master Rail Switching Agreement.
- 27. Approval of an Amendment to Lease Agreement with Freeport Warehouse, LLC to reflect a change to the legal description of the Leased Premises.
- 28. Adjourn.

The Port Commission does not anticipate going into a closed session under Chapter 551 of the Texas Government Code at this meeting for any other items on the agenda, however, if necessary, the Port Commission may go into a closed session as permitted by law regarding any item on the agenda.

With this posted notice, Port Commissioners have been provided certain background information on the above listed agenda items. Copies of this information can be obtained by the public at the Port Administrative offices at 1100 Cherry Street, Freeport, TX.

Phyllis Saathoff, Executive Director CEO

PORT FREEPORT

Participation is welcomed without regard to race, color, religion, sex, age, national origin, disability or family status. In accordance with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act, persons with disabilities needing reasonable accommodations to participate in this proceeding, or those requiring language assistance (free of charge) should contact the Executive Assistant no later than forty-eight (48) hours prior to the meeting, at (979) 233-2667, ext. 4326, email: bevers@portfreeport.com.

La participación es bienvenida sin distinción de raza, color, religión, sexo, edad, origen nacional, discapacidad o situación familiar. De acuerdo con el Título II de la Ley de Estadounidenses con Discapacidades y la Sección 504 de la Ley de Rehabilitación, las personas con discapacidades que necesiten adaptaciones razonables para participar en este procedimiento, o aquellas que requieran asistencia lingüística (sin cargo), deben comunicarse con el Asistente Ejecutivo a más tardar cuarenta -ocho (48) horas antes de la reunión, al (979) 233-2667, ext. 4326, correo electrónico: bevers@portfreeport.com.

Minutes of Port Commission Regular Meeting January 25, 2024 In Person & Videoconference

A Regular Meeting of the Port Commission of Port Freeport was held January 25, 2024, beginning at 1:07 PM at the Administration Building, 1100 Cherry Street, Freeport, Texas.

This meeting agenda with the agenda packet is posted online at www.portfreeport.com

The meeting will be conducted pursuant to Section 551.127 of the Texas Government Code titled "Videoconference Call." A quorum of the Port Commission, including the presiding officer, will be present at the Commissioner Meeting Room located at 1100 Cherry Street, Freeport, Texas. The public will be permitted to attend the meeting in person or by videoconference.

Join Zoom Meeting

https://us02web.zoom.us/j/83433740939?pwd=ajZneXdCQW11Smt5K3lUWWZka0JHZz09

Meeting ID: 834 3374 0939

Passcode: 845843

Dial by your location

• +1 346 248 7799 US (Houston) Meeting ID: 834 3374 0939

Find your local number: https://us02web.zoom.us/u/kuU3WSouv

Commissioners present in person:

Mr. Ravi Singhania, Chairman

Mr. Rob Giesecke, Vice Chairman

Ms. Barbara Fratila, Secretary

Mr. Kim Kincannon, Asst. Secretary

Mr. Rudy Santos, Commissioner

Mr. Dan Croft, Commissioner

Staff Members Present:

Mr. Grady Randle, Legal Counsel

Ms. Phyllis Saathoff, Executive Director/CEO

Mr. Rob Lowe, Director of Administration/CFO

Mr. Al Durel, Director of Operations

Mr. Jason Hull, Director of Engineering

Mr. Chris Hogan, Director of Protective Services

Mr. Jason Miura, Director of Business & Economic Development

Mr. Mike Wilson, Director of Economic Development

Mr. Brandon Robertson, Director of Information Technology

Ms. Missy Bevers, Executive Assistant

Ms. Mary Campus, Controller

Mr. Cecil Booth, Project Engineer

Mr. Chas Gryseels, Engineering Specialist

Ms. Christine Lewis, Safety Coordinator

Mr. Jesse Hibbetts, Operations Manager

Ms. Tricia Vela, Public Affairs Assistant

Ms. Emily Henderson, Sales & Marketing Specialist

Ms. Bailee Anderson, Accounting Analyst

Also, present:

Mr. Steve Calabrese, AcuTech Consulting

Mr. Brian Wagner, Phillips 66

Mr. Aaron Flores, Phillips 66

Mr. Bryan Doolittle, LJA Engineering

Mr. Mike Hayes, Texas Port Ministry

Mr. Tom Watson, Texas Port Ministry

Ms. Myra Watson, Texas Port Ministry

Mr. Chad Janosky, Bay-Houston Towing

Mr. Stuart Herbst, Velasco Drainage District

Ms. Gloria Milsap, Senator Huffman

Mr. John Longstreth, K&L Gates

Mr. Mick Helfrich

- 1. CONVENE OPEN SESSION in accordance with Texas Government Code Section 551.001, et. seq., to review and consider the following:
- 2. Invocation Mr. Mike Hayes, Texas Port Ministry
- 3. Pledge of Allegiance U.S. Flag and Texas Flag
- 4. Roll Call Commissioner Singhania noted that all Commissioners were present in the board room.
- 5. Safety Briefing Ms. Christine Lewis gave briefing on weather safety tips.
- 6. Call to identify and discuss any conflicts of interest that may lead to a Commissioner abstaining from voting on any posted agenda item.

There were no conflicts noted by Commissioners.

- 7. Public Comment There was no public comment.
- 8. Public Testimony There was no public testimony.
- 9. Approval of minutes from the Regular Meetings held November 16, 2023 Regular Meeting and December 14, 2023.

Commissioner Giesecke noted three items in the November 16th minutes that needed corrections/adjusting. Page 5, the word except should be accept. Page 12, in talking about the Port protected zone, it should read "in the protected zone outside the Port zone". Finally, on Page 14, it should read "the debt service coverage continues to strengthen".

A motion was made by Commissioner Fratila to approve the minutes with corrections as noted. The motion was seconded by Commissioner Kincannon with all Commissioners present voting in favor of the motion.

10. Receive reports from Executive Staff on activities and matters related administrative affairs, financial results, facility engineering matters, operations and vessel activity, port safety matters, port security matters, Port tenant updates, USCOE, and other related port affairs.

A. Executive Director/CEO

Ms. Saathoff asked Mr. Hayes with Texas Port Ministry to recognize Tom & Myra Watson who are retiring from Texas Port Ministry. Mr. Hayes introduced the Watsons who have been very active on the staff at the ministry for the past 27 years. In addition, Mr. Watson has also served as police chaplain for the City of Freeport. Mr. & Mrs. Watson thanked the Port for all they have done for the community adding that it's been a pleasure and an honor to have been a part of the Texas Port Ministry and the Port in watching it grow. Mr. Watson also thanked the Port for all the prayers received for his wife when she was ill. Ms. Saathoff thanked Tom and Myra for their service to the maritime community and assured them they will be missed. Ms. Saathoff then reported on the Panama Canal stating that the reductions in transits (due to the drought) are expected to continue through January and into February noting the Panama Canal Authority did increase transits by two which is a 10% increase but still lower than the 36 under normal conditions. She added that there have not been a lot of impacts to the containerized cargo movements because of the Canal's planning and management. In addition, there has been an exit of dry bulk cargo moving through the canal. The FMC will be holding an informal public hearing February 7 to hear from stakeholders in the supply chain on how their operations are being disrupted on the attacks of commercial shipping. Congress passed a continuing resolution so government functions will continue into March, noting they are close to reaching an agreement on a budget adding the U.S. Department of Transportation is funded through March 1 while the other departments (related to port operations) are through March 8. Ms. Saathoff also reported that staff has been communicating with TXDOT regarding safety issues around the Port, noting one issue leaving Cherry Street to turn onto Highway 36 - vegetation is extremely high and close to the road making it difficult to see what traffic is coming. Additionally, there is a section of pavement on FM 1495 after you come off Pine Street Bridge that is broken up and becoming an unsafe section of roadway. She noted the next meeting with TXDOT is February 13. Ms. Saathoff complimented the operations team for their efforts in preparing for the winter freeze as well as staff who participated in the emergency management calls. Ms. Saathoff then introduced Mike Wilson who addressed the Port Commission. Mr. Wilson announced his retirement from Port Freeport adding that it has been a joy to work at the Port but looks forward to enjoying his family, new granddaughter, guitars and music writing. He thanked the Commission for allowing him the privilege to serve Brazoria County and the Commission. The next CAP Meeting will be held February 27th at the ABC Building in Freeport with guest speaker Capt. Ross Coviello – Brazos Pilots Association. Lastly, Ms. Saathoff noted that Fort Bend County Judge KP George will be attending a port tour and visit along with his staff January 26. Commissioner Giesecke inquired about a discussion had at the November workshop regarding the properties the Port owns within the City's protected zone and getting an inventory of the isolated lots. Mr. Lowe stated that staff doesn't have the inventory ready at this time but will have it at the February meeting. Commissioner Singhania inquired if the public information request (PIR) process has been completed. Mr. Lowe stated that it is complete and operational with multiple ways to access the page to submit a PIR. Staff shared the Port's website and walked through the different ways to access the page. Commissioner Fratila thanked staff for responding to the committee's request and

discussion in making this process better. Additionally, staff will prepare a summary of requests received to submit to Commissioners along with the monthly departmental reports in BoardPaq. Commissioner Croft inquired how those who do not have internet access will be able to submit a request. Commissioner Fratila noted the form is not required to submit a request, but simply writing their request on a piece of paper will suffice.

B. Director of Engineering

Mr. Hull stated the dredge Galveston Island is still in the shipyard being finished but plans are still for it to come to Freeport for its maiden assignment. Additionally, Mr. Hull introduced Charles "Chas" Gryseels, who recently joined the engineering department as the new project engineer. Commissioner Singhania inquired about the project associated with Velasco Terminal Rider 37. Mr. Hull stated the grant funded project is to rebuild roads within the Expansion Area that are currently two-lane asphalt to four lane concrete as well as build a truck queuing area. Plans are being developed at this time with bids expected in April 2024.

C. Director of Operations

Mr. Durel shared photos from his and Don Mullett's recent trip to China to meet with ZPMC regarding the new cranes. He noted the next meeting will be with ABB in Mobile, AL who handles the computer control system of the cranes. The mechanical and electrical engineers from ZPMC will be visiting Port Freeport to look at the existing cranes prior to the trip to Mobile.

D. Director of Business & Economic Development

Mr. Miura thanked Brandon Robertson and Emily Henderson for their assistance with getting the website updated for the public information request. He reported on upcoming travel to Detroit and Dallas to visit customers as well as attending the TPM Conference in Long Beach. The first ship for Volkswagen is scheduled for February 25 barring any unforeseen circumstance. Start-up is based on when they will receive their certificate of occupancy but anticipate it to be February. Trains are expected the second half of March. He noted a lot of the product from the first shipment will go into the yard and get loaded to rail. Until the network out of Mexico is more stabilized in terms of railcar availability, the Port may see more short sea shipments (Mexico to Freeport) that will also be loaded to railcars for distribution to domestic market.

E. Chief Financial Officer

Mr. Lowe noted the revenue bond sale was conducted with ten bids received and the low bid going to Robert W. Baird at an interest rate of 4.2%. He gave a presentation regarding the financial results for the month of December 2023 which include year to date results. Commissioner Giesecke inquired whether the water meter issue had been resolved. Mr. Lowe stated that everything is in good standing and appropriate. Commissioner Giesecke also inquired about the dredge material placement fees, where it went and what it does to the remaining capacity. Mr. Hull stated that . Phillips 66paid tipping fees for the Port and the Corps and dredged approximately 55,000 cubic yards of material into Placement Area 85, which is now full, with zero capacity left.

At this time, Commissioner Croft noted that Ms. Gloria Milsap was in the audience representing Senator Joan Huffman.

11. Approval of financial reports presented for the periods ending November 30, 2023 and December 31, 2023.

A motion was made by Commissioner Giesecke to approve the financials. The motion was seconded by Commissioner Croft with all Commissioners present voting in favor of the motion.

- 12. Receive report from Commissioners on matters related to:
 - A. January 17 ESG & Sustainability Committee Meeting Commissioner Fratila reported that in addition to the public information request, the committee discussed the importance of reviewing Port policies as well as a timeline for reviewing the necessary policies. Ms. Saathoff also gave a brief overview of a TXDOT grant opportunity to the committee. She explained that it was an opportunity brought to the Port by TXDOT who has a project where they are looking to assist with truck staging across the state and will be applying for a RAISE Grant. In a meeting with the Port team, they've identified the area across from Gate 8 which is the Port's non-TWIC yard. If TXDOT is successful in securing the grant, it will provide 100% federal funding to pave the area, add a check-in space, restroom facilities and beautification to the area. Staff is still working with them to maximize the truck parking spaces available to the Port. In addition, there will also be electrical charging stations for trucks and possibly passenger vehicles as well. Commissioner Fratila also noted the committee discussed where staff is in updating the overall process of explaining what the Port does and how it meets certain goals for governance and sustainability and how to relay that story to the public.
 - B. January 17 Finance Committee Meeting Commissioner Giesecke reported the committee received a briefing from staff regarding a Dow Tax Abatement issue explaining they received approval for an abatement in 2018 but neither Dow nor the Port can find an executed agreement. They received an extension from the County in 2020 but did not approach the Port. They've now inquired about the abatement however, because they have already started construction, the Port cannot issue an abatement now. Staff also presented the quarterly investment review to the committee and gave an audit update.
 - C. January 17 OSS Committee Meeting As noted before, Commissioner Santos reported the committee received presentation from Phillips 66 regarding their request for increase in vessel berthings. Additionally, staff discussed the Rail Switcher Agreement which in on the agenda for consideration, received an update regarding ProMiles Agreement that is related to the heavy-lift corridor, discussed a Memorandum of Understanding with the City of Freeport for radio communication and staff also gave an update on Port security grant.
 - D. Port Commission related meetings or conferences, Port presentations and other Port related matters.

Commissioner Fratila reported attending the POWERS Summit & Expo in Tampa along with Commissioners Kincannon and Singhania.

Commissioner Giesecke reported attending the City of Freeport council meetings, LJ Business Association Luncheon, MLK Celebration Dinner, Brazosport Chamber Luncheon and the BCCA Meeting.

Commissioner Kincannon reported attending the ribbon cutting for the Re-Opening of the Freeport Museum, Brazosport Chamber Luncheon, BCCA Meeting and the POWERS Summit & Expo. He also noted the Capital Planning Committee meet to receive updates on the HVAC system at the EOC as well as the replacement of Dole transformers. He also participated in the ESG&S and Finance Committee meetings held.

Commissioner Croft reported attending the Friends of the River Breakfast, Alliance Board of Directors Meeting and Brazosport Chamber Luncheon.

Commissioner Singhania reported also attending the POWERS Summit & Expo as well as the Brazosport Chamber Luncheon.

13. Discussion and possible support of Phillips 66 request for increase in vessel berthings.

Commissioner Santos stated this item was discussed at length in the OSS Committee Meeting with representation from the Pilots noting it was a positive outcome. Representing Phillips 66 (P66) is Steve Calabrese – Consultant to P66, Bryan Wagner – Terminal Manager at P66 and Aaron Flores – USCG Security Facilities Officer at P66. Mr. Calabrese gave a brief presentation stating that he is assisting P66's regulatory compliance activities related to the Freeport Terminal which is a regulated facility under the Maritime Transportation Security Act and requires compliance with regulations for terminal security, and safety and security of marine transportation operations. P66 completed a terminal upgrade project in 2014 which introduced liquified hazardous gas to its operations in Freeport. Due to this addition, USCG regulations required an analysis of marine navigation safety and security to address the proposed changes at P66 which would increase vessel transits in the port. Mr. Calabrese then highlighted the following...

- May 2014 Waterway Suitability Assessment (WSA) was completed for the addition of LHG to Phillips 66 Freeport Terminal operations
- **December 2014** USCG issues Letter of Recommendation (LOR) approving risk analysis and authorizing up to 20 vessel transits monthly
- May 2020 P66 submitted an updated navigation safety and security analysis to USCG requesting authorization for an additional 2 monthly vessel calls to support the C3 Capacity Project
- **June 2020** USCG approves nominal increase in monthly transits bringing the total to 22
- **December 2023** P66 requests authorization from USCG to conduct an update to the approved WSA to support an increase in monthly vessel transits to a maximum of 30
- **December 2023** USCG approves request contingent upon P66 conducting an updated navigation safety and security assessment with essential stakeholders
- **January 2024** P66 facilitated an updated Waterway Suitability Assessment, inviting essential Port stakeholders (Port Freeport, Brazos Pilots, tug & towing community, Port industry partners and terminal operations).

Mr. Calabrese stated that it was the consensus of the stakeholders that the 8 additional transits monthly to the P66 terminal is well within the capabilities of the Port to manage and would not introduce any unique navigation, safety or security risk to the Port. Subsequently, the P66 team presented a summary of the project to the OSS Committee which provided a review of risk analysis completed and findings. The committee accepted the findings and analysis having no further questions after a brief discussion. Mr. Calabrese stated that with no other concerns from stakeholders, P66 intends to finalize the updated analysis and submit to the USCG for approval. Commissioner Santos again noted this was discussed in committee and the committee was satisfied with no opposition from channel users. Ms. Saathoff added that the improvements made in the Freeport Harbor Channel make P66's operations even safer than when they received approval for 22 vessels. The section by their terminal has been widened from approximately 275 feet to a 400-foot width that greatly increases the margin of safety, and with completion of the bend easing, the Pilots are able to safely navigate that region. Ms. Saathoff noted that staff found the request to be acceptable, the Pilots have no objections and there was no opposition noted at the meeting. Commissioner Santos thanked Mr. Calabrese and P66 team members for making the additional presentation to the Port Commission and wished them luck with the USCG. Commissioner Singhania added that its very delightful to see the money spent from taxpayers that its coming to fruition to increase the commerce at the Port.

A motion was made by Commissioner Santos to support the Phillips 66 request to increase vessel berthings as presented. The motion was seconded by Commissioner Giesecke with all Commissioners present voting in favor of the motion.

14. Approval of a Professional Services Agreement with LJA Engineering for the Velasco Terminal Area 5 Concrete Container Yard – MIP88 Project, for an amount not to exceed \$849,800.00.

Mr. Hull stated this agreement is for the final design, construction materials testing and construction phase services for Area 5 which is a TxDOT grant funded project through MIP88. Staff discussed this agreement with the Capital Planning Committee, and it is their recommendation as well as staff to award a contract to LJA Engineering for \$849,900.00. Mr. Hull also explained where the area is located on Velasco Terminal. Commissioner Croft inquired why this is not a bid project. Mr. Hull explained the Professional Services Procurement Act states that for professional services that includes engineering, surveying, architecture, landscape architecture and accounting, the governmental body must select the provider based on demonstrated qualifications. After selection of the provider, fees are discussed, and approval is requested. He added that as long as no dollar amount is associated beforehand, a request for qualifications is not required. Commissioner Singhania inquired when the last time a different engineering firm was selected. Mr. Hull stated that it was the RIDER 37 Project with Freese & Nichols but has been some time since an RFO was requested. Ms. Saathoff noted the Port is contacted regularly by different engineering firms which staff meets with to obtain all information on their areas of expertise. Staff keeps a library of these firms for consideration when making a determination on a project. Mr. Hull added that LJA completed the overall Velasco Terminal design (up to about 60%) which included obtaining the needed permits and, in his opinion, are the logical choice. It was also pointed out that if a new firm was brought in for the job, the price would have been higher since they would have obtained a new survey and new geotechnical, both of which have already been done.

A motion was made by Commissioner Kincannon to enter the agreement LJA Engineering as stated in the recommendation. The motion was seconded by Commissioner Santos with all Commissioners present voting in favor of the motion.

15. Approval of an Easement to CenterPoint Energy Houston Electric for the relocation of a power pole and associated power lines at FM 1495 and 8th Street.

Mr. Hull began by showing a map of where the relocation of a power pole will take place explaining the TxDOT RIDER 37 grant funds to widen 8th Street from a two-land asphalt road to a four-lane concrete road will put the existing power pole in the right-of-way and will be consistently hit by trucks making the turn onto 8th Street. This easement will relocate the power pole and associated power lines. Staff recommends approval. Commissioner Fratila noted the documents state the Brazos River Harbor Navigation District and should be reflect current name of Port Freeport.

A motion was made by Commissioner Giesecke to approve the easement to CenterPoint Energy for the relocation of the power pole on FM 1495 and 8th Street. The motion was seconded by Commissioner Croft with all Commissioners present voting in favor of the motion.

16. Adoption of a Resolution regarding Charles River Houston Two and Protection for Communities.

As reported at the last meeting, Ms. Saathoff stated there was an item on a recent Brazoria County Commissioners Court agenda to adopt a resolution regarding Charles River Houston Two and Protection for Communities about an area that was purchased to construct a facility to house and breed non-human primate laboratory animals necessary to develop safe and effective new medicine. This planned facility was not well-received in the community and Commissioners Court approved a resolution to be sent to the federal agencies that would issuing permits and elected officials, which states they are concerned with this type of facility being built in the community as well as the safety aspect of it. A number of other entities have adopted a similar resolution, including the Economic Alliance. The Port's resolution is similar to what the County adopted and states the Port is in support of the County's position and concern of the community about this type of facility. Ms. Saathoff further commented that the Port is not set up to receive live animals, especially primates and noted a recent article published that stated the primates would be brought in through the Houston airport system. Staff recommends approval.

A motion was made by Commissioner Santos to adopt the resolution. The motion was seconded by Commissioner Fratila with all Commissioners presents voting in favor of the motion.

17. Approval of a Request for Proposal (RFP) regarding Market Study.

Mr. Miura stated that staff has developed a draft Request for Proposal (RFP) for a market study and subject to no objection or further amendments by the Port Commission and any non-substantial changes, staff intends to release the RFP on January 26. He identified the firms who will be receiving the RFP and noted the proposed timeline as follows:

Due Date

- January 26, 2024
- February 09, 2024 at 4:00 p.m.
- February 23, 2024 at 4:00 p.m.
- March 04, 2024 at 4:00 p.m.

Expected Date

- March 22, 2024
- April 25, 2024 or earlier Commission

Process Milestone

Request for Proposal is Issued Deadline to Submit Letter of Intent to Propose Deadline to Submit Questions Deadline for Delivery of Proposal

Process Milestone

Internal Review of Submitted Proposals Completed Recommendation of Selected Firm to Port

He noted the RFP was structured similar to that of the rail switcher and is essentially telling the proposer this is what the Port is looking for and this is what we want you to deliver. Tell us your expertise, how we're going to get there, how long it will take and how much it will cost, which is to be bundled together into a proposal as outlined in the RFP for staff to review internally in order to make a recommendation. Mr. Miura recommends that staff release the RFP tomorrow (January 26). Commissioner Giesecke commented that two weeks is a short time for firms to respond to the RFP adding that it's a long-term project that will guide the Port for years to come and shouldn't be rushed. Mr. Miura clarified the two-week deadline is for the firm to submit a letter of intent to propose which will allow them to participate in the dialogue and answer questions. The proposal is not due for another month. Mr. Miura added that if the Commission wishes, staff will push the deadline out. Commissioner Giesecke stated that he would like to see the deadline pushed out and further commented on the firm TEMS being included on the list. Additionally, he commented on the framework approved in December stating that an additional point was added which states "to support the development of an efficient transportation corridor from Freeport to the Texas hinterland and the heartland of the United States", adding the language sounds very similar to the Brazoria-Fort Bend Rail District and if it's an effort to resurrect a short line railroad, he will have some serious issues with the framework. Ms. Saathoff and Mr. Miura assured the Commission this is not the case adding it's one of the Port's strategic objectives that is communicated to the public and is not to push any rail agenda. Commissioner Fratila commented that although she is not familiar with the rail background Commissioner Giesecke is referencing, the item does not automatically jump out to her as looking for a rail transportation corridor, it states an efficient transportation corridor which is a broader term. Commissioner Singhania asked Mr. Miura to go over staff's expectations for the market study and how it's going to help the container business. Mr. Miura went over the framework of the market study that was previously discussed stating that part of the study will determine actual market opportunities and targeted shippers and/or beneficial cargo owners based on endto-end logistics and supply chain costs and the need for Port Freeport's available land or infrastructure, and thereby prepare cargo forecasts of 5 and 10 year for containers. Mr. Miura added that staff will ensure this is the Port's primary focus when conducting dialogue with the firms. Additionally, the market study will determine the following...

1. Actual market opportunities and targeted Shippers and/or Beneficial Cargo Owners based on End-to- end Logistics and Supply Chains costs and need for Port Freeport's available land or infrastructure.

- a. Review and identify regional, national and global shippers that could use Port Freeport for imports/exports and that could attract additional carriers to utilize Port Freeport's land and infrastructure considering the effects of planned and potential improvements on the future growth of various cargo segments.
- 2. Identify unfeasible cargo segments over a 5 and 10-year period due to factors including existing and forecasted market conditions, geographical location of Port Freeport in relation to inland manufacturing, distribution and logistics centers, available ocean carrier options, motor carrier availability, etc.
- 3. Document current marine, rail, and trucking infrastructure and services and develop overall strategy to attract and retain the market opportunities including improvements in required Port infrastructure considering:
 - a. Vessel service
 - b. Truck access and circulation
 - c. Rail access and service
 - d. Connections to Warehouse/Distribution and Processing
- 4. Identify tenants for industrial properties that will provide for optimal use in support of long-term development goals and in line with the Port's mission.
- 5. Prepare Cargo Forecast
 - a. Three scenarios: pessimistic outlook; baseline outlook; and increased supply chain advantages outlook ("upside" scenario)
 - i. Pessimistic = Decrease in Port Freeport customer base
 - ii. Base Line = No change to Port Freeport customer base
 - iii. Upside = Increase in Port Freeport customer base
 - b. Five and Ten-year forecasts for:
 - i. Container (dry and reefer) Primary Focus
 - ii. OEM/RORO Primary Focus
 - iii. Break Bulk and Project Cargo Secondary Focus
 - iv. Liquid Bulk Secondary Focus
 - Considered a priority and the Port may want to engage a separate consultant to develop a feasibility analysis and marketing plan for the Cut-In-Berth
- 6. Document historic and current commodity flows
- 7. Document current marine, rail, and trucking infrastructure and services

Mr. Miura feels this addresses the desire of the Port Commission as it pertains to containers. Staff has asked firms to prepare their proposal in a standard format that will allow staff to have an apples-to-apples comparison. An evaluation team will recommend to the Port Commission the proposer who is most qualified and whose proposal is the most advantageous to the Port. He further stated that if a proposal is received that does not fall within the parameters identified, they would not be recommended. Ms. Saathoff commented that staff can incorporate interviews with the final candidates as part of the process. Commissioner Kincannon also commented that he feels two weeks to respond with a letter of intent isn't enough time and inquired if the deadline could be pushed out. After additional discussion, staff confirmed the timeline would be pushed out two weeks. Commissioner

Giesecke inquired about the liquid bulk focus noting it states it's a secondary focus however below that, it states it's considered a priority. Mr. Miura explained the consultant may not be able to consult on liquid bulk and a second consultant may be needed. One who knows the energy sector better than someone whose focus is logistics. Staff will adjust the wording to this particular item and push the timeline out two weeks.

A motion was made by Commissioner Croft to approve the RFP for market study. The motion was seconded by Commissioner Santos with all Commissioners present voting in favor of the motion.

18. Approval of a Request for Proposal (RFP) regarding Website Redesign.

Mr. Miura stated that staff took a very similar approach with this RFP and given the previous comments, the Commission may want to push the timeline out as well. Mr. Miura stated the framework explains the Port Freeport website is used as a tool to communicate with industry to understand the benefits of using Port Freeport as a gateway, and it's a tool for the community and for the Port to maintain transparency with them. It also includes the desires of what the Port wants to achieve in the redesign of the website but ultimately going for a brand-new looking website. Staff used a very similar approach by telling firms what the Port wants and the firms then telling us how to get there, how long it will take and how much it will cost. He identified the firms who will receive the RFP and recommends moving forward to send out tomorrow (January 26) so the process can begin in this fiscal year. Staff expects firms will want to interview staff, stakeholders and Commissioners to get a feel for what's happening. Commissioner Croft inquired if it would make more sense to have the market study in hand to give the website redesign exactly what is trying to be communicated. Mr. Miura stated that staff has been discussing internally what the best way is to attack the redesign adding that it needs to mesh and be cohesive with a marketing campaign versus strategic initiatives. Commissioner Giesecke asked if the website can be designed so if elements need to be added, it could be done easily in house without going back to the designer. Mr. Miura stated that while staff is not developers, they do have the capability to update the website in house. The current website was released March 2016 and so much information has been added that it needs to get back to being more organized and streamlined. The interview process will determine what needs to be on the site, what is most critical and important so when its released, there won't be as many additions. Staff has asked developers to make sure their proposals are based on HubSpot which is the Port's preferred platform. If it's based on HubSpot and staff has the correct training, updates can be done in house. Staff will have a diverse group to advise on the website to ensure all aspects are covered and is easy to navigate to find the information needed. The timeline will be pushed out two weeks as well.

A motion was made by Commissioner Giesecke to approve the RFP for website redesign. The motion was seconded by Commissioner Kincannon with all Commissioners present voting in favor of the motion.

19. Approval of Executive Director/CEO and Commissioners' travel for January – March 2024.

Ms. Saathoff stated that she included a trip to Fort Lauderdale for a customer visit that took place between meetings that was unanticipated as communication the trip occurred. Additionally, she will be traveling to Detroit in February for a customer meeting. Ms.

Saathoff's attendance was previously approved for the National Waterways Conference in March; however, it did not include Commissioners. She noted that Commissioner Santos will not be attending this conference, only Commissioners Singhania and Kincannon. She noted the AAPA Legislative Conference was approved at the November meeting for her, and Commissioners with Commissioner Singhania mentioned as attending. For clarification, Commissioner Santos and Fratila will also be attending the AAPA conference.

A motion was made by Commissioner Santos to approve the travel. The motion was seconded by Commissioner Fratila with all Commissioners present voting in favor of the motion.

20. Discussion regarding possibilities of regional water detention.

Mr. Stuart Herbst with Velasco Drainage District (VDD) discussed Atlas 14, a measure adopted by VDD. He stated since the Port already had projects in the design phase with months invested when the measure was adopted, it wouldn't be effective to start the process over in order to meet a Atlas14 criteria; therefore, VDD created a variance for the Port, so it does not have to start over on the design of the projects. VDD and the Port also discussed a central containment system with discussion where the canal that runs along highway and the adjacent water area next to Highway 36 would be connected to create a larger detention area to reroute and save some of the detention area for development. Mr. Hull explained that VDD adopted a new criteria manual (prepared by Brazoria County) however they did not adopt the IDF curves and kept using the old TP40 IDF curve. The Port began planning the RIDER 37 project in the Expansion Area and VDD then adopted the Atlas 14 manual to be consistent with the County. Since the Port had already proceeded under the old TP40, VDD created a variance for the Port to allow them to continue with the project. The Port presented an idea to VDD that is similar to what Texas City and Port Arthur have in place which is a larger maintained detention area versus detention ponds at every development. Knowing the Expansion Area is valuable property close to the port, it was suggested the Port and VDD create something similar in that area versus using the area next to the highway. Commissioner Giesecke inquired how much of the water covered area is TXDOT right-ofway versus port-owned property. Mr. Hull stated there is some portion, but he doesn't know the acreage. Commissioner Giesecke commented that for new projects in the expansion area, the Port would be subject to the Atlas 14 requirements which would increase the amount of volume detained therefore it makes more sense to have the offsite detention in Parcel 16 or 17 (in proximity to the drainage ditch) and flow the water into that area. Mr. Hull stated that all aspects are being studied by staff at this time. Commissioner Singhania suggested once engineering is obtained by staff, it be reviewed and discussed in the Capital Planning Committee.

- 21. EXECUTIVE SESSION in accordance with Subchapter D of the Open Meetings Act, Texas Government Code Section 551.001, et. seq., to review and consider the following:
 - A. Under authority of Section 551.071 (Consultation with Attorney) for discussion regarding:
 - 1. Consultation with attorney under Government Code Section 551.071(1) (to seek or receive attorney's advice on pending or contemplated litigation).

- 2. Consultation with attorney under Government Code Section 551.071(2) (to seek or receive attorney's advice on legal matters that are not related to litigation).
- B. Under authority of Section 551.087 (Economic Development Negotiations or Incentives):
 - 1. To discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations.
 - i. Business and Economic Development Reports.
 - 2. To deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1).
- C. Under authority of Section 551.072 (Deliberation Concerning Real Property Matters) for discussion regarding:
 - 1. The potential lease, or value of real property located at Port Freeport, including but not limited to the Expansion Area.
 - 2. The potential purchase, exchange, lease, or value of real property located at Port Freeport, including but not limited to the real property located at and contiguous to Berths 1, 2, 5, 7 and 8.
 - 3. The potential exchange, lease, or value of real property located at Port Freeport, including but not limited to Parcels 14, 19, 27, 34 and property on Quintana Island.
- D. Under authority of Section 551.076 (Deliberation of Security Matters) for discussion regarding:
 - 1. Discussion regarding issues related to the deployment, or specific occasions for implementation of security personnel or devices or security audit and services.
- E. Under authority of Section 551.074 (Deliberation of Personnel Matters) for discussion regarding:
 - 1. Deliberation regarding the appointment, employment, evaluation, reassignment, duties of a public officer or employee, including but not limited to: Legal Counsel, Executive Director/CEO, Director of Operations, Director of Economic Development and Chief Financial Officer.
- 22. RECONVENE OPEN SESSION to review and consider the following:
- 23. Approval of a Master Rail Switching Agreement between Port Freeport and Rail Link, Inc.

This item was tabled.

24. Approval of a Professional Services Agreement with Shey-Harding Executive Search.

Ms. Saathoff stated the Port has a director level position open and in following with policy, staff received proposals from several executive search firms and after evaluating the proposals recommends entering into an agreement with Shey Harding Executive Search who has done work for the Port in the past. Shey Harding has submitted a flat all-in fee plus reimbursement

(direct to the candidate) of any candidate fees necessary for travel. The original request was for an executive search for the Director of Operations position based on the announced retirement of Al Durel; however, since that time, another vacancy will become available with an additional announced retirement. Ms. Saathoff would like to make the contract for two positions, the Director of Operations and the Controller for a total flat fee of \$75,000, to be initiated immediately.

A motion was made by Commission Kincannon to approve the request for personnel search for Director of Operations and Controller positions. The motion was seconded by Commissioner Giesecke with all Commissioners present voting in favor of the motion.

25. Discuss and consider action resulting from Executive Session.

Ms. Saathoff stated that with the announced retirement of Mr. Wilson, staff is requesting approval to pay him all sums due with his retirement forthcoming February 2, 2024.

A motion was made by Commission Giesecke to approve the request. The motion was seconded by Commissioner Croft with all Commissioners present voting in favor of the motion.

26. Approval of November & December invoices for Randle Law Office and approval of a Professional Services Agreement between Port Freeport and Randle Law Office for legal services to be effective January 1, 2024.

A motion was made by Commission Giesecke to approve the invoices and the new fee agreement. The motion was seconded by Commissioner Fratila with all Commissioners present voting in favor of the motion.

27. Adjourn.

With no further business before the Co	mmission, the meeting adjourned at 6:27 PM.			
Ravi K. Singhania, Chairman	Rob Giesecke, Vice Chairman			
Barbara Fratila, Secretary	Kim Kincannon, Asst. Secretary			
Dan Croft, Commissioner	Rudy Santos, Commissioner			

Minutes of Port Commission Special Meeting February 8, 2024 In Person & Videoconference

A Special Meeting of the Port Commission of Port Freeport was held February 8, 2024, beginning at 1:09 PM at the Administration Building, 1100 Cherry Street, Freeport, Texas.

This meeting agenda with the agenda packet is posted online at www.portfreeport.com

The meeting will be conducted pursuant to Section 551.127 of the Texas Government Code titled "Videoconference Call." A quorum of the Port Commission, including the presiding officer, will be present at the Commissioner Meeting Room located at 1100 Cherry Street, Freeport, Texas. The public will be permitted to attend the meeting in person or by videoconference.

Join Zoom Meeting

https://us02web.zoom.us/i/89589343848?pwd=bFVOSWpzcHhsOHI1UnNqcC9vWEREUT09

Meeting ID: 895 8934 3848

Passcode: 464840

Dial by your location

• +1 346 248 7799 US (Houston) Meeting ID: 895 8934 3848

Find your local number: https://us02web.zoom.us/u/kdmMQSO2Gx

Commissioners present in person:

Mr. Ravi Singhania, Chairman

Mr. Rob Giesecke, Vice Chairman

Ms. Barbara Fratila, Secretary

Mr. Kim Kincannon, Asst. Secretary

Mr. Rudy Santos, Commissioner

Mr. Dan Croft, Commissioner

Staff Members Present:

Mr. Grady Randle, Legal Counsel

Ms. Phyllis Saathoff, Executive Director/CEO

Mr. Rob Lowe, Director of Administration/CFO

Mr. Al Durel, Director of Operations

Mr. Chris Hogan, Director of Protective Services

Mr. Jason Hull, Director of Engineering

Mr. Brandon Robertson, Director of Information Technology

Ms. Missy Bevers, Executive Assistant

Ms. Mary Campus, Controller

Mr. Cecil Booth, Project Engineer

Mr. Jesse Hibbetts, Operations Manager

Also Present:

Mr. Rick Stephanow, Gulf LNG Services

Melanie Oldham

1. CONVENE OPEN SESSION in accordance with Texas Government Code Section 551.001, et. seq., to review and consider the following:

- 2. Roll Call Commissioner Singhania noted all Commissioners were present in the Board Room.
- 3. Call to identify and discuss any conflicts of interest that may lead to a Commissioner abstaining from voting on any posted agenda item.

There were no conflicts noted by Commissioners.

- 4. Public Comment Ms. Melania Oldham addressed the Port Commission on a number of topics including, Homeland Security investigation, Freeport LNG Train 4, SPOT Project and the Sustainability Committee.
- 5. Public Testimony There was no public testimony.
 - At this time, Commissioner Singhania thanked the Port Commission for being in attendance and for keeping the second Thursday open for special meetings. Staff also noted that an item will be added to special meeting agendas for Commissioner comments.
- 6. Adoption of a Resolution in Support of TXDOT RAISE Grant Application for FM 1495 Truck Parking Project.

Ms. Saathoff stated that staff has been working with TXDOT on a project across from the Port's main gate, in an area referred to as the Non-TWIC truck yard. TXDOT had previously conducted a study of freight movement in southeast Texas with a focus on the need for truck parking. TXDOT visited with the Port, analyzed its business growth, and identified areas (for truck parking) that could include in a RAISE Grant application to be filed later this month. TXDOT wants to include the non-TWIC parking area. Ms. Saathoff shared a map of the proposed area and what it would look like. The area would be concreted and striped for truck parking and would also include a security check-in/restroom facility, necessary drainage, vegetation as well as charging stations for passenger vehicles and trucks. Ms. Saathoff complimented Mr. Durel and his team in working with TXDOT to maximize the space for trucks while achieving the goals and priorities of the grant program. Ms. Saathoff also noted a sidewalk will be installed that will run from the parking lot along FM 1495 (to provide pedestrian access) as well as a sidewalk from FM 1495 along W. 8th Street to the bus stop. The space will not only provide an area for trucks to park (not idle) but provide them with basic facilities as well as a way to safely access the local convenience store and Texas Port Ministry. Staff is supportive of the project and asks the Port Commission to approve the resolution which lays out all the improvements, information about the Port and states that the Port is willing to commit the land to the project. Additionally, should TXDOT obtain the grant, the Port will enter into an agreement by resolution and will handle maintenance of the area moving forward. Ms. Saathoff also noted other local entities that have provided letters of support including the Hispanic Chamber, Brazosport Chamber and Texas Port Ministry with Brazoria County slated to approve at their next meeting. Mr. Durel spoke to the congestion relief the lot will provide at the gate since most truck drivers do not have a TWIC card and will have an area to complete the process before moving through the gate. Mr. Hull also noted it could take up to approximately \$4 million if the Port was to build the area.

A motion was made by Commissioner Santos to adopt the resolution as recommended by staff. The motion was seconded by Commissioner Fratila with all Commissioners present voting in favor of the motion.

7. Approval of Change Order No. 1 to the Construction Contract with McCarthy Building Companies, Inc. for repairing a leaking water line under/through the project area for the Port Wide Pavement Repairs 2023 project.

Mr. Hull stated that while McCarthy was working on the pavement repairs project, a water leak was found underneath Pete Schaff Blvd. The leak was to an existing 4-inch water line enclosed in a steel casing that needed to be capped noting it was an abandoned line that previously fed the transit shed, was no longer needed for the transit shed and left hot. The water line runs between the Dole yard and the transit shed. The all-in costs for this repair which included removing and capping the water line, removal and replacement of additional pavement is \$58,814.91. Mr. Hull believes this leak contributed to the amount of water the Port has been using adding that the end of the casing ended underneath the railroad. The railroad has a French drain that drains the ballast and doing its job of draining the additional water away, so the leak was undetectable. Mr. Hull has reviewed the costs and recommends approval.

A motion was made by Commissioner Croft to approve Change Order No. 1 to the Construction Contract with McCarthy Building Companies, Inc. for repair to leaking water line under/through the project area for the Port Wide Pavement Repairs 2023 project for \$58,814,91. The motion was seconded by Commissioner Kincannon with all Commissioners present voting in favor of the motion.

Commissioner Singhania noted the agenda item 8 would be discussed in executive session first and addressed once the Port Commission reconvenes in open session.

8. Approval of an Engagement Letter with K&L Gates for legal services.

A motion was made by Commissioner Giesecke to authorize the Executive Director to execute an engagement letter with K&L Gates with minor adjustments discussed in executive session. The motion was seconded by Commissioner Kincannon with all Commissioners present voting in favor of the motion. Commission Singhania noted that Commissioner Santos was not present.

- 9. EXECUTIVE SESSION in accordance with Subchapter D of the Open Meetings Act, Texas Government Code Section 551.001, et. seq., to review and consider the following:
 - A. Under authority of Section 551.071 (Consultation with Attorney) for discussion regarding:
 - 1. Consultation with attorney under Government Code Section 551.071(2) (to seek or receive attorney's advice on legal matters that are not related to litigation).
 - B. Under authority of Section 551.072 (Deliberation Concerning Real Property Matters) for discussion regarding:
 - 1. Discussion regarding the potential exchange, lease, or value of real property located in Freeport, Texas, including but not limited to the Expansion Area.
 - 2. The potential purchase, exchange, lease or value of real property located at Port Freeport, including but not limited to the real property located at and contiguous to Berths 1, 2, 5, 7 and 8.

- 3. The potential exchange, lease, lease or value of real property located at Port Freeport, including but not limited to Parcels 14, 19, 27, 34 and property on Quintana Island.
- C. Under authority of Section 551.076 (Deliberation of Security Matters) for discussion regarding:
 - 1. Discussion regarding issues related to the deployment, or specific occasions for implementation of security personnel or devices or security audit and services.
- D. Under authority of Section 551.074 (Deliberation of Personnel Matters) for discussion regarding:
 - 1. Discussion regarding the appointment, employment, evaluation, reassignment, duties of a public officer or employee, including but not limited to: Executive Director/CEO.

10. RECONVENE OPEN SESSION:

Commission Santos left the meeting during executive session at 4:09 p.m.

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With no further business before the Co	before the Commission, the meeting adjourned at 4:57 PM.						
Ravi K. Singhania, Chairman	Rob Giesecke, Vice Chairman						
Barbara Fratila, Secretary	Kim Kincannon, Asst. Secretary						
Dan Croft, Commissioner	Rudy Santos, Commissioner						



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MEMORANDUM

TO: Phyllis Saathoff, Executive Director/CEO

FROM: Darlene Winkler, Communications Specialist

DATE: February 22, 2024

SUBJECT: Public Affairs – February 2024

PUBLIC AFFAIRS

Communications and Media

Staff continues to post on social media port facts, press releases, safety awareness, hurricane preparedness, and other information pertinent to our community.

Freeport Harbor Channel Marine Traffic – The website is being maintained as a resource to the Freeport Harbor Channel community for information on marine traffic related to FHCIP dredging. Great Lakes Dredge and Dock Co. LLC (GLDD) was awarded the contract for Reaches 1, 2, and 4 by the United States Corps of Engineers on May 30th. A mechanical dredge continues to work in Reach 2. Presently, the dredging offshore has been suspended. The Galveston Island Dredge, a new dredge, is still in the shipyard in Louisiana. Once it is completed, it will make its way to Texas begin work in Houston then Freeport. The dredged material is being placed offshore in the EPA approved designated area in the Gulf of Mexico. Updates will be posted accordingly.

Freeport Harbor Channel Improvement Project – Staff continues to respond to inquiries from the public regarding Port Freeport and the Freeport Harbor Channel Improvement Project, as well as maintain updated information on both www.portfreeport.com and www.portfreeport.com and www.portfreeport.com.

Print and Social Media Monitoring – Staff continues to monitor publications, newspapers, agendas, and social media for matters pertaining to Port Freeport, Port Freeport's partners, and the harbor community.

Press Releases and News Postings — No press releases were distributed in February.

Social Media Postings – The following posts to Facebook were made in February.

January 29 – TACFT: Logo Contest Video Clip (Ad Boost)

February 1 – TACFT: Save the Date tournament event page

February 1 – TACFT: Event page Logo Contest Video Clip

February 7 – Reminder: Special Commission Meeting

February 7 - TACFT: Logo Contest Video Clip (Ad Boost)

February 7 – TACFT: Event page Logo Contest Video Clip

February 12 - Road Safety

February 13 - Reminder: Personnel Committee Meeting

February 13 - Reminder: Finance Advisory Committee Meeting

February 13 - Reminder: OSS Advisory Committee Meeting

February 16 - Office Closed - Presidents Day

February 20 – TACFT: Sponsorships

February 21 – Reminder Port Commission Meeting

February 23 – Recap Port Commission Meeting

Port Events

Community Advisory Panel (C.A.P.) – The first quarterly meeting will be held on February 27, 2024, at the Associated Builders and Contractors facility. Captain Ross Coviello with the Brazos Pilot will be the guest speaker. Invitations have been sent to all Port Commissioners, CAP members and pertinent port staff.

Proposed dates for future C.A.P. meetings are listed below.

Tuesday, June 4th

Tuesday, September 17th

Tuesday, December 3rd

Port Freeport Take-A-Child Fishing Tournament (TACFT) - Save The Dates: Captain's Dinner, May 9, 2024, being held at the River Place in Freeport, and May 11, 2024, for the 24th Annual Take-A-Child Fishing Tournament being held at Freeport Municipal Park.

The Public Affairs staff has officially kicked off the annual logo drawing contest with February 16th being an extended deadline for the drawing entries. The logo contest entry forms have been approved and distributed to school districts within the navigation district. Tournament sponsorships are being sought. The voting for the top three drawings will begin at 9 am on February 22, 2024, through 9 am Friday, February 23, 2024. The top three winners will be announced after each has been notified of their placement.

The team continues to solicit sponsorships from partners and friends of the Port. You may forward any contacts from businesses or individuals that have an interest in becoming a sponsor to Darlene Winkler.

Port Freeport Golf Tournament - Monday, October 14, 2024, is the tentative date for the 13th Annual

Public Affairs – February 2024 Page 3

Golf Tournament at The Wilderness.

Port Presentations, Tours, and Meetings

March 18-22 – AAPA Summit (Phyllis, speaker)

April 2 - Port of the Future Conference (Phyllis, speaker)

April 10 - The Chapelwood Methodist Church Methodist Men's Group Port Presentation and Tour

May 1 - Wednesday Review Club Port Presentation and Tour

Community Events and Meetings - (Informational purpose only)

Weekly – Business Roundtable Virtual Meetings (speakers vary)

February 1 - The Alliance State of the County - Brazoria County Judge Matt Sebesta

February 1 - Brazoria Hispanic Chamber of Commerce Noche de Unidad Gala

February 6 - West Columbia Chamber of Commerce Vision Breakfast

February 7 - Associated Builders and Contractors Mid-Coast TCA & ABC Joint Luncheon

February 22 - Angleton Rotary - Dinner & Auction

February 22 - Brazosport LULAC Council #4655 Banquet

February 28 - Brazosport Chamber of Commerce Awards Luncheon

Upcoming Community Events and Meetings - (Informational purpose only)

March 2 – Brazoria Heritage Foundation 20th Annual Texas History March Celebration

March 2 - Sweeny ISD Education Foundation - Inaugural Denim & Diamonds Dinner & Cookoff

March 21 – Texas Port Ministry Annual Banquet

March 22 – Bunny Hop benefiting Salvation Army

March 23 - Gulf Coast Bird Observatory Brew on the Bayou

March 23 – Junior Achievement Celebrity Waiter

April 25 - The 100 Club Brazoria County Law Enforcement Appreciation Banquet

April 26 - Boys and Girls Club Celebrity Golf Tournament (Rescheduled from October 6)

April 27 - West Columbia Rotary Annual Fundraiser

May 5 - Dow United Way 17th Annual Golf Classic

May 10 - Junior Achievement Who's Who Golf Classic



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MEMORANDUM

TO: Commissioners

Directors

Legal Counsel

FROM: Ja

Jason Hull, P.E.

Director of Engineering

DATE:

February 14, 2023

SUBJECT:

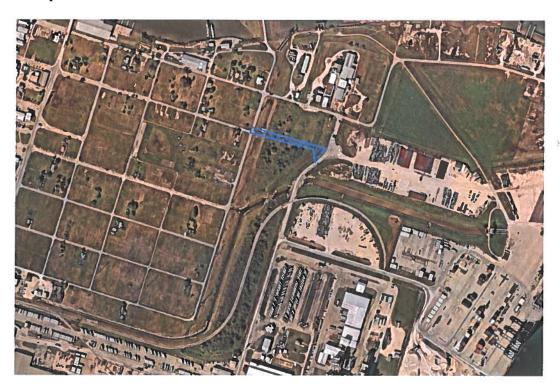
Departmental Report

PROJECTS

1. FHCIP Reaches 1, 2, and 4 – This project involves deepening the Freeport Ship Channel to various depths ranging from 26-ft to 56-ft depending on the Reach and is funded through Bond funds and Civil Works Budget Appropriation. The Contract is with Great Lakes Dredge & Dock for \$159,743,430. The Corps will request Port Freeport's cost share when the Corps needs our remaining \$44,072,714. Anticipated completion is December 2025. The dredge, GL 54, has completed work in Reach 4, and continues to work in the Upper Turning Basin and Reach 2. As planned, the hopper dredge Ellis Island has left the area and will be replaced by the hopper dredge Galveston Island. Over the next several months, various dredges will come work, and leave as necessary, to complete the dredging. At this time, the dredge Galveston Island is here working, but will leave again in a week or two.



2. Gate 12– This project involves constructing a new gate entrance into the Port off the old Terminal Street at Broad Street. This was awarded at the December 14th Commission meeting to Zachry Construction for \$2,929,297. This is funded with Port money. Construction has begun and it is anticipated to be finished in November 2024.



3. Velasco Terminal Rider 37 – This project involves reconstructing portions of 8th Street, Poplar Street, and Terminal Street. It also involves building a truck parking area at Terminal Street and 5th Street and a Jug-handle intersection to connect FM 1495 to 2nd Street. This is partially funded through a RIDER 37 program that will pay up to \$6,228,128 which is 75% of the estimated costs. The Port will pay remainder of the project costs, which is estimated to be \$2,100,000. The consulting engineer, Freese & Nichols is developing the bid package at this time. Bidding is expected in the May 2024 timeframe. Project completion will occur in phases with the last phase to be finished in April 2025.



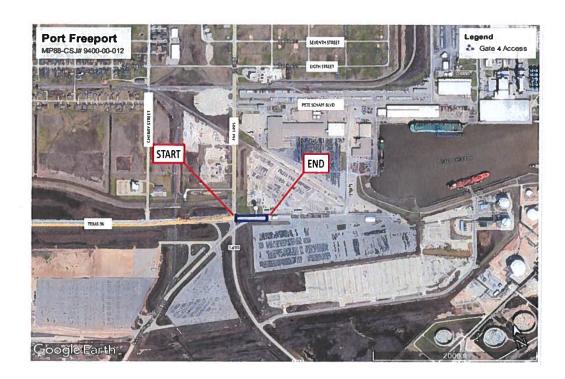
4. Velasco Terminal Area 5 – This project involves development of container yard in Velasco Terminal. TxDOT will fund up to \$11,565,621 which is 75% of the estimated costs. The Port will pay remainder of the project costs, which is estimated to be \$3,855,207. The consulting engineer, LJA Engineering is developing the bid package at this time. Bidding is expected in the August 2024 timeframe. Project completion will occur in four phases with the last phase to be finished in September 2025.



5. East 5th Street – This project involves rebuilding E. 5th Street in the expansion area to be suitable for truck traffic from FM 1495 to Terminal Street. TxDOT will fund up to \$3,802,189 which is 75% of the estimated costs. The Port will pay remainder of the project costs, which is estimated to be \$1,267,396. At this time, I have selected Freese & Nichols as the most qualified firm to submit a fee proposal for the design, surveying, geotechnical sampling, NEPA paperwork, construction materials testing and inspection on this project. At this time, I am waiting on their fee. I will place it on the Commission Agenda for approval after I have reviewed it. Bidding is expected in the May 2025 timeframe. Project completion will be finished in September 2026.



6. Gate 4 Access – This project involves widening the access road to Gate 4 from FM 1495 to Gate 4. TxDOT will fund up to \$950,547 which is 75% of the estimated costs. The Port will pay remainder of the project costs, which is estimated to be \$316,849. At this time, I have selected Freese & Nichols as the most qualified firm to submit a fee proposal for the design, surveying, geotechnical sampling, NEPA paperwork, construction materials testing and inspection on this project. At this time, I am waiting on their fee. I will place it on the Commission Agenda for approval after I have reviewed it. Bidding is expected in the May 2025 timeframe. Project completion will be finished in September 2026.



7. Administration Building Repairs and Improvements – This project involves replacing joint sealant at the concrete wall panels, windows, and exterior doors around the building to seal out water and wind blown rain. It also repairs & repaints areas around windows that have been damaged by previous occurrences of water intrusion. The project is contracted to Nobel Building & Development for \$293,715. This is funded with Port money. Work has begun and is in progress. Project completion is expected to be by March 30, 2024.



PORT FREEPORT OPERATIONS ACTIVITY SUMMARY

JANUARY 2024

A. MONTHLY ACTIVITY EXPLANATION

- * Total import/export activity for the month of January was better than expected.
- * LNG experienced (17) vessels this month.
- * Riviana experienced (1) vessel this month.
- * Vulcan Material did not experience a vessel this month.
- * Total (9) RoRo vessels handled.
- * Tenaris experienced (2) vessels, (16) barges and (10) railcars this month.
- * Total of (8) Container vessel calls.
- * CEMEX transferred product from truck to (12) rail cars.
- * Vulcan Material handled (190) rail cars this month.
- * Average vessel activity in 2023 was 34 per month. This month, we handled 41 vessels (17 LNG & 24 Inner Harbor).
- * Enterprise/Seaway received (11) vessels.
- * There were (96) Total Vessel arrivals Port wide.

B. FISCAL YEAR ACTIVITY EXPLANATION

- * Total Tons for this year are better than expected. This is due to the transition of vessel calls by LNG and additional calls of Steel Bars and RoRo vessels.
- * LNG has handled (73) vessels for export.
- * Tenaris has handled (10) vessels, (32) barges and (90) railcars.
- * Total (36) RoRo vessels handled.
- * YTD (35) Container vessel calls.
- * CEMEX handled (65) railcars with 4,991 Tons of Co2.
- * Vulcan handled (660) railcars with 75,900 Tons of Limestone and (1) Vessels.
- * Total vessels handled this fiscal year is 171 compared to 96 last year (73 LNG & 98 Inner Harbor).
- * Enterprise Seaway Vessels Year-to-date (45)
- * Total Port wide Vessels Fiscal Year-to-date (404)
- * Total Vehicles Handled Year-to-date (30,114)
- * Total Containers Handled (14,967)
- * Total Railcars Handled (815)

C. INSIGHT TO ACTIVITY FOR FEBRUARY 2024

- * LNG has scheduled (17) vessels.
- * Riviana Foods has scheduled (1) vessels.
- * Vulcan Material has scheduled (0) vessels and (190) Railcars for February.
- * Expecting to handle (9) RoRo vessels.
- * Tenaris has (3) vessels, (10) barges and (0) Railcars planned.
- * Expecting (8) Container vessels.

D. OPERATIONAL MEETINGS AND AGENDAS

- * OPTS, Safety, Security All Departments Working Together to prepare the Port for the Arrival of our Newest (2) Customers.
- * Safety Christine Lewis Continues to Monitor Vehicle and Truck Traffic and Speed Limits Throughout the Port.
- * Security Chris Hogan Was a Guest Speaker and Presenter at the "RoRo" Workshop in Galveston, Texas.
- * Austin Jesse Hogan Al Christine– Attended "Retirement" Celebration for Mike Wilson.
- * Al –Don Attended "Kick Off" Meeting in China with ZPMC.
- * Al Jesse Hannah Austin Christine Working with Gulf Stevedores in preparations for Arrival of Del Monte.
- * Al Jesse Hannah Austin Working with TXDOT in Preparation of a "Grant" to Improve the "Non TWIC" Truck Parking Area.
- * Al- Participated in Weekly "Protective Services Team Meeting".
- * Al-Jesse-Austin-Ops Staff-Maint Staff- Attended Monthly Port Ops Safety Meeting







PORT FREEPORT

FY 2024 YTD OPERATING REVENUES



COMPARISON:

- Operating revenues are up over PY 82% and above budget 12%
- Cargo revenues are above PY by 172% and budget by 17%
- As compared to budget, cargo volumes are up in bulk aggregate, containerized cargo, general cargo, and ro-ro cargo
- Lease revenues are below PY 5% and are 1% above budget



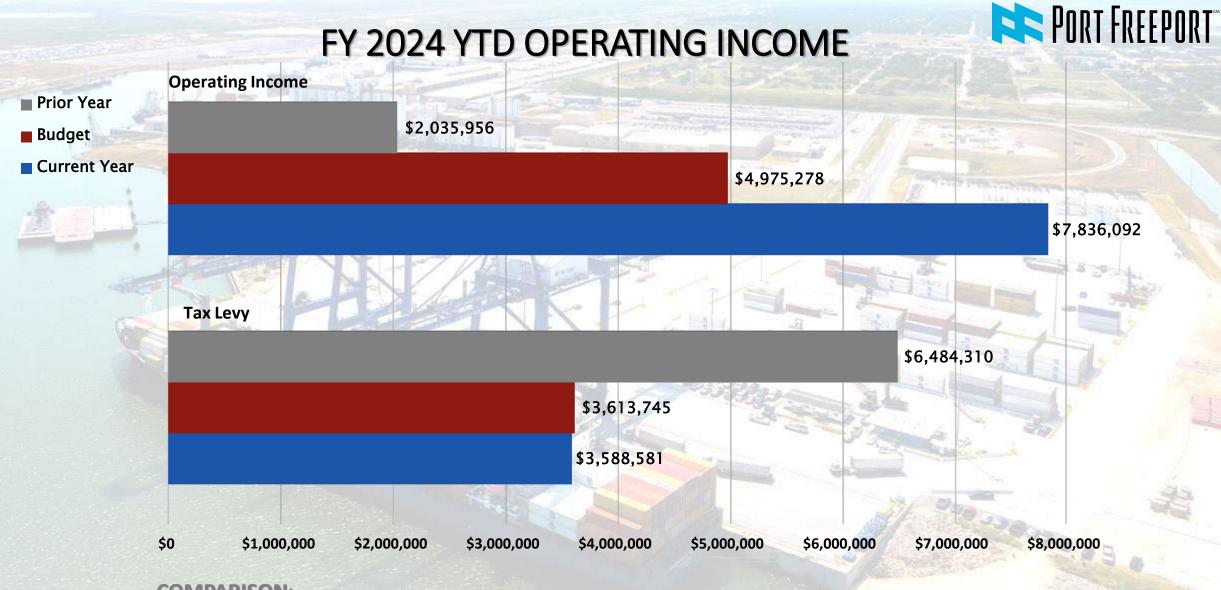
FY 2024 YTD OPERATING EXPENSE



\$0 \$1,000,000 \$2,000,000 \$3,000,000 \$4,000,000 \$5,000,000 \$6,000,000 \$7,000,000 \$8,000,000 \$9,000,000 \$10,000,000

COMPARISON:

- Total operating expenses are above prior year by 24%, below budget 12%
- Depr & maint are 23% above the PY and 12% below budget
- Other expenses are 24% above PY and below budget by 9%



COMPARISON:

Operating income is 285% above PY and above budget 58%



FY 2024 YTD CHANGE IN NET POSITION

Change in Net Position

- Non-Operating Revenue (Expense) includes Ad Valorum Taxes, Investment Income, Debt Service and Gain (Loss) on Sale of Assets
- Drivers for comparison to budget are primarily timing of capital contribution projects.

Operating Income		Year To Date		YTD Budget		Total 2024 Budget	
		7,836,092	\$	4,975,278	\$	17,517,400	
Non-Operating Revenue (Expenses)	\$	1,635,991	\$	1,183,260	\$	(3,726,100)	
Capital Contributed (To) From Others			1			T.	
Freeport Harbor Channel Improvement Project	\$	(22,602)	\$	Mary Sal	\$		
Dredge Material Placement Fees	\$	270,916	\$		\$	1	
Other	\$		\$	3.00	\$	(950,000)	
Grants	\$		\$	2,119,385	\$	19,120,700	
	00			40		(99 33)	
Change In Net Position	\$	9,720,397	\$	8,277,923	\$	31,962,000	





Cash Flow Measure	Current Year	Prior Year
Cash Provided by Operations	\$ 8,340,977	\$ 6,694,488
Cash Provided by Non-Cap Financing	2,047,835	4,216,027
Cash Used by Cap Financing	(13,620,179)	(16,951,262)
Cash Provided by Investing Activities	1,796,367	852,992
Net Increase (Decrease) in Cash	\$ 1,435,000	(\$ 5,187,755)

COMPARISON:

- Operating cash flow is positive due to increase in operating revenues
- Cash provided from non cap financing are tax levy collections
- Capital Financing funds are used for capital improvements.



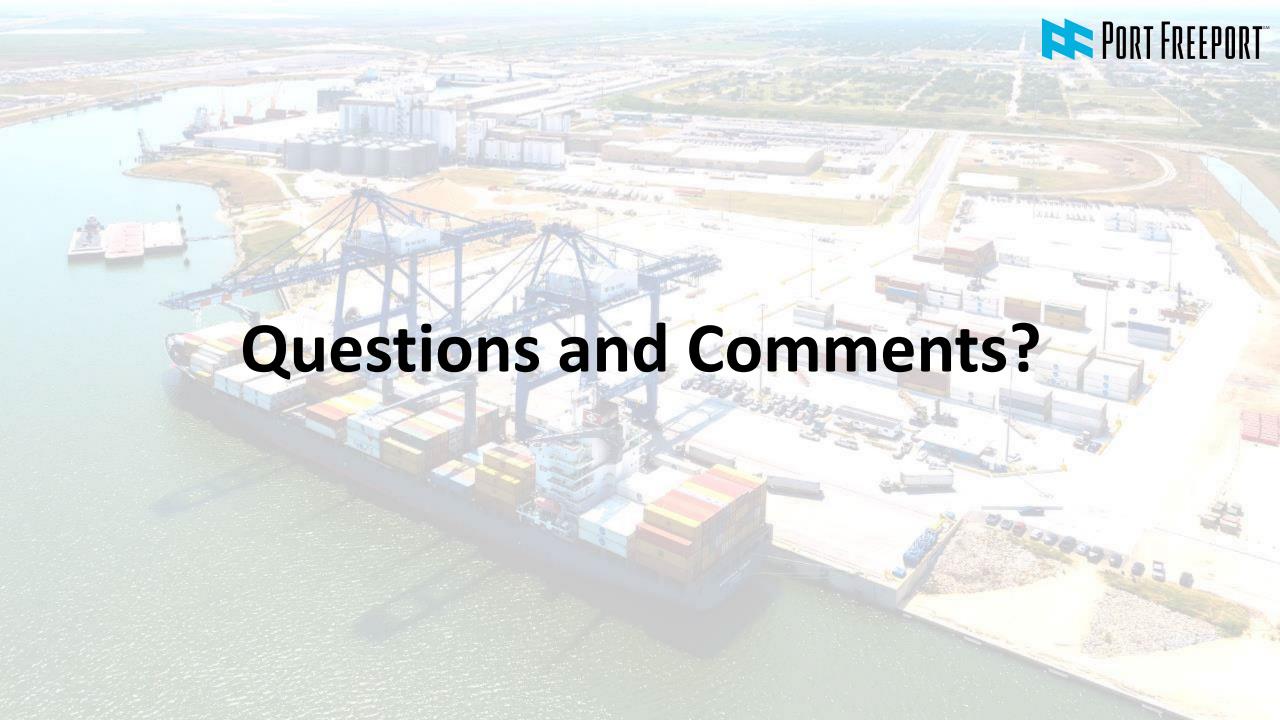
FY 2024 STATISTICS

Measure	Current Year	Prior Year	Budget
Operating Margin	47%	22%	34%
Current Ratio (unrestricted)	6.0 to 1	3.0 to 1	n/a
Debt to Net Assets Ratio	1.325 to 1	1.182 to 1	n/a



ACCOUNTS RECEIVABLE AGING

Year	0-30 days	31-60 days	61-90 days	Over 90 days
Jan. 31, 2024	92%	7%	0%	1%
FY 2024	\$5,326,003	\$426,435	\$0	\$39,672
Jan. 31, 2023	86%	10%	4%	0%
FY 2023	\$2,492,205	\$282,932	\$126,473	\$0
Jan. 31, 2022	89%	9%	1%	1%
FY 2022	\$5,742,715	\$590,133	\$97,712	\$92,183





1100 CHERRY ST., FREEPORT, TX 77541 (979) 233-2667 1 (800) 362-5743 FAX: (979) 373-0023

Interim Financial Report

(unaudited)

For the Period ending:

January 31, 2024

PORT COMMISSION

AVÍ K. SINGHANIA, CHAIRMAN; ROB GIESECKE, VICE CHAIRMAN; BARBARA FRATILA, SECRETARY; KIM KINCANNON, ASST. SECRETARY;

DAN CROFT, COMMISSIONER; RUDY SANTOS, COMMISSIONER; PHYLLIS SAATHOFF, EXECUTIVE DIRECTOR/CEO

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Management Narrative

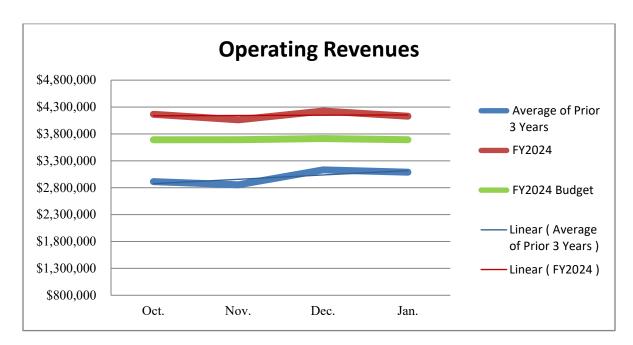
For the first four months of Fiscal Year 2024, the Port remained on a sound financial foundation with operating revenues 12% above planned levels. Further, operating expenses were under planned levels and are below budget by a factor of 11%. These factors combined have contributed to producing an operating profit of \$7,836,092 and an operating margin of 47%, which is above planned performance levels by 58% or \$2,860,814 and is \$5,800,136 or 285% above the prior year's results.

The Port's overall position remains strong as evidenced in a current ratio (unrestricted) of 6.0 to 1, which reflects a strong liquidity position, and a debt ratio of 132.5% which is supported by our strong credit rating. The following table provides additional summary level information.

				Year to Da	ite		
						Variance	% Var
						Favorable	е
		Actuals		Budget		(Unfavorab	le)
Statement of Revenues, Expenses and (Cha	nges in Net Ass	sets	5			
Operating revenues	\$	16,581,524	\$	14,788,291	\$	1,793,233	12%
Operating expense	_	8,745,432	_	9,813,013		1,067,581	11%
Operating income (loss)		7,836,092		4,975,278		2,860,814	58%
Operating margin		47.3%		33.6%			
Net non operating revenues (expense)		1,884,305		1,183,260		701,045	59%
Capital contributions		-		2,119,385		(2,119,385)	0%
Net extraordinary revenue (expense)		-	_	-		-	0%
Change in net assets	\$	9,720,397	\$	8,277,923	\$	1,442,474	
Balance Sheet							
Cash and cash equivalents	\$	79,369,158	C	Current ratio	(un	restricted)	
Lease receivable		173,300,168		(Exclusive o	of G	GASB 87)	
Current unrestricted assets (less lease receivable)		26,731,464		6.0	to	1	
Total assets		730,620,244					
Current unrestricted liabilities		4,469,071		Debt to Net	4s s	ets Ratio	
Total liabilities		324,584,036		132	.5%	6	
Deferred inflow of resources		164,199,722					
Total Net Assets	\$	241,836,486					

The balance of this narrative provides detailed explanations and supplementary information for the variances when comparing budget to actual for the period ended January 31, 2024.

OPERATING REVENUES



Total operating revenues for the period ending January 31, 2024, are \$16,581,524. This is \$1,793,233 or 12% above planned levels. The following provide more specific explanations for variances in revenue:

Wharfage revenue stands at \$6,181,016, which is over budget by \$640,632 or 12%. The following is a brief analysis of wharfage results by cargo category:

	4			
	Months	Year	Over	% Over
	Budget	To Date	(Under)	(Under)
Agriculture Products	\$ 109,084	\$ 97,614	\$ (11,470)	-11%
Bulk Aggregate	22,080	171,637	149,557	677%
Containerized Cargo	552,771	639,289	97,251	18%
General Cargo	4,487,417	4,674,262	186,845	4%
Project Cargo	-	58,515	58,515	0%
Ro-Ro Cargo	369,032	539,698	135,991	37%
Total	\$ 5,540,384	\$ 6,181,015	\$ 616,689	

Dockage revenue stands at \$3,385,133, which is \$765,641 or 29% above budgeted levels. Year-to-date ship calls are 171 compared to a budget of 154.

Equipment use fees, stands at \$506,255, which is over budget \$42,063 or 9% due to increased equipment usage.

Security fees, corresponding with wharfage and dockage, stand at \$1,187,148, which is \$247,716 or 26% above budget.

Facility use fees are \$437,690. This is over budget by \$65,626 or 18% due to facility usage outside of tenant leased areas.

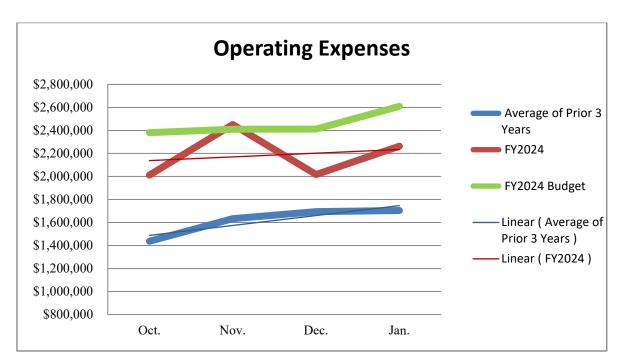
Other customer service fees (Port service charges, incidental services, customer re-bills, water, etc.) are \$488,169 which is \$14,285 or 3% above budgeted levels.

Ground leases stand at \$4,091,959, which is \$22,283 or slightly above budget levels.

Other leases are \$302,925, which is at budget levels.

Other revenue is \$1,229, which is below budgeted levels.

OPERATING EXPENSES



Total operating expenses are \$8,745,432, which is under budget \$1,067,581 or 11% for the period ended January 31, 2024. Following are more specific explanations for variances in operating expenses:

Port salaries/wages and benefits are \$1,702,735. This is \$360,525 or 17% less than budget. Currently, there are three vacancies not filled when compared to Fiscal Year 2024 Budget.

Professional services are \$910,636, which is under budget \$118,176 or 11%. Security services, at \$706,327, is the majority of this budget item and is at budgeted levels.

Training, travel & promotional expenses are \$163,353 which is under budget \$187,590 or 53%. Following is a brief explanation of some of the sub-categories within this line item:

- Commercial advertising is \$40,811, which is below budgeted levels \$82,533 or 67% due to timing of advertisements and ad development (website) services.
- Sales/promotional travel costs are \$21,521 which is over budgeted levels by \$1,099 or 5% due to timing of travel.
- Governmental relations costs are \$2,553 which is below budget by \$10,382 or 80% due to timing of government related travel.
- Community events are \$16,081 which is below budgeted levels \$4,305 or 21% due to the timing of the events.
- Technical training is \$34,696 which is \$17,476 or 33% under budget due to timing of training.

Supplies are \$52,257 which is \$19,815 or 27% below budget.

Utilities at \$408,595 are over budget \$87,155 or 27%. The City of Freeport had a rate adjustment and that along with increased water usage due to broken water lines account for the overage in the water and sewer budget.

Business insurance is \$1,080,520, which is \$204,376 or 23% above budgeted levels. The invoice for the addition of the Berth 8 and RoRo ramp was received, which was not budgeted, and this accounts for the overage.

Other services and charges at \$146,113 are \$68,049 or 32% below budget.

Maintenance and repair expenses at \$350,288 are \$478,328 or 58% below budget. Following is a brief explanation of some of the repairs by facility/equipment type:

- Emergency repairs to the transit shed sprinkler system were \$7,717.
- o Emergency repairs to repair broken water lines were \$29,131.
- Emergency repairs to repair a broken water line at the administration building were \$2,428.
- Generator repairs for the Emergency Operations Center were \$4,696.
- Emergency repairs to the Berth 7 trailer air conditioning system were \$3,603.
- o Emergency Repairs to the truck scale were \$1,871.

Depreciation expense at \$3,930,935 is \$126,629 or 3% below budget levels due to timing of additions.

Operating income is \$7,836,092 compared to a total fiscal year budget of \$17,517,400, shows a positive result for Fiscal Year 2024.

NON-OPERATING REVENUES (EXPENSES)

Ad Valorum tax collections are posted utilizing the certified appraised values less the related fees. Adjustments are made throughout the year from the tax office reports to reflect appraisal and tax office adjustments as well as prior year collections, penalty, and interest. Year to date values are \$3,588,581 compared to an annual budget of \$3,566,500.

Investment income is \$1,794,649, which is above budget due to changes in fair market values, increased funds invested, and interest rates.

Debt interest and fees are \$3,747,239, which is \$35,082 or 1% above budgeted levels.

Capital Contributions to Others budget includes \$750,000 in contributions to the U.S. Army Corps of Engineers for maintenance dredging and \$200,000 in Berth 2 & 3 floodwall modifications. There has been \$22,602 in expenses for these projects.

Dredge Material Placement fees include \$270,916 in revenue for fees place in Port's dredge material placement area. This was not anticipated.

Grant Revenue budgeted for the Fiscal Year 2024 is \$19,120,700. There has been no grant revenue for Fiscal Year 2024. The grant revenue is funded on a reimbursement basis, so the capital contributions are recorded when the expenditures for each project are reported quarterly.

PORT FREEPORT BALANCE SHEET

	1/31/2024	9/30/2023
ASSETS		
CURRENT ASSETS:		
CASH AND CASH EQUIVALENTS INVESTMENTS	\$ 18,364,483 0	\$ 18,278,111 0
RECEIVABLES (net of allowance for uncollectibles):		
TRADE ACCOUNTS	5,751,644	5,339,302
PROPERTY TAXES	87,906	71,807
LEASE RECEIVABLE	173,300,168	173,300,168
OTHER OTHER GOVERNMENTS	23,231 641,051	59,474 646,158
ACCRUED INTEREST	041,031	040,130
PREPAIDS	585,657	1,397,947
INVENTORY	1,277,492	1,277,492
TOTAL UNRESTRICTED CURRENT ASSETS	\$ 200,031,632	\$ 200,370,459
RESTRICTED ASSETS:		
CASH AND CASH EQUIVALENTS	61,004,675	64,421,726
INVESTMENTS	15,757,560	13,861,881
RECEIVABLES (net of allowance for uncollectibles): PROPERTY TAXES	1 576 601	E2 024
OTHER	1,576,681	52,034 589
ACCRUED INTEREST	20,755	22,473
BOND DISCOUNTS AND ISSUANCE COSTS	4,279	5,441
TOTAL RESTRICTED ASSETS	78,363,950	78,364,144
TOTAL CURRENT ASSETS	278,395,582	278,734,603
DDODEDTY DIANT AND FOUNDATION	· · · · · · · · · · · · · · · · · · ·	
PROPERTY, PLANT, AND EQUIPMENT: PROPERTY, PORT, AND FACILITIES	562,659,739	555,050,157
LESS ACCUMULATED DEPRECIATION	(110,435,077)	(106,504,142)
PROPERTY, PLANT, AND EQUIPMENT NET	452,224,662	448,546,015
TOTAL ASSETS	\$ 730,620,244	\$ 727,280,618
	7 700,020,211	+ 121/200/010
LIABILITIES		
CURRENT LIABILITIES:		
ACCOUNTS PAYABLE	\$ 1,449,851	\$ 2,479,613
EQUIPMENT LEASE PAYABLE ACCRUED COMPENSATED ABSENCES	1,558,990 0	1,558,990 138,315
UNEARNED LEASE INCOME	1,460,230	4,425,897
TOTAL CURRENT LIABILITIES	\$ 4,469,071	\$ 8,602,815
	, , ,	
LIABILITIES PAYABLE FROM RESTRICTED ASSETS:		
ACCRUED BOND INTEREST PAYABLE	1,256,442	3,235,533
BONDS PAYABLE	5,535,000	5,535,000
TOTAL CURRENT LIABILITIES FROM RESTRICTED ASSETS	6,791,442	8,770,533
NON-CURRENT LIABILITIES	_	_
EQUIPMENT LEASE PAYABLE BONDS PAYABLE	0 292,435,000	202 425 000
BOND PREMIUMS	20,888,523	292,435,000 21,156,457
TOTAL NON-CURRENT LIABILITIES	313,323,523	313,591,457
TOTAL LIABILITIES	\$ 324,584,036	\$ 330,964,805
TO TAL LIABLETTES	y 324)304)830	y 330,304,003
DEFERRED INFLOW OF RESOURCES		
DEFERRED INFLOW OF RESOURCES	164,199,722 \$ 164,199,723	164,199,722
TOTAL DEFERRED INFLOW OF RESOURCES	\$ 164,199,722	\$ 164,199,722
NET ASSETS	A	<u> </u>
NET INVESTMENT IN CAPITAL ASSETS	\$ 260,608,496	\$ 256,735,808
RESTRICTED-CAPITAL PROJECTS (Corps)	18,871,127	14,583,736
RESTRICTED-CAPITAL PROJECTS (Corps) RESTRICTED CONTRIBUTED TO OTHERS	12,281 44,072,714	12,274 43,285,348
RESERVE FOR CAPITAL IMPROVEMENTS	14,147,107	17,644,062
UNRESTRICTED DEBT CONTRIBUTED TO OTHERS	(128,797,069)	(128,869,799)
UNRESTRICTED	32,921,830	28,724,662
TOTAL NET ACCETS		<u> </u>
TOTAL NET ASSETS	\$ 241,836,486	\$ 232,116,091

PORT FREEPORT STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET ASSETS January 31, 2024

	Jar	nuary 31, 2024					
	YEAR TO DATE	PRIOR YEAR TO DATE	% OVER (UNDER)	4 MONTHS BUDGET	% OVER (UNDER)	TOTAL 2023/2024 BUDGET	
OPERATING REVENUES:							
Wharfage	\$ 6,181,016 \$	1,694,877	265% \$	5,540,384	12% \$	17,049,000	
Dockage & deep water berth	3,385,133	916,974	269%	2,619,492	29%	8,134,100	
Equipment & pallet use fees	506,255	477,267	6%	464,192	9%	1,537,600	
Facility use fees	437,690	477,207	-8%	372,064	18%	1,116,200	
Security Fees	1,187,148	478,319		•		2,984,500	
•			148%	939,432	26%		
Other Customer Service Fees	488,169	435,259	12%	473,884	3%	1,443,500	
Ground leases	4,091,959	4,319,025	-5%	4,069,676	1%	12,554,800	
Other leases	302,925	295,106	3%	302,917	0%	908,800	
GASB 87 Lease recognition	4 222	- 2 420	0%	-	0%	-	
Other revenue	1,229	3,128	-61%	6,250	-80%	25,000	
Business interruption Claim Total Operating Revenues	16,581,524	9,095,339	0% 82%	14,788,291	0% 12%	45,753,500	
- Inter-Operating Revenues	10,301,314	3,033,333	5270	14,700,231	12/0	43,733,300	
OPERATING EXPENSES:							
Port salaries/wages	1,255,437	1,169,783	7%	1,568,744	-20%	4,626,200	
Port employee benefits	447,298	440,276	2%	494,516	-10%	1,714,300	
Professional services	910,636	855,890	6%	1,028,812	-11%	3,105,200	
Training, travel, and promotional	163,353	130,654	25%	350,943	-53%	844,500	
Supplies	52,257	54,119	-3%	72,072	-27%	188,400	
Utilities	408,595	274,288	49%	321,440	27%	964,300	
Business Insurance	1,080,520	511,826	111%	876,144	23%	2,628,400	
Other services & charges	146,113	155,586	-6%	214,162	-32%	554,900	
Maintenance & repair	350,288	496,483	-29%	828,616	-58%	1,437,200	
Depreciation	3,930,935	2,970,478	32%	4,057,564	-3%	12,172,700	
Total Operating Expenses	8,745,432	7,059,383	24%	9,813,013	-11%	28,236,100	
OPERATING INCOME (LOSS)	7,836,092	2,035,956	285%	4,975,278	58%	17,517,400	
NON-OPERATING REVENUES (EXPENSES)							
Ad Valorum tax collections	3,588,581	6,484,310	-45%	3,613,745	-1%	3,566,500	
Investment Income	1,794,649	842,909	113%	1,281,672	40%	3,845,000	
Gain (loss) on sale of assets	1,734,043	642,303	0%	1,201,072	0%	3,843,000	
Debt interest and fees	(3,747,239)	(3,064,661)	22%	(3,712,157)	1%	(11,137,600)	
CAPITAL CONTRIBUTIONS (TO) FROM OTHERS:	(3,747,233)	(3,004,001)	22/0	(3,712,137)	170	(11,137,000)	
Freeport Harbor Improvement Project	(22,602)	(150,000)	-85%		0%	(750,000)	
Berth 2 Floodwall Modifications	(22,002)	(130,000)	0%	_	0%	(200,000)	
Contributed Capital-Other	_	(15,000)	-100%	_	0%	(200,000)	
OTHER:		(15,000)	10070		070		
Dredge material placement fees	270,916	_	0%	_	0%	_	
Total Non-Operating Revenue (Expenses)	1,884,305	4,097,558	-54%	1,183,260	59%	(4,676,100)	
INCOME (LOSS) BEFORE CONTRIBUTIONS	9,720,397	6,133,514	58%	6,158,538	58%	12,841,300	
AND EXTRAORDINARY EXPENSE	3,720,337	0,133,314	36%	0,130,330	3878	12,041,300	
CAPITAL CONTRIBUTIONS: Grants:							
Grants Port-Freeport	-	-	0%	2,119,385	-100%	19,120,700	
Total Capital Contributions-Grants	-	-	0%	2,119,385	-100%	19,120,700	
EXTRAORDINARY ITEM							
Emergency Recovery Efforts - Hurricane	-	-	0%	-	0%		
Net Extraordinary Income (Expense)	-	-	0%	-	0%		
CHANGE IN NET POSITION	\$ 9,720,397 \$	6,133,514	58% \$	8,277,923	17% \$	31,962,000	
·					-		

STATEMENT OF CASH FLOWS

January 31, 2024

	YEAR TO DATE	PRIOR YEAR TO DATE
Cash Flows from Operating Activities:		
Operating Income (Loss)	\$ 7,836,092	\$ 2,035,956
Adjustments to Reconcile Operating Income (Loss) to Net Cash Flows		
from Operating Activities:		
Depreciation	3,930,935	2,970,478
Dredge Material Placement Fees	270,916	-
Change in Assets and Liabilities:		
Trade receivables	(412,344)	605,004
Other receivables	36,243	4,924,881
Lease Receivable	-	-
Deferred inflow of resources	-	-
Inventories	-	-
Prepaid and Other	812,879	539,422
Accounts payable	(1,029,762)	(1,423,343)
Deferred lease income	(2,965,667)	(2,823,309)
Accrued compensated absences	(138,315)	(134,601)
Total Cash Provided from (Used for) Operating Activities	8,340,977	6,694,488
Cash Flows from Non-capital Financing Activities:		
Property tax receipts	2,077,058	4,261,894
Property tax collection expense	(29,223)	(45,867)
Emergency Recovery Efforts - Disaster Related		
Total Cash Provided from (Used for) Non-capital Financing Activities	2,047,835	4,216,027
Cash Flows from Capital Financing Activities:		
Principal payments under debt obligations	-	-
Interest and fees paid under debt obligations	(5,993,102)	(4,903,985)
Proceeds from sale of long-term debt obligations	-	-
Land, capital improvement, and equipment purchases	(7,609,582)	(11,882,713)
Other capital acquisition (costs) or recoveries, extraordinary	-	-
Capital contributions	(22,602)	(165,000)
Gants received	5,107	436
Proceeds from sale/disposal of capital assets		
Total Cash Provided from (Used for) Capital Financing Activities	(13,620,179)	(16,951,262)
Cash Flows from Investing Activities:		
Investment earnings	1,533,429	687,427
Change in FMV of marketable investment securities	262,938	165,565
Total Cash Provided from (Used for) Investing Activities	1,796,367	852,992
Net Increase(Decrease) in Cash and Cash Equivalents	(1,435,000)	(5,187,755)
Cash and Cash Equivalents at Beginning of Period	96,561,718	81,177,305
Cash and Cash Equivalents at End of Period	\$ 95,126,718	\$ 75,989,550

NOTES TO FINANCIAL STATEMENTS

Note 1 - Accounts Receivable Aging

0 - 30 days 31 - 60 days		Y	5,326,003 426,435	
61 - 90 days			-	0%
Over 90 days		\$	39,672	1%
Allowance for uncollectibles			(40,466)	-1%
	Net Trade A/R	Ś	5.751.644	

Note 2 - Accounts Payable Information

Retainage Withheld		\$	248,871
Corps of Engineers*			620,518
Employee Payroll Related			12,255
Accounts Payable			568,207
	Total A/P	Ś	1.449.851

45' Project - \$620,518

Note 3 - Debt Service Information

	Original Amount of Issue		O .		lss	sue Outstanding
General Obligation Bonds, Series 2019	\$	31,795,000	\$	1,750,000	\$	30,045,000
General Obligation Bonds, Series 2021		37,135,000		-		37,135,000
General Obligation Bonds, Series 2023		55,800,000		-		55,800,000
Senior Lien Revenue Refunding Bonds, Series 2013A		33,065,000		20,345,000		12,720,000
Senior Lien Revenue and Refunding Bonds, Series 2015A		39,635,000		6,365,000		33,270,000
Senior Lien Revenue and Refunding Bonds, Series 2018		32,865,000		2,795,000		30,070,000
Senior Lien Revenue and Refunding Bonds, Series 2019A		45,200,000		3,345,000		41,855,000
Senior Lien Revenue and Refunding Bonds, Series 2019B		29,480,000		2,290,000		27,190,000
Senior Lien Revenue and Refunding Bonds, Series 2021		29,885,000		-		29,885,000
2014 Equipment Lease Payable		14,100,000		12,541,010		1,558,990
Total Bonds	\$	348,960,000	\$	49,431,010	\$	299,528,990

Less Current Portion of Long-Term Debt Payable\$ 7,093,990Long-term Debt Payable\$ 292,435,000

Note 4 - Net Asset Information

A Special Reserve for Capital Improvements was created on Oct 22, 2015. A commitment was made to fund this reserve with an amount equal to the total maintenance and operations portion of the Port's tax rate.

Fiscal Year 2016 Amount Funded	\$ 3,423,398
Fiscal Year 2017 Amount Funded	\$ 3,570,000
Fiscal Year 2018 Amount Funded	\$ 3,887,346
Fiscal Year 2019 Amount Funded	\$ 4,269,552
Fiscal Year 2020 Amount Funded	\$ 4,120,672
Fiscal Year 2021 Amount Funded	\$ 3,981,963
Fiscal Year 2022 Amount Funded	\$ 3,627,381
Fiscal Year 2023 Amount Funded	\$ 3,351,718

PORT FREEPORT OPERATING EXPENSES BY DEPARTMENT January 31, 2024

		YEAR TO-DATE	ı	PRIOR YEAR TO-DATE	PRIOR YEAR % OVER (UNDER)		4 MONTHS BUDGET	BUDGET % OVER (UNDER)		TOTAL 2023/2024 BUDGET
COMMISSIONERS										
OPERATING EXPENSES:										
Port salaries/wages	\$	19,200	\$	19,200	0%	\$	19,200	0%	\$	57,600
Port employee benefits		1,700		24,108	-93%		2,359	0%		5,291
Professional services		117		-	0%		-	0%		-
Training, travel & promotional		27,036		14,209	90%		32,833	-18%		71,650
Supplies		169		14	1107%		200	-16%		600
Utilities	_	2,666		2,459	8%		2,100	27%		6,300
Total Operating Expenses	\$	50,888	\$	59,990	-15%	\$	56,692	-10%	\$	141,441
ADMINISTRATION & FOREIGN TRADE ZONE										
OPERATING EXPENSES:										
Port salaries/wages	\$	389,574	\$	365,984	6%	\$	537,964	-28%	\$	1,533,900
Port employee benefits		124,898		123,140	1%		153,072	-18%		538,424
Professional services		198,437		155,716	27%		257,740	-23%		802,800
Training, travel & promotional		43,773		33,669	30%		66,588	-34%		187,700
Supplies		7,483		6,933	8%		11,268	-34%		28,600
Utilities		27,076		29,609	-9%		26,236	3%		78,700
Business Insurance		1,080,520		511,826	111%		876,144	23%		2,628,400
Other services & charges		104,802		112,660	-7%		120,366	-13%		364,400
Maintenance & repair		121,631		42,740	185%		358,016	-66%		473,050
Depreciation	_	3,930,935	_	2,970,478	32%	,	4,057,564	-3%	÷	12,172,700
Total Operating Expenses	\$	6,029,129	\$	4,352,755	39%	Þ	6,464,958	-7%	Þ	18,808,674
<u>ENGINEERING</u>										
OPERATING EXPENSES:										
Port salaries/wages	\$	108,522	\$	124,498	-13%	\$	159,236	-32%	\$	477,700
Port employee benefits		43,725		51,397	-15%		53,171	-18%		187,139
Professional services		5,011		(4,256)	-218%		66,004	-92%		198,000
Training, travel & promotional		2,707		4,973	-46%		13,572	-80%		40,300
Supplies		1,122		1,064	5%		1,972	-43%		5,900
Utilities		1,445		2,604	-45%		1,568	-8%		4,700
Other services & charges		1,850		1,707	8%		2,540	-27%		7,600
Maintenance & repair Total Operating Expenses	\$	164,382	\$	1,183 183,170	-100% - 10%	\$	168 298,231	-100% -45%	\$	921,839
<u>OPERATIONS</u>										
OPERATING EXPENSES: Port salaries/wages	\$	540,481	¢	513,136	5%	\$	607,222	-11%	¢	1,821,630
Port salaries/wages Port employee benefits	ڔ	202,681	ڔ	184,509	10%	ڔ	210,131	-11%	ڔ	719,911
Professional services		429		35,963	-99%		5,400	-92%		5,400
Training, travel & promotional		7,460		12,185	-39%		12,264	-39%		26,750
Supplies		26,761		27,322	-2%		34,132	-22%		93,400
Utilities		362,627		222,864	63%		270,964	34%		812,900
Other services & charges		18,760		21,845	-14%		70,556	-73%		120,800
Maintenance & repair		202,448		423,961	-52%		446,542	-55%		893,500
Total Operating Expenses	\$	1,361,647	\$	1,441,785	-6%	\$	1,657,211	-18%	\$	4,494,291

PORT FREEPORT OPERATING EXPENSES BY DEPARTMENT January 31, 2024

	YEAR TO-DATE	ı	PRIOR YEAR TO-DATE	PRIOR YEAR % OVER (UNDER)	4 MONTHS BUDGET	BUDGET % OVER (UNDER)	202	OTAL 23/2024 UDGET
BUSINESS DEVELOPMENT								
OPERATING EXPENSES:								
Port salaries/wages	\$ 139,984	\$	113,534	23%	\$ 167,564	-16%	\$	502,700
Port employee benefits	48,426		45,165	7%	50,717	-5%		178,401
Professional services	315		3,187	-90%	-	0%		-
Training, travel & promotional	78,283		64,924	21%	221,914	-65%		507,400
Supplies	1,545		1,444	7%	2,464	-37%		5,400
Utilities	1,501		2,608	-42%	1,936	-22%		5,800
Other services & charges	7,371		6,472	14%	7,618	-3%		22,850
Maintenance & repair	-		-	0%	-	0%		-
Total Operating Expenses	\$ 277,425	\$	237,334	17%	\$ 452,213	-39%	\$ 1,	,222,551
PROTECTIVE SERVICES								
OPERATING EXPENSES:								
Port salaries/wages	\$ 57,676	\$	33,431	73%	\$ 77,558	-26%	\$	232,670
Port employee benefits	25,868		11,957	116%	25,066	3%		85,134
Professional services	706,327		665,280	6%	699,668	1%	2	,099,000
Training, travel & promotional	4,094		694	490%	3,772	9%		10,700
Supplies	15,177		17,342	-12%	22,036	-31%		54,500
Utilities	13,280		14,144	-6%	18,636	-29%		55,900
Other services & charges	13,330		12,902	3%	13,082	2%		39,250
Maintenance & repair	26,209		28,599	-8%	23,890	10%		70,150
Total Operating Expenses	\$ 861,961	\$	784,349	10%	\$ 883,708	-2%	\$ 2	,647,304
CONSOLIDATED - TOTAL								
OPERATING EXPENSES:								
Port salaries/wages	\$ 1,255,437		1,169,783	7%	\$ 1,568,744	-20%	\$ 4	,626,200
Port employee benefits	447,298		440,276	2%	494,516	-10%	1	,714,300
Professional services	910,636		855,890	6%	1,028,812	-11%	3	,105,200
Training, travel & promotional	163,353		130,654	25%	350,943	-53%		844,500
Supplies	52,257		54,119	-3%	72,072	-27%		188,400
Utilities	408,595		274,288	49%	321,440	27%		964,300
Business Insurance	1,080,520		511,826	111%	876,144	23%	2	,628,400
Other services & charges	146,113		155,586	-6%	214,162	-32%		554,900
Maintenance & repair	350,288		496,483	-29%	828,616	-58%	1	,437,200
Depreciation	 3,930,935		2,970,478	32%	 4,057,564	-3%		,172,700
Total Operating Expenses	\$ 8,745,432	\$	7,059,383	24%	\$ 9,813,013	-11%	\$ 28	,236,100

PORT FREEPORT - VELASCO TERMINAL ONLY

STATEMENT OF REVENUES AND EXPENSES January 31, 2024

				4			TOTAL	
		YEAR	PRIOR YEAR	% OVER	MONTHS	% OVER	2023/2024	
		TO DATE	TO DATE	(UNDER)	BUDGET	(UNDER)	BUDGET	
OPERATING REVENUES:								
Wharfage	\$	529,913	539,017	-2% \$	529,440	0% \$	1,813,328	
Dockage & deep water berth		196,619	225,563	-13%	207,465	-5%	672,401	
Equipment & pallet use fees		393,507	417,932	-6%	404,244	-3%	1,357,738	
Facility use fees		24,213	36,135	-33%	-	0%	-	
Security Fees		67,208	73,362	-8%	93,496	-28%	280,489	
Other Customer Service Fees		112,305	116,416	-4%	203,664	-45%	666,030	
Ground leases		137,882	147,684	-7%	34,216	303%	136,248	
Total Operating Revenues		1,461,647	1,556,109	-6%	1,472,525	-1%	4,926,234	
OPERATING EXPENSES:						,		
Port salaries/wages		119,618	103,107	16%	103,737	15%	311,201	
Port employee benefits		37,522	30,332	24%	35,747	5%	125,041	
Professional services		-	25,236	-100%	-	0%	4 200	
Training, travel, and promotional		-	-	0%	400	-100%	1,200	
Supplies		-	55	-100%	-	0%	456 500	
Utilities		49,365	43,619	13% 52%	52,164	-5% -13%	156,500	
Business Insurance		170,535	112,085		196,122		588,346	
Maintenance & repair Depreciation		61,628	211,646 958,672	-71% 100%	253,236	-76% -1%	445,700	
•	-	1,919,595		59%	1,935,528	-1% - 8%	5,806,589	
Total Operating Expenses		2,358,263	1,484,752	59%	2,576,934	-8%	7,434,577	
OPERATING INCOME (LOSS)		(896,616)	71,357	1357%	(1,104,409)	19%	(2,508,343)	
NON-OPERATING REVENUES (EXPENSES)								
Debt interest and fees		(518,195)	(628,286)	-18%	(989,118)	-48%	(2,968,514)	
Total Non-Operating Revenue (Expenses)		(518,195)	(628,286)	-18%	(989,118)	-48%	(2,968,514)	
CHANGE IN NET POSITION	¢	(1,414,811)	(EE6 020)	154% \$	(2,093,527)	-32% \$	(E 476 0E7\	
CHANGE IN NET POSITION	\$	(1,414,011)	(556,929)	154% \$	(2,033,327)	-32% \$	(5,476,857)	

PORT FREEPORT

Port Improvement Projects Summary January 31, 2024

Project	Contract Award	Change Orders	Total Contract	Current Year Budget	Incurred to Date FY 2023	CIP Prior Years	Incurred to Date Total	Balance to Finish
VT- North Gate Entrance	720,847.52	0.00	720,847.52	250,000.00	25,694.52	237,408.00	263,102.52	457,745.00
EDSA	356,684.00	0.00	356,684.00		0.00	237,408.00	237,408.00	119,276.00
Construction Other not in contract	363,469.00 694.52	0.00 0.00	363,469.00 694.52		25,000.00 694.52	0.00 0.00	25,000.00 694.52	338,469.00 0.00
VT- Access Project	4,158,669.00	70,000.00	4,228,669.00	8,679,000.00	13,954.00	15,400.00	29,354.00	4,199,315.00
EDSA	1,218,718.00	70,000.00	1,288,718.00		3,300.00	15,400.00	18,700.00	1,270,018.00
Construction Other not in contract	2,929,297.00 10,654.00	0.00	2,929,297.00 10,654.00		0.00 10,654.00	0.00	0.00 10,654.00	2,929,297.00 0.00
VT- Refrigerated Cross Dock EDSA	0.00 0.00	0.00 0.00	0.00 0.00	500,000.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Construction	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
VT Backlands Area V Phase II	849,800.00	0.00	849,800.00	20,500,000.00	0.00	0.00	0.00	849,800.00
EDSA Construction	849,800.00 0.00	0.00	849,800.00 0.00		0.00	0.00	0.00	849,800.00 0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
VT East 5th Reconstruction	0.00	0.00	0.00	500,000.00	0.00	0.00	0.00	0.00
EDSA	0.00	0.00	0.00	300,000.00	0.00	0.00	0.00	0.00
Construction	0.00 0.00	0.00	0.00 0.00		0.00	0.00 0.00	0.00	0.00 0.00
Other not in contract	0.00	0.00	0.00	L	0.00	0.00	0.00	0.00
VT Perimter Fencing EDSA	0.00 0.00	0.00 0.00	0.00 0.00	95,000.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Construction	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
VT -Utility Relocation of Land Acquisition & land	178,560.93	0.00	178,560.93	1,800,000.00	178,560.93	0.00	178,560.93	0.00
EDSA	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Construction Other not in contract	0.00 178,560.93	0.00	0.00 178,560.93		0.00 178,560.93	0.00 0.00	0.00 178,560.93	0.00 0.00
Pumpstation 1400 E Floodgate & P14 Drainage EDSA	1,444,585.61 0.00	0.00 0.00	1,444,585.61 0.00	1,440,000.00	752,003.50 0.00	205,403.61 0.00	957,407.11 0.00	487,178.50 0.00
Construction	1,442,485.00	0.00	1,442,485.00		752,003.50	203,303.00	955,306.50	487,178.50
Other not in contract	2,100.61	0.00	2,100.61		0.00	2,100.61	2,100.61	0.00
Non-TWIC Lot Precheck Gate Electrical	0.00	0.00	0.00	10,000.00	0.00	0.00	0.00	0.00
EDSA Construction	0.00 0.00	0.00	0.00		0.00 0.00	0.00 0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
EOC Additional Parking	0.00	0.00	0.00	25.000.00	0.00	0.00	0.00	0.00
EDSA	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Construction Other not in contract	0.00 0.00	0.00 0.00	0.00 0.00		0.00	0.00	0.00 0.00	0.00 0.00
EDSA EDSA	0.00 0.00	0.00 0.00	0.00 0.00	500,000.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Construction	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Gate 4 Acess Road Widening	0.00	0.00	0.00	120,000.00	0.00	0.00	0.00	0.00
EDSA Construction	0.00 0.00	0.00	0.00		0.00	0.00 0.00	0.00	0.00 0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Greenbelt with Port Expansion Area Tribute	0.00	0.00	0.00	50.000.00	0.00	0.00	0.00	0.00
EDSA	0.00	0.00	0.00	30,000.00	0.00	0.00	0.00	0.00
Construction Other not in contract	0.00 0.00	0.00	0.00 0.00		0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Port Expansion Area Water & Sewer Modification EDSA	0.00 0.00	0.00 0.00	0.00 0.00	500,000.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Construction	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
M & R - Joint Repairs	0.00	0.00	0.00	20,000.00	0.00	0.00	0.00	0.00
EDSA Construction	0.00 0.00	0.00 0.00	0.00 0.00		0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
M & R - Railroad Track Renovations	0.00	0.00	0.00	75,000.00	0.00	0.00	0.00	0.00
EDSA	0.00	0.00	0.00	73,000.00	0.00	0.00	0.00	0.00
Construction Other not in contract	0.00 0.00	0.00	0.00 0.00		0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Other not in contract								
M & R - Roads	0.00	0.00	0.00	200,000.00	0.00	0.00	0.00	0.00
EDSA Construction	0.00 0.00	0.00	0.00 0.00		0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
M & R Transformer Yard Replacement	4,078.00	0.00	4,078.00	200,000.00	0.00	4,078.00	4,078.00	0.00
EDSA	4,078.00 0.00	0.00 0.00	4,078.00 0.00		0.00 0.00	4,078.00 0.00	4,078.00 0.00	0.00 0.00
		n nn	0.00		0.00		n nn	
Construction Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00

PORT FREEPORT

Port Improvement Projects Summary January 31, 2024

	Contract	Change	Total	Current Year	Incurred to	CIP	Incurred to	Balance to
Project	Award	Orders	Contract	Budget	Date FY 2023	Prior Years	Date Total	Finish
M & R Fence Razor Wire Upgrade	0.00	0.00	0.00	31,000.00	0.00	0.00	0.00	0.00
EDSA	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Construction	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
M & R Portwide Areas Upgrade to Concrete	4,757,273.40	0.00	4,757,273.40	3,700,000.00	2,613,846.25	1,305,290.15	3,919,136.40	838,137.00
EDSA	26,823.00	0.00	26,823.00		18,150.75	6,271.75	24,422.50	2,400.50
Construction	4,728,599.00	0.00	4,728,599.00		2,595,695.50	1,297,167.00	3,892,862.50	835,736.50
Other not in contract	1,851.40	0.00	1,851.40		0.00	1,851.40	1,851.40	0.00
M & R - Docks Cathodic Protection System	632,544.00	0.00	632,544.00	6,000,000.00	60,201.00	0.00	60,201.00	572,343.00
EDSA	632,544.00	0.00	632,544.00		60,201.00	0.00	60,201.00	572,343.00
Construction	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
M & R Inner Harbor Berth Repairs	0.00	0.00	0.00	300,000.00	0.00	0.00	0.00	0.00
EDSA	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Construction	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Other not in contract	0.00	0.00	0.00		0.00	0.00	0.00	0.00
	•							
Total				\$ 45,495,000.00	\$ 3,644,260.20	\$ 1,767,579.76	\$ 5,411,839.96	\$ 7,404,518.50

This report also includes bank accounts that only have balances.

Bank Account: Date Filter: 01/01/24..01/31/24

Check Ledger Entry:

Check No.	Check Date	Vendor No.	Vendor Name		Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description		Line Amount
	93970 01/04/24	V00004	City of Freeport		46,252.02	
	129308	126621		Water & Gas		196.16
	129309	126622		Water & Gas		181.36
	129311	126624		Water & Gas		891.72
	129312	126625		Water & Gas		555.27
	129321	126626		Water & Gas		44,427.51
					Line Amount Total	46,252.02
	93971 01/04/24	V00007	Office Universe, Inc.		75.00	
	129319	126632		Office Supplies		28.56
	129319	126632		Office Supplies		14.29
	129319	126632		Office Supplies		3.57
	129319	126632		Office Supplies		14.29
	129319	126632		Office Supplies		14.29
					Line Amount Total	75.00
	93972 01/04/24	V00015	Mike Wilson		463.10	
	129318	126634		Sales/Promotion Travel Nov		254.48
	129318	126634		Sales/Promotion Travel Dec		164.76
	129318	126634		Commercial Events		43.86
					Line Amount Total	463.10
	93973 01/04/24	V00021	Gulf Coast Paper Compan	у	1,393.02	
	129294	126610		Office Supplies		9.76
	129219	126528		Office Supplies		801.73
	129264	126576		Office Supplies		581.53
					Line Amount Total	1,393.02
	93974 01/04/24	V00031	Culligan Water Systems		138.74	
	129290	126602		M&R Bldgs-Operations Bldg		138.74
				0 1	Line Amount Total	138.74
	93975 01/04/24	V00039	Brazosport Tire		1,553.06	
			Біадоброїї іно	MOD Vahialaa Faad Dialalla	1,000.00	000.00
	129326 129327	126650 126651		M&R Vehicles-Ford Pick Up M&R TOE-Street Sweeper		906.80 646.26
	129321	120031		Mar TOL-Street Sweeper	Line Amount Total	1,553.06
	00070 04/04/04	1/00044	Death Defeard			1,555.00
	93976 01/04/24	V00044	Ready Refresh		554.54	
	129334	126645		Office Supplies		71.95
	129334	126645		Office Supplies		35.97
	129334	126645		Office Supplies		8.99
	129334 129334	126645 126645		Office Supplies Office Supplies		35.97 365.69
	129334	126645		Office Supplies		35.97
	129334	120045		Office Supplies	Line Amount Total	554.54
	00077 04/04/04	V00046	Consist Masta Consissa			00 1.0 1
	93977 01/04/24	V00046	Sprint Waste Services		522.90	
	129335	126648		Contract Services		522.90
					Line Amount Total	522.90
	93978 01/04/24	V00050	Northern Tool & Equipmen	nt	291.96	
	128981	126313		M&R TOE-Gantry Crane		145.98
	128981	126313		M&R TOE-Gantry Crane		145.98
					Line Amount Total	291.96 Unaudited
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Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
Oncon ito:	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	93979 01/04/24	V00055	Jesse Hibbetts	385.98	
	129332	126658			385.98
	129332	120036		Flexible Spending Emp Reimbursement Line Amount Total	385.98
	00000 04/04/04	Vacaca	C C B		300.50
	93980 01/04/24	V00060	Sun Coast Resources	1,854.44	
	129302	126494		Fuel/Oil -Unleaded Gasoline	1,687.00
	129302	126494		Taxes and surhcarges	167.44
				Line Amount Total	1,854.44
	93981 01/04/24	V00062	AT&T Mobility	673.28	
	129304	126618		Telephone	75.09
	129304	126618		Telephone	156.73
	129304	126618		Telephone	75.09
	129304	126618		Telephone	366.37
				Line Amount Total	673.28
	93982 01/04/24	V00067	Quill LLC	141.61	
	129268	126562		Office Supplies	5.81
	129268	126562		Office Supplies	46.18
	129333	126646		Office Supplies	40.67
	129333	126646		Office Supplies	15.06
	129333	126646		Office Supplies	3.77
	129333	126646		Office Supplies	15.06
	129333	126646		Office Supplies	15.06
				Line Amount Total	141.61
	93983 01/04/24	V00071	Verizon Wireless	582.21	
	129339	126647		Telephone	151.96
	129339	126647		Telephone	126.29
	129339	126647		Telephone	152.00
	129340	126639		Telephone	75.98
	129340	126639		Telephone	37.99
	129340	126639		Telephone	37.99
				Line Amount Total	582.21
	93984 01/04/24	V00074	Noble Building & Develo	pment 75,288.15	
	129323	126038		M&R Bldgs-Admin Bldg 1100 Cherry St	79,250.70
	129323	126038		Furnish labor, materials, equipment & insurance	
	129323	126038		Admin Bldg Repairs	
	129323	126038		Project No 22-08	
	129323	126038		Commission Approval 10/19/2023	
	129323	126038		Retainage Payable	-3,962.55
				Line Amount Total	75,288.15
	93985 01/04/24	V00083	Jason Hull	136.75	
	129316	126630		Telephone	136.75
				Line Amount Total	136.75
	93986 01/04/24	V00095	Swisher & Swisher	1,200.00	
	129303	125129		M&R Other-Mowing, Weed Control Etc	1,200.00
	129303	125129		Provide labor, equip & material to maintain	
				Line Amount Total	1,200.00
	93987 01/04/24	V00096	CenterPoint Energy	23.21	
	129328	126640	<i></i>	Water & Gas	23.21
	123020	120040		Line Amount Total	23.21
				Emo / modific Total	20.21

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Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	93988 01/04/24	V00101	Sunstates Security, LLC	37,353.54	
	129336	126641		Security Service Fees	980.01
	129337	126642		Security Service Fees	143.00
	129338	126643		Security Service Fees	524.32
	129346	126644		Security Service Fees	35,706.21
				Line Amount Total	37,353.54
	93989 01/04/24	V00104	Donald Mullett	916.66	
	129314	126617		Construction in Progress	916.66
				Line Amount Total	916.66
	93990 01/04/24	V00105	Cecil Booth	260.00	
	129307	126619		Telephone-Nov	75.00
	129307	126619		Telephone-Dec	75.00
	129307	126619		Technical Training	60.00
	129307	126619		Dues & Memberships & Licenses	50.00
				Line Amount Total	260.00
	93991 01/04/24	V00175	Gulf Machine Services	735.00	
	129295	126609		M&R TOE-Gantry Crane	735.00
	129293	120009		Line Amount Total	735.00
	93992 01/04/24	V00189	Energia Resources, Inc.	744.00	
			Lifergia Resources, inc.		- 44.00
	129217	126538		M&R Terminal Facilities-Other-VT Line Amount Total	744.00
					744.00
	93993 01/04/24	V00196	Hydradyne, LLC	890.36	
	129331	126633		M&R TOE-Gantry Crane	445.18
	129331	126633		M&R TOE-Gantry Crane	445.18
				Line Amount Total	890.36
	93994 01/04/24	V00198	Brazosport Starter & Alter	rnator Service 298.00	
	129289	126606		M&R Groundskeeping Equip Zero Turn 61" Mower	169.00
	129289	126606		M&R TOE-Yale Forklift	129.00
				Line Amount Total	298.00
	93995 01/04/24	V00208	Brandon Robertson	410.25	
	129347	126662		Telephone-Oct, Nov, Dec	410.25
				Line Amount Total	410.25
	93996 01/04/24	V00214	McFarland PLLC	13,131.13	
	128512	125831		Construction in Progress	12,831.25
	128512	125831		Construction in Progress	299.88
				Line Amount Total	13,131.13
	93997 01/04/24	V00219	Toyota Lift of Houston	58.90	
	129298	126615		M&R TOE-Toyota Forklift	58.90
				Line Amount Total	58.90
	93998 01/04/24	V00267	IWS Gas and Supply of Te	exas 157.89	
	129223	126529		M&R TOE-Gantry Crane	14.76
	129223	126529		M&R TOE-Gantry Crane	14.76
	129224	126530		M&R TOE-Gantry Crane	64.19
	129224	126530		M&R TOE-Gantry Crane	64.18
				Line Amount Total	157.89
	93999 01/04/24	V00345	Certified Laboratories	958.10	
	129329	126654		M&R TOE-Gantry Crane	479.05

Check No.

Check Date	Vendor No.	Vendor Name	Check Amo	
Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
129329	126654		M&R TOE-Gantry Crane	479.05
			Line Amount 7	Total 958.10
94000 01/04/24	V00401	Lamb & Lerch	82	5.00
129317	126631		Consultant Fees - Other	825.00
			Line Amount 7	Total 825.00
94001 01/04/24	V00420	The Maritime Executive,	LLC 2,41:	3.00
129279	126218	,	Industry Advertising	2,413.00
129279	126218		Nov/Dec 2023 Half Page Ad	2,413.00
123213	120210		Line Amount 7	Total 2,413.00
0.1000 0.1/0.1/0.1	V00445	DD E. Consul		,
94002 01/04/24	V00445	BP Equipment	97	6.00
129254	126560		M&R Leased Facilities-Tenaris	976.00
			Line Amount 1	Total 976.00
94003 01/04/24	V00462	Texas Commission on E	nvironmental Quality 20	0.00
129320	126635		M&R Other-Stormwater Outfall/Drainage	200.00
			Line Amount 1	Total 200.00
94004 01/04/24	V00471	Honeywell International,	Inc. 14,89	5 00
		rioney wen international,	,	
129301	126493		M&R IT Equipment	14,895.00
			Line Amount 1	Total 14,895.00
94005 01/04/24	V00539	Cintas	1,33	B.19
129300	126613		Office Supplies	412.80
129300	126613		Office Supplies	630.06
129300	126613		Office Supplies	223.27
129300	126613		Office Supplies	72.06
			Line Amount T	Total 1,338.19
94006 01/04/24	V00593	McAllen Signal and Borin	ng , LLC 52	5.00
129277	125964		M&R Rail-Other Oct 2023	
129277	125964		M&R Rail-Other Nov-Sept 2024	525.00
129277	125964		Annual Hwy 36 Rail Crossings Inspections	
			Line Amount 7	Total 525.00
94007 01/04/24	V00668	DARE Capital Partners, L	LC 1,50°	7.93
129342	126649		M&R Other-Mowing, Weed Control Etc	1,507.93
123542	120043		Line Amount 7	
04000 04/04/04	V00000	ADT C		,
94008 01/04/24	V00820	ADT Commercial LLC	85	4.00
129287	126616		Badge Supplies	854.00
			Line Amount 7	Total 854.00
94009 01/04/24	V00821	Summit Fire & Security,	LLC 1,60	0.00
129278	126334		Annual Fire Protection System Inspection	
129278	126334		M&R Bldgs-Security Bldg	
129278	126334		M&R Transit Shed-T.S. 3	120.00
129278	126334		M&R Transit Shed-T.S. 1	120.00
129278	126334		M&R Leased Facilities-24A (Chiquita)	
129278	126334		M&R Warehouse-Warehouse 52	
129278	126334		M&R Warehouse-Warehouse 51	
129278	126334		M&R Bldgs-Admin Bldg 1100 Cherry St	
129278	126334		M&R Terminal Facilities-Other	
129239	126334		Annual Fire Protection System Inspection	
129239	126334		M&R Bldgs-Security Bldg	
129239	126334		M&R Transit Shed-T.S. 3	

Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	129239	126334		M&R Transit Shed-T.S. 1	
	129239	126334		M&R Leased Facilities-24A (Chiquita)	
	129239	126334		M&R Warehouse-Warehouse 52	
	129239	126334		M&R Warehouse-Warehouse 51	1,080.00
	129239	126334		M&R Bldgs-Admin Bldg 1100 Cherry St	
	129239	126334		M&R Terminal Facilities-Other	
	129345	126334		Annual Fire Protection System Inspection	
	129345	126334		M&R Bldgs-Security Bldg	
	129345	126334		M&R Transit Shed-T.S. 3	
	129345	126334		M&R Transit Shed-T.S. 1	
	129345	126334		M&R Leased Facilities-24A (Chiquita)	
	129345	126334		M&R Warehouse-Warehouse 52	
	129345	126334		M&R Warehouse-Warehouse 51	280.00
	129345	126334		M&R Bldgs-Admin Bldg 1100 Cherry St	
	129345	126334		M&R Terminal Facilities-Other	
				Line Amount Total	1,600.00
	94010 01/04/24	V00843	Saunders Associates Ltd.	1,400.00	
	129344	126638		Industry Advertising	1,400.00
				Line Amount Total	1,400.00
	94011 01/04/24	V00865	Surfside Marina	2,466.45	
	129297	126601		M&R Security Equipment-SeaArk Commander Boat	951.51
	129325	126637		M&R Security Equipment-SeaArk Commander Boat	1,514.94
	120020	120007		Line Amount Total	2,466.45
	0.10.10 0.1/0.1/0.1	V00000	OL total a to		2,400.40
	94012 01/04/24	V00880	Christine Lewis	42.11	
	129330	126655		Office Supplies	42.11
				Line Amount Total	42.11
	94013 01/04/24	V00998	Bailee Anderson	88.29	
	129305	126620		Technical Training	88.29
				Line Amount Total	88.29
	94014 01/04/24	V01005	Joe Patino	1,989.00	
	129343	126586		Furniture and Equipment Purchases <\$5,000-Bus Dev	585.00
	129343	126586		Furniture and Equipment Purchases <\$5,000-PA	351.00
	129343	126586		Furniture and Equipment Purchases <\$5,000-Admin	1,053.00
	129343	126586		3rd Floor Office Tinting	
				Line Amount Total	1,989.00
	94015 01/10/24	V00001	Payment vendor ledger en check# 94015.	ntry is not found 1,300.00	
				Line Amount Total	
	94016 01/10/24	V00006	Payment vendor ledger en check# 94016.	ntry is not found 88.10	
				Line Amount Total	
	04047 04/40/04	V00040	Payment vendor ledger en	stry is not found	
	94017 01/10/24	V00010	check# 94017.	680.56	
				Line Amount Total	
	94018 01/10/24	V00013	Payment vendor ledger en	ntry is not found 65.51	
		-	check# 94018.	23.01	
				Line Amount Total	

Line Amount Total

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Check No.	Check Date Invoice No.	Vendor No. PO No.	Vendor Name GL Account Name Line Description	Check Amount	Line Amount
	94019 01/10/24	V00021	Payment vendor ledger entry is not found check# 94019.	312.74	
				Line Amount Total	
	94020 01/10/24	V00039	Payment vendor ledger entry is not found check# 94020.	445.06	
				Line Amount Total	
	94021 01/10/24	V00040	Payment vendor ledger entry is not found check# 94021.	801.11	
				Line Amount Total	
	94022 01/10/24	V00041	Payment vendor ledger entry is not found check# 94022.	140.46	
				Line Amount Total	
	94023 01/10/24	V00046	Payment vendor ledger entry is not found check# 94023.	604.90	
				Line Amount Total	
	94024 01/10/24	V00049	Payment vendor ledger entry is not found check# 94024.	73.06	
				Line Amount Total	
	94025 01/10/24	V00050	Payment vendor ledger entry is not found check# 94025.	333.01	
				Line Amount Total	
	94026 01/10/24	V00064	Payment vendor ledger entry is not found check# 94026.	5,620.00	
				Line Amount Total	
	94027 01/10/24	V00070	Payment vendor ledger entry is not found check# 94027.	85.81	
				Line Amount Total	
	94028 01/10/24	V00089	Payment vendor ledger entry is not found check# 94028.	233.90	
				Line Amount Total	
	94029 01/10/24	V00091	Payment vendor ledger entry is not found check# 94029.	14,399.91	
				Line Amount Total	
	94030 01/10/24	V00096	Payment vendor ledger entry is not found check# 94030.	29.09	
				Line Amount Total	
	94031 01/10/24	V00101	Payment vendor ledger entry is not found check# 94031.	78,330.47	
				Line Amount Total	
	94032 01/10/24	V00107	Payment vendor ledger entry is not found check# 94032.	19,276.75	
				Line Amount Total	
	94033 01/10/24	V00114	Payment vendor ledger entry is not found check# 94033.	733.85	
				Line Amount Total	

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Check No.	Check Date Invoice No.	Vendor No. PO No.	Vendor Name GL Account Name Line Description	Check Amount	Line Amount
	94034 01/10/24	V00115	Payment vendor ledger entry is not found check# 94034.	405.67	
			Downers wonder ladger entry is not found	Line Amount Total	
	94035 01/10/24	V00150	Payment vendor ledger entry is not found check# 94035.	500.00	
				Line Amount Total	
	94036 01/10/24	V00187	Payment vendor ledger entry is not found check# 94036.	3,165.00	
				Line Amount Total	
	94037 01/10/24	V00188	Payment vendor ledger entry is not found check# 94037.	70.00	
				Line Amount Total	
	94038 01/10/24	V00193	Payment vendor ledger entry is not found check# 94038.	928.39	
				Line Amount Total	
	94039 01/10/24	V00209	Payment vendor ledger entry is not found check# 94039.	300.32	
				Line Amount Total	
	94040 01/10/24	V00228	Payment vendor ledger entry is not found check# 94040.	306.15	
				Line Amount Total	
	94041 01/10/24	V00326	Payment vendor ledger entry is not found check# 94041.	2,700.00	
				Line Amount Total	
	94042 01/10/24	V00332	Payment vendor ledger entry is not found check# 94042.	1,078.47	
				Line Amount Total	
	94043 01/10/24	V00338	Payment vendor ledger entry is not found check# 94043.	800.00	
				Line Amount Total	
	94044 01/10/24	V00389	Payment vendor ledger entry is not found check# 94044.	243.10	
				Line Amount Total	
	94045 01/10/24	V00517	Payment vendor ledger entry is not found check# 94045.	6,750.00	
				Line Amount Total	
	94046 01/10/24	V00579	Payment vendor ledger entry is not found check# 94046.	14,621.00	
				Line Amount Total	
	94047 01/10/24	V00593	Payment vendor ledger entry is not found check# 94047.	500.00	
				Line Amount Total	
	94048 01/10/24	V00653	Payment vendor ledger entry is not found check# 94048.	10,260.00	
				Line Amount Total	

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Check No.		Check Date	Vendor No.	Vendor Name		Check Amount	
	Invoid	ce No.	PO No.	GL Account Name	Line Description		Line Amount
	94049	01/10/24	V00663	Payment vendor ledger er check# 94049.	ntry is not found	1,716.79	
						Line Amount Total	
	94050	01/10/24	V00697	Payment vendor ledger er check# 94050.	ntry is not found	55.54	
						Line Amount Total	
	94051	01/10/24	V00821	Payment vendor ledger er check# 94051.	ntry is not found	2,539.75	
						Line Amount Total	
	94052	01/10/24	V00875	Payment vendor ledger er check# 94052.	ntry is not found	114.56	
						Line Amount Total	
	94053	01/10/24	V00947	Payment vendor ledger er check# 94053.	ntry is not found	8,900.00	
						Line Amount Total	
	94054	01/10/24	V00982	Payment vendor ledger er check# 94054.	ntry is not found	430.00	
						Line Amount Total	
	94055	01/10/24	V00001	Norma Cheline		1,300.00	
	1:	29324	126219		Lease Expense		1,300.00
	1:	29324	126219		Renewal of Storage Building Leas	se	
	1:	29324	126219		January 1, 2024 to December 31.	. 2024	
						Line Amount Total	1,300.00
	94056	01/10/24	V00006	Michaela Bevers		88.10	
	1:	29418	126716		Telephone		75.00
	1:	29418	126716		Community Events		13.10
						Line Amount Total	88.10
	94057	01/10/24	V00010	Specialties Company		680.56	
	1:	29374	126676		M&R TOE-Gantry Crane		325.44
	1:	29374	126676		M&R TOE-Gantry Crane		325.44
	1:	29375	126689		M&R Docks-Dock Berth 8		29.68
						Line Amount Total	680.56
	94058	01/10/24	V00013	Mary Campus		65.51	
		29404	126706		Automobile Expense-2023 Mileag	na Rata	53.32
		29404	126706		Automobile Expense-2024 Mileag		12.19
	•	20404	120700		•	Line Amount Total	65.51
	94059	01/10/24	V00021	Gulf Coast Paper Compan		312.74	
				Can Codot i apoi Compan	•	0.24	F2 20
		29220	126520		Office Supplies		53.29
		29220 29220	126520 126520		Office Supplies Office Supplies		26.65 6.66
		29220 29220	126520		Office Supplies Office Supplies		26.65
		29220 29220	126520		Office Supplies Office Supplies		26.65
		29220 29299	126520		Office Supplies		116.56
		29299 29341	126629		Office Supplies		21.44
		29341 29341	126629		Office Supplies		10.72
		29341 29341	126629		Office Supplies		2.68
		29341 29341	126629		Office Supplies		10.72
	•		120020				10.12

Invoice No. P.O. Clare Account Name Line Description	Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
129341 129629 Offices Supplies Line Amount Total 10.72		Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
		129341	126629		-	10.72
129558 129679					• •	312.74
129558 129679		94060 01/10/24	V00039	Brazosport Tire	445.06	
				opo		445.00
129423		129358	120079			
129423 126726 Community Advertising 153.00 128427 128727 128727 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 141.88 129400 129717 129719 129400 129718 129400 129718 129400 129719 129719 129400 129407 129719 1297						445.06
129423 126726 Legal Fees Line Amount Total 80.11 94062 01/10/24 V00041 Evo Industrial Hardware 140.46		94061 01/10/24	V00040	The Brazosport Facts	801.11	
		129423	126726		Community Advertising	153.00
129400		129423	126726		•	
129400 126717 discount for early payment 1.42 1.42 1.42 1.42 1.42 1.42 1.42 1.42					Line Amount Total	801.11
129400 126717 discount for early payment 1.42 Line Amount Total 1.40 1.4		94062 01/10/24	V00041	Evco Industrial Hardware	140.46	
Sprint Waste Services		129400	126717		M&R Terminal Facilities-Other-VT	141.88
129406		129400	126717		discount for early payment	-1.42
129406					Line Amount Total	140.46
129407 126719 Contract Services 170.82 129407 126719 Contract Services 170.82 124.12 126719 Contract Services 170.82 124.12 124.07 126719 Contract Services 126804 126804 126808 128807 MAR Terminal Facilities-Other-VT 12.35 129353 126677 MAR TOE-Gantry Crane 4.935 128934 126686 MAR TOE-Gantry Crane 5.88 129354 126686 MAR TOE-Gantry Crane 5.88 129354 126686 MAR TOE-Gantry Crane 12.00 129227 126626 MAR TOE-Gantry Crane 12.00 129228 126527 MAR TOE-Gantry Crane 63.50 129228 126527 MAR TOE-Gantry Crane 63.50 129228 126514 MAR TOE-Gantry Crane 63.50 128982 126314 MAR TOE-Gantry Crane 63.50 128982 126314 MAR TOE-Gantry Crane 63.50 128982 126314 MAR TOE-Gantry Crane 63.50 128984 125396 Construction in Progress 5.620.00 129394 125396 Construction in Progress 5.620.00 129394 125396 Professional Services for 129394 126610 Professional Services for 129394 126610 Professional Services for 129394 Profes		94063 01/10/24	V00046	Sprint Waste Services	604.90	
129407 126719		129406	126718		Contract Services	219.96
Second S			126719			170.82
94064 01/10/24 V00049 Brazos Fasteners, Inc 73.06 1 29288 1 26607 M&R Torrinal Facilities-Other-VT 12.35 1 29353 1 26677 M&R TOE-Gantry Crane 48.95 1 29354 1 26686 M&R TOE-Gantry Crane 5.88 1 29354 1 26686 M&R TOE-Gantry Crane 5.88 1 29354 1 26686 M&R TOE-Gantry Crane 1.80 1 29227 1 26526 M&R TOE-Gantry Crane 12.00 1 29227 1 26526 M&R TOE-Gantry Crane 63.50 1 29228 1 26527 M&R TOE-Gantry Crane 63.50 1 29228 1 26527 M&R TOE-Gantry Crane 91.00 1 28982 1 26314 M&R TOE-Gantry Crane 91.01 1 28982 1 26314 M&R TOE-Gantry Crane 91.00 1 28984 1 25396 Construction in Progress 5,620.00 1 29394 1 25396 Professional Services for 5,620.00 1 29394 1 25396 Professional Services for 5,620.00 1 29396 0 1/10/2		129407	126719		Contract Services	214.12
129288 126607 M&R Terminal Facilities-Other-VT 12.35 129353 126677 M&R TOE-Gantry Crane 48.95 129354 126686 M&R TOE-Gantry Crane 5.88 129354 126686 M&R TOE-Gantry Crane 5.88 129354 126686 M&R TOE-Gantry Crane 5.88 129354 V00050 Northern Tool & Equipment 333.01 129227 126526 M&R TOE-Gantry Crane 12.00 129227 126526 M&R TOE-Gantry Crane 12.00 129228 126527 M&R TOE-Gantry Crane 63.50 129328 126527 M&R TOE-Gantry Crane 63.50 1293982 126314 M&R TOE-Gantry Crane 91.01 128982 126314 M&R TOE-Gantry Crane 91.01 128982 126314 M&R TOE-Gantry Crane 91.01 129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 91.03 129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 91.03 129394 125396 Professional Services for 91.03 129394 125396 Professional Services for 85.81 129416 12672 Community Events 85.81 129416 12672 Community Events 85.81 129416 12672 M&R TOE-General Terminal Ops Equip & Tools 10.02 129350 12661 M&R TOE-General Terminal Ops Equip & Tools 10.02 129351 126675 M&R TOE-General Terminal Ops Equip & Tools 13.36 129469 01/10/24 V00089 M&R TOE-General Terminal Ops Equip & Tools 13.36 129406 01/10/24 V00089 M&R TOE-General Terminal Ops Equip & Tools 13.36 129406 01/10/24 V00089 M&R TOE-General Terminal Ops Equip & Tools 13.36 129406 01/10/24 V00081 Wells Fargo 14,399.91					Line Amount Total	604.90
129288 126607 M&R Terminal Facilities-Other-VT 12.35 129353 126677 M&R TOE-Gantry Crane 48.95 129354 126686 M&R TOE-Gantry Crane 5.88 129354 126686 M&R TOE-Gantry Crane 5.88 129354 126686 M&R TOE-Gantry Crane 5.88 129354 V00050 Northern Tool & Equipment 333.01 129227 126526 M&R TOE-Gantry Crane 12.00 129227 126526 M&R TOE-Gantry Crane 12.00 129228 126527 M&R TOE-Gantry Crane 63.50 129328 126527 M&R TOE-Gantry Crane 63.50 1293982 126314 M&R TOE-Gantry Crane 91.01 128982 126314 M&R TOE-Gantry Crane 91.01 128982 126314 M&R TOE-Gantry Crane 91.01 129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 91.03 129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 91.03 129394 125396 Professional Services for 91.03 129394 125396 Professional Services for 85.81 129416 12672 Community Events 85.81 129416 12672 Community Events 85.81 129416 12672 M&R TOE-General Terminal Ops Equip & Tools 10.02 129350 12661 M&R TOE-General Terminal Ops Equip & Tools 10.02 129351 126675 M&R TOE-General Terminal Ops Equip & Tools 13.36 129469 01/10/24 V00089 M&R TOE-General Terminal Ops Equip & Tools 13.36 129406 01/10/24 V00089 M&R TOE-General Terminal Ops Equip & Tools 13.36 129406 01/10/24 V00089 M&R TOE-General Terminal Ops Equip & Tools 13.36 129406 01/10/24 V00081 Wells Fargo 14,399.91		94064 01/10/24	V00049	Brazos Fasteners, Inc	73.06	
129353 126677				,		12.25
129354						
129354					•	
P4065 01/10/24 V00050 Northern Tool & Equipment 333.01					•	
129227					•	
129227 126526 M&R TOE-Gantry Crane 12.00 129228 126527 M&R TOE-Gantry Crane 63.50 129228 126527 M&R TOE-Gantry Crane 63.50 12928 126527 M&R TOE-Gantry Crane 63.50 128982 126314 M&R TOE-Gantry Crane 91.01 129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for Professional Services for Professional Services for 85.81		94065 01/10/24	V00050	Northern Tool & Fauinmer	nt 333.01	
129227				Northern Tool & Equipmen		10.00
129228 126527 M&R TOE-Gantry Crane 63.50 129228 126527 M&R TOE-Gantry Crane 63.50 128982 126314 M&R TOE-Gantry Crane 91.01 128982 126314 M&R TOE-Gantry Crane 91.00					•	
129228					•	
128982 126314 M&R TOE-Gantry Crane 91.01 128982 126314 M&R TOE-Gantry Crane 91.00 Line Amount Total 333.01 94066 01/10/24 V00064 Terracon Consultants, Inc. 5,620.00 129394 125396 Construction in Progress 5,620.00 129394 125396 Port Wide Paving Repairs 2023 Proj 129394 125396 Project No 23-03 Line Amount Total 5,620.00 94067 01/10/24 V00070 Darlene Winkler 85.81 129416 126712 Community Events 85.81 129416 126712 Community Events 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 Line Amount Total 233.90 94069 01/10/24 V00091 Wells Fargo 14,399.91					•	
128982 126314 M&R TOE-Gantry Crane 91.00 Line Amount Total 333.01 94066 01/10/24 V00064 Terracon Consultants, Inc. 5,620.00 129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 129394 125396 Professional Services for Port Wide Paving Repairs 2023 Project No 23-03 Line Amount Total 5,620.00 94067 01/10/24 V00070 Darlene Winkler 85.81 129416 126712 Community Events 85.81 129416 126712 Community Events 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 149406 01/10/24 V00091 Wells Fargo 14,399.91					•	
P4066 01/10/24 V00064 Terracon Consultants, Inc. 5,620.00 129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 129394 125396 Port Wide Paving Repairs 2023 Proj 129394 125396 Project No 23-03 129394 125396 Project No 23-03 129394 125396 Project No 23-03 129394 125396 Darlene Winkler 85.81 129416 126712 Community Events 85.81 129416 126712 Community Events 85.81 129350 Airgas USA, LLC 233.90 129351 126675 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 129406 01/10/24 V00091 Wells Fargo 14,399.91					•	
129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 129394 125396 Port Wide Paving Repairs 2023 Proj 129394 125396 Project No 23-03 Line Amount Total 5,620.00 94067 01/10/24 V00070 Darlene Winkler 85.81 129416 126712 Community Events 85.81 Line Amount Total 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 194069 01/10/24 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91					•	333.01
129394 125396 Construction in Progress 5,620.00 129394 125396 Professional Services for 129394 125396 Port Wide Paving Repairs 2023 Proj 129394 125396 Project No 23-03 Line Amount Total 5,620.00 94067 01/10/24 V00070 Darlene Winkler 85.81 129416 126712 Community Events 85.81 Line Amount Total 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 194069 01/10/24 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91		94066 01/10/24	V00064	Terracon Consultants Inc	5 620 00	
129394						F 620 00
129394 125396 Port Wide Paving Repairs 2023 Proj 129394 125396 Project No 23-03 Line Amount Total 5,620.00 94067 01/10/24 V00070 Darlene Winkler Community Events 85.81 129416 126712 Community Events Line Amount Total 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 194069 01/10/24 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91					•	5,620.00
129394 125396 Project No 23-03 Line Amount Total 5,620.00 94067 01/10/24 V00070 Darlene Winkler 85.81 129416 126712 Community Events 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 129352 126673 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91						
Line Amount Total 5,620.00 94067 01/10/24 V00070 Darlene Winkler 85.81 129416 126712 Community Events 85.81 129416 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 129350 V00091 Wells Fargo V00091 V0					- · ·	
94067 01/10/24 V00070 Darlene Winkler 85.81 1 29416 126712 Community Events 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 1 29350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 1 29351 126675 Maint and Operations Supplies 133.68 94069 01/10/24 V00091 Wells Fargo 14,399.91 1 29395 126672 Other Accounts Payable (JE) 14,399.91					·	5,620.00
129416 126712 Community Events 85.81 Line Amount Total 85.81 94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 129354 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91		94067 01/10/24	V00070	Darlana Winkler	85.84	,
Second				Daniene Wilkiel		05.04
94068 01/10/24 V00089 Airgas USA, LLC 233.90 129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 Line Amount Total 233.90 94069 01/10/24 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91		129416	126/12		•	
129350 126661 M&R TOE-General Terminal Ops Equip & Tools 100.22 129351 126675 Maint and Operations Supplies 133.68 Line Amount Total 233.90 94069 01/10/24 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91						85.81
129351 126675 Maint and Operations Supplies 133.68 94069 01/10/24 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91		94068 01/10/24	V00089	Airgas USA, LLC		
94069 01/10/24 V00091 Wells Fargo Line Amount Total 233.90 129395 126672 Other Accounts Payable (JE) 14,399.91		129350	126661			100.22
94069 01/10/24 V00091 Wells Fargo 14,399.91 129395 126672 Other Accounts Payable (JE) 14,399.91		129351	126675			
129395 126672 Other Accounts Payable (JE) 14,399.91					Line Amount Total	233.90
		94069 01/10/24	V00091	Wells Fargo	14,399.91	
Line Amount Total 14,399.91		129395	126672		Other Accounts Payable (JE)	14,399.91
					Line Amount Total	14,399.91

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Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	94070 01/10/24	V00096	CenterPoint Energy	29.09	
	129399	126713		Water & Gas	29.09
				Line Amount Total	29.09
	94071 01/10/24	V00101	Sunstates Security, LLC	78,330.47	
	129378	126665	•,	Security Service Fees	846.08
	129379	126666		Security Service Fees	935.33
	129380	126668		Security Service Fees	166.81
	129381	126669		Security Service Fees	768.52
	129390	126664		Security Service Fees	2,702.10
	129391	126667		Security Service Fees	36,740.40
	129392	126670		Security Service Fees	1,060.52
	129393	126671		Security Service Fees	35,110.71
				Line Amount Total	78,330.47
	94072 01/10/24	V00107	HDR, Inc	19,276.75	
	129322	114861		FHIP Reach 1	
	129322	114861		FHIP - Reach 4	
	129322	114861		Professional Services for the FHCIP Reach 1 & 4	
	129322	114861		Project No. 20-06	
	129322	114861		Board Approved 6/25/2020	
	129322	114861		2019 GO Bond	
	129322	114861		Other Accounts Payable (JE)	
	129322	114861		FHIP Reach 1	19,276.75
	129322	114861		Change Order	
	129322	114861		Ammendment No 1 for FHCIP 1,2,4	
	129322	114861		Board Approved 03/09/2023	
				Line Amount Total	19,276.75
	94073 01/10/24	V00114	AT&T:171-799-3737 001	733.85	
	129396	126707		Telephone	136.50
	129396	126707		Telephone	68.25
	129396	126707		Telephone	272.99
	129396	126707		Telephone	17.10
	129396	126707		Telephone	68.32
	129396	126707		Telephone	34.12
	129396	126707		Telephone	17.10
	129396	126707		Telephone	51.22
	129396	126707		Telephone	68.25
				Line Amount Total	733.85
	94074 01/10/24	V00115	AT&T:979-373-0021 663 4	405.67	
	129397	126722		Telephone	154.15
	129397	126722		Telephone	77.08
	129397	126722		Telephone	20.28
	129397	126722		Telephone	77.08
	129397	126722		Telephone	77.08
				Line Amount Total	405.67
	94075 01/10/24	V00150	Brazoria County Clerk's O	ffice 500.00	
	129359	126673		Office Supplies	500.00
				Line Amount Total	500.00
	94076 01/10/24	V00187	Brazoria County Septic Se	ervice 3,165.00	
				Contract Services	
	129348	126652		Contract Services	1,688.00

Check No.

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Check Date	Vendor No.	Vendor Name	Check Amount	
Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
129349	126653		Contract Services	1,477.00
			Line Amount Total	3,165.00
94077 01/10/24	V00188	Steve Alongis	70.00	
129376	126659		M&R Other-Mowing, Weed Control Etc	70.00
			Line Amount Total	70.00
94078 01/10/24	V00193	Grainger	928.39	
129293	126605		M&R Warehouse-WH51 Sprinkler System	220.35
129293	126605		M&R Transit Shed-T.S. Sprinkler System	220.34
129364	126678		M&R TOE-Gantry Crane	231.11
129364	126678		M&R TOE-Gantry Crane	231.11
129365	126684		M&R TOE-Gantry Crane	12.74
129365	126684		M&R TOE-Gantry Crane	12.74
			Line Amount Total	928.39
94079 01/10/24	V00209	Datavox, Inc.	300.32	
129360	126691		M&R Security Equipment-Other	300.32
			Line Amount Total	300.32
94080 01/10/24	V00228	Department of Informati	on Resources 306.15	
129313	126627	•	Telephone	56.94
129313	126627		Telephone	28.47
129313	126627		Telephone	113.90
129313	126627		Telephone	7.13
129313	126627		Telephone	28.50
129313	126627		Telephone	14.24
129313	126627		Telephone	7.13
129313	126627		Telephone	21.37
129313	126627		Telephone	28.47
			Line Amount Total	306.15
94081 01/10/24	V00326	Due North Consulting In	2,700.00	
129425	126727	_	Industry Advertising	2,700.00
.20 .20	.20.2.		Line Amount Total	2,700.00
94082 01/10/24	V00332	United Rentals	1,078.47	,
		omea Kentais		4 070 47
129414	126693		M&R Terminal Facilities-Other Line Amount Total	1,078.47 1,078.47
				1,076.47
94083 01/10/24	V00338	Hilltop Securities	800.00	
129402	126720		Consultant Fees - Other	800.00
			Line Amount Total	800.00
94084 01/10/24	V00389	Austin Seth	243.10	
129398	126708		Sales/Promotion Travel-Dec	202.26
129398	126708		Sales/Promotion Travel-Jan	40.84
			Line Amount Total	243.10
94085 01/10/24	V00517	Covenant K9 Detection	Services 6,750.00	
129384	125737		Security Service Fees	6,750.00
	125737		Day Rate for K9 Detection Services 6 hr day	
129384				
129384 129384	125737		Oct 2024-Sept 2025	
	125737 125737		Oct 2024-Sept 2025 Board Approved 09/23/2021	

FREEPORT\MARY

94095 01/11/24

129426

V00004

126736

City of Freeport

Check No.	Check Date	Vendor No.	Vendor Name		Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description		Line Amount
	94086 01/10/24	V00579	CenterPoint Energy		14,621.00	
	129410	126714		Construction in Progress		14,621.00
					Line Amount Total	14,621.00
	94087 01/10/24	V00593	McAllen Signal and Boring	g , LLC	500.00	
	129424	125964		M&R Rail-Other Oct 2023		500.00
	129424	125964		M&R Rail-Other Nov-Sept 2024		
	129424	125964		Annual Hwy 36 Rail Crossings In	spections	
					Line Amount Total	500.00
	94088 01/10/24	V00653	Paul Bridges & Associate	s, LLC	10,260.00	
	129387	124451		Construction in Progress		10,260.00
				Č	Line Amount Total	10,260.00
	94089 01/10/24	V00663	B&K Motor Parts, Inc		1,716.79	
	129420	126725	•	Maint and Operations Supplies	,	110.30
	129420	126725		Fuel/Oil		63.55
	129420	126725		M&R TOE-Hyster 1050 Containe	r Handler	650.80
	129420	126725		M&R TOE-Toyota Forklift		146.35
	129420	126725		M&R TOE-2017 Atlas Light Towe	er V5+	86.89
	129420	126725		M&R Vehicles-Chevy S-10		17.22
	129420	126725		M&R Vehicles-Chevy Colorado		456.50
	129420	126725		M&R Vehicles-Chevy Tahoe		70.66
	129420	126725		M&R Vehicles-2021 Chevy Taho		114.52
					Line Amount Total	1,716.79
	94090 01/10/24	V00697	Northern Safety Co., Inc.		55.54	
	129371	126683		Safety Supplies		55.54
					Line Amount Total	55.54
	94091 01/10/24	V00821	Summit Fire & Security, L	LC	2,539.75	
	129389	126698		M&R Transit Shed-T.S. 3		1,170.00
	129408	126697		M&R Transit Shed-T.S. Sprinkler	System	574.75
	129409	126711		M&R Transit Shed-T.S. Sprinkler	•	795.00
					Line Amount Total	2,539.75
	94092 01/10/24	V00875	Hannah Fitzsimmons		114.56	
	129417	126705		Telephone		75.00
	129417	126705		Sales/Promotion Travel		39.56
					Line Amount Total	114.56
	94093 01/10/24	V00947	Green's Services		8,900.00	
	129385	126191		M&R Docks-Dock Berth 7-VT		4,450.00
	129385	126191		M&R Docks-Dock Berth 8		4,450.00
	129385	126191		Curb and Bollard foundation pain	ting	
	129385	126191		Estimate 2943		
					Line Amount Total	8,900.00
	94094 01/10/24	V00982	King Ranch Ag & Turf		430.00	
	129368	126685		M&R TOE-2023 John Deere Gate	or HPX615E	349.00
	129369	126687		M&R Groundskeeping Equip Zero	o Turn 61" Mower	81.00
					1 : A T - 4 - 1	400.00

430.00

185.26

185.26

Line Amount Total

Line Amount Total

Lien payoff B22 Lot 11 Armstrong

185.26

FREEPORT\MARY

Period: 01/01/24..01/31/24 Port Freeport

Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	11
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	94096 01/17/24	V00010	Specialties Company	192.00	
	129456	126767		M&R TOE-Gantry Crane	96.00
	129456	126767		M&R TOE-Gantry Crane	96.00
				Line Amount Total	192.00
	94097 01/17/24	V00015	Mike Wilson	71.99	
	129454	126752		Flexible Spending Emp Reimbursement	71.99
				Line Amount Total	71.99
	94098 01/17/24	V00026	Lowe's	590.28	
	129403	126710		M&R TOE-Gantry Crane	139.88
	129403	126710		M&R TOE-Gantry Crane	139.87
	129403	126710		Maint and Operations Supplies	17.08
	129403	126710		M&R Terminal Facilities-Other-VT	28.44
	129403	126710		M&R Warehouse-Warehouse 51	113.96
	129403	126710		M&R TOE-2020 John Deere HPX615E	151.05
				Line Amount Total	590.28
	94099 01/17/24	V00034	Paul Scott Abbott	391.00	
	129466	126732		Office Supplies	391.00
				Line Amount Total	391.00
	94100 01/17/24	V00038	Killum Pest Control	1,109.00	
	129367	126696		M&R Warehouse-Warehouse 51	329.00
	129386	120372		Pest Control Services(Quarterly) Jan 2022-Dec 2022	020.00
	129386	120372		M&R Bldgs-Admin Bldg 1100 Cherry St	78.00
	129386	120372		M&R Bldgs-Buildings VT Berth 7	78.00
	129386	120372		M&R Bldgs-Scale House	78.00
	129386	120372		M&R Bldgs-Maintenance Bldg	78.00
	129386	120372		M&R Bldgs-Operations Bldg	78.00
	129386	120372		M&R Transit Shed-T.S. 1	78.00
	129386	120372		M&R Bldgs-Security Bldg	78.00
	129386	120372		M&R Bldgs-Gate 4	78.00
	129386	120372		M&R Bldgs-Gate 8-Guard Bldg	78.00
	129386	120372		M&R Bldgs-Gate 14	78.00
				Line Amount Total	1,109.00
	94101 01/17/24	V00041	Evco Industrial Hardware	226.75	
	129463	126768		M&R TOE-Gantry Crane	113.38
	129463	126768		M&R TOE-Gantry Crane	113.37
				Line Amount Total	226.75
	94102 01/17/24	V00046	Sprint Waste Services	522.90	
	129457	126763		Contract Services	522.90
				Line Amount Total	522.90
	94103 01/17/24	V00047	Art's Sign Service	75.00	
	129352	126695		M&R Vehicles-2023 Ford Maverick	75.00
	120002	120000		Line Amount Total	75.00
	94104 01/17/24	V00049	Brazos Fasteners, Inc	246.21	. 5.00
			D. a203 i a3terier3, life		20 =-
	129355	126688		M&R Bldgs-Scale House	68.50
	129356	126690		M&R Bldgs-Scale House Line Amount Total	177.71 246.21
	04405 0444764	V00050	North and Total C. T.		240.21
	94105 01/17/24	V00050	Northern Tool & Equipmen		
	129050	126345		M&R Warehouse-Warehouse 51	397.99

Chaok No	Check Date	Vendor No.	Vendor Name	Check Amount	
Check No.	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	129078	126400	GL Account Name	•	116.01
	129076	126400		M&R Transit Shed-T.S. Sprinkler System Line Amount Total	514.00
					314.00
	94106 01/17/24	V00075	Vicki L. Smith	2,474.61	
	129460	126749		Telephone	75.00
	129474	126753		Flexible Spending Emp Reimbursement	2,399.61
				Line Amount Total	2,474.61
	94107 01/17/24	V00087	Reliant	83,261.37	
	129421	126723		Electricity	4,350.27
	129421	126723		Electricity	63,941.04
	129421	126723		Electricity	2,680.55
	129421	126723		Electricity	12,289.51
				Line Amount Total	83,261.37
	94108 01/17/24	V00110	Jason Miura	193.72	
	129431	126731		Telephone	136.75
	129431	126731		Automobile Expense	7.65
	129431	126731		Commercial Events	25.48
	129431	126731		Sales/Promotion Travel	23.84
				Line Amount Total	193.72
	94109 01/17/24	V00124	Carriage House Partners	5,000.00	
	129442	123362		Consultant Fees - Other	5,000.00
	129442	123302		Line Amount Total	5,000.00
					3,000.00
	94110 01/17/24	V00172	Lincoln National Life Insu	rance Company 1,436.82	
	129470	126747		Retirement Expense	333.90
	129470	126747		Retirement Expense	120.20
	129470	126747		Retirement Expense	577.65
	129470	126747		Retirement Expense	110.19
	129470	126747		Retirement Expense	74.20
	129470	126747		Retirement Expense	25.52
	129470	126747		Retirement Expense	94.24
	129470 129470	126747 126747		Retirement Expense	76.80 24.12
	129470	120747		Retirement Expense Line Amount Total	1,436.82
					1,430.02
	94111 01/17/24	V00175	Gulf Machine Services	645.00	
	129366	126692		M&R TOE-Gantry Crane	645.00
				Line Amount Total	645.00
	94112 01/17/24	V00176	Yaklin Ford	726.75	
	129461	126756		M&R Vehicles-2024 Ford Maverick	301.75
	129462	126757		M&R Vehicles-2024 Ford Maverick	425.00
				Line Amount Total	726.75
	94113 01/17/24	V00194	Johnson Supply	1,318.37	
	129464	126761		M&R Bldgs-Security Bldg	196.22
	129464	126761		M&R Bldgs-Admin Bldg 1100 Cherry St	196.22
	129465	126762		M&R Bldgs-Security Bldg	462.97
	129465	126762		M&R Bldgs-Admin Bldg 1100 Cherry St	462.96
				Line Amount Total	1,318.37
	94114 01/17/24	V00201	CDW Government	101.66	
	129475	126773		M&R IT Equipment	101.66
	0	.20.70		Line Amount Total	101.66

Check No.	Check Date	Vendor No.	Vendor Name		Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description		Line Amount
	94115 01/17/24	V00210	Mimecast North America	a, Inc.	712.38	
	129477	126780		Contract Services		712.38
					Line Amount Total	712.38
	94116 01/17/24	V00249	JOC Group Inc.		3,395.00	
	129469	126591	•	Commercial Events		3,395.00
	129469	126591		JOC TPM 2024		3,030.00
	129469	126591		Mar 3-6, 2024		
				,	Line Amount Total	3,395.00
	94117 01/17/24	V00250	Lincoln National Life Ins	surance Company	3,125.37	
	129471	126748		Group STD Insurance		299.51
	129471	126748		Group LTD Insurance		263.70
	129471	126748		Group STD Insurance		127.92
	129471	126748		Group LTD Insurance		119.72
	129471	126748		Group STD Insurance		603.32
	129471	126748		Group LTD Insurance		414.49
	129471	126748		Group STD Insurance		19.48
	129471	126748		Group LTD Insurance		11.78
	129471	126748		Group STD Insurance		190.76
	129471	126748		Group LTD Insurance		168.14
	129471	126748		Group STD Insurance		99.85
	129471	126748		Group LTD Insurance		81.66
	129471	126748		Group STD Insurance		51.19
	129471	126748		Group LTD Insurance		30.95
	129471	126748		Group STD Insurance		137.20
	129471	126748		Group LTD Insurance		108.61
	129471	126748		Group STD Insurance		85.65
	129471	126748		Group LTD Insurance		51.78
	129471	126748		Group STD Insurance		145.87
	129471	126748		Group LTD Insurance		113.79
					Line Amount Total	3,125.37
	94118 01/17/24	V00261	Adhere Creative		750.00	
	129478	126728		Ad Development Services		750.00
	129478	126728		Public Information Request pag	e and button-website	
					Line Amount Total	750.00
	94119 01/17/24	V00270	The Bulletin		690.00	
	129382	126700		Community Advertising		690.00
				, , , , , , , , , , , , , , , , , , ,	Line Amount Total	690.00
	94120 01/17/24	V00479	Greater Houston Port Bi	ıreau	1,000.00	
			Groater riousterin ent Br		•	00.00
	129479	126782		Dues & Memberships & License		83.33
	129479	126782		Dues & Memberships & License	Line Amount Total	916.67 1,000.00
	94121 01/17/24	V00611	McCarthy Building Com	panies, Inc.	1,367,904.99	,
	129411	123914		Construction in Progress		631,213.50
	129411	123914		Furnish labor, materials, equipn	nent & ins for	331,210.00
	129411	123914		Parcel 14 Pump Station Project		
	129411	123914		Retainage Payable		
	129411	123914		Retainage Payable		
	129411	123914		Retainage Payable		
	129411	123914		Retainage Payable		-31,560.68

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Period: 01/01/24..01/31/24 Port Freeport

Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	129412	124867	OE 71000dilk Hailio	Construction in Progress	808,686.50
	129412	124867		Furnish labor, materials, equipment & insurance	000,000.00
	129412	124867		for the Port Wide Pavement Repairs 2023	
	129412	124867		·	
				Retainage Payable	
	129412	124867		Retainage Payable	
	129412	124867		Retainage Payable	
	129412	124867		Retainage Payable	
	129412	124867		Retainage Payable	-40,434.33
				Line Amount Total	1,367,904.99
	94122 01/17/24	V00668	DARE Capital Partners, LL	LC 994.20	
	129428	126737		M&R Other-Mowing, Weed Control Etc	994.20
				Line Amount Total	994.20
	94123 01/17/24	V00673	Phoenix Products LLC	4 027 57	
	94123 01/1//24	VUU073	Priderix Products LLC	1,027.57	
	129388	126703		M&R Leased Facilities-HTS- (Parcel 25)	1,027.57
				Line Amount Total	1,027.57
	94124 01/17/24	V00733	Kristin R. Bulanek	17,050.70	
	129468	126746		Tax Assessor/Collector Fees	17,050.70
	129400	120740		Line Amount Total	17,050.70
					17,030.70
	94125 01/17/24	V00770	UniFirst Holdings Inc.	505.98	
	129413	123260		Annual Contract - Ops Employees uniforms, mats,	
	129413	123260		towels, soap etc.	
	129413	123260		Maint and Operations Supplies	265.34
	129413	123260		Other Receivables	89.00
	129413	123260		M&R Bldgs-Operations Bldg	58.88
	129413	123260		M&R Bldgs-Admin Bldg 1100 Cherry St	60.26
	129413	123260		M&R Bldgs-Security Bldg	32.50
	129413	123260		1 Year Agreement (October 2022-September 2023)	
				Line Amount Total	505.98
	94126 01/17/24	V00809	Thomson Reuters - West	198.39	
	94126 01/11/24		momson Reuters - West	196.39	
	129446	125956		Subscriptions	198.39
				Line Amount Total	198.39
	94127 01/17/24	V00838	SteLar Consulting Service	es, LLC 60,201.00	
	129445	126042		Construction in Progress	60,201.00
	129445	126042		For Professional Services for the	00,201.00
	129445	126042		Cathodic Protection Docks 1,2,3,5 & 7	
	129445	126042		Project No 23-09	
	129445	126042			
	129443	120042		Commission Approval 10/19/2023 Line Amount Total	60 201 00
				Line Amount Total	60,201.00
	94128 01/17/24	V00864	Visual Edge IT, Inc.	127.16	
	129383	126699		Maint & Repair - Office Equipment	127.16
				Line Amount Total	127.16
	94129 01/17/24	V00929	Katie Weiss	682.00	
			nado Holos		
	129452	126750		Sales/Promotion Travel Dec	304.58
	129452	126750		Sales/Promotion Travel Jan	127.30
	129452	126750		Automobile Expense	250.12
				Line Amount Total	682.00
	94130 01/17/24	V00973	ImageNet Consulting	99.79	
	129476	126781		Maint & Repair - Office Equipment	99.79
	0	120701		Line Amount Total	99.79
				Line / mount Total	55.75

Period: 01/01/24..01/31/24 Page 17 FREEPORT\MARY

Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	94131 01/17/24	V01008	Brazosport College	985.00	
	129427	126733		Community Events	985.00
				Line Amount Total	985.00
	94132 01/24/24	V00004	City of Freeport	77.15	
	129502	126792	,	Water & Gas	77.15
	129302	120792		Line Amount Total	77.15
			- · · · · ·		77.13
	94133 01/24/24	V00011	Gulftex Vending	156.00	
	129451	126766		Office Supplies	156.00
				Line Amount Total	156.00
	94134 01/24/24	V00012	FedEx	22.04	
	129315	126628		Postage and Freight	8.50
	129448	126755		Postage and Freight	13.54
				Line Amount Total	22.04
	94135 01/24/24	V00030	Girouard's Ace Hardware	605.32	
	129401	126715		Maint and Operations Supplies	80.03
	129401	126715		M&R IT Equipment	35.98
	129401	126715		M&R TOE-Gantry Crane	109.10
	129401	126715		M&R TOE-Gantry Crane	64.55
	129401	126715		M&R Bldgs-Operations Bldg	29.58
	129401	126715		M&R Bldgs-Gate 4	20.41
	129401	126715		M&R Warehouse-Warehouse 51	48.65
	129401	126715		M&R Warehouse-WH51 Sprinkler System	42.67
	129401	126715		M&R Transit Shed-T.S. Sprinkler System	6.99
	129401	126715		M&R Docks-Dock Berth 8	42.53
	129401	126715		M&R Terminal Facilities-Other-VT Line Amount Total	124.83 605.32
					005.32
	94136 01/24/24	V00032	Matheson Tri Gas	764.21	
	129370	126704		Maint and Operations Supplies	764.21
				Line Amount Total	764.21
	94137 01/24/24	V00038	Killum Pest Control	149.99	
	129453	126765		M&R Bldgs-Gate 8-Guard Bldg	37.50
	129453	126765		M&R Bldgs-Gate 4	75.00
	129453	126765		M&R Bldgs-Gate 14	37.49
				Line Amount Total	149.99
	94138 01/24/24	V00041	Evco Industrial Hardware	1,505.62	
	129218	126523		M&R TOE-Gantry Crane	70.31
	129218	126523		M&R TOE-Gantry Crane	70.30
	129259	126566		M&R Terminal Facilities-Other-VT	118.26
	129260	126567		Safety Supplies	143.52
	129261	126568		M&R TOE-Gantry Crane	12.50
	129261	126568		M&R TOE-Gantry Crane	12.50
	129262	126569		M&R TOE-Gantry Crane	16.36
	129262	126569		M&R TOE-Gantry Crane	16.36
	129292 129361	126612 126674		M&R TOE-Gantry Crane M&R TOE-Gantry Crane	140.80 126.71
	129361	126674		M&R TOE-Gantry Crane	126.71
	129362	126681		M&R TOE-Gantry Crane	294.20
	129362	126681		M&R TOE-Gantry Crane	294.19

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Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	129363	126682		M&R TOE-General Terminal Ops Equip & Tools	62.90
				Line Amount Total	1,505.62
	94139 01/24/24	V00044	Ready Refresh	449.61	
			Reday Refresh		40.44
	129498	126795 126795		Office Supplies	49.11 24.55
	129498 129498	126795		Office Supplies Office Supplies	24.55
	129498	126795		Office Supplies Office Supplies	24.55
	129498	126795		Office Supplies Office Supplies	320.71
	129498	126795		Office Supplies Office Supplies	24.55
	123430	1207 93		Line Amount Total	449.61
					440.01
	94140 01/24/24	V00049	Brazos Fasteners, Inc	14.76	
	129357	126702		M&R TOE-Gantry Crane	7.38
	129357	126702		M&R TOE-Gantry Crane	7.38
				Line Amount Total	14.76
	94141 01/24/24	V00050	Northern Tool & Equipme	ent 121.24	
	129373	126694		M&R TOE-Gantry Crane	60.62
	129373	126694		M&R TOE-Gantry Crane	60.62
				Line Amount Total	121.24
	94142 01/24/24	V00053	Shred it Houston	217.81	
	129438	126743			40.51
	129438	126743		Office Supplies Office Supplies	20.26
	129438	126743		Office Supplies Office Supplies	81.03
	129438	126743		Office Supplies Office Supplies	5.07
	129438	126743		Office Supplies Office Supplies	20.28
	129438	126743		Office Supplies	10.13
	129438	126743		Office Supplies	5.07
	129438	126743		Office Supplies	15.20
	129438	126743		Office Supplies	20.26
				Line Amount Total	217.81
	94143 01/24/24	V00054	Summit Electric Supply	2,530.47	
	129231	126525	Cummit Licotific Cupply	,	E0 E0
	129231	126525		M&R TOE-Gantry Crane M&R TOE-Gantry Crane	50.56 50.56
	129272	126563		M&R Transit Shed-T.S. 3	524.10
	129272	126564		M&R Leased Facilities-24A (Chiquita)	800.00
	129274	126565		M&R Leased Facilities-24A (Chiquita)	799.99
	129275	126570		M&R Bldgs-Gate 4	38.85
	129296	126614		M&R Bldgs-Gate 4	148.10
	129377	126701		M&R Leased Facilities-HTS- (Parcel 25)	62.37
	129419	126724		M&R Leased Facilities-HTS- (Parcel 25)	15.00
	129422	126709		M&R Leased Facilities-HTS- (Parcel 25)	40.94
				Line Amount Total	2,530.47
	94144 01/24/24	V00067	Quill LLC	695.14	
					4.00
	129436	126741		Office Supplies Office Supplies	4.92
	129436 129436	126741			2.46 0.62
	129436	126741 126741		Office Supplies Office Supplies	2.46
	129436	126741		Office Supplies Office Supplies	2.46
	129436	126741		Office Supplies Office Supplies	564.98
	129437	126742		Office Supplies	117.24
	.20.01	120142		Line Amount Total	695.14
					3331

Check No.

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Check Date Invoice No.	Vendor No. PO No.	Vendor Name GL Account Name	Check Amount Line Description	Line Amount
			·	Line Amount
94145 01/24/24	V00080	On Hold Marketing Works		
129433	126740		Lease Expense	39.00
			Line Amount Total	39.00
94146 01/24/24	V00097	Comcast Business	1,313.86	
129500	126794		Contract Services	1,313.86
			Line Amount Total	1,313.86
94147 01/24/24	V00101	Sunstates Security, LLC	40,639.31	
129485	126776		Security Service Fees	131.08
129486	126779		Security Service Fees	798.31
129493	126777		Security Service Fees	2,144.99
129494	126778		Security Service Fees	37,564.93
			Line Amount Total	40,639.31
94148 01/24/24	V00119	JH Sanchez Holding Com	pany 6,495.00	
129443	120825		M&R Bldgs-Admin Bldg 1100 Cherry St	2,723.00
129443	120825		M&R Bldgs-Security Bldg	650.45
129443	120825		M&R Bldgs-Operations Bldg	629.45
129443	120825		M&R Bldgs-Buildings VT Berth 7 Breakroom	948.60
129443	120825		M&R Bldgs-Buildings VT Berth 7-Restroom	202.00
129443	120825		M&R Transit Shed-T.S. 3	91.50
129443	120825		M&R Bldgs-Maintenance shop RR	110.00
129443	120825		M&R Bldgs-Customs Office Bldg	880.00
129443	120825		M&R Bldgs-Operations Bldg	260.00
129443	120825		Board Approved 1/23/2020	
129443	120825		4th year of contract Feb 23-Jan 24	
			Line Amount Total	6,495.00
94149 01/24/24	V00159	Principal Life Insurance C	Company 1,601.50	
129491	126788		Group Life Insurance	370.23
129491	126788		Group Life Insurance	131.83
129491	126788		Group Life Insurance	453.79
129491	126788		Group Life Insurance	14.12
129491	126788		Group Life Insurance	192.52
129491	126788		Group Life Insurance	97.59
129491	126788		Group Life Insurance	36.81
129491	126788		Industry Advertising	129.68
129491	126788		Group Life Insurance	62.49
129491	126788		Group Life Insurance Line Amount Total	112.44
				1,601.50
94150 01/24/24	V00175	Gulf Machine Services	325.00	
129429	126738		M&R TOE-Gantry Crane	325.00
			Line Amount Total	325.00
94151 01/24/24	V00178	Waypoint	416.40	
129488	126771		Contract Services	208.20
129489	126772		Contract Services	208.20
			Line Amount Total	416.40
94152 01/24/24	V00189	Energia Resources, Inc.	40.00	
129291	126608	<u>_</u> ,	M&R Terminal Facilities-Other-VT	40.00
123231	120006		Line Amount Total	40.00
			LINE AMOUNT TOTAL	+0.00

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126789

Check No.	Check Date	Vendor No.	Vendor Name	Check	Amount	
	Invoice No.	PO No.	GL Account Name	Line Description		Line Amount
	94153 01/24/24	V00193	Grainger		48.96	
	129449	126760		M&R TOE-Gantry Crane		24.48
	129449	126760		M&R TOE-Gantry Crane		24.48
				Line Amo	unt Total	48.96
	94154 01/24/24	V00200	The Chamber Brazosport	Area	350.00	
	129487	126787	•	Community Events		350.00
	120 101	120101		Line Amo	unt Total	350.00
	94155 01/24/24	V00266	Pitney Bowes Global Fina	ncial Services LLC	222.06	
	129405	126721	,	Postage and Freight		41.29
	129405	126721		Postage and Freight		20.65
	129405	126721		Postage and Freight		82.63
	129405	126721		Postage and Freight		5.17
	129405	126721		Postage and Freight		20.67
	129405	126721		Postage and Freight		10.33
	129405	126721		Postage and Freight		5.17
	129405	126721		Postage and Freight		15.50
	129405	126721		Postage and Freight		20.65
				Line Amo	unt Total	222.06
	94156 01/24/24	V00457	Gulf Ports Association		500.00	
	129430	126734		Dues & Memberships & Licenses		500.00
	123400	120754		Line Amo	unt Total	500.00
	04457 04/04/04	V00502	Madday Cinnal and Davin			000.00
	94157 01/24/24	V00593	McAllen Signal and Boring	•	525.00	
	129444	125964		M&R Rail-Other Oct 2023		
	129444	125964		M&R Rail-Other Nov-Sept 2024		525.00
	129444	125964		Annual Hwy 36 Rail Crossings Inspections	unt Total	505.00
				Line Amo		525.00
	94158 01/24/24	V00653	Paul Bridges & Associates	s, LLC	8,830.00	
	129490	124451		Construction in Progress		8,830.00
				Line Amo	unt Total	8,830.00
	94159 01/24/24	V00675	Nationwide		1,573.13	
	129501	126796		Prepaid Insurance		1,573.13
				Line Amo	unt Total	1,573.13
	94160 01/24/24	V00808	Whitener Enterprises Inc.		1,489.83	
	129447	126657		Fuel/Oil-Unleaded Gasoline		1,386.55
	129447	126657		Fuel/Oil - Gas Tax		103.28
				Line Amo	unt Total	1,489.83
	94161 01/24/24	V00863	Enrico Arbolante		430.54	
	129497	126798		Flexible Spending Emp Reimbursement		430.54
	125451	120730		Line Amo	unt Total	430.54
	94162 01/24/24	V00938	Principal Life Insurance C		2,597.35	
			Fillicipal Life ilisurance C	• •	2,397.33	200 50
	129492 129492	126789 126789		Group Vision Insurance		299.52 60.70
	129492	126789		Group Vision Insurance		60.70 241.41
	129492	126789		Group Dental Insurance Group Vision Insurance		241.41 45.51
	129492	126789		Group Dental Insurance		756.41
	129492	126789		Group Vision Insurance		155.18
	129492	126789		Group Dental Insurance		14.03
	129492	126789		Group Vision Insurance		3.03
	120102	126700		Croup Dontal Inquirence		226.72

Group Dental Insurance

Tuesday, February 13, 2024

Period: 01/01/24..01/31/24

Port Freeport

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Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	129492	126789		Group Vision Insurance	44.61
	129492	126789		Group Dental Insurance	127.56
	129492	126789		Group Vision Insurance	26.47
	129492	126789		Group Dental Insurance	64.74
	129492	126789		Group Vision Insurance	12.08
	129492	126789		Group Dental Insurance	190.20
	129492	126789		Group Vision Insurance	32.10
	129492	126789		Group Dental Insurance	69.12
	129492	126789		Group Vision Insurance	13.02
	129492	126789		Group Dental Insurance	166.30
	129492	126789		Group Vision Insurance	32.10
	129492	126789		Group Dental Insurance	-23.90
	129492	126789		Group Dental Insurance	-0.06
	129492	126789		Group Dental Insurance	27.59
	129492	126789		Group Dental Insurance	-27.59
	129492	126789		Group Dental Insurance	11.22
	129492	126789		Group Dental Insurance	19.27
				Line Amount Total	2,597.35
	94163 01/24/24	V00951	Jackiesue Photography	175.00	
			ouchious i hotography		475.00
	129482	126790		Office Supplies B Robertson headshot Line Amount Total	175.00
				Line Amount Total	175.00
	94164 01/24/24	V00957	AT&T:831-001-2806-788	327.06	
	129499	126797		Telephone	156.03
	129499	126797		Telephone	85.53
	129499	126797		Telephone	85.50
				Line Amount Total	327.06
	94165 01/24/24	V00999	Plasco, LLC	546.97	
	129434	126744	,		381.97
	129483	126744		Badge Supplies Badge Supplies	165.00
	129403	120774		Line Amount Total	546.97
					340.97
	94166 01/24/24	V01000	TRG The Response Group	LLC 4,900.00	
	129495	126335		Contract Services	408.33
	129495	126335		Contract Services	4,491.67
	129495	126335		Annual Incident Management & Planning Software	
	129495	126335		which includes:	
	129495	126335		Incident Action Planning, Crisis Management, EOC	
	129495	126335		Forms Module, IAP Mobile App,	
	129495	126335		Initial Response App Information Management App,	
	129495	126335		Basic Common Operating Picture, 1 yr software supt	
				Line Amount Total	4,900.00
	94167 01/30/24	V00004	City of Freeport	41,789.87	
	129507	126807		Water & Gas	218.38
	129572	126880		Water & Gas	944.41
	129573	126882		Water & Gas	77.15
	129574	126883		Water & Gas	203.58
	129581	126881		Water & Gas	1,300.73
	129582	126884		Water & Gas	39,045.62
	*	,20001		Line Amount Total	41,789.87
	04469 04/20/24	V00014	Culfton Vanding		,
	94168 01/30/24	V00011	Gulftex Vending	18.12	
	129538	126847		Office Supplies	18.12
				Line Amount Total	18.12 Unaudited
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Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	94169 01/30/24	V00014	Al Durel	9,048.05	
	129589	126894		Construction in Progress	9,048.05
				Line Amount Total	9,048.05
	94170 01/30/24	V00021	Gulf Coast Paper Compa	ny 546.49	
	129481	126785		Office Supplies	546.49
				Line Amount Total	546.49
	94171 01/30/24	V00050	Northern Tool & Equipme	ent 959.00	
	129372	126680		M&R TOE-Gantry Crane	959.00
				Line Amount Total	959.00
	94172 01/30/24	V00062	AT&T Mobility	696.81	
	129583	126898	•	Telephone	75.16
	129583	126898		Telephone	177.36
	129583	126898		Telephone	77.85
	129583	126898		Telephone	366.44
				Line Amount Total	696.81
	94173 01/30/24	V00067	Quill LLC	377.76	
	129455	126754		Office Supplies	240.00
	129467	126751		Office Supplies ENGR 36 X 150 paper for Plotter	90.00
	129484	126786		Office Supplies	42.24
	129484	126786		Office Supplies	5.52
				Line Amount Total	377.76
	94174 01/30/24	V00071	Verizon Wireless	373.36	
	129588	126886		Telephone	37.99
	129588	126886		Telephone	107.37
	129588	126886		Telephone	190.01
	129588	126886		Telephone Line Amount Total	37.99 373.36
					373.30
	94175 01/30/24	V00075	Vicki L. Smith	75.00	
	129578	126885		Telephone	75.00
				Line Amount Total	75.00
	94176 01/30/24	V00084	Crain, Caton & James	56,448.81	
	129530	126839		Legal Fees	819.00
	129531	126841		Legal Fees	585.00
	129532 129551	126842 126837		Legal Fees Legal Fees	702.00 15,704.00
	129551	126837		Legal Fees	191.31
	129552	126838		Legal Fees	5,382.00
	129553	126843		Legal Fees	17,855.50
	129554	126844		Legal Fees	13,923.00
	129569	126840		Legal Fees	1,287.00
				Line Amount Total	56,448.81
	94177 01/30/24	V00086	Blank Rome LLP	8,584.40	
	129549	126829		Legal Fees	1,947.20
	129550	126830		Legal Fees	6,637.20
				Line Amount Total	8,584.40
	94178 01/30/24	V00089	Airgas USA, LLC	46.45	
	129570	126846		M&R TOE-Miller Gas Welding Machine	46.45
				Line Amount Total	46.45

Check No.

FREEPORT\MARY

٠.	Check Date	Vendor No.	Vendor Name		Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description		Line Amount
	94179 01/30/24	V00090	Cordoba Law Firm, P.L.L	.C.	35.00	
	129529	126828		Construction in Progress		35.00
					Line Amount Total	35.00
	94180 01/30/24	V00098	Suburban Propane		1,161.34	
	129543	126851	•	Fuel/Oil	,	288.95
	129587	126896		Fuel/Oil		929.83
	129587	126896		Outstanding Credit		-57.44
					Line Amount Total	1,161.34
	94181 01/30/24	V00101	Sunstates Security, LLC		81,548.61	
	129577	126879	, ,	Security Service Fees	- 1,- 1-1-1	166.83
	129544	126867		Security Service Fees		997.89
	129545	126870		Security Service Fees		691.12
	129563	126865		Security Service Fees		36,626.56
	129564	126866		Security Service Fees		2,323.70
	129565	126868		Security Service Fees		1,081.34
	129566	126869		Security Service Fees		1,945.39
	129567	126871		Security Service Fees		37,715.78
					Line Amount Total	81,548.61
	94182 01/30/24	V00104	Donald Mullett		10,037.07	
	129520	126823		Construction in Progress		10,037.07
	.2020	.20020			Line Amount Total	10,037.07
	94183 01/30/24	V00114	AT&T:171-799-3737 001		733.98	,
	129584	126897	711411111111111111111111111111111111111	Talanhana	700.00	136.52
	129584	126897		Telephone Telephone		68.26
	129584	126897		Telephone		273.05
	129584	126897		Telephone		17.10
	129584	126897		Telephone		68.33
	129584	126897		Telephone		34.13
	129584	126897		Telephone		17.10
	129584	126897		Telephone		51.23
	129584	126897		Telephone		68.26
					Line Amount Total	733.98
	94184 01/30/24	V00141	Vernor Material & Equipn	nent Co., Inc.	855.74	
	129516	126825		M&R Leased Facilities-Dole		855.74
					Line Amount Total	855.74
	94185 01/30/24	V00147	Greater Angleton Chamb	er of Commerce	400.00	
		126887	o.ou.o. /g.o.o ou			400.00
	129586 129586	126887		Community Events Half Table Sponsor Singhani	a Santos Giosocko	400.00
	129300	120007		riali rable opolisor olligliani	Line Amount Total	400.00
	04405 04/00/04	V00470	\ A /			400.00
	94186 01/30/24	V00178	Waypoint		1,500.00	
	129496	126775		Consultant Fees - Other		1,500.00
					Line Amount Total	1,500.00
	94187 01/30/24	V00187	Brazoria County Septic S	ervice	1,477.00	
	129517	126814		Contract Services		1,477.00
					Line Amount Total	1,477.00
	94188 01/30/24	V00201	CDW Government		101.66	
	129527	126850		M&R IT Equipment		101.66
					Line Amount Total	101.66

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Check No.	Check Date	Vendor No.	Vendor Name	Check A	mount	
	Invoice No.	PO No.	GL Account Name	Line Description		Line Amount
	94189 01/30/24	V00214	McFarland PLLC	4,	,979.24	
	129555	126826		Construction in Progress		3,743.75
	129555	126826		Construction in Progress		29.65
	129556	126827		Construction in Progress		1,131.25
	129556	126827		Construction in Progress		74.59
				Line Amou	nt Total	4,979.24
	94190 01/30/24	V00222	Brazoria County Historica	al Museum	250.00	
	129504	126824		Dues & Memberships & Licenses		250.00
				Line Amour	nt Total	250.00
	94191 01/30/24	V00235	Brazoria County Hispanio	Chamber of Commerce	580.00	
	129525	126856		Community Events		80.00
	129571	126878		Community Events		500.00
	129571	126878		Saathoff, Singania & spouse, Santos & spouse	se	
				Line Amour	nt Total	580.00
	94192 01/30/24	V00258	HubSpot, Inc.	3,	,600.00	
	129521	126822		Contract Services		3,600.00
				Line Amour	nt Total	3,600.00
	94193 01/30/24	V00270	The Bulletin		295.00	
	129440	126730		Community Advertising		295.00
	120110	120700		Line Amour	nt Total	295.00
	94194 01/30/24	V00291	Moore Supply		28.22	
			шоого опррту	MOD Didera Adesia Dide 4400 Observ Ot	20.22	00.00
	129432 129432	126739 126739		M&R Bldgs-Admin Bldg 1100 Cherry St Discount		28.80 -0.58
	123432	120739		Line Amour	nt Total	28.22
	94195 01/30/24	V00392	United Way of Prozeric C			20.22
			United Way of Brazoria Co	-	,014.00	
	129524	126808		United Way Payable Line Amour	nt Total	3,014.00
						3,014.00
	94196 01/30/24	V00394	Eagle Traffic, Signs & Saf	fety, LLC 1,	,902.00	
	129535	126872		M&R Roads-Parcel 14 Road		800.00
	129536	126873		M&R Roads-Parcel 14 Road		625.00
	129575	126874		M&R Roads-Other Line Amour	nt Total	477.00 1,902.00
	04407 04/00/04	V00440	Greater Fort Bend Econor	mia Davalanmant		1,902.00
	94197 01/30/24	V00418	Council	. 0,	,000.00	
	129592	126890		Economic Development - EDA Jan		500.00
	129592	126890		Economic Development - EDA Feb - Dec Line Amour	nt Total	5,500.00
						6,000.00
	94198 01/30/24	V00431	West Columbia Chamber		200.00	
	129580	126845		Dues & Memberships & Licenses		200.00
			O	Line Amour	nt Total	200.00
	94199 01/30/24	V00499	Occupational Health Cent PA	ters of the Southwest,	244.00	
	129513	126809		Employment Related		244.00
				Line Amour	nt Total	244.00
	94200 01/30/24	V00638	Classic Forms and Produ	cts, Inc.	,222.78	
	129590	126891		Promotional Items - Commercial		1,222.78
				Line Amou	nt Total	1,222.78
	94201 01/30/24	V00668	DARE Capital Partners, L	LC 3,	,723.18	
	129518	126812		M&R Other-Mowing, Weed Control Etc		1,387.84
						Unaudited

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Check No.	Check Date	Vendor No.	Vendor Name	Check Amount	
	Invoice No.	PO No.	GL Account Name	Line Description	Line Amount
	129533	126849		M&R Other-Mowing, Weed Control Etc	987.53
	129591	126895		M&R Other-Mowing, Weed Control Etc	1,347.81
				Line Amount Total	3,723.18
	94202 01/30/24	V00673	Phoenix Products LLC	897.81	
	129514	126817		M&R TOE-Gantry Crane	448.91
	129514	126817		M&R TOE-Gantry Crane	448.90
				Line Amount Total	897.81
	94203 01/30/24	V00697	Northern Safety Co., Inc.	146.22	
	129539	126860		Safety Supplies	146.22
				Line Amount Total	146.22
	94204 01/30/24	V00863	Enrico Arbolante	49.74	
	129537	126857		M&R IT Equipment	49.74
				Line Amount Total	49.74
	94205 01/30/24	V00864	Visual Edge IT, Inc.	93.54	
	129234	126535		Maint & Repair - Office Equipment	93.54
				Line Amount Total	93.54
	94206 01/30/24	V00905	Industrial Scale Company	1,870.50	
	129522	126821		M&R Bldgs-Scale House	1,870.50
				Line Amount Total	1,870.50
	94207 01/30/24	V00909	Randle Law Office Ltd.	36,300.50	
	129557	126831		Legal Fees	14,346.00
	129557	126831		Legal Fees	5.00
	129558	126832		Legal Fees	1,404.50
	129559	126833		Legal Fees	10,822.50
	129560	126834		Legal Fees	4,000.00
	129561	126835		Legal Fees	4,000.00
	129562	126836		Legal Fees	1,722.50
				Line Amount Total	36,300.50
	94208 01/30/24	V00971	Patricia Gibson	30.00	
	129547	126862		Flexible Spending Emp Reimbursement	30.00
				Line Amount Total	30.00
	94209 01/30/24	V01009	Ammar Ahsen Habib	250.00	
	129503	126819		Sales/Promotion Travel	250.00
				Line Amount Total	250.00
	94210 01/30/24	V01010	Imperial Bag & Paper Co I	LC dba Imperial Dade 241.23	
	129510	126810		Office Supplies	91.89
	129510	126810		Office Supplies	45.95
	129510	126810		Office Supplies	45.95
	129510	126810		Office Supplies	45.95
	129510	126810		Office Supplies	11.49
				Line Amount Total	241.23
		Texas Gulf	Bank Accounts Payable	2,500,601.86	

Annual Comprehensive Financial Report For the Fiscal Years Ended September 30, 2023 and 2022





Port Freeport Freeport, Texas

Annual Comprehensive Financial Report For the Fiscal Years Ended September 30, 2023 and 2022

Prepared by:

Rob Lowe Chief Financial Officer

Mary Campus Controller

Freeport, Texas

Annual Comprehensive Financial Report Fiscal Years Ended September 30, 2023 and 2022

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Freeport, Texas

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Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Port Freeport Texas

For its Annual Comprehensive Financial Report For the Fiscal Year Ended

September 30, 2022

Christopher P. Morrill

Executive Director/CEO

Strategic Initiatives

Port Freeport is fully committed to the advancement of four key strategic initiatives:

Freeport Harbor Channel Improvement Project

The Freeport Harbor Channel Improvement Project, a federally authorized project which received a "new start" designation in February 2020, will deepen the Channel from its current 46 feet to depths ranging from 51 to 56 feet mean lower low water, as well as additional widening features to enhance the safe and efficient navigation of the waterway.

Expansion of Velasco Container Terminal

The Velasco Container Terminal at full buildout will feature 2,400 feet of berth equipped with new super post-Panamax gantry cranes.

Development of Rail-served Warehousing, Processing, and Distribution Facilities

The project at full buildout will include a multi-modal industrial park with 40,000 feet of rail tracks, vehicle storage and processing areas, warehousing facilities, and distribution centers.

Supporting Development of Inland Transportation Infrastructure

Port Freeport supports the development of efficient transportation solutions to move commerce from Freeport to Texas markets and the heart of the United States.





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STATE OF THE PORT

February 14, 2024

MEMBERS OF THE PORT COMMISSION PORT FREEPORT FREEPORT, TEXAS

Re: Port Freeport's infrastructure advances and pays off with customer investments

Ladies and Gentlemen,

With advancement of key strategic infrastructure enhancements, led by the channel deepening project, Port Freeport is attracting significant customer investments that bode to increase diverse cargo volumes and further add to economic impacts already exceeding \$157 billion a year.

New long-term agreements with Volkswagen Group of America Inc. and Fresh Del Monte Produce Inc. are anticipated to combine to bring Port Freeport nearly 100 additional vessel calls annually, while a 20-year lease with Freeport Warehouse LLC will deliver an 80,000-square-foot, temperature-controlled cross-docking facility capable of handling 52,000 cargo containers annually.

The Port Freeport Commission's newly formed Environmental, Social, Governance and Sustainability Committee is helping ensure this growth proceeds in a most responsible and sustainable manner. The Port experienced record revenue and operating income. These positive cash flows are being immediately reinvested in the infrastructure expansion projects at the Port reducing debt financing and interest costs.

Given the rising revenues and sound financial position of the Port, the Port Commission was able to reduce the tax rate by 54 percent to 1.6007 cents which is strictly for debt service payments on the voter approved bonds for the Freeport Harbor Channel Improvement Project. The maintenance and operations tax was eliminated.

The channel project builds upon nearly a century of progress since the visionary decision of Brazoria County voters in 1925 to approve formation of the navigation district. With construction started in 2021, the project is on track for completion in 2025, bringing channel depths to between 51 feet and 56 feet. The \$295 million endeavor is supported by \$207 million in federal funding and is on track to come in within budget.

Landside improvements completed in 2023 are highlighted by a 927-foot-long berth extension and addition of an 85-foot roll-on/roll-off platform at Port Freeport's container terminal. Two larger super post-Panamax gantry cranes are on order to support the expanded berthing capacity. The \$146 million berth project plus the doubling of the container terminal's gantry contingent combine with the channel deepening and widening to position Port Freeport to efficiently accommodate the increasingly large deep-draft vessels of today and tomorrow.

Volkswagen Group of America is on target to begin operations in early 2024 at its new consolidated Gulf Coast hub for vehicle logistics on a 125-acre Port Freeport parcel. The facility is designed to handle annual throughput of 140,000 vehicles, including imports from Europe of Porsche, Audi, Lamborghini and Bentley models. Most of the Volkswagen units will arrive by rail from Mexico. The activity is projected to more than double the number of new vehicles moving through Port Freeport.

Supporting greater vehicle rail volumes, a \$9.9 million expansion of port rail facilities has added four more parallel tracks, bringing the total to seven tracks encompassing more than 7 miles. Propelled by \$6.3 million in federal grant funding, the rail project moves Port Freeport toward completion of a rail-served multimodal industrial park.

On the green fruit front, Port Freeport is poised to become the only U.S. port serving each of the three biggest multinational banana importers when Del Monte's logistics arm, Network Shipping, begins weekly calls from Latin America in 2024. Del Monte's investment includes the placement of more than 500 refrigerated plugs at Port Freeport's container terminal. Del Monte joins Dole Fresh Fruit Co., which in 2023 celebrated 40 years of Port Freeport operations, and Chiquita Fresh N.A. in importing green fruit into Freeport's seaport.

Further reflective of the diversity of Port Freeport's cargo mix, pipe products manufacturer Tenaris moved a record amount of steel through the port in the fiscal year ended Sept. 30, 2023, while liquefied natural gas exporter Freeport LNG has resumed safe operations and the port continues to be a leading export hub for Texas rice.

Port Freeport's community impacts extend beyond the impressive figures reported in early 2023 by the Texas A&M Transportation Institute, which put the port's total contributions to the nation's economy at \$157.3 billion a year, with support of 266,300 jobs nationwide. Port Freeport's 23rd annual Take-A-Child Fishing Tournament brought joy to 300 young anglers and their families, while the 12th annual Port Freeport Golf Tournament continues to support the service to seafarers, truckers, and port workers through Texas Port Ministry.

The Port is excited to welcome our new tenants in the new year and to support the growth of our long-standing port partners. With the investments that have been made, Port Freeport can continue expanding its role in regional and global commerce that will spur further investment and jobs in the community. We look forward to working together towards a strong, prosperous future for all.

With utmost appreciation,

Phyllis Saathoff, CPA, PPM®

Executive Director/CEO

Directory of Officials

Port Commission



Ravi K. Singhania Chairman



Rob Giesecke Vice Chairman



Barbara Fratila Secretary



Kim Kincannon Assistant Secretary



Rudy Santos Commissioner



Dan Croft Commissioner

Directory of Officials <u>Executive Staff</u>



Phyllis Saathoff Executive Director/CEO



Rob Lowe Chief Financial Officer/ Director of Administration



Jason Miura Director of Business/ Economic Development



Jason Hull Director of Engineering



Al Durel Director of Operations



Mary Campus Controller

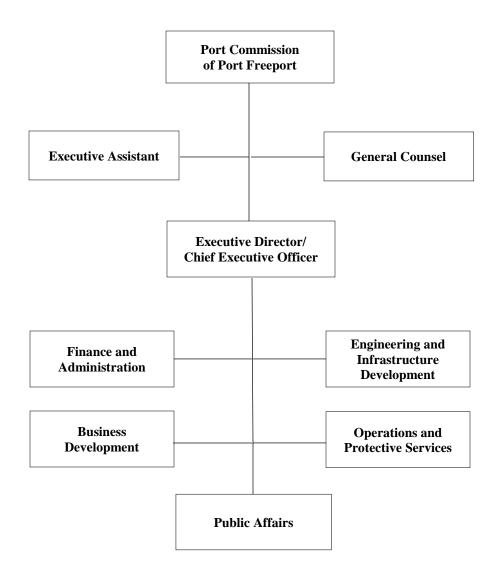


Chris Hogan Director of Protective Services



Brandon Robertson Director of Information Technology

Organizational Chart





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LETTER OF TRANSMITTAL

February 14, 2024

COMMISSIONERS AND CITIZENS OF PORT FREEPORT PORT FREEPORT FREEPORT, TEXAS

The Annual Comprehensive Financial Report for Port Freeport (Port) for the year ended September 30, 2023, is hereby submitted for your review. Responsibility for both the accuracy of the information contained herein and the completeness and fairness of the presentation, including all disclosures, rests with the administration of the Port. To the best of our knowledge and belief, the enclosed data is accurate in all material aspects and is reported in a manner designed to fairly present the financial position and results of operations of the Port. All disclosures necessary to enable the reader to gain an understanding of the Port's financial activities have been included.

The Port has prepared the Annual Comprehensive Financial Report following the guidelines recommended by the Government Accounting Standards Board (GASB).

GENERAL

Brazoria County is one of Texas' most fertile agricultural areas, one of the region's more prolific fuel and mineral areas, and in recent decades, the location of one of the world's largest chemical manufacturing complexes. The primary economic bases of the county include chemical manufacturing, petroleum and natural gas processing, offshore production maintenance services, diversified manufacturing, biochemical, electronic industries, and agriculture. In addition, the area's deep-water channel and port facilities, sport fishing services and tourism are major components of the county's economic base. Since 2004, the northern portion of the county has seen extensive residential, retail and healthcare development with no evidence of slowing in the near term. The southern and western portions of the county are experiencing continued industrial expansion with \$ 2.623 billion of completed projects in the last five years of industrial plants and an estimated \$455 million currently under construction. In addition, there has been \$983 million in construction starts of solar energy farms and \$30-35 million in battery farms. The Brazoria County Index of Leading Economic indicators decreased 2.28 percent from August 2022 to August 2023. The Leading Economic Index, which is designed to forecast the economic performance of the county over the next three to six-months, has been above the six-month moving average for the last three months. This indicates that the county is likely entering into or is currently experiencing a period of economic growth. (Brazosport College Economic Forecasting Center, 2023). The Port enters into property tax abatements with local businesses. The Port Commission approves the application after it is determined that the request meets the applicable guidelines and criteria adopted by the Port Commission, which will promote the development of industry within the Port boundaries, provide additional area employment, and strengthen the District's economy. Details of tax abatement agreements can be found in Note 15 on page 60.

Port Freeport is a political subdivision of the State of Texas encompassing approximately 85 percent of Brazoria County, Texas. The Port exists under the provisions of Article XVI, Section 59 of the Texas State Constitution and related sections of the Revised Civil Statutes of the State of Texas and all amendments thereto. In 2007, the State of Texas passed House Bill 542, which changed the legal name of the Brazos River Harbor Navigation District to "Port Freeport" and the name of the governing body of the Brazos River Harbor Navigation District to "Port Commission" and the name of each member of the Port Commission to "Port Commissioner." The Port, being a political subdivision of the State of Texas, is a separate and distinct entity and operates independently with its own Port Commission as its governing body.

The Port Commission is comprised of six members. Five positions represent a specific geographic area, and one position is at-large. Each Port Commissioner serves a term of six years. The six-year terms are staggered with an election for two commissioner positions held each uneven-numbered year. The Executive Director/CEO and staff manage the operations of the Port under the auspices of the Port's Commission.

FINANCIAL

The financial statements are prepared using the single enterprise fund model in accordance with GASB 34. The financial reporting entity includes the enterprise fund of the primary government, Port Freeport, as well as all of its component units. Component units are legally separate entities for which the primary government is financially accountable. The Brazos Harbor Industrial Development Corporation (IDC) is a component unit of the Port; however, it is discretely presented and has no assets, liabilities, equities, or financial transactions. Financial information for the IDC is limited to the disclosure of revenue bonds issued on behalf of others in the notes to the financial statements.

Discussion and analysis of the financial statements and the Port's financial performance may be found in Management Discussion and Analysis at the beginning of the Financial Section.

Internal Controls. The administration of the Port is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the Port are protected from loss, theft or misuse and to ensure that adequate accounting data is compiled to allow for the preparation of financial statements in conformance with generally accepted governmental accounting principles. The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: 1) the cost of a control should not exceed the benefits likely to be derived, and 2) the valuation of costs and benefits requires estimates and judgments by administration. The Port has adopted practices and procedures measures related to fraud prevention and reporting.

The Port Commission adopts an annual budget in September for the next fiscal year beginning October 1. Management periodically presents statements comparing actual with budget, explaining significant variances.

Other Financial information

The Port has financial policies designed to provide parameters for managing the financial performance of the Port. Two of the Port's more significant financial policies are the cash management and risk management policies.

Cash Management. The Port's investment policy complies with the <u>Public Funds Investment Act</u> and is designed to minimize any risk of loss of principal, while maintaining a competitive yield on the funds it has available for investment. Accordingly, Port cash temporarily idle during the year was invested in money market funds, certificates of deposit and guaranteed governmental securities as authorized by the policy. In addition, all deposits were and continue to be either insured by federal depository insurance or otherwise collateralized. All collateral on deposits in excess of federal depository insurance amounts are held by the Port or by the financial institution's trust department or a Federal Reserve Bank in the Port's name.

Risk Management. The Port's schedule of insurance provides for comprehensive coverage of all areas of risk. The Port has engaged a consultant to assist with risk management issues.

Independent Auditor. The state statutes require an annual audit by independent certified public accountants. KM&L, LLC, the independent certified public accountants selected by the Port Commission, audited the basic financial statements for the year ended September 30, 2023.

Awards. The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for excellence in financial reporting to the Port for its Annual Comprehensive Financial Report for the Fiscal Year ended September 30, 2022. The Certificate of Achievement is a prestigious national award that recognizes conformance with the highest standards for preparation of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized annual comprehensive financial report, whose contents conform to program standards. Such annual comprehensive financial reports must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. The Port has received this prestigious award for the last thirty-four consecutive fiscal years. We believe our current report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

MAJOR INITIATIVES

2023. As a continuation of master planning efforts, the Port has established four (4) critical strategic objectives. These objectives can be summarized as follows:

- The deepening of the Port's navigational channel to the Federal authorized depth of ranging from 51-56 feet as well as making certain identified navigational improvements to promote safe and efficient transit.
- The expansion of the Port's container facilities located on Velasco Terminal.
- Support the development of efficient transportation solutions to move commerce between Port Freeport Texas markets and the heart of the United States.
- Development of integrated, rail served warehousing, processing, and distribution facilities.

Accomplishment of these objectives will be through a phased approach, with a focus on long-term development and reconfiguration of the Port's facilities in order to capture identified addressable market opportunities as well as maintain and grow existing lines of business.

Construction of the 927' berth extension and associated Roll-On/Roll-Off ramp on Velasco Terminal were completed in FY2023. Phase II of the Port's rail expansion project was also completed.

Future. With a favorable outcome for both the initial reconnaissance and subsequent feasibility studies, the United States Army Corps of Engineers (USCOE) issued its Chief's Report early in 2013 to the United States Congress recommending the deepening of the Freeport Harbor Channel. Acting on this recommendation, Congress included in the Water Resources Reform and Development Act (WRRDA) of 2014 authorization to move forward with the proposed project funding initial construction planning and design work. During 2014, it was determined additional improvements, beyond those proposed and authorized in WRRDA, were necessary in order to accommodate the safe navigation of the feasibility study's design vessel. The Port actively engaged with the USCOE to develop a process to adjust for these additional requirements, which include bend easing and channel width increases. The General Re-evaluation Report (GRR) approval was received in May 2018. The Federal Government's share of the total project cost must be appropriated by Congress with a project New Start designation and the first phase was appropriated and included in the USCOE 2020 workplan and construction began in April 2021. Additional Federal Government funding has been appropriated and all voter authorized bond issuances have been made providing the combined funds to fund the project to completion. Current estimated totally funded project costs are \$ 295 million, which will be shared between the Federal Government and the Port based on defined cost shares. The final contract has been awarded by the USCOE and the project is on schedule to be completed in 2025.

Two super post panamax ship to shore gantry cranes have been ordered with a planned delivery of FY2025. Backland development to support the recently completed berth extension at Velasco Terminal will continue with costs associated with this phase of the build out estimated at \$ 129 million over the next five years. These projects will be funded through a combination of operating income, grants, and bond revenues. In addition to the activities associated with the Velasco Terminal, a 125 acre vehicle importation and processing facility is nearing completion. The cost associated with the 125 acre vehicle importation and processing facility will be borne by the developer.

The continued strategy of maintaining long term contracts combined with strong operational growth plans and established financing options will support these projects and initiatives while also enabling continued infrastructure development beyond those specifically noted.

These initiatives as well as others are outlined further in Management's Discussion and Analysis in the Financial Section.

ACKNOWLEDGEMENTS

The preparation of this Annual Comprehensive Report could not have been accomplished without the contributions of the Finance Department and other staff members. They have my sincere appreciation for their dedication and diligence in preparing this report. Thanks, and appreciation are extended to the Executive Director/CEO and Commissioners, as well, for their guidance, insight, and support throughout the year.

Respectfully Submitted,

Rob Lowe

Economic Impact

The results of the 2022 Economic Impact Analysis performed by Texas A&M Transportation Institute estimate the total economic impact that the Freeport Harbor Channel has on local, statewide, and national economies through the operation of and investment in leased and privately-owned terminals.

Statewide Annual Economic Impact

109,800 jobs \$8.8 billion state and local tax revenues \$84.3 billion total economic output

Nationwide Annual Economic Impact

266,300 jobs \$5.4 billion federal tax revenues \$157.3 billion total economic output

The impacts of the study are based upon 2021 data and are provided as direct, indirect and induced effects of the operations along the Freeport Harbor Channel and are reported in terms of employment, production, income, and tax revenues.





Independent Auditor's Report

To the Port Commissioners Port Freeport Freeport, Texas 77541

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of Port Freeport ("the Port"), as of and for the year ended September 30, 2023 and 2022, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Port, as of September 30, 2023 and 2022 and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Change in Accounting Principle

As discussed in Note 10 to the financial statements, in 2022 the Port adopted new accounting guidance, *GASBS No. 87*, *Lease*. Our opinions are not modified with respect to this matter.

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 from material misstatement, whether due to fraud or error.

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

Port Commissioners Port Freeport Freeport, Texas 77541 Page 2

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with generally accepted auditing standards and Government Auditing Standards, 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 Port's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Port's ability to continue as a going concern for a reasonable period of time.

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 the management's discussion and analysis on pages 20-30 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Port Commissioners Port Freeport Freeport, Texas 77541 Page 3

Supplementary Information

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

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated February 14, 2023 on our consideration of the Port's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Port's internal control over financial reporting and compliance.

KM&L, LLC

Lake Jackson, Texas February 14, 2024

Management Discussion and Analysis

The management of Port Freeport (Port) offers readers this narrative overview and analysis of the financial activities for the fiscal years ended September 30, 2023, 2022 and 2021. This section is intended to enhance the clarity and usefulness of the financial statements for citizens, oversight bodies, investors, and creditors. The Port's financial activities are being reported under the requirements of Governmental Accounting Standards Board (GASB) Statement 34 as a single enterprise fund.

Financial Highlights

September 30, 2023

- Total Net Position increased by \$ 8.1 million.
- Total Assets increased by \$ 35.9 million primarily due to an increase in property, plant and equipment of \$ 30.0 million from purchases of land, Port improvements, and equipment, an increase in cash and cash equivalents of \$ 18.2 million and a decrease in investments of \$ 2.8 million primarily driven from bonds issued and cost paid for non-federal share of Freeport Harbor Channel Improvement Project.
- Total Liabilities increased by \$ 39.1 million mainly due to bonds issued.
- Increase in Net Position was primarily due to grant funds received and reduction in amount paid for non-federal share of Freeport Harbor Channel Improvement Project.

September 30, 2022

- Total Net Position decreased by \$ 20.9 million.
- Total Assets increased by \$ 149.8 million primarily due to an increase in property, plant and equipment of \$ 40.3 million from purchases of land, Port improvements, and equipment, a decrease in cash and cash equivalents of \$ 45.1 million and in investments of \$ 29.2 million primarily driven from cost paid for non-federal share of Freeport Harbor Channel Improvement Project, and an increase in lease receivable of \$ 180.4 million due to the implementation of GASB No. 87.
- Total Liabilities decreased by \$ 4.8 million mainly due to scheduled payments on note and bonds outstanding.
- An increase in deferred inflow of resources of \$ 175.6 million was due to the implementation of GASB No. 87.
- Decrease in Net Position was primarily due to cost paid for non-federal share of Freeport Harbor Channel Improvement Project.

September 30, 2021

- Total Net Position increased by \$ 3.3 million.
- Total Assets increased by \$ 76.0 million primarily due to an increase in property, plant and equipment of \$ 66.1 million from purchases of land, Port improvements, and equipment, an increase in cash and cash equivalents of \$ 42.9 million, and a decrease in investments of \$ 34.9 million primarily driven from bond proceeds received in advance of associated Freeport Harbor Channel improvement project.
- Total Liabilities increased by \$ 72.7 million due to the net bond proceeds of \$ 67.0 million, bond premium of \$ 8.8 million, and scheduled payments on note and bonds outstanding.
- Change in Net Position was lower than the prior year primarily due to the increase of non-operating expenses.

Overview of Financial Statements

This discussion and analysis serves as an introduction to the Port's basic financial statements. These statements include a statement of net position that is a statement of assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position; a statement of revenues, expenses and changes in net position that reports all revenues and expenses during the year and their net; a statement of cash flows that reports sources and uses of cash; and notes to the financial statements that explain some of the information in the financial statements and provide supporting detail. The basic financial statements are prepared on the accrual basis, whereby revenues are recognized when earned and expenses are recognized when incurred, regardless of when cash is received or paid.

Management Discussion and Analysis

Financial Analysis

Over time, increases or decreases in the Port's net position may serve as a useful indicator of whether the Port's financial position is improving or deteriorating. For the years ended September 30, 2023, 2022 and 2021, the Port's net position increased by 4 percent, decreased by 9 percent, and 1 percent to \$ 232.1 million, \$ 224.0 million, and \$ 245.0 million, respectively.

Net investment in capital assets at September 30, 2023, 2022 and 2021, was \$ 256.7 million, \$ 219.4 million, and \$ 190.7 million, or 98 percent, 78 percent, and 72 percent of total net position, respectively. Net investment in capital assets includes land, buildings, machinery, and equipment less any related debt used to acquire these assets. These net capital assets are recorded at historical cost and are net of depreciation. The remaining net position, at September 30, 2023, 2022 and 2021, is divided into four categories: restricted for debt service, \$ 14.6 million, \$ 13.0 million, and \$ 13.8 million; contribution, \$ 43.3 million, \$ 6.6 million, and \$ 52.5 million; restricted for capital projects, \$ 12 thousand, \$ 12 thousand, and \$ 13 thousand; and unrestricted net position, deficit of \$ 82.5 million, deficit of \$ 15.0 million, and deficit of \$ 12.0 million, respectively. Restrictions do not significantly affect the availability of resources for future use. As the non-federal sponsor of the Freeport Harbor Channel, the Port is responsible to fund the non-federal share of the Freeport Harbor Channel Improvement Project. The non-federal sponsor share is funded by the issuance of General Obligation Bonds. As a result, the Port has recognized substantial liabilities in the financial statements for these bonds. As of September 30, 2023, 2022, and 2021 the Port had project related outstanding bonds of \$ 43.3 million, \$ 73.2 million and \$ 74.1 million (included premium), which has caused the deficit balances in the unrestricted net position.

The Port's total net position increased by \$ 8.1 million in 2023, decreased by \$ 21.0 million in 2022 and increased by \$ 3.3 million in 2021. These changes were provided by operating income (including depreciation) of \$ 23.1 million, \$ 27.2 million, and \$ 20.3 million; \$ (20.4) million, \$ (48.1) million and \$ (17.0) million in non-operating net revenues (expenses) including ad valorem taxes of \$ 6.6 million, \$ 6.4 million, and \$ 6.2 million and capital contributions of \$ 5.5 million, \$ 143 thousand, and \$ 11 thousand, respectively.

Condensed Statements of Net Position

(in thousands)

(in thousa	2023		2022		2021	
Current assets Capital assets, net of depreciation	\$	278,729 448,546	\$	272,887 418,538	\$	163,395 378,196
Total assets		727,275		691,425		541,591
Deferred outflows of resources – refunding costs		5		7		8
Total deferred outflows of resources		5		7		8
Current liabilities Non-current liabilities		18,113 312,852		27,643 264,230		23,806 272,835
Total liabilities		330,965		291,873		296,641
Deferred inflows of resources		164,200		175,561		
Total deferred inflows of resources – lease related		164,200		175,561		
Net investment in capital assets		256,736		219,425		190,667
Restricted for debt service		14,584		12,960		13,774
Restricted for contributions		43,285		6,581		52,492
Restricted for capital projects		12		12		13
Unrestricted	(82,501)	(14,980)	(11,988)
Total net position	\$	232,116	\$	223,998	\$	244,958

Management Discussion and Analysis

Comparative Statement of Revenues, Expenses and Changes in Net Position (in thousands)

	2023		2022		2021	
Operating revenues:						
Harbor operations	\$	26,315 \$	25,549	\$	26,685	
Lease income		17,676	17,211		12,970	
Miscellaneous		2,111	4,524		8	
Total operating revenues		46,102	47,284		39,663	
Operating expenses:						
Payroll and related		5,713	4,946		5,110	
Professional services		3,135	2,764		2,213	
Supplies and other		3,161	2,678		2,215	
Utilities, maintenance and repairs		2,135	1,829		1,648	
Depreciation		8,883	7,914		8,193	
Total operating expenses		23,027	20,131		19,379	
Operating income		23,075	27,153		20,284	
Non-operating revenues (expenses):						
Ad valorem tax, net of collection expenses		6,611	6,430		6,190	
Investment income		4,186	153		88	
Dredge material placement fees		-	-		246	
Gain on sale of capital assets and other		44	272		461	
Debt interest and fees	(10,955)	(9,300) (8,795)	
Other	(<u>20,330</u>)	(45,619) (15,152)	
Total non-operating revenues (expenses)	(20,444)	(48,064) (16,962)	
Income before capital contributions and						
extraordinary expenses		2,631	(20,911)	3,322	
Capital contributions - grants		5,487	143		11	
Extraordinary expenses - emergency recovery expenses		<u>-</u>	(192) (<u>9</u>)	
Change in net position		8,118	(20,960)	3,324	
Total net position - beginning	2	23,998	244,958		241,634	
Total net position - ending	\$ <u> 2</u>	<u>32,116</u> \$	223,998	\$	244,958	

Total revenues, including capital contributions, have increased in 2023 compared to 2022 and increased in 2022 compared to 2021. Total revenues for 2023, 2022, and 2021, were \$ 62.4 million, \$ 54.3 million, and \$ 46.7 million, respectively. Operating revenues decreased by \$ 1.2 million in 2023 to \$ 46.1 million, and increased \$ 7.6 million in 2022 to \$ 47.3 million, and \$ 6.1 million in 2021 to \$ 39.7 million. Harbor operating revenues are primarily driven by commodity tonnages and ship calls. Tonnage overall decreased 12 percent to 11.4 million tons in 2023 while ship calls decreased 12 percent and barge calls remained the same. Tonnage overall decreased 23.7 percent to 13 million tons in 2022 while ship calls decreased 14 percent and barge calls increased 112 percent Tonnage overall increased 96 percent to 17 million tons in 2021 while ship calls increased 29 percent and barge calls decreased 17 percent. Miscellaneous revenues decreased in 2023 by \$ 2.4 million, increased by \$ 4.5 million in 2022 both due to business interruption insurance claim proceeds, and in 2022 was \$ 8 thousand.

Management Discussion and Analysis

The following is the detailed tonnage comparison for the fiscal year 2023, 2022, and 2021:

	Fiscal Year 2023 Tonnage (In	Change from prior	Fiscal Year 2022 Tonnage (In	Change from prior	Fiscal Year 2021 Tonnage (In	Change from prior
Commodity	thousands)	year	thousands)	year	thousands)	year
Rice	254	-8%	276	134%	118	-17%
Bananas/Misc. Fruit	399	9%	365	29%	283	7%
Misc./General Cargo	386	8%	356	-24%	471	-29%
Dry Bulk Material	280	-38%	448	2%	441	-32%
Liquid Bulk Material	8,892	-14%	10,331	-31%	14,878	135%
Project Cargo	11	-84%	68	518%	11	-80%
Steel Products	797	8%	736	74%	423	37%
RoRo Cargo	401	-3%	415	1%	411	42%
Total	11,420	-12%	12,995	-24%	17,036	96%

Total lease revenue increased 2.7 percent in 2023, increased 32.7 percent in 2022, and decreased 3.1 percent in 2021. Ground lease revenue increased \$ 1 million in 2023, increased \$ 4.2 million in 2022, and decreased \$ 321 thousand in 2021. Other leases increased \$ 16 thousand in 2023, increased \$ 99 thousand in 2022, and decreased \$ 97 thousand in 2021. Lease revenue increases in 2022 are due to the implementation of GASB No. 87 which resulted in recognized interest income related to the leases. Lease revenue decreases in 2021 are due to the expiration of a lease termination agreement.

Ad valorem tax revenue was \$ 6.6 million, \$ 6.4 million, and \$ 6.2 million in 2023, 2022 and 2021, respectively. The tax rate was 3.50 cents per hundred-dollar valuation in 2023, 4.00 cents per hundred-dollar valuation in 2022 and 4.01 cents in 2021. Investment income increased by \$ 4.0 million in 2023 as compared to 2022 due to a change in interest rate and fair value, increased by \$ 65 thousand in 2022 as compared to 2021 due to a change in fair value, increased by \$ 2 million in 2021 as compared to 2020 due to increases in funds available for investment. Grant revenues in 2023 increased to \$ 5.6 million, in 2022 increased to \$ 144 thousand, in 2021 decreased to \$ 11 thousand. Other non-operating expenses of \$ 20.3 million, \$ 45.6 million, and \$ 15.2 million in 2023, 2022, and 2021 were mainly related to contributions of non-federal share of Freeport Harbor Channel Improvement Project.



Management Discussion and Analysis

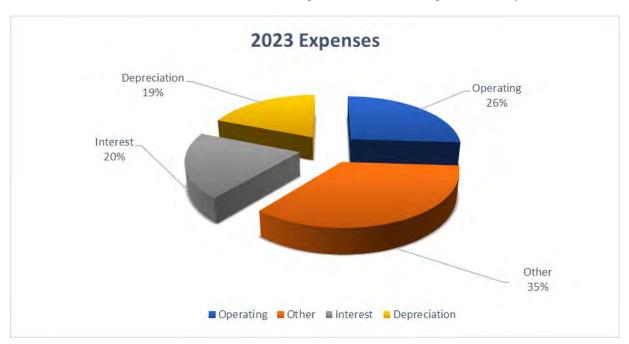




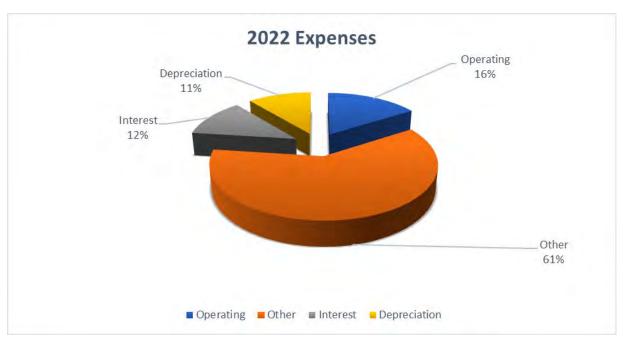
Management Discussion and Analysis

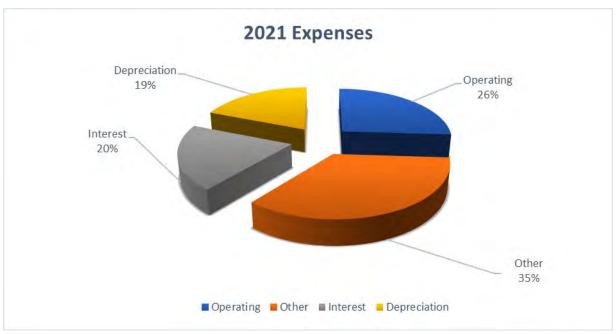
Total expenses decreased 27.8 percent to 54.3 million from 75.2 million in 2023, increased 73.6 percent to 75.2 million from 43.3 million in 2022, and increased 31.0 percent to 43.3 million from 33.1 million in 2021. Operating expenses, including depreciation, were \$ 23.0 million in 2023 increasing \$ 2.9 million or 14.4 percent, \$ 20.1 million in 2022 increasing \$ 752 thousand or 3.9 percent, and \$ 19.4 million in 2021 increasing \$ 833 thousand or 4.5 percent. Payroll and related expenses in 2023 were consistent with 2022 and 2021 with the addition of salary increases. Professional services expenses in 2023 were increased \$ 371 thousand compared to 2022, in 2022 were increased \$ 551 thousand compared to 2021, and in 2021 were consistent with 2020. Supplies and other expenses in 2023 increased \$ 483 thousand or 18.0 percent compared to 2022, in 2022 increased \$ 463 thousand or 20.9 percent comparing with 2021, and in 2021 were consistent with 2020. Utilities and maintenance expenses increased \$ 306 thousand in 2023 compared to 2022, increased \$ 181 thousand in 2022 as compared to 2022, and were consistent in 2021 as compared to 2020. Depreciation expenses increased \$ 969 thousand in 2023, decreased \$ 279 thousand in 2022, and increased \$ 600 thousand in 2021.

Debt interest and fees were \$ 10.9 million in 2023, \$ 9.3 million in 2022, and \$ 8.8 million in 2021 on outstanding debt payments. Other expenses of \$ 20.3 million in 2023, \$ 45.6 million in 2022, \$ 15.2 million in 2021 were capital contributions made for the non-federal share of the Freeport Harbor Channel Improvement Project.



Management Discussion and Analysis



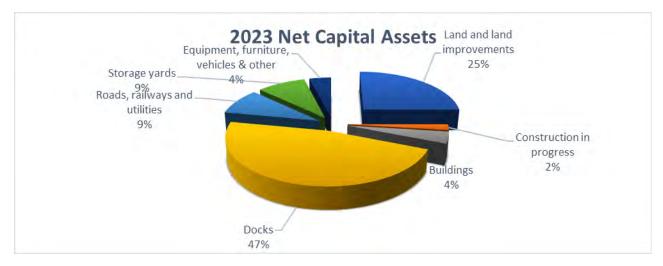


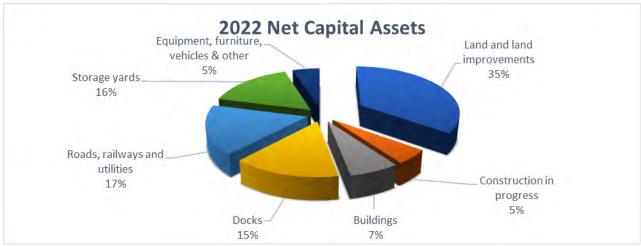
Management Discussion and Analysis

Capital Assets

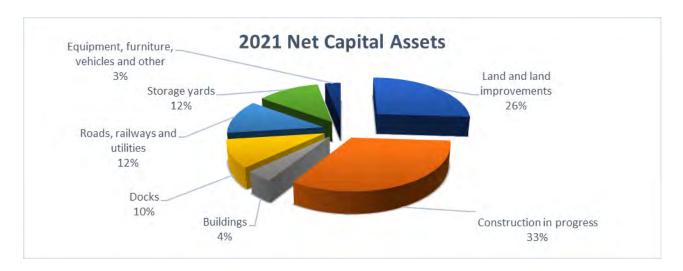
The Port's capital assets are \$ 448.5 million, \$ 418.5 million, and \$ 378.2 million, net of depreciation, as of September 30, 2023, 2022 and 2021, respectively. The capital assets include land and land improvements, docks and appurtenances, buildings, storage yards, equipment, roads and railways, utilities, and construction in progress. In 2023, 2022 and 2021 there were additions of \$ 38.9 million, \$ 48.4 million, and \$ 74.3 million (net of construction in progress placed in service) with depreciation of \$ 8.9 million, \$ 7.9 million, and \$ 8.2 million, respectively.

Regarding additions, land and improvements additions were \$ 7.9 million in 2023, \$ 5.3 million in 2022, and \$ 3.5 million in 2021, primarily related to land acquisitions of properties adjacent to the Port. Gross additions to construction in progress were \$ 2.1 million in 2023, \$ 42.1 million in 2022, and \$ 70.5 million in 2021, including Freeport Channel improvements and Velasco Terminal improvements. Construction in progress placed in service totaled \$ 125.1 million in 2023, \$ 31.4 million in 2022, and \$ 2.1 million in 2021, which included the completion of Berth 8 and the Roro ramp in 2023, at a cost of \$ 143.8 million, the levee stabilization project at a cost of \$ 31 million in 2022 and Parcel 14 drainage and utilities cost of \$ 1.9 million in 2021. Roads, lots and railways had additions of \$ 9.3 million in 2023, while docks and appurtenances had additions of \$ 19.2 million in 2023 from Berth 5 expansion and Velasco Terminal backlands improvements. Equipment, furniture, vehicles, and other additions totaled \$ 364 thousand in 2023, \$ 592 thousand in 2022, and \$ 771 thousand in 2021 with the purchase of software, tools and equipment. Additional information on capital assets can be found in Note 4 on pages 49-51 of this report.





Management Discussion and Analysis



Long Term Debt

Total bonds payable are \$ 298.0 million at September 30, 2023, \$ 248.0 million at September 30, 2022, and \$ 253.7 million at September 30, 2021.

Senior Lien Revenue Bonds, Series 2013A were issued in June 2013. The 2013A series bonds were issued to refund the 2008 Series bonds, which were set to mature in 2028. Senior Lien Revenue and Refunding Bonds, Series 2015A, were issued in September 2015. The 2015A series bonds were issued to refund the Port's outstanding Senior Lien Revenue Notes, Series 2013B and to provide for financing to acquire, construct and develop repairs and improvements to and equip a container terminal complex and an automobile processing facility. Senior Lien Revenue Bonds, Series 2018 were issued in September 2018. The 2018 series bonds were issued to provide for use to finance all or a portion of (i) the costs of the design, construction, development, improvement and equipment of a storage yard and backland areas to be located at the Velasco Terminal development, (ii) the costs of the design, construction, development, improvement and equipment of a rail yard to be located on Parcel 14, and a rail line connecting the rail yard to the Union Pacific mainline, (iii) the costs of the design, construction, development, improvement and equipment of port facilities and infrastructure (iv) making a deposit to a bond reserve fund and (v) paying the costs of issuing the Bonds. Senior Lien Revenue Bonds Series 2019A and Series 2019 B were issued in December 2019. The proceeds of issuances of series 2019A bonds were used to finance all or a portion of (i) the costs of the design, construction, development, improvement, and equipment of Port facilities, (ii) making a deposit to a debt service fund for the series 2019A bonds, and (iii) paying the costs of issuing the Bonds. The proceeds of issuances of series 2019B bonds were used to finance all or a portion of (i) the costs of the design, construction, development, improvement, and equipment of facilities useful in the operation of the Port's waterways and in aid of navigation of such waterways, (ii) making a deposit to a debt service reserve fund for the series 2019B bonds, and (iii) paying the costs of issuing the Bonds. Senior Lien Revenue Bonds, Series 2021 were issued in July 2021. The Series 2021 bonds were issued to finance all or a portion of (i) the costs of the design, construction, development, improvement, and equipment of Port Facilities, including a 925-foot expansion of a berth at the Port's container handling facility, (ii) make a deposit to a debt service reserve account, and (iii) pay the costs of issuing the

As of September 30, 2023, the amount outstanding on these revenue bonds was \$ 175.0 million, \$ 180.2 million at September 30, 2022 and \$ 185.2 million at September 30, 2021. The debt service for these bonds is paid from the Port's operating revenues.

Management Discussion and Analysis

In 2019, General Obligation Bonds, Series 2019 were issued to provide for use to finance the contribution of non-federal share for improving, constructing, or developing the Freeport Harbor Channel, the construction of related improvements to waterways and adjacent berthing areas and aids to navigation used for navigation-related commerce at the Port, and dredge material placement associated with such activities (Freeport Harbor Channel Improvement Project). In 2021, General Obligation Bonds, Series 2021, and in 2023, General Obligation Bonds, Series 2023 were issued for the next phase of the Freeport Harbor Channel Improvement Project. As of September 30, 2023, the Port had general obligation bonds payable of \$ 123.0 million, \$ 67.9 million at September 30, 2022 and \$ 68.5 million at September 30, 2021. The final maturity for these general obligation bonds is 2051. The debt service for these bonds is paid from ad valorem tax revenue.

On September 30, 2014, the Port entered into a purchase financing agreement ("Master Lease-Purchase Financing Agreement") with Chase Bank in the amount of \$ 14.1 million with a balance at September 30, 2023 of \$ 1.6 million, at September 30, 2022 of \$ 3.1 million, and at September 30, 2021 of \$ 4.6 million. The agreement calls for annual principal and interest payments beginning on September 30, 2015 and ending on September 30, 2024. The purchase agreement represents a refinancing of the two cranes purchased during the year ended September 30, 2014 based on a Reimbursement Agreement (Resolution Expressing Intent to Finance Expenditures Incurred) adopted by the Board of Commissioners on August 8, 2013. Additional information on long-term debt activity can be found in Note 5 and Note 6 on pages 51-56 of this report.

Outlook

Significant developments continue at the port which will affect the future financial performance, both in the near and long -term time periods. With the opening of the second berth of the Velasco Container Terminal and improvements to existing Port facilities Port Freeport is positioned to continue its growth, creating additional opportunities for existing tenants and offering opportunities for new lines of business.

With the completion of the initial reconnaissance and subsequent feasibility study, The U.S. Army Corps of Engineers (USCOE) issued a Chiefs report in January of 2013 indicating a Federal interest, supported by favorable project economics, to deepen the Port Freeport Navigational Channel to depths ranging from 51-56 feet from the current 46foot depth. At present, the project is authorized as part of the Water Resources Reform and Development Act of 2014 (WRRDA). During 2014, it was determined additional improvements, beyond those proposed and authorized in WRRDA, were necessary for the safe navigation of the feasibility study's design vessel. Based on these findings, the Port actively engaged with the USCOE to produce a General Reevaluation Report (GRR) outlining a process to adjust for these additional requirements, which include bend easing and channel width increases. The GRR approval was received in May 2018. A New Start designation was granted, and the first phase was appropriated by Congress and included in the USCOE 2020 workplan. The USCOE awarded a contract for dredging of the first phase of the project on September 2020 and construction began in April 2021. Federal funding through fiscal year end totaled \$ 207.7 million providing the g federal funding needed to complete the project. As non-federal sponsor, Port Freeport is contributing \$ 130 million, funded by the 2018 voter-approved bond package. A \$ 55.8 million issuance was executed in March 2023 that when combined with previous issuances of \$74.2 million will fully fund the port's planned non-federal share. Project construction will be completed over a five-year period with originally estimated totally funded cost of \$ 295 million to be cost-shared between the Federal government and the Port on a 50-50 basis for depths below 56 feet and on a 75-25 basis for depths less than 51 feet. These planned improvements will allow the Port and other harbor users to bring in larger vessels and a greater volume of ships, providing for a fuller utilization of existing and planned facilities.

Management Discussion and Analysis

Included in the Port's developmental planning efforts is the continued build-out of Velasco Container Terminal. Construction of the 927-foot berth expansion with an additional 85-foot Roll-On/Roll-off ramp is complete as well as development of backland to support the berths. Estimated future costs associated with the completion of the backland development and landside access are \$ 127 million, scheduled over the next five years and includes the acquisition of two (2) additional ship to shore gantry cranes which have been ordered. A combination of operating income and revenue debt issuance is anticipated to fund this project.

Future development plans include the stabilization of additional land for laydown areas for project cargo, automotive and heavy equipment, the construction of warehousing, processing, and distribution facilities. The Port was awarded \$ 6.3 million from the FY 2018 Consolidated Rail Infrastructure and Safety Improvements Grant (CRISI) to fund Phase II of the rail development at a total estimated cost of \$ 9.5 million in which the construction was completed in 2023. A 125-acre vehicle importation and processing facility is expected to begin operations in February 2024 that will more than double the volume of vehicles processed through the port annually. The cost of this development is being borne by the developer.

Lastly, with the expansion of domestic oil and gas production, the Freeport based polymer manufacturers and other petrochemical companies have expanded their production facilities. This creates opportunities for increased utilization of the Port's berths, warehouse spaces and cargo lay down areas and supports the ongoing development of the Port's infrastructure.

Requests for Information

This financial report is designed to provide a general overview of Port Freeport's finances and the Port's accountability for the money it receives. If you have questions about this report or need additional information, contact Rob Lowe, Chief Financial Officer/CFO, at Port Freeport, 1100 Cherry Street, Freeport, Texas 77541.



Statements of Net Position

September 30, 2023 and 2022

		2023		2022
Assets:				
Current Assets:				
Cash and cash equivalents	\$	18,278,111	\$	48,789,463
Investments		, , , <u>-</u>		9,986,124
Receivables:				, ,
Trade accounts (less allowance for uncollectible accounts -				
2023, \$ 40,466; 2022, \$ 31,560)		5,339,302		3,475,052
Property taxes (less allowance for uncollectible accounts -				
2023, \$ 34,107; 2022, \$ 35,582)		71,807		72,018
Lease		173,300,168		180,406,546
Other		59,474		4,927,330
Other governments		646,158		641,487
Accrued interest		-		626
Prepaid items		1,397,947		1,033,776
Inventory	_	1,277,492	_	1,091,309
Total unrestricted current assets	_	200,370,459		250,423,731
Restricted Current Assets:				
Cash and cash equivalents		64,421,726		15,694,844
Investments		13,861,881		6,706,873
Receivables:				
Property taxes (less allowance for uncollectible accounts -				
2023, \$ 12,073; 2022, \$ 11,770)		52,034		38,709
Accrued interest receivable		22,473		22,473
Other		589		683
Total restricted current assets	_	78,358,703		22,463,582
Total current assets		278,729,162		272,887,313
Land and land improvement, and construction in progress		123,752,526		238,842,811
Property, plant and equipment (less accumulated depreciation - 2023, \$ 106,504,142; 2022, \$ 97,893,835)		324,793,489	_	179,695,348
Total non-current assets		448,546,015		418,538,159
Total assets		727,275,177		691,425,472
Deferred Outflows of Resources:				
Deferred outflows of resources – Refunding costs	_	5,441		6,604
Total deferred outflows of resources	_	5,441	_	6,604

(continued)

	2023	2022
<u>Liabilities:</u>		
Current Liabilities:	ф 2.470 c12	Φ 12.250.775
Accounts payable and accrued expenses Unearned lease income	\$ 2,479,613	\$ 12,250,775
Accrued compensated absences	4,425,897 74,535	4,236,646 76,055
Accrued compensated absences		70,033
Total current liabilities	6,980,045	16,563,476
Current Liabilities Payable from Restricted Assets:		
Accrued bond interest payable	3,235,533	2,910,569
Note payable	1,558,990	1,523,850
Bonds payable	6,338,750	6,644,837
Total current liabilities payable from restricted assets	11,133,273	11,079,256
Total current liabilities	18,113,318	27,642,732
Non-current Liabilities:		
Note payable	-	1,558,990
Bonds payable	312,787,707	262,612,517
Accrued compensated absences	63,780	58,546
Total non-current liabilities	312,851,487	264,230,053
Total liabilities	330,964,805	291,872,785
Deferred Inflows of Resources:		
Deferred inflows of resources – lease related	164,199,722	175,560,971
Total deferred inflows of resources	164,199,722	175,560,971
Net Position:		
Net investment in capital assets	256,735,808	219,424,654
Restricted:	, ,	- , ,
Debt service	14,583,736	12,959,784
Capital projects	12,274	12,346
Contributions	43,285,348	6,580,882
Unrestricted	(82,501,075)	(14,979,346)
Total net position	\$ <u>232,116,091</u>	\$ 223,998,320

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



Statements of Revenues, Expenses and Changes in Net Position For the Years Ended September 30, 2023 and 2022

		2023		2022
Operating Revenues:				
Harbor Operations:				
Wharfage	\$	13,826,006	\$	11,642,336
Dockage		5,854,458		6,927,659
Service, facility use and other fees		6,635,363		6,978,611
Lease income		17,675,895		17,211,374
Business interruption claim		2,000,000		4,500,000
Miscellaneous		110,261		24,289
Total operating revenues		46,101,983		47,284,269
Operating Expenses:				
Payroll and related		5,712,967		4,945,664
Professional services		3,134,753		2,764,373
Supplies and other		3,160,549		2,678,568
Utilities		959,634		719,222
Maintenance and repairs		1,176,459		1,109,624
Depreciation	_	8,882,682	_	7,914,177
Total operating expenses		23,027,044		20,131,628
Operating income		23,074,939		27,152,641
Non-Operating Revenues (Expenses):				
Ad valorem tax, net of collection expenses		6,610,936		6,430,433
Investment income		4,185,741		153,341
Gain on sale of capital assets		44,503		271,813
Debt interest and fees	(10,954,604)	(9,300,161)
Other	<u>(</u>	20,330,383)	(45,619,399)
Total non-operating revenues (expenses)	(20 442 807)	(19 062 072)
Total non-operating revenues (expenses)		20,443,807)		48,063,973)
Income (loss) before capital contributions and extraordinary expenses		2,631,132	(20,911,332)
Capital contributions - grants		5,486,639		143,492
Extraordinary expenses - emergency recovery		_	(192,001)
Change in net position		8,117,771	(20,959,841)
Total net position - beginning		223,998,320		244,958,161
Total net position - ending	\$	232,116,091	\$	223,998,320

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

Statements of Cash Flows For the Years Ended September 30, 2023 and 2022

		2023		2022
Cash Flows from Operating Activities:				
Cash received from customers Cash paid to suppliers for goods and services Cash paid to employees for services and benefits Emergency recovery expenses	\$ ((45,027,525 18,757,582) 5,689,203)	\$ (((_	39,550,367 4,605,077) 5,144,582) 192,001)
Net cash provided by operating activities		20,580,740		29,608,707
Cash Flows from Non-capital Financing Activities: Property tax receipts Property tax collection expenses Contribution to others	((6,597,822 70,818) 20,330,383)	(<u>(</u>	6,478,181 69,616) 45,619,399)
Net cash used by non-capital financing activities	(13,803,379)	(39,210,834)
Cash Flows from Capital and Related Financing Activities: Proceeds from issuance of bonds Principal payments under bond obligations Principal payments under capital note obligations Interest and fees paid under debt obligations Land & equipment purchases Grants received Proceeds from the sale of capital assets	(((55,800,000 5,865,000) 1,523,850) 10,630,243) 38,890,537) 5,486,639 44,503	(((6,409,888) 1,489,502) 9,084,087) 48,233,055) 154,148 248,387
Net cash used by capital and related financing activities		4,421,512	(64,813,997)
Cash Flows from Investing Activities: Purchase of investments Proceeds from sale and maturity of investments Investment earnings	(44,575,859) 48,496,000 3,096,516	(17,260,621) 45,380,000 1,242,061
Net cash provided by investing activities		7,016,657	_	29,361,440
Change in cash and cash equivalents		18,215,530	(45,054,684)
Cash and cash equivalents, October 1,		64,484,307		109,538,991
Cash and cash equivalents, September 30,	\$	82,699,837	\$	64,484,307

(continued)

Statements of Cash Flows - Continued For the Years Ended September 30, 2023 and 2022

		2023		2022
Reconciliation of Operating Income to Net Cash Provided				
by Operating Activities:				
Operating income	\$	23,074,939	\$	27,152,641
Adjustments to Reconcile Operating Income to Net				
Cash Provided by Operating Activities:				
Depreciation		8,882,682		7,914,177
Emergency recovery expenses		-	(192,001)
Change in assets and liabilities:			(1,001)
Accounts receivable		2,990,588		1,567,343
Lease receivable		7,106,376	(180,406,546)
Other receivables	(4,671)	ì	4,677,237)
Inventory	(186,183)	ì	121,248)
Prepaid and other	(364,171)	ì	105,621)
Deferred inflow of resource	(11,361,249)	,	175,560,971
Accounts payable and accrued expenses	(9,750,536)		2,893,579
Unearned lease income	`	189,251		221,567
Accrued compensated absences		3,714	(198,918)
Net cash provided by operating activities	¢	20,580,740	•	29,608,707
Net cash provided by operating activities	Ф <u></u>	20,360,740	Φ	29,008,707
Non-cash Transactions Affecting Financial Position:				
Change in value of investments – from cost to fair value	\$	1,089,025	\$ <u>(</u>	1,089,346)
Net effect of non-cash transactions	\$	1,089,025	\$ <u>(</u>	1,089,346)

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

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Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of Port Freeport (the "Port") have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to governmental units for enterprise funds. Enterprise fund accounting follows all Governmental Accounting Standards Board (GASB) pronouncements, as well as Financial Accounting Standards Board (FASB) codification unless the codification conflicts with or contradicts GASB pronouncements, in which case, GASB prevails. The more significant of the Port's accounting policies are described below.

A. REPORTING ENTITY

In evaluating how to define the government for financial reporting purposes, management has considered all potential component units. The decision to include a potential component unit in the reporting entity was made by applying the criteria set forth in GAAP. Based upon the application of these criteria, the following is a brief review of each potential component unit addressed in defining the Port's reporting entity. Individual financial statements for each component unit can be obtained from the office of Port Freeport.

Included within the reporting entity:

Port Freeport: Port Freeport was created by action of the voters of Brazoria County, Texas, on December 4, 1925. The Port operates under an elected commissioner form of government. Currently six commissioners are authorized by the Texas Legislature.

Brazos Harbor Industrial Development Corporation: In November 1979, the Port authorized the filing of a petition to create the Brazos Harbor Industrial Development Corporation (IDC), a nonprofit corporation organized to issue industrial development bonds and pollution control revenue bonds. Vernon's Annotated Texas Civil Statutes authorize the creation and administration of industrial development corporations by specified governmental entities for the use in the promotion and development of commercial, industrial, and manufacturing enterprises.

The Port Commission appoints a separate board of directors for the IDC. The IDC acts under the authorization and direction of the appointed Board. The IDC negotiates with the user entity to develop the necessary documents for issuing the bonded debt. The bonds are payable solely from the revenues derived from the project.

Additionally, the user entity indemnifies and agrees to hold harmless the IDC from any and all claims relating to the issuance of the bonded debt. None of the Port's assets or future revenues are pledged to secure these bonds. The Port Commission has the right of refusal on the issuance of bonds by the IDC; therefore, this constitutes financial accountability. The IDC is included in the reporting entity even though the Port does not provide funding to the IDC or have the ability to elect their governing authority or designate their management, and the IDC was incorporated for the benefit of all commercial enterprises in the area. The IDC is a discretely presented component unit, although it has no assets, liabilities, equities, or financial transactions. Financial information is limited to the disclosure of revenue bonds issued on behalf of others (Note 14).

B. BASIS OF ACCOUNTING

The Port follows enterprise fund accounting and reporting requirements, including the accrual basis of accounting and application of all GASB pronouncements as well as the Financial Accounting Standards Board ("FASB") pronouncements issued, unless those pronouncements conflict with or contradict GASB pronouncements.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

B. BASIS OF ACCOUNTING - Continued

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

Operating revenues and expenses generally result from providing services in connection with ongoing operations. The principal revenues of the Port are charges to customers for sales and services. The Port also recognizes revenue in the form of rents. Operating expenses include the cost of services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

C. RECLASSIFICATIONS

No reclassifications noted.

D. NEW PRONOUNCEMENTS

GASB Statement No. 91 "Conduit Debt Obligations" was issued in May 2019. The statement was implemented and did not have a material effect on the financial statements of the Port. The requirements of this statement are effective for reporting periods beginning after December 15, 2021.

GASB Statement No. 94 "Public-Private and Public-Public Partnerships and Availability Payment Arrangements" was issued in March 2020. The statement was implemented and did not have a material effect on the financial statements of the Port. The requirements of this statement are effective for reporting periods beginning after June 15, 2022.

GASB Statement No. 96 "Subscription-Based Information Technology Arrangements" was issued in May 2020. The statement was implemented and did not have a material effect on the financial statements of the Port. The requirements of this statement are effective for reporting periods beginning after June 15, 2022.

GASB Statement No. 99 "Omnibus 2022" was issued in April 2022. The statement was implemented and did not have a material effect on the financial statements of the Port. The requirements of this statement are effective for reporting periods beginning after June 15, 2022.

GASB Statement No. 100 "Accounting Changes and Error Corrections - an amendment to GASB Statement No. 62" was issued in June 2022. The management of the Port does not expect the implementation of this standard to have a material effect on the financial statements of the Port. The requirements of this statement are effective for reporting periods beginning after June 15, 2023.

GASB Statement No. 101 "Compensated Absences" was issued in June 2022. The management of the Port does not expect the implementation of this standard to have a material effect on the financial statements of the Port. The requirements of this statement are effective for reporting periods beginning after December 15, 2023.

GASB Statement No. 102 "Certain Risk Disclosures" was issued in December 2023. The management of the Port does not expect the implementation of this standard to have a material effect on the financial statements of the Port. The requirements of this statement are effective for reporting periods beginning after June 15, 2024.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

E. CASH AND INVESTMENTS

Cash and temporary investments include amounts in demand deposits and short-term investments with a maturity date within three months of the date acquired by the Port. For purposes of the cash flow statement, cash and temporary investments are considered cash equivalents. In accordance with GASB Statement 31, "Accounting and Financial Reporting for Certain Investments and for External Investment Pools", investments are stated at fair value.

F. INVENTORIES AND PREPAID ITEMS

Inventories of supplies are valued at cost and inventories held for resale are valued at the lower of cost or market. There were no inventories held for resale as of September 30, 2023 and 2022.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items. The cost of prepaid items is recorded as expenses when consumed rather than when purchased

G. CAPITAL ASSETS

Capital assets are defined by the Port as assets with an initial, individual cost of more than \$ 5,000 and an estimated useful life of greater than one year. Property constructed or acquired by purchase is stated at cost. Donated capital assets, donated works of art and similar items, and capital assets received in a service concession arrangement are reported at acquisition value. Depreciation of all exhaustible capital assets is charged as an expense against operations. Accumulated depreciation is reported on the statements of net position. Depreciation has been provided over the estimated useful lives using the straight-line method. Capital equipment leased assets are depreciated over the estimated useful lives of the assets. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Improvements are capitalized and depreciated over the remaining useful lives of the related capital assets, as applicable. When property, plant and equipment is sold or otherwise disposed or becomes obsolete, the asset account and related accumulated depreciation account are relieved, and any gain or loss is charged against income.

Capital assets of the Port are depreciated over the following useful lives:

<u>Assets</u>	Years
Buildings	50
Docks & appurtenances	10-50
Utilities	10-50
Roads, lots & railways	40
Storage yards	20-40
Equipment, furniture & vehicles	5-20
Other	10-50

A significant portion of the Port's capital assets are the result of work performed to the Freeport Harbor Channel (the Channel) to increase depths to 45 feet (see Note 9). The maintenance of the Channel depths are the responsibility of the U.S. Army Corp of Engineers; thus, management has capitalized these costs as land and land improvements with an indefinite useful life; as such no depreciation has been recorded against these assets.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

H. INTEREST CAPITALIZATION

Interest cost incurred before the end of a construction period are recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital assets.

I. DEFERRED OUTFLOWS/INFLOWS OF RESOURCES

In addition to assets, the statement of financial position includes a separate section for *deferred outflows of resources*. Deferred outflows of resources represent a consumption of net assets that applies to future periods and so will *not* be recognized as an outflow of resources (expense) until then. The Port has one item that qualifies for reporting in this category. It is the deferred charge on refunding reported in the statement of net position.

In addition to liabilities, the statement of financial position includes a separate section for *deferred inflows of resources*. Deferred inflows of resources represent an acquisition of net assets that applies to future periods and so will *not* be recognized as an inflow of resources (revenue) until that time. The Port has one item that qualifies for reporting in this category. It is the deferred amount related to leases as lessor.

J. NET POSITION

The difference between assets and deferred outflows of resources less liabilities and deferred inflows of resources is called net position. Net position is comprised of three components: net investment in capital assets, restricted, and unrestricted. Net investment in capital assets consists of capital assets, net of accumulated depreciation/amortization and reduced by outstanding balances of bonds, notes, and other debt that are attributable to the acquisition, construction, or improvement of those assets. Deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt are included in this component of net position. Restricted net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Assets are reported as restricted when constraints are placed on asset use either by external parties or by law through constitutional provision or enabling legislation. Unrestricted net position is the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that does not meet the definition of the two preceding categories.

K. COMPENSATED ABSENCES

Vested or accumulated vacation is recorded as an expense and liability as the benefits accrue to employees. The Port's vacation and sick leave policy provides that each employee may carry over unused vacation, not to exceed five days, to subsequent years. Further, unused sick leave may be converted to vacation on a five to one ratio. Benefits payable as of September 30, 2023 and 2022 were \$ 138,315 and \$ 134,601, respectively.

L. LONG-TERM OBLIGATIONS

Long-term debt and other long-term obligations are reported as liabilities in the statements of net position. Bond premiums and discounts are deferred and amortized over the life of the bonds using the effective interest method. Bond issuance costs are reported as expenses in the current period. Bonds payable are reported net of the applicable bond premium or discount.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

M. LEASES

Lessor: The Port is a lessor for noncancellable leases of various types of property. The Port recognizes a lease receivable and a deferred inflow of resources in the financial statements.

The Port will not recognize a lease receivable and a deferred inflow of resources for leases with a non-cancellable term of less than 12 months, and income is recognized as earned in the period received.

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

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

- The Port uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable are composed of fixed payments from the lessee.

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

N. PROPERTY TAXES

Property taxes are levied by October 1 of each year in conformity with Subtitle E, Texas Property Tax Code. These taxes are due on receipt and are considered delinquent if not paid before February 1 of the year following the year in which imposed. Interest is charged on delinquent property taxes at a rate established by the state property tax code. Collections made on or after July 1 are subject to an additional fifteen percent collection fee. On January 1 of each year, a tax lien attaches to property to secure the payment of all taxes. The County Tax Collector bills and collects the property taxes for the Port. Collections made by the County Tax Collector are deposited into an account maintained by the Port.

Property taxes are recognized as revenue in the year they are levied. Property tax receivables and related allowances for uncollectable taxes are split between unrestricted and restricted for debt service based on the percent of the levy available for maintenance and operations, and general obligation bond debt service.

The Commission may levy taxes at an unlimited rate for payment of debt service on the Port's General Obligation Bonds. The Commission may also levy taxes, subject to a \$ 0.10 per \$ 100 assessed valuation limit, for all operation and maintenance expenses of the Port. For the years ended September 30, 2023 and 2022, the Commission levied taxes at a rate of \$ 0.016856 and \$ 0.016606 for debt service and a rate of \$ 0.018144 and \$ 0.023394 for operation and maintenance, for a total tax rate of \$ 0.035 and \$ 0.04 per \$ 100 assessed valuation for each year, respectively.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 2. DEPOSITS AND INVESTMENTS

The Port classifies deposits and investments for financial statement purposes as cash and temporary investments and investments based upon both liquidity (demand deposits) and maturity date (deposits and investments) of the asset at the date of purchase. For this purpose, a temporary investment is one that when purchased had a maturity date of three months or less. Cash and temporary investments and investments, as reported on the statements of net position at September 30, 2023 and 2022, are as follows:

<u>September 30, 2023</u>	Unrestricted	Restricted	<u>Total</u>
Cash and temporary investments:			
Cash (petty cash accounts)	\$ 1,390	\$ -	\$ 1,390
Financial institution deposits	3,328,398	6,343,586	9,671,984
Local government investment pool	14,948,323	58,078,140	73,026,463
Total cash and temporary investments	\$ <u>18,278,111</u>	\$ <u>64,421,726</u>	\$ <u>82,699,837</u>
Investments:			
Investments held by broker-dealers:			
U.S. agencies	\$	\$ <u>13,861,880</u>	\$ <u>13,861,880</u>
Total investments	\$	\$ <u>13,861,880</u>	\$ <u>13,861,880</u>
<u>September 30, 2022</u>	Unrestricted	Restricted	<u>Total</u>
Cash and temporary investments:			
Cash (petty cash accounts)	\$ 1,390	\$ -	\$ 1,390
Financial institution deposits	5,062,078	139,649	5,201,727
Local government investment pool	43,725,995	15,555,195	59,281,190
Total cash and temporary investments	\$ <u>48,789,463</u>	\$ <u>15,694,844</u>	\$ <u>64,484,307</u>
Investments:			
Investments held by broker-dealers:			
U.S. agencies	\$ <u>9,986,124</u>	\$ <u>6,706,873</u>	\$ <u>16,692,997</u>
Total investments	\$ <u>9,986,124</u>	\$ <u>6,706,873</u>	\$ <u>16,692,997</u>

Deposits: Custodial Credit Risk – Custodial credit risk is the risk that in the event of a financial institution failure, the Port deposits may not be returned to them. The Port requires that all deposits with financial institutions be collateralized in an amount equal to 100 percent of uninsured balances.

At September 30, 2023, the carrying amount of the Port's deposits was \$ 9,671,984 while the financial institution balances totaled \$11,023,734. Of the financial institution balances, \$ 262,274 was covered by federal deposit insurance, \$6,331,312 was covered by the Securities Investor Protection Corporation insurance, and \$4,430,148 was covered by collateral held by the Port's agent in the Port's name. At September 30, 2022, the carrying amount of the Port's deposits was \$5,201,727 while the financial institution balances totaled \$5,666,044. Of the financial institution balances, \$262,346 was covered by federal deposit insurance, \$132,759 was covered by the Securities Investor Protection Corporation insurance, and \$5,270,939 was covered by collateral held by the Port's agent in the Port's name.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 2. DEPOSITS AND INVESTMENTS - Continued

Investments: Chapter 2256 of the Texas Government Code (the Public Funds Investment Act) authorizes the Port to invest its funds under a written investment policy (the "Investment Policy") that primarily emphasizes safety of principal and liquidity, addresses investment diversification, yield, and maturity, and addresses the quality and capability of investment personnel. The Port's Investment Policy defines what constitutes the legal list of investments allowed under the policy.

The Port's deposits and investments are invested pursuant to the Investment Policy, which is approved by the Port Commission. The Investment Policy includes a list of authorized investment instruments and allowable stated maturity of individual investments. In addition, they include an "Investment Strategy Statement" that specifically addresses investment options and describes the priorities of suitability of investment type, preservation and safety of principal, liquidity, marketability, diversification, and yield. Additionally, the soundness of financial institutions (including broker/dealers) in which the Port will deposit funds is addressed. The Port's investment policies and types of investments are governed by the Public Funds Investment Act (PFIA). The Port's management believes it complied with the requirements of the PFIA and the Port's investment policies.

The Port's Investment Officer submits an investment report each quarter to the Port Commission. The report details the investment positions of the Port and the compliance of the investment portfolio's as they relate to both the adopted investment strategy statements and Texas State law.

The Port is authorized to invest in the following investment instruments provided that they meet the guidelines of the Investment Policy:

- 1. U.S. Treasury securities.
- 2. Short-term obligations of the United States Government agencies and instrumentalities.
- 3. Texas State, City, County, School and Road District bonds with an investment grade bond rating from Moody's Investors Services (A and above) and Standard and Poor's Corporation (A- and above) or that is insured.
- 4. Fully insured or collateralized certificates of deposits issued by a state or national bank, savings bank or a federal credit union with a main office or bank in Texas.
- 5. Public funds investment pools as permitted by Texas Government Code 2256.016 2256.019.
- 6. Other securities or obligations as allowed by the Texas Public Funds Investment Act and approved by the Finance Committee and/or full Port Commission.
- Money market mutual funds as permitted by Texas Government Code 2256.014 and approved by Commission resolution.

The Port participates in TexPool, a Local Government Investment Pool (LGIP). The State Comptroller oversees TexPool, with Federated Investors managing the daily operations of the pool under a contract with the State Comptroller.

The Port invests in TexPool to provide its liquidity needs. TexPool was established in conformity with the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code and the Public Funds Investment Act, Chapter 2256 of the Code. TexPool is a 2(a)7 like fund, meaning that it is structured similar to a money market mutual fund. Such funds allow shareholders the ability to deposit or withdraw funds on a daily basis. Interest rates are also adjusted on a daily basis. Such funds seek to maintain a constant net asset value of \$1.00, although this cannot be fully guaranteed. TexPool is rated AAAm and must maintain a dollar weighted average maturity not to exceed 60 days. At September 30, 2023 and 2022 TexPool had a weighted average maturity of 28 and 25, respectively. Although TexPool portfolios had a weighted average maturity of 28 and 25 days, respectively, the Port considers holdings in these funds to have a one day weighted average maturity. This is due to the fact that the share position can usually be redeemed each day at the discretion of the shareholder unless there has been a significant change in value.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 2. DEPOSITS AND INVESTMENTS - Continued

Investments - Continued

All of the Port's investments are insured, registered, or the Port's agent holds the securities in the Port's name; therefore, the Port is not exposed to custodial credit risk.

The following tables include the portfolio balances of all investment types of the Port at September 30, 2023 and 2022.

		September 30, 202	3
Investment Type	Unrestricted	Restricted	Total
Local government investment pool U.S. Treasuries U.S. government bonds	\$ 14,948,323 - -	\$ 58,078,140 11,578,605 2,283,275	\$ 73,026,463 11,578,605 2,283,275
Total investments	\$ <u>14,948,323</u>	\$ 71,940,020	\$ <u>86,888,343</u>
		September 30, 202	2
Investment Type	Unrestricted	Restricted	Total
Local government investment pool U.S. Treasuries U.S. government bonds	\$ 43,725,995 9,986,124	\$ 15,555,195 4,484,499 2,222,374	\$ 59,281,190 14,470,623 2,222,374
Total investments	\$ 53,712,119	\$ <u>22,262,068</u>	\$ <u>75,974,187</u>
<u>Unrestricted Funds</u>			
As of September 30, 2023, the Port's unrestricted fund	ls had the followin	g investments:	
Investment Type		Fair Value	Weighted Average Maturity (Days)
Local government investment pool		\$ 14,948,323	28
		\$ 14,948,323	28
As of September 30, 2022, the Port's unrestricted fund	ls had the followin	g investments:	
			Weighted
Investment Type		Fair Value	Average Maturity (Days)
Local government investment pool U.S. Treasuries		\$ 43,725,995 9,986,124	25 164
		\$53,712,119	51

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 2. DEPOSITS AND INVESTMENTS - Continued

<u>Unrestricted Funds</u> - Continued

Credit Risk - As of September 30, 2023, the LGIP (which represent approximately 100% of the unrestricted portfolio) is rated AAAm by Standard and Poor's. As of September 30, 2022, the LGIP (which represent approximately 81% of the unrestricted portfolio) is rated AAAm by Standard and Poor's. The remaining portfolio is U.S. Treasuries (which represent approximately 19% of the unrestricted portfolio).

Interest Rate Risk – As a means of minimizing risk of loss due to interest rate fluctuations, the Investment Policy requires that individual investments not exceed six years and the overall portfolio maintain a weighted average of less than three years. Quality short-to-medium term securities should be purchased, which complement each other in a structured manner that minimizes risk and meets the Port's cash flow requirements.

Restricted Funds

As of September 30, 2023, the Port's restricted funds had the following investments:

			Weighted Average
Investment Type		Fair Value	Maturity (Days)
Local government investment pool	\$	58,078,140	28
U.S. Treasuries		11,578,605	??
U.S. government bonds	_	2,283,275	٠,٠٠
	\$_	71,940,020	??

As of September 30, 2022, the Port's restricted funds had the following investments:

Investment Type	Fair Value	Weighted Average Maturity (Days)
Local government investment pool U.S. Treasuries U.S. government bonds	\$ 15,555,195 4,484,499 2,222,374	924
	\$ 22,262,068	<u>3</u> 269

Credit Risk - As of September 30, 2023, the LGIP (which represents approximately 81% of the restricted portfolio) is rated AAAm by Standard and Poor's. The remaining portfolio is made up of U.S. Treasuries (which represent approximately 16% of the restricted portfolio), and U.S. governmental bonds (which represent approximately 3% of the restricted portfolio). Of the total U.S. government bonds, 100% is rated AA+ by Standard and Poor's. As of September 30, 2022, the LGIP (which represents approximately 70% of the restricted portfolio) is rated AAAm by Standard and Poor's. The remaining portfolio is made up of U.S. Treasuries (which represent approximately 20% of the restricted portfolio), and U.S. governmental bonds (which represent approximately 10% of the restricted portfolio). Of the total U.S. government bonds, 100% is rated AA+ by Standard and Poor's.

Interest Rate Risk – As a means of minimizing risk of loss due to interest rate fluctuations, the Investment Policy requires that individual investments not exceed six years and the overall portfolio maintain a weighted average of less than three years. Quality short-to-medium term securities should be purchased, which compliment each other in a structured manner that minimizes risk and meets the Port's cash flow requirements.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 2. DEPOSITS AND INVESTMENTS - Continued

Investments - Continued

Calculation of the net increase (decrease) in fair value of investments as of September 30, 2023 and 2022 utilizing the aggregate method is as follows:

		2023	
	Unrestricted	Restricted	<u>Total</u>
Fair value at September 30, 2023	\$ -	\$ 13,861,881	\$ 13,861,881
Add: Proceeds of investments sold	24,496,000	24,000,000	48,496,000
Less: Cost of investments purchased	(14,163,090)	(30,412,769)	(44,575,859)
Less: Fair value at September 30, 2022	(9,986,124)	(6,706,873)	(16,692,997)
Changes in fair value of investments for the year ended September 30, 2023	\$ <u>346,786</u>	\$ <u>742,239</u>	\$ <u>1,089,025</u>
	_	2022	
	Unrestricted	Restricted	<u>Total</u>
Fair value at September 30, 2022	\$ 9,986,124	\$ 6,706,873	\$ 16,692,997
Add: Proceeds of investments sold	6,030,000	39,350,000	45,380,000
Less: Cost of investments purchased	(16,028,381)	(1,232,240)	(17,260,621)
Less: Fair value at September 30, 2021		(45,901,722)	(45,901,722)
		(+3,701,722)	(18,501,722)

These changes in fair value for the years ended September 30, 2023 and 2022 are reported as investment income.

Fair Value – The Port categorizes its fair value measurements within the fair value hierarchy established by GASB No 72. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (level 1 measurement) and the lowest priority to unobservable inputs (level 3 measurements). The three levels of the fair value hierarchy are described below:

Level 1 Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the Plan has the ability to access.

Level 2 Inputs to the valuation methodology include:

- Quoted prices for similar assets or liabilities in active markets;
- Quoted prices for identical or similar assets or liabilities in inactive markets;
- Inputs other than quoted prices that are observable for the asset or liability;
- Inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 2. DEPOSITS AND INVESTMENTS - Continued

Investments - Continued

If the asset or liability has a specified (contractual) term, the Level 2 input must be observable for substantially the full term of the asset or liability.

Level 3 Inputs to the valuation methodology are unobservable and significant to the fair value measurement.

Total fair values of investments of \$13,861,881 at September 30, 2023 and \$16,692,997 at September 30, 2022 were measured by level 1 measurement.

NOTE 3. ALLOWANCE FOR UNCOLLECTIBLE ACCOUNTS

Taxes: Ad valorem taxes receivable are reserved based on historical experience and evaluation of collectivity as the lesser of a percentage of the original levy and the current receivable for each levy year. The allowance for uncollectable taxes as of September 30, 2023 and 2022 was \$ 46,180 and \$ 47,352, respectively.

Trade Receivables: The allowance for uncollectable receivables related to Port services is determined based on historical experience and evaluation of collectivity in relation to the aging of customer accounts. The allowance for uncollectable receivables related to Port services at September 30, 2023 and 2022 was \$40,466 and \$31,560, respectively.

NOTE 4. CAPITAL ASSETS

The following is a summary of capital asset activity for the year ended September 30, 2023:

	Useful Life	Balance		Adjustment/	Balance
_	in Years	10-01-22	Additions	Deletions	9-30-23
Capital assets, not being depreciated	•				
Land & improvements		\$ 104,989,336	\$ 7,908,924	\$	\$ 112,898,260
Construction in progress		133,853,475	2,082,643	(125,081,852)	10,854,266
Total capital assets, not being depr	eciated	238,842,811	9,991,567	(125,081,852)	123,752,526
Capital assets, being depreciated:					
Buildings	50	31,571,092		-	31,571,092
Docks & appurtenances	5-50	90,080,037	19,151,917	124,897,725	234,129,679
Utilities	20-50	25,348,414	21,738	-	25,370,154
Roads, lots & railways	50	37,729,480	9,338,680	184,127	47,252,287
Storage yards	50	65,100,279	-	-	65,100,279
Equipment, furniture & vehicles	5-50	26,290,964	363,779	(272,375)	26,382,368
Other	10-50	1,468,917	22,856		1,491,773
Total capital assets, being deprecia	ted	277,589,183	28,898,970	124,809,477	431,297,630
					(continued)

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 4. CAPITAL ASSETS – Continued

	Useful Life	Balance	A 1.124	Adjustments/ Balance
	in Years	10-01-22	Additions	<u>Deletions</u> 9-30-23
Accumulated depreciation:				
Buildings		\$ 14,828,448		
Docks & appurtenances		23,127,604	2,389,310	- 25,516,914
Utilities		13,485,952	1,111,351	- 14,597,303
Roads, lots & railways		7,824,079	1,060,381	- 8,884,460
Storage yards		20,538,609	2,282,074	- 22,820,683
Equipment, furniture & vehicles		16,675,841	1,238,914	(272,375) 17,642,380
Other		1,413,302	27,518	
Total accumulated depreciation		97,893,835	8,882,682	(272,375) 106,504,142
Total capital assets, being depreci	ated, net	179,695,348	20,016,288	<u>125,081,852</u> <u>324,793,488</u>
Total capital assets, net		\$ <u>418,538,159</u>	\$ <u>30,007,855</u>	\$ <u>-</u> \$ <u>448,546,016</u>
The following is a summary of capital	asset activity	for the year end	ed September 30	0, 2022:
	Useful Life	Balance		Adjustment/ Balance
	in Years	10-01-21	Additions	Deletions 9-30-22
		10-01-21	Additions	<u> </u>
Capital assets, not being depreciated	d:			
Land & improvements		\$ 99,745,968	\$ 5,338,275	\$(94,907) \$ 104,989,336
Construction in progress		123,141,778	42,066,266	(31,354,569) 133,853,475
Total capital assets, not being dep	preciated	222,887,746	47,404,541	(31,449,476) 238,842,811
Capital assets, being depreciated:				
Buildings	50	30,891,884	679,208	- 31,571,092
Docks & appurtenances	5-50		30,996,557	- 90,080,037
Utilities	20-50		12,237	- 25,348,414
Roads, lots & railways	50		,	- 37,729,480
Storage yards	50		_	- 65,100,279
Equipment, furniture & vehicles	5-50		592,379	(23,426) 26,290,964
Other	10-50		21,035	- 1,468,917
other	10 30	1,117,002	21,033	1,100,517
Total capital assets, being depreci	ated	245,311,193	32,301,416	(23,426) 277,589,183
A 14 11				
Accumulated depreciation:		14.007.004	740.564	14.020.440
Buildings		14,087,884	740,564	- 14,828,448
Docks & appurtenances		21,770,315	1,357,289	- 23,127,604
Utilities		12,367,439	1,118,513	- 13,485,952
Roads, lots & railways		6,759,122	1,064,957	- 7,824,079
Storage yards		18,079,277	2,459,332	- 20,538,609
Equipment, furniture & vehicles		15,589,956	1,109,311	(23,426) 16,675,841
Other		1,349,091	64,211	
Total accumulated depreciation		90,003,084	7,914,177	(23,426) 97,893,835
Total capital assets, being depreci	ated, net	155,308,109	24,387,239	<u> </u>
Total capital assets, net		\$ <u>378,195,855</u>	\$ <u>71,791,780</u>	\$ <u>(31,449,476)</u> \$ <u>418,538,159</u>

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 4 CAPITAL ASSETS - Continued

The Port has entered into contracts for construction as of September 30, 2023 as follows:

	_	Project Authori- zation		Expended To Date		demaining ommitment]	Required Further inancing
Velasco Terminal Development	\$	1,638,852	\$	246,258	\$	1,392,594	\$	_
Freeport Harbor Channel Improvement		7,220,000		7,128,223		91,777		-
Portwide Pavement Repairs		4,755,422		1,303,439		3,451,983		-
Other	_	1,605,010	_	359,422	_	1,245,588		
Total	\$_	15,219,284	\$_	9,037,342	\$_	6,181,942	\$	

The Port has entered into contracts for construction as of September 30, 2022 as follows:

	Project Authori- zation	Expended To Date	Remaining Commitment	Required Further Financing
Velasco Terminal Development	\$144,311,336	\$122,780,274	\$ 21,531,062	\$ -
Freeport Harbor Channel Improvement	7,386,107	7,100,580	285,527	-
Parcel 14 Rail Expansion	399,662	176,377	223,285	-
Other	789,750	292,191	497,559	
Total	\$ <u>152,886,855</u>	\$ <u>130,349,422</u>	\$ <u>22,537,433</u>	\$

NOTE 5. LONG-TERM DEBT AND NON-CURRENT LIABILITIES

Non-current liabilities activity for the year ended September 30, 2023 was as follows:

	Balance 10-01-22	Additions	Reductions	Balance 9-30-23	Due Within One Year
General obligation bonds	\$ 67,850,000	\$ 55,800,000	\$ 670,000	\$122,980,000	\$ 125,000
Revenue bonds	180,185,000	-	5,195,000	174,990,000	5,410,000
Purchase financing note (Note 6)	3,082,840	_	1,523,850	1,558,990	1,558,990
Premium on bonds	21,222,354	726,112	792,009	21,156,457	803,750
Compensated absences	134,601	150,796	147,082	138,315	74,535
Total non-current liabilities	\$272,474,795	\$ <u>56,676,908</u>	\$ 8.327,941	\$320,823,762	\$ 7,972,275

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 5. LONG-TERM DEBT AND NON-CURRENT LIABILITIES - Continued

Non-current liabilities activity for the year ended September 30, 2022 was as follows:

	Balance 10-01-21	Additions	Reductions	Balance 9-30-22	Due Within One Year
General obligation bonds	\$ 68,490,000	\$ -	\$ 640,000	\$ 67,850,000	\$ 670,000
Revenue bonds	185,175,000	-	4,990,000	180,185,000	5,195,000
Purchase financing note (Note 6)	4,572,342	-	1,489,502	3,082,840	1,523,850
Premium on bonds	22,002,242	-	779,888	21,222,354	779,837
Compensated absences	333,519	195,296	394,214	134,601	76,055
Total non-current liabilities	\$ <u>280,573,103</u>	\$ <u>195,296</u>	\$ <u>8,293,604</u>	\$ <u>272,474,795</u>	\$ <u>8,244,742</u>

General Obligation Bonds Payable:

The General Obligation Bonds, Series 2019, were issued in 2019 in the amount of \$ 31,795,000 to finance the contribution of the non-federal share for the Freeport Harbor Channel Improvement Project. The Series 2019 bonds are dated June 15, 2019 with a final maturity of August 1, 2049 and bear interest ranging from 2.125% to 5.0% per annum, payable semi-annually on February 1 and August 1.

The General Obligation Bonds, Series 2021, were issued in 2021 in the amount of \$ 37,135,000 to finance the contribution of the non-federal share for the Freeport Harbor Channel Improvement Project with a final maturity of August 1, 2051 and bear interest ranging from 2.0% to 4.0% per annum, payable annually on August 1.

The General Obligation Bonds, Series 2023, were issued in 2023 in the amount of \$55,800,000 to finance the contribution of the non-federal share for the Freeport Harbor Channel Improvement Project with a final maturity of August 1, 2053 and bear interest ranging from 4.0% to 5.50% per annum, payable annually on August 1.

The bond resolution for general obligation bonds obligates the Port annually to assess and cause to be collected property taxes sufficient to pay current principal and interest due on the bonds.

For the years ended September 30, 2023 and 2022, the amount of ad valorem taxes collected for interest and sinking was \$ 3,113,787 and \$ 2,591,178, while the debt service requirements for principal and interest were \$ 2,806,012 and \$ 2,803,397 which utilized a portion of existing net position. The bond resolutions provide no express remedies in the event of default and make no provision for acceleration of maturity of the bonds.

Annual debt service requirements to maturity for General Obligations Bonds are as follows:

Fiscal Year Ending September 30	<u>F</u>	Principal	 Interest	_ 2	Total Principal and Interest
2024	\$	125,000	\$ 4,529,200	\$	4,654,200
2025		1,090,000	4,522,950		5,612,950
2026		1,725,000	4,480,750		6,205,750
2027		2,860,000	4,389,524		7,249,524
2028		2,995,000	4,251,674		7,246,674
2029-2033		17,090,000	19,141,984		36,231,984
2034-2038		20,805,000	15,421,360		36,226,360
2039-2043		24,665,000	11,557,110		36,222,110
2044-2048		29,130,000	7,088,610		36,218,610
2049-2053		22,495,000	 2,214,900	_	24,709,900
Total	\$ <u>1</u>	22,980,000	\$ 77,598,062	\$	200,578,062

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 5. LONG-TERM DEBT AND NON-CURRENT LIABILITIES - Continued

Revenue Bonds Payable:

On June 13, 2013, the Port issued \$ 33,065,000 of Senior Lien Revenue Refunding Bonds, Series 2013A, for the advance refunding of previously issued outstanding revenue bonds (Series 2008). The Port placed the proceeds of the refunding issue in an escrow fund. The escrow fund is irrevocably pledged to the payment of principal and interest on the issues being refunded. The difference between the cash flow required to service the new debt and complete the refunding at the date of the refunding was \$ 17,516. The economic gain resulting from the transaction was \$ 4,372,600. The funds of the escrow account were used to purchase federal securities which will mature at such times and yield interest sufficient to pay the principal and interest on the Refunded Bonds when due. By this action, the Port has affected the defeasance of the Refunded Bonds. Accordingly, the Refunded Bonds are considered to be extinguished and do not appear as a liability in the statement of net position. The proceeds were used to pay \$ 33,398,166 into an escrow account and later utilized to pay off the refunded bonds.

On June 13, 2013, the Port also issued \$ 13,670,000 of Senior Lien Revenue Notes (Bonds), Series 2013B. The proceeds of the issuances were used to complete the construction of the new Velasco Terminal. The Series 2013B notes were refunded in 2015.

On September 23, 2015, the Port issued \$ 39,635,000 of Senior Lien Revenue and Refunding Bonds, Series 2015A. The proceeds of issuances were used to refund the Port's outstanding Senior Lien Revenue Notes, Series 2013B and to provide for financing to acquire, construct and develop repairs and improvements to and equip a container terminal complex. The Port placed the proceeds of \$ 6,444,282 in an escrow fund for the payment of principal and interest on the issue being refunded. The difference between the reacquisition price and the net carrying amount of the old debt was \$ 4,282 and reported as a deferred outflow of resources. The economic gain resulting from the transaction was not calculated since the transaction was not a refunding for savings. The Series 2015A bonds have a final maturity date of June 1, 2045 and bear interest yearly at 3.0% - 5.0%.

On September 27, 2018, the Port issued \$ 32,865,000 of Senior Lien Revenue Bonds, Series 2018. The proceeds of issuances were used to finance all or a portion of (i) the costs of the design, construction, development, improvement and equipment of a storage yard and backland areas to be located at the Velasco Terminal development, (ii) the costs of the design, construction, development, improvement and equipment of a rail yard to be located on Parcel 14, and a rail line connecting the rail yard to the Union Pacific mainline, (iii) the costs of the design, construction, development, improvement and equipment of port facilities and infrastructure, (iv) making a deposit to a bond reserve fund and (v) paying the costs of issuing the Bonds. The Series 2018 bonds have a final maturity date of June 1, 2048 and bear interest yearly at 4.0% - 5.0%.

On December 15, 2019, the Port issued \$45,200,000 of Senior Lien Revenue Bonds, Series 2019A and \$29,480,000 of Senior Lien Revenue Bonds, Series 2019B. The proceeds of issuances of Series 2019A bonds were used to finance all or a portion of (i) the costs of the design, construction, development, improvement, and equipment of Port facilities, (ii) making a deposit to a debt service fund for the series 2019A bonds, and (iii) paying the costs of issuing the series 2019A bonds. The Series 2019A bonds have a final maturity date of June 1, 2049 and bear interest yearly at 4.0% - 5.0%. The proceeds of issuances of Series 2019B bonds were used to finance all or a portion of (i) the costs of the design, construction, development, improvement, and equipment of facilities useful in the operation of the Port's waterways and in aid of navigation of such waterways, (ii) making a deposit to a debt service reserve fund for the series 2019B bonds, and (iii) paying the costs of issuing the series 2019B bonds. The Series 2019B bonds have a final maturity date of June 1, 2049 and bear interest yearly at 3.0% - 5.0%.

On July 26, 2021, the Port issued \$ 29,885,000 of Senior Lien Revenue Bonds, Series 2021. The proceeds of issuances of Series 2021 bonds were used to finance all or a portion of (i) the costs of the design, construction, development, improvement, and equipment of Port Facilities, including a 925-foot expansion of a berth at the Port's container handling facility, (ii) make a deposit to a debt service reserve account, and (iii) pay the costs of issuing the Bonds. The Series 2021 bonds have a final maturity date of June 1, 2051 and bear interest yearly at 3.79%.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 5. LONG-TERM DEBT AND NON-CURRENT LIABILITIES – Continued

Revenue Bonds Payable - Continued

Annual debt service requirements to maturity for the revenue bonds are as follows:

Series 2013A:

Fiscal Year			Total
Ending			Principal
September 30	<u>Principal</u>	Interest	and Interest
2024	\$ 2,395,000	\$ 391,776	\$ 2,786,776
2025	2,465,000	318,010	2,783,010
2026	2,540,000	242,088	2,782,088
2027	2,620,000	163,856	2,783,856
2028	2,700,000	83,160	2,783,160
	\$ <u>12,720,000</u>	1,190,890	\$ <u>13,918,890</u>

Series 2015A:

Fiscal Year Ending			Total Principal
September 30	<u>Principal</u>	Interest	and Interest
2024	\$ 895,000	\$ 1,543,838	\$ 2,438,838
2025	945,000	1,499,088	2,444,088
2026	990,000	1,451,838	2,441,838
2027	1,035,000	1,402,338	2,437,338
2028	1,090,000	1,350,588	2,440,588
2029-2033	6,250,000	5,950,690	12,200,690
2034-2038	7,720,000	4,478,550	12,198,550
2039-2043	9,775,000	2,416,526	12,191,526
2044-2045	4,570,000	310,726	4,680,726
	\$ <u>33,270,000</u>	\$ <u>20,404,182</u>	\$53,674,182

Series 2018:

F" 137			TD . 1
Fiscal Year			Total
Ending			Principal
September 30	<u>Principal</u>	Interest	and Interest
2024	\$ 645,000	\$ 1,342,200	\$ 1,987,200
2025	680,000	1,309,950	1,989,950
2026	710,000	1,275,950	1,985,950
2027	750,000	1,240,450	1,990,450
2028	785,000	1,202,950	1,987,950
2029-2033	4,555,000	5,385,000	9,940,000
2034-2038	5,815,000	4,127,000	9,942,000
2039-2043	7,275,000	2,666,600	9,941,500
2044-2048	8,855,000	1,090,200	9,945,200
	\$ <u>30,070,000</u>	\$ <u>19,640,300</u>	\$ <u>49,710,300</u>

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 5. LONG-TERM DEBT AND NON-CURRENT LIABILITIES – Continued

Revenue Bonds Payable - Continued

Series 2019A:

Fiscal Year Ending September 30 2024 2025 2026 2027 2028 2029-2033 2034-2038 2039-2043 2044-2048 2049	\$	Principal 860,000 900,000 945,000 995,000 1,045,000 6,055,000 7,640,000 9,310,000 11,460,000 2,645,000	\$	Interest 1,916,350 1,873,350 1,828,350 1,781,100 1,731,350 7,819,500 6,239,350 4,568,150 2,412,850 132,250	\$	Total Principal and Interest 2,776,350 2,773,350 2,776,100 2,776,350 13,874,500 13,879,350 13,872,850 2,777,250
Series 2019B:	\$	41,855,000	\$	30,302,600	\$ <u>_</u>	72,157,600
Fiscal Year Ending September 30 2024 2025 2026 2027 2028 2029-2033 2034-2038 2039-2043 2044-2048 2049	\$	Principal 615,000 645,000 680,000 715,000 750,000 4,320,000 5,125,000 5,945,000 6,890,000 1,505,000	\$	Interest 933,300 902,550 870,300 836,300 800,550 3,420,700 2,621,250 1,804,800 858,000 45,150 13,092,900	\$	Total Principal and Interest 1,548,300 1,547,550 1,550,300 1,551,300 1,550,550 7,740,700 7,746,250 7,749,800 7,748,000 1,550,150 40,282,900
Series 2021:	p	<u>27,190,000</u>	\$ _	13,092,900	\$ _	40,282,900
Fiscal Year Ending September 30 2024 2025 2026 2027 2028 2029-2033 2034-2038 2039-2043 2044-2048 2049-2051	\$ - \$_	Principal 4,070,000 5,275,000 6,645,000 8,170,000 5,725,000 29,885,000	\$ - \$_	Interest 1,326,850 1,326,850 1,326,850 1,326,850 1,326,850 6,247,250 5,108,250 3,678,450 2,150,800 463,800 24,282,800	\$ \$_	Total Principal and Interest 1,326,850 1,326,850 1,326,850 1,326,850 1,326,850 10,317,250 10,383,250 10,323,450 10,320,800 6,188,800 54,167,800

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 5. LONG-TERM DEBT AND NON-CURRENT LIABILITIES – Continued

Revenue Bonds Payable - Continued

Total Revenue Bonds:

Fiscal Year			Total
Ending			Principal
September 30	Principal	Interest	and Interest
2024	\$ 5,410,000	\$ 7,454,314	\$ 12,864,314
2025	5,635,000	7,229,798	12,864,798
2026	5,865,000	6,995,376	12,860,376
2027	6,115,000	6,750,894	12,865,894
2028	6,370,000	6,495,448	12,865,448
2029-2033	25,250,000	28,823,140	54,073,140
2034-2038	31,575,000	22,574,400	55,149,400
2039-2043	38,950,000	15,134,526	54,084,526
2044-2048	39,945,000	6,822,576	46,767,576
2049-2051	9,875,000	641,200	10,516,200
	\$ <u>174,990,000</u>	\$ <u>108,921,672</u>	\$ <u>283,911,672</u>

NOTE 6. PURCHASE FINANCING NOTE

On September 30, 2014, the Port entered into a Master Purchase Financing Agreement with Chase Bank in the amount of \$14,100,000 for financing two cranes purchased. The interest rate related to the note is 2.306% and the maturity date is September 2024. During the year ended September 30, 2023, \$1,523,850 of principal and \$71,090 of interest expenses related to the note were paid. During the year ended September 30, 2022, \$1,489,502 of principal and \$105,438 of interest expenses related to the note were paid.

The following is a schedule showing the future minimum lease payments:

Fiscal Year Ending <u>September 30</u>	1	Principal		Interest		otal Principal and Interest
2024	\$	1,558,990	\$_	35,950	\$_	1,594,940
	\$	1,558,990	\$_	35,950	\$_	1,594,940

NOTE 7. CONTINGENT LIABILITIES

The Port is contingently liable in respect to lawsuits and other claims in the ordinary course of its operations. The potential settlement (if any) of such contingencies under the budgetary process would require appropriation of revenues yet to be realized and would not materially affect the financial position of the Port at September 30, 2023 or 2022.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 8. LITIGATION

The Port began acquiring lots through direct purchases from a 29 block area adjacent to Port property over 20 years ago. The Port has pursued approximately 50 residential lots plus one additional tract totaling 2.6 acres through the condemnation process. The Port is continuing to address appeals filed on 2 properties.

NOTE 9. FREEPORT HARBOR IMPROVEMENT PROJECTS

Freeport Harbor, Texas Channel Widening and Deepening project

On November 17, 1986, President Reagan signed into law "The Waterway Development Act of 1986". This Act authorized the funding of the Freeport Harbor, Texas Channel Widening and Deepening project, known as the "45-Foot Project", at a project cost of \$ 87.6 million of which \$ 21.7 million is the Port's non-federal share. The dredging was completed in the early 1990's.

On July 15, 1997, the Port and the Department of the Army approved Modification No. 4 of the agreement referred to above. As part of this modification, the U.S. Army Corps of Engineers agreed to provide specific requirements relating to the modifications to the channel and associated dredged material disposal facilities required for the project, of which funds were advanced and the federal portion payable is due back to the non-federal sponsor. \$ 641,051 was reported as accounts receivable as of September 30, 2023 and 2022.

The Port submitted a request in 2013 for \$ 8,323,715 in Land Easements Relocations Right of Way Disposal Sites (LERRDS) credits that would apply toward the final amount owed to the project of \$ 8,141,903. It is expected that these credits will be accepted and applied to the project and the Port Freeport Harbor 45 ft. Project will be closed.

The Port maintains a money market account in an escrow account at a financial institution trust department, which is available for draws by the U.S. Army Corps of Engineers. Once the project is closed and the LERRDS credits are accepted, any funds remaining in the escrow account will be released for unrestricted use only upon the U.S. Army Corps of Engineer's approval. The balances in the Escrow Funds for the year ended September 30, 2023 and 2022 were \$ 10,134 and \$ 10,206, respectively.

Freeport Harbor Channel Improvement Project

In early 2013, the U.S. Army Corps of Engineers issued a Chief's Report to the U.S. Congress recommending the deepening of the Freeport Harbor Channel. Acting on this recommendation, Congress included the project in the Water Resources Reform and Development Act (WRRDA) of 2014 authorization to proceed with the project funding initial construction planning and design work. The Freeport Harbor Channel Improvement Project is a \$ 295 million federal cost-shared project that includes the deepening and partial widening of the Freeport Harbor Channel to depths ranging from 51 feet to 56 feet and related navigation improvements. Federal investment for project construction is expected to total \$ 165 million. Port Freeport's non-federal share of this project is \$ 130 million, which will be funded by the issuance of General Obligation Bonds approved by the Port District voters on May 5th, 2018. Construction commenced in April 2021.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 10. LEASING OPERATIONS

Leases Receivable: The Port owns various types of property that are held for lease. There are four types of leases: ground leases, grazing leases, warehouse leases and office space leases. The terms of the leases expire in various years through 2055. The Port has not determined the cost of the specific tracts of land under lease. The cost of the lease facilities as of September 30, 2023 and 2022 was \$ 95,775,175 and \$ 95,458,246, respectively, and accumulated depreciation was \$ 43,730,526 and \$ 40,852,652, respectively.

As of September 30, 2023, the Port's receivable for lease payments was \$ 173,300,168 and the balance of the deferred inflow of resources associated with these leases was \$164,199,722. The deferred inflow of resources associated with these leases will be recognized as revenue over the lease term. The Port recognized \$ 11,494,096 in lease revenue and \$ 5,211,086 in interest revenue during the fiscal year 2023 related to these leases. As of September 30, 2022, the Port's receivable for lease payments was \$ 180,406,546 and the balance of the deferred inflow of resources associated with these leases was \$175,560,971. The deferred inflow of resources associated with these leases will be recognized as revenue over the lease term. The Port recognized \$ 11,501,383 in lease revenue and \$ 5,399,952 in interest revenue during the fiscal year 2022 related to these leases..

Minimum future rentals to be received on noncancelable leases as of September 30, 2023 are as follows:

Fiscal Year Ending			Total Principal	
September 30	<u>Principal</u>	Principal Interest		
•	•			
2024	7,448,335	4,988,348	12,436,683	
2025	7,005,482	4,771,267	11,776,749	
2026	6,164,234	4,587,941	10,752,175	
2027	6,591,070	4,404,706	10,995,776	
2028	6,898,498	4,209,780	11,108,278	
2029-2033	36,871,340	18,967,005	55,838,345	
2034-2038	45,704,186	13,326,654	59,030,840	
2039-2043	52,103,342	6,191,581	58,294,923	
2044-2048	1,569,936	659,140	2,229,076	
2049-2053	2,111,522	330,273	2,441,795	
2054-2055	832,223	45,348	877,571	
	4.72.200.160	ф. 62.102.012	4. 227 522 211	
	\$ <u>173,300,168</u>	\$ <u>62,482,043</u>	\$ <u>235,782,211</u>	

NOTE 11. GRANT REVENUE

The following is a schedule of port grant revenue for the years ended September 30, 2023 and 2022.

			Total		Pre-2021	Revenue		Revenue		emaining Project
Agency	Grant Number	F	Entitlement		Revenues	9-30-22		9-30-23		9-30-23
US Department of										
Transportation:										
Consolidated Rail										
Infrastructure and										
Safety Improvements	FRCRS0070220100	\$	5,481,532	\$	-	\$ -	\$	5,481,532	\$	
US Department of										
Homeland Security:										
Port Security	2020-PU-00466		202,395		11,692	22,810		5,107		162,786
Port Security	2021-PU-00533		148,000		-	109,068		-		38,932
Public Assistance	PW 4332 & 4646	_	180,971	-	169,357	11,614	_		-	<u>-</u>
Totals		\$_	6,012,898	\$_	181,049	\$ <u>143,492</u>	\$_	5,486,639	\$_	201,718

Accounts receivable related to these grants as of September 30, 2023 and 2022 totaled \$ 5,107 and \$ 436, respectively and are included in the receivables from other governments line item in the accompanying Statements of Net Position.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 12. RISK MANAGEMENT

The Port is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Port maintains commercial insurance for these types of risks. There have been no significant changes in insurance coverage, and no settlements have significantly exceeded insurance coverage for the past three years, in respect of, the fiscal years ending September 30, 2023 and 2022, respectively. The Port provides a commercial medical insurance program for its employees.

NOTE 13. RETIREMENT PLANS

Profit Sharing Plan: The Port provides a flexible, nonstandardized safe harbor profit sharing plan (Plan), defined contribution type, for the benefit of its employees that is administered by MassMutual. The Plan covers all full-time employees, which have worked a twelve (12) consecutive month period. The Plan functions for the benefit of the employees and their beneficiaries. The Port's contribution to the Plan is to be determined from year to year and is limited to the amount allowable under the Internal Revenue Code. The Port's Commission appoints the Plan trustee. The Plan is not reported in the Port's basic financial statements.

The Port Freeport Retirement Plan ("Plan") became effective on December 1, 2000 and maintains a calendar year end. The Port contributed \$ 202,980 (\$ 62,830 calendar year 2022 and \$ 148,348 for calendar 2023) to the plan for the year ended September 30, 2023. The Port contributed \$ 191,266 (\$ 52,632 calendar year 2021 and \$ 138,634 for calendar 2022) to the plan for the year ended September 30, 2022. Participants do not contribute to the plan. The trustees of the plan distribute any benefits provided by the plan from net position available for plan benefits. The participants become fully vested in their account after five years of service (years 1 and 2 at 0%, year 3 at 50%, year 4 at 75%, and year 5 at 100%). All of an employee's years of vesting service with the Port are counted to determine the vesting percentage in the participant's individual account.

An employee must maintain 1,000 hours of service to constitute a year of vesting service, and 500 hours of service must be exceeded to avoid a break in vesting service. The contributions made by the Port are allocated to each participant's account based on the Commission approved percentage. Forfeited invested amounts are allocated first to the payment of the plan's administrative expenses and any excess applied to reduce the Port profit sharing contributions for any plan year subsequent to the plan year for which the forfeitures arise. The normal retirement age under the plan is sixty-five. When a participant retires, terminates employment, or becomes disabled, he/she are entitled to receive all amounts in which he/she has a vested interest in either a lump-sum payment, periodic installments, or an annual annuity contract. Participants are allowed to make hardship withdrawals and loans as defined by the plan. The Plan has met the ERISA minimum funding requirements.

Deferred Compensation Plan: The Port also offers its employees a deferred compensation plan (457 Plan) created in accordance with Internal Revenue Code Section 457. The 457 Plan is administered by MassMutual and is available to all full-time employees which have worked a twelve (12) consecutive month period. The 457 Plan functions for the benefit of the employees and their beneficiaries. Participants may contribute up to the amount allowable under the provisions of the Internal Revenue Code. The Port matches participant contributions up to 3% of the participant's base wages as defined in the 457 Plan. The Port's Commission appoints the Plan trustee. The 457 Plan is not reported in the Port's basic financial statements.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 13. RETIREMENT PLANS - Continued

The 457 Plan became effective October 1, 2002 and maintains a calendar year-end. The Port contributed \$85,662 and \$80,644 to the 457 Plan for the years ended September 30, 2023 and 2022, respectively. Participant contributions for the years ended September 30, 2023 and 2022 totaled \$ 274,591 and \$ 250,505, respectively. The trustee of the plan distributes any benefits provided by the plan from net position available for plan benefits. Contributions made by participants vest immediately in their accounts; however, contributions made by the Port vest in the participants' accounts fully over five years of service (years 1 and 2 at 0%, year 3 at 50%, year 4 at 75% and year 5 at 100%). All of an employee's years of vesting service with the Port are counted to determine the vesting percentage in the participant's individual account. An employee must maintain 1,000 hours of service to constitute a year of vesting service, and 500 hours of service must be exceeded to avoid a break in vesting service. Forfeited invested amounts are allocated first to the payment of the plan's administrative expenses and any excess applied to reduce the Port's discretionary contributions for any plan year subsequent to the plan year for which the forfeitures arise. When a participant retires, terminates employment, or becomes disabled, he/she is entitled to receive all amounts in which he/she has a vested interest in either a lump-sum payment, periodic installments, or an annual annuity contract. Participants are allowed to make hardship withdrawals and loans as defined by the 457 Plan. The 457 Plan has met the ERISA minimum funding requirements

Fees and Forfeitures: The amount of plan fees and expenses were \$ 1,200, and the amount of forfeitures was \$ 8,440 as of September 30, 2023. The amount of plan fees and expenses were \$ 1,200, and the amount of forfeitures was \$ 31,969 as of September 30, 2022. There is no outstanding pension liability as of September 30, 2023 and 2022 since the Port made 100% of required contribution during the year.

NOTE 14. ECONOMIC DEPENDENCY

Operating revenues: During the year ended September 30, 2023, five customers represented approximately 52%, 16%, 8%, 7% and 6% of the Port's operating revenue. During the year ended September 30, 2022, five customers represented approximately 41%, 13%, 6%, 5% and 5% of the Port's operating revenue. The loss of these customers would have a significant impact on the Port's financial position.

Ad valorem taxes: During the years ended September 30, 2023 and 2022, one taxpayer represented approximately 17% and 15%, respectively, of the total assessed valuation.

NOTE 15. TAX ABATEMENTS

The Port enters into property tax abatements with local businesses under the Section 312.206(a) of Subchapter B of the Texas Property Redevelopment and Tax Abatement Act, V.A.T.S. Tax Code, Chapter 312, and other applicable sections of said statute, provide that if property taxes are abated within the taxing jurisdiction of a municipality, the governing body of any other taxing unit in which the property is located may execute a written agreement with such owner of the property.

The Port Commission approves the application after it is determined that the request meets the applicable guidelines and criteria adopted by the Port Commission, which will promote the development of industry within the Port boundaries, provide additional employment, and strengthen the area economy.

Notes to Financial Statements For the Years Ended September 30, 2023 and 2022

NOTE 15. TAX ABATEMENTS - Continued

Tax abatement agreements as of September 30, 2023 are as follows:

Business Type	<u>Purpose</u>	Percentage of Taxes Abated During the Fiscal Year	Value of Abated Amount	Amount of Taxes Abated During Fiscal Year 2023		
Manufacturing	New Construction	100%	\$ <u>15,477,272,500</u>	\$5,417,045		
Total			\$ <u>15,477,272,500</u>	\$ <u>5,417,045</u>		

NOTE 16. EVALUATION OF SUBSEQUENT EVENTS

The Port has evaluated subsequent events through February 14, 2024, the date which the financial statements were available to be issued. Port Freeport had an ongoing business interruption claim from 2022 that as of September 30, 2023, had not been finalized. In February of 2024 a verbal settlement of \$1.4 million was reached and funds are expected to be posted to fiscal year 2024.



Key Facts

The Freeport Harbor Channel

The Freeport Harbor Channel is a 7.5-mile deep-draft waterway that serves private and public facilities including the Strategic Petroleum Reserve.

Vessel Activity

In FY 2023, the Freeport Harbor Channel received 1,095 vessel arrivals, transporting approximately 29.2 million tons.

Rankings

Port Freeport currently ranks 6th in chemicals, 17th in total foreign waterborne export tonnage, and 26th in containers among all U.S. ports.

Cargo

In addition to crude oil, natural gas liquids and chemicals, a variety of cargo is moved through Port Freeport including fresh fruit, steel products, bulk aggregate, rice, breakbulk, vehicles, and heavy machinery.

Foreign Trade Zone #149

Port Freeport is home to Foreign Trade Zone #149 offering duty management services to customers in the region.



Statistical Section For the Years Ended September 30, 2022 and 2021

Table of Contents

Contents
Operating Information
These schedules contain Port cargo traffic data to help the reader understand how the information in the Port's financial report relates to the services the Port provides and the activities it performs.
Financial Trends
These schedules contain trend information to help the reader understand how the Port's financial performance and well-being have changed over time.
Ad Valorem Tax Information
These schedules contain information to help the reader assess the Port's non-operating revenue source, the property tax.
Debt Capacity
These schedules present information to help the reader assess the affordability of the Port's current levels of outstanding debt and the Port's ability to issue additional debt in the future.
Demographic and Economic Information
These schedules offer demographic and economic indicators to help the
reader understand the environment within which the Port's financial activities take place.



Ten Year Cargo Quantities Analysis $^{\odot}$ for the Fiscal Years Ended September 30, 2014 through 2023

TABLE 1

	Cargo Quantities	Percent Total
	Short Tons	Port Tonnage
Rice	1,886,551	2.85 %
Bananas/Misc. Fruit ②	3,326,714	5.03
Misc./General Cargo ③	4,819,100	7.29
Dry Bulk Material @	8,702,460	13.16
Liquid Bulk Material ⑤	41,480,520	62.73
Project Cargo ©	315,359	0.48
Steel Products	3,111,334	4.71
RoRo ®	2,481,875	3.75
	66,123,913	100.00 %

① Source-Port Freeport

② Components: Containerized Fruit/Palletized Fruit

③ Misc./General Cargoes - Components: Roll Paper, Cotton, Empty Containers, Nickel Ore

Components: Aggregate

© Components: Liquefied Natural Gas, Liquid Bulk Naptha

© Components: Windpower Components, Industry Project Components

® Components: Automobiles, Equipment

Container Traffic Statistics[®] Twenty-Foot Equivalent Units (T.E.U.) for the Fiscal Years Ended September 30, 2014 through 2023

TABLE 2

				TABLE 2
Fiscal	Inbound	Outbound	Total	Percent Growth/(Reduction)
<u>Year</u>	T.E.U.	T.E.U.	Total	From Prior Year
2014	48,733	49,317	98,050	(2.74)
2015	48,456	50,448	98,904	0.87
2016	49,595	50,971	100,566	1.68
2017	48,878	51,065	99,943	(0.62)
2018	43,886	43,992	87,878	(12.07)
2019	55,809	55,793	111,602	26.99
2020	56,515	55,876	112,391	0.71
2021	43,191	44,583	87,774	(21.90)
2022	41,268	44,362	85,630	(23.81)
2023	46,720	49,286	96,006	12.12

① Source-Port Freeport

${\rm Cargo\ Traffic\ Statistics}^{\odot}$ for the Fiscal Years Ended September 30, 2014 through 2023

	2023		2022		2021		2020	
1. Rice	254,006	2 %	275,988	2 %	117,648	1 %	143,450	2 %
2. Bananas/Misc. Fruit ②	398,573	4	364,390	3	282,584	2	264,253	3
3. Misc./General Cargo ③	385,931	3	355,983	3	471,072	3	664,259	8
4. Dry Bulk Material ⊕	279,819	2	448,346	3	441,269	3	652,690	7
5. Liquid Bulk Material ©	8,892,135	78	10,331,027	80	14,877,655	87	6,325,056	73
6. Project Cargo ®	11,092	0	67,962	0	10,816	0	54,848	1
7. Steel Products	797,446	7	735,992	6	423,443	2	308,787	3
8. RoRo ®	400,814	4	415,073	3	411,442	2	288,857	3
Annual Port Tonnage @ -Short Tons	11,419,816	100 %	12,994,761	100 %	17,035,929	100 %	8,702,200	100 %
Percent Export	83.23 %	Ď	83.87 %)	41.87 %)	81.98	%
Percent Import	15.04		14.55		8.47		16.59	
Percent Domestic	1.73		1.59		0.73	1.44		

① Source-Port Freeport

② Components: Containerized Fruit/Palletized Fruit

③ Misc./General Cargoes - Components: Roll Paper, Cotton, Empty Containers, Nickel Ore

Components: Aggregate

© Components: Liquefied Natural Gas, Liquid Bulk Naptha

© Components: Windpower Components, Industry Project Components

® Components: Automobiles, Equipment

TARE weight not included

TΑ		3

2019	2019 2018			2017	1	2016		2015	5	2014	2014		
128,993	5 %	150,410	7 %	213,005	10 %	210,565	8 %	222,055	8	% 170,431	7 %		
320,093	11	335,275	14	305,573	14	344,494	11	340,021	11	371,458	14		
606,247	22	395,046	18	485,095	23	497,968	16	462,244	15	495,255	19		
967,173	34	866,163	37	806,915	38	1,405,692	46	1,638,790	55	1,195,603	45		
140,773	5	7,815	0	0	0	320,478	10	215,451	7	370,130	14		
6,127	0	33,420	1	39,641	2	16,157	1	41,301	1	33,995	1		
378,782	13	305,143	13	95,741	4	41,656	1	24,344	1	0	0		
274,224	10	233,675	10	182,505	9	223,735	7	51,550	2	0	0		
2,822,412	100 %	2,326,947	100 %	2,128,475	100 %	3,060,745	100 %	2,995,756	100	% 2,636,872	100 %		
31.53	%	24.44	%	32.59	%	27.67	%	26.84	%	28.79	%		
65.83		71.05		61.91		67.34		69.06		66.95			
2.65		4.51		5.50		5.00		4.10		4.26			

Net Position by Component For The Years 2014 Through 2023

	 2023	2022	2021	2020 (Restated)
Net Position:				
Net investment in capital assets	\$ 256,735,808	\$ 219,424,654	\$ 190,667,139	\$ 173,876,773
Restricted:				
Debt Service	14,583,736	12,959,784	13,774,098	12,458,787
Capital Projects	12,274	12,346	12,799	13,297
For contribution to others	43,285,348	6,580,882	52,492,096	28,010,264
Unrestricted	 (82,501,075)	 (14,979,346)	(11,987,971)	 27,274,650
Total net position	\$ 232,116,091	\$ 223,998,320	\$ 244,958,161	\$ 241,633,771

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					IADLL T
 2019	 2018	2017 (Restated)	 2016	 2015	 2014
\$ 169,756,789	\$ 182,374,412	\$ 165,384,639	\$ 160,808,124	\$ 146,478,032	\$ 149,413,568
6,500,048 15,744,220	5,267,264 11,125,416	3,758,737 7,091,771	997,405 3,456,647	9,133,081 15,202	2,762,928 15,700
\$ 41,289,997 233,291,054	\$ 22,141,241 220,908,333	\$ 32,959,629 209,194,776	\$ 37,235,517 202,497,693	\$ 44,585,445 200,211,760	\$ 42,713,203 194,905,399

Summary of Revenues, Expenses and Changes in Net Position For The Years 2014 Through 2023

		2022			2022		,	2021			020
Operating Revenues:	-	2023	_		2022	-		2021		(Re	stated)
Harbor Operations:											
Wharfage	\$	13,826,006	\$		11,642,336	\$		13,526,823	\$		10,853,640
Dockage		5,854,458			6,927,659			7,356,823			4,181,863
Service, facility use and other fees		6,635,363			6,978,611			5,800,876			5,140,745
Lease income		17,675,895			17,211,374			12,970,196			13,388,187
Miscellaneous		2,110,261			4,524,289			8,303			8,880
Total operating revenues		46,101,983			47,284,269			39,663,021			33,573,315
Operating Expenses:											
Payroll and related		5,712,967			4,945,664			5,109,892			5,068,205
Professional services		3,134,753			2,764,373			2,212,827			2,163,290
Supplies and other		3,160,549			2,678,568			2,214,841			2,111,176
Utilities		959,634			719,222			741,203			636,683
Maintenance and repairs		1,176,459			1,109,624			907,606			973,834
Depreciation		8,882,682			7,914,177			8,192,602			7,592,533
Total operating expenses		23,027,044			20,131,628			19,378,971			18,545,721
Operating income (loss)		23,074,939			27,152,641			20,284,050			15,027,594
Non-Operating Revenues (Expenses):											
Ad valorum tax collections, net of											
collection expenses		6,610,936			6,430,433			6,190,447			5,623,026
Investment income		4,185,741			153,341			87,667			2,095,520
Gain (loss) on sale of capital assets		44,503			271,813			460,696			
Debt interest and fees	(10,954,604)		(9,300,161)		(8,794,637)		(7,862,024
Other	(20,330,383)		(45,619,399)		(14,906,065)		(6,681,232
Total non-operating revenues (expenses)	(20,443,807)		(48,063,973)		(16,961,892)		(6,824,710
Income (loss) before capital contributions		2,631,132			(20,911,332)			3,322,158			8,202,884
Capital contributions -grants		5,486,639			143,492			11,092			139,833
Total capital contributions		5,486,639			143,492			11,092			139,833
Extraordinary Revenues (Expenses):											
Emergency Recovery		0	((192,001)		(8,860)			0
Total extraordinary revenues (expenses)		0	((192,001)		(8,860)	-		0
Change in net position	\$	8,117,771	\$		(20,959,841)	\$		3,324,390	\$		8,342,717

TABLE 5

					2017							TABLE 5
	2019		2018		2017 Restated)		2016		2015		20	014
_	201)	_	2010		resured)	_	2010		2013	_		
\$	7,886,541	\$	7,274,790	\$	4,847,411	\$	4,334,632	\$	3,567,651	\$		3,896,689
	1,958,714		1,773,794		1,246,826		1,556,143		1,324,691			1,763,042
	3,632,402		2,957,490		2,571,349		2,978,082		3,086,171			4,191,757
	14,430,007		14,044,382		13,359,626		12,796,464		10,564,284			6,955,488
	37,478		283,391		58,580		19,420		47,938			188,619
	27,945,142		26,333,847		22,083,792		21,684,741		18,590,735			16,995,595
	4,775,413		4,214,936		4,022,319		3,998,844		3,571,566			4,005,446
	2,094,856		2,119,928		1,886,579		1,916,292		1,731,553			1,432,875
	2,194,173		1,867,377		1,653,856		2,060,069		2,376,075			2,489,337
	554,231		490,982		531,284		517,132		563,186			494,540
	1,165,766		630,215		722,055		671,078		998,167			760,060
	6,797,897		6,875,049		7,161,321		6,834,913		6,425,843			5,310,409
	17,582,336		16,198,487		15,977,414		15,998,328		15,666,390			14,492,667
	10,362,806		10,135,360		6,106,378		5,686,413	_	2,924,345			2,502,928
	5,400,964		5,173,826		4,841,680		4,701,307		4,750,726			4,672,390
	2,010,440		598,893		414,302		289,226		116,636			265,046
	2,010,440		370,073	(25,722)		(4,541,318)		3,500			203,040
	(4,640,871)		(3,165,919)	(2,957,986)		(3,165,710)		(1,922,216)		(1,285,213)
	(846,159)		(1,276,769)	(1,764,954)		(1,035,419)		(836,997)		(1,381,819)
	1,924,374		1,330,031		507,320		(3,751,914)	_	2,111,649	-		2,270,404
	12,287,180	*	11,465,391		6,613,698		1,934,499	′ —	5,035,994			4,773,332
	95,541		248,166		83,385		351,434		270,367			1,042,216
	95,541		248,166		83,385		351,434		270,367			1,042,216
	0		0		0		0		0			0
	0	-	0		0		0		0			0
\$	12,382,721	\$	11,713,557	\$	6,697,083	\$	2,285,933	\$	5,306,361	\$		5,815,548

Property Tax Rates³ Direct and Overlapping Governments for the Levy Years 2013 through 2022^{©©}

		2022		2021		2020
Port Freeport	\$	0.035000	\$	0.040000	\$	0.040100
r ^o ···	4	3.022000	4	3.0.0000	4	3.0.3100
Overlapping Governments:						
Alvin I.S.D.		1.377700		1.397700		1.397700
Alvin Community College		0.164145		0.183211		0.183443
Angleton, City of		0.618760		0.633041		0.665144
Angleton Drainage District		0.070000		0.091153		0.109962
Angleton I.S.D.		1.229600		1.267000		1.331300
Angleton-Danbury Hospital		0.160943		0.192505		0.205909
Brazoria, City of		0.680476		0.680476		0.680476
Brazoria County		0.341106		0.336530		0.342017
Brazoria County FWD #1		0.00		0.00		0.00
Brazoria County MUD #32		1.350000		1.350000		1.350000
Brazosport College		0.285895		0.309341		0.297866
Brazosport I.S.D.		1.133000		1.178700		1.181700
Clute, City of		0.594799		0.625000		0.595392
Columbia/Brazoria I.S.D.		1.054940		1.072340		1.088140
Commodore Cove I.D.		0.155157		0.208800		0.201468
Danbury, City of		0.584277		0.659094		0.697258
Brazoria County Drainage District #8 (Danbury)		0.170000		0.209000		0.209378
Danbury I.S.D.		1.273800		1.291200		1.392720
Freeport, City of		0.600000		0.600000		0.615859
Jones Creek, Village of		0.394925		0.440000		0.440000
Lake Jackson, City of		0.323121		0.339000		0.328977
Liverpool, City of		0.142600		0.147730		0.164649
Oak Manor U.D.		0.410000		0.540000		0.540000
Oyster Creek, City of		0.217576		0.238518		0.238518
Quintana, Town of		0.015711		0.015423		0.013426
Richwood, City of		0.606810		0.652278		0.627470
Surfside, Village of		0.334846		0.334846		0.334846
Sweeny, City of		0.730954		0.747062		0.701553
Sweeny Hospital District		0.441100		0.537930		0.541299
Sweeny I.S.D.		1.016300		1.036400		1.036400
Treasure Island M.U.D.		0.302952		0.382272		0.423660
Varner Creek Utility District		0.480000		0.530000		0.570000
Velasco Drainage District		0.074490		0.083553		0.078150
West Brazoria County Drainage District #11		0.017991		0.019887		0.019695
West Columbia, City of		0.715000		0.770000		0.731770

[®]Source - Brazoria County Appraisal District [®]Property taxes are levied annually in October.

[®]Property tax rates are per \$100 taxable valuation.

						TABLE 6
2019	2018	2017	2016	2015	2014	2013
\$ 0.040100	\$ 0.040100	\$ 0.040100	\$ 0.040100	\$ 0.041304	\$ 0.045000	\$ 0.045000
1.397700	1.450000	1.450000	1.450000	1.417000	1.417000	1.329100
0.185862	0.187775	0.180750	0.191744	0.204009	0.204009	0.199756
0.697580	0.697580	0.707598	0.707598	0.717598	0.723500	0.723500
0.130352	0.131182	0.146855	0.155164	0.166619	0.176597	0.175448
1.385200	1.455200	1.455200	1.455200	1.455200	1.455200	1.455200
0.242259	0.258328	0.273681	0.302817	0.321751	0.346854	0.362678
0.680476	0.721976	0.721976	0.790700	0.790700	0.770700	0.770700
0.365233	0.367914	0.380234	0.457405	0.426000	0.438500	0.432020
0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.350000	1.350000	0.00	0.00	0.00	0.00	0.00
0.300177	0.298500	0.303249	0.285040	0.277510	0.280878	0.267309
1.185300	1.255300	1.255300	1.255300	1.255300	1.255300	1.255300
0.625000	0.625000	0.625000	0.643000	0.659000	0.672000	0.672000
1.170340	1.258059	1.269500	1.284700	1.284700	1.284700	1.296500
0.202349	0.208164	0.204235	0.205984	0.399327	0.439336	0.467538
0.773569	0.816924	0.765672	0.768701	0.799313	0.829169	0.829169
0.232948	0.252063	0.252063	0.276115	0.307812	0.325442	0.349474
1.468350	1.604700	1.250700	1.256600	1.255000	1.240000	1.141081
0.628005	0.628005	0.628005	0.628005	0.645642	0.675586	0.675586
0.411289	0.462691	0.410000	0.410000	0.410000	0.410000	0.410000
0.348200	0.335200	0.337500	0.337500	0.360000	0.387500	0.390000
0.189288	0.189288	0.189288	0.193770	0.215304	0.216473	0.230463
0.600000	0.700000	0.500000	0.500000	0.540000	0.510000	0.520000
0.293346	0.258976	0.303816	0.303816	0.332273	0.476394	0.476394
0.014898	0.014898	0.013830	0.012938	0.013046	0.013046	0.022882
0.670204	0.670204	0.634444	0.672580	0.735680	0.735680	0.735680
0.353778	0.359506	0.359506	0.359506	0.375204	0.397940	0.432601
0.747062	0.747062	0.747062	0.747062	0.842869	0.908000	0.887456
0.541299	0.548211	0.516523	0.527302	0.510351	0.483126	0.470003
1.141700	1.211700	1.211700	1.211700	1.211700	1.211700	1.211700
0.450318	0.535735	0.531270	0.503878	0.518997	0.553152	0.575262
0.600000	0.640000	0.650000	0.710000	0.760000	0.830000	0.890000
0.084550	0.084120	0.085000	0.091501	0.093878	0.098018	0.100226
0.020000	0.020000	0.020000	0.020000	0.020000	0.020000	0.020000
0.820000	0.820000	0.820000	0.830000	0.830000	0.831900	0.831900

Valuation, Exemptions and General Obligation Debt for Fiscal Year Ended September 30, 2023 (In Thousands)

		TABLE 7
2022 Market Valuation: [©] (excluding totally exempt property)		
Land, Homesite	\$ 1,768,070	
Land, Non Homesite	1,856,774	
Land, Ag and Timber Market	1,902,184	
Improvement, Homesite	7,714,508	
Improvement, Non-Homesite	24,389,117	
Non Real, Personal Property	4,394,678	
Non Real, Mineral	40,557	
Total Market Value Before Exemptions		\$ 42,065,888
Less Exemptions/Reductions at 100% Market Value:		
Homestead Exemptions	\$ 1,760,666	
Over 65 Homesteads Exemptions	1,585,419	
Disabled Exemptions	243,616	
Abatements	13,042,378	
Freeport Loss	788,670	
Pollution Control	2,251,217	
Productivity Loss	1,863,499	
Tax Exempt	2,045,735	
Other	 11,814	
Total Exemptions		\$ 23,593,014
Net 2022 Taxable Valuation		\$ 18,472,874

[®]Source - Brazoria County Appraisal District. Valuations shown are certified taxable values reported to the State Comptroller of Public Accounts. Certified values are subject to change throughout the year as contested values are resolved and the Appraisal District updates records.

Taxable and Estimated Valuation of Properties Located Within the Port Taxing District $^{\oplus}$ for the Fiscal Years 2014 through 2023 (In Thousands)

TABLE 8 Estimated Market Value Less: Percent Growth Total Fiscal Real Personal Tax-Exempt Taxable (Reduction) From Direct Tax Rate ^② Year Property Property Property Valuation Prior Year \$ 12,381,744 \$ 2,842,272 2.86 % \$ 0.045000 2014 4,719,891 \$ 10,504,125 2015 12,843,780 2,923,286 5,403,575 10,363,491 (1.34)0.045000 2016 14,362,925 2,826,243 6,113,078 11,076,090 6.88 0.041304 2017 16,996,743 2,609,001 7,843,409 11,762,335 6.20 0.040100 2018 20,489,956 2,724,994 10,645,525 12,569,425 6.86 0.040100 2019 25,063,315 3,220,040 8.00 14,708,104 13,575,251 0.040100 2020 27,275,022 3,742,847 17,042,383 13,975,486 2.95 0.040100 2021 32,561,006 4,056,672 21,679,903 14,937,775 6.89 0.040100 2022 33,670,681 3,955,198 22,120,276 15,505,603 3.80 0.040000 2023 37,671,210 4,394,678 23,593,014 18,472,874 19.14 0.035000 Taxable Valuation 2014-2023 75.86

[®]Source - Brazoria County Appraisal District

Property tax rates are per \$100 taxable valuation.

Property Tax Levies and Collections[®] for the Fiscal Years 2014 through 2023

												TABLE 9
		Total ²			Adjusted	Total	Percent of		Delinquent		Total	Percent of
Fiscal	iscal Levy Le		Levy	Levy	Current Year	Current Year	ear Tax			Gross	Total	
Year		Amount	Ad	justments	Amount	Collections	Collections		Collections		Collections	Collections
2014	\$	4,679,020	\$	118,085	\$ 4.560.935	\$ 4,632,114	99.00 %	6 \$	55,124	\$	4,687,238	100.18 %
2015	Ψ	4,767,574	Ψ	103,877	4,663,697	4,721,937	99.04	Ψ	61,372	Ψ	4,783,309	100.33
2016		4,701,834		126,869	4,574,965	4,659,846	99.11		55,133		4,714,979	100.28
2017		4,716,780		141,011	4,575,769	4,806,562	101.90		72,516		4,879,078	103.44
2018		5,040,346		144,429	4,895,917	5,129,495	101.77		77,864		5,207,359	103.31
2019		5,443,667		13,570	5,430,097	5,381,510	98.86		92,899		5,474,409	100.56
2020		5,604,169		37,700	5,641,869	5,590,018	99.75		80,342		5,670,360	101.18
2021		5,990,048		230,845	6,220,893	6,172,165	103.04		71,823		6,243,988	104.24
2022		6,202,346		243,024	6,445,370	6,386,489	102.97		23,459		6,409,948	103.35
2023		6,468,833		171,508	6,565,734	6,577,440	101.68		74,607		6,652,047	102.83

[®]Total Collections are reported on the cash receipt basis. The financial statements are presented using the accrual basis of accounting. Since there is an inherent difference between the two methods of reporting, the collections reported on this schedule will not necessarily represent the total revenue reported in the financial statements.

[®] Amounts shown are original levy amounts and exclude any subsequent supplemental assessments, and therefore collections may exceed total levy amount.

Principal Taxpayers [©] Current Year and Nine Years Ago

September 30, 2023

	5cptcmoci 50, 202	20		
	(In Thousands)			TABLE 10
		Percent		Percent
	2021	of Total	2021 [©]	of Total
	Market	Market	Taxable	Taxable
Entity	Valuation	Valuation	Valuation	Valuation
David Chamital Campania	¢ 5 242 771	12.46.0/	¢ 2.076.280	16.65.0/
Dow Chemical Company	\$ 5,242,771	12.46 %	\$ 3,076,389	16.65 %
Phillips 66 Company	3,627,598	8.62	1,103,256	5.97
Olin Chlorine #7 LLC	672,647	1.60	654,578	3.54
Blue Cube Operations LLC	796,539	1.89	580,507	3.14
Chevron Phillips Chemical Company	2,054,252	4.88	408,691	2.21
Seaway Crude Pipeline	317,241	0.75	309,313	1.67
BASF Corp. Chemicals Div.	489,275	1.16	286,545	1.55
Centerpoint Energy Inc.	175,045	0.42	175,041	0.95
Freeport LNG	1,321,097	3.14	169,137	0.92
BG Woodward LLC	126,861	0.30	126,861	0.69
TOTAL	\$ 14,823,326	35.22 %	\$ 6,890,318	37.29 %

September 30, 2014 (In Thousands)

		Percent		Percent
	2013 [©]	of Total	2013	of Total
	Market	Market	Taxable	Taxable
Entity	Valuation	Valuation	Valuation	Valuation
Dow Chemical Company	\$ 2,719,749	17.86 %	\$ 2,178,208	21.49 %
Phillips 66 Company	1,213,181	7.97	661.534	6.53
BASF Corp. Chemicals Div.	704,178	4.63	551,085	5.44
Chevron Phillips Chemical Company	544,671	3.58	437,471	4.32
Freeport LNG	238,906	1.57	183,733	1.81
Freeport Energy Center	128,044	0.84	128,044	1.26
Shintech, Inc.	152,570	1.00	124,114	1.22
Sweeny Cogenerations Ltd	102,750	0.67	95,991	0.95
Centerpoint Energy Inc	91,115	0.60	91,111	0.90
Braskem America Inc.	78,518	0.52	71,191	0.70
TOTAL	\$ 5,973,682	39.24 %	\$ 4,522,482	44.62 %

 $^{{}^{\}tiny{\textcircled{\scriptsize{0}}}}$ Source - Brazoria County Appraisal District

 $^{^{\}circ}$ Property taxes levied for the 2023 fiscal year were based on 2022 taxable valuations.

Property taxes levied for the 2014 fiscal year were based on 2013 taxable valuations.

Computation of Direct and Overlapping Bonded Debt of General Obligation Bond Issues September 30, 2023

TABLE 11

				TABLE 11
	Net Bonded		Percent	Amount
Taxing Entity	Debt Amount	As of	Overlapping	Overlapping
Alvin I.S.D.	\$ 936,195,000	9-30-23	9.53 %	\$ 89,219,384
Alvin Community College	21,940,000	9-30-23	9.04	1,983,376
Alvin, City Of	36,085,000	9-30-23	0.39	140,732
Angleton, City of	36,135,000	9-30-23	100.00	36,135,000
Angleton I.S.D.	223,230,000	9-30-23	62.11	138,648,153
Brazoria, City of	4,505,000	9-30-23	100.00	4,505,000
Brazoria County	207,948,313	9-30-23	58.17	120,963,534
Brazoria County MUD #32	34,280,000	9-30-23	80.24	27,506,272
Brazosport I.S.D.	343,640,000	9-30-23	100.00	343,640,000
Brazosport College	40,710,000	9-30-23	100.00	40,710,000
Clute, City of	12,455,000	9-30-23	100.00	12,455,000
Columbia/Brazoria I.S.D.	69,030,000	9-30-23	100.00	69,030,000
Danbury, City of	0	9-30-23	100.00	0
Danbury I.S.D.	17,275,000	9-30-23	100.00	17,275,000
Freeport, City of	11,670,000	9-30-23	100.00	11,670,000
Iowa Colony, City of	13,785,000	9-30-23	39.88	5,497,458
Lake Jackson, City of	34,110,000	9-30-23	100.00	34,110,000
Manvel, City of	51,495,000	9-30-23	1.58	813,621
Richwood, City of	8,720,000	9-30-23	100.00	8,720,000
Surfside Beach, Village of	1,365,000	9-30-23	100.00	1,365,000
Sweeny, City of	8,887,000	9-30-23	100.00	8,887,000
Sweeny I.S.D.	41,855,000	9-30-23	75.78	31,717,719
Varner Creek UD	6,805,000	9-30-23	100.00	6,805,000
Velasco Drainage District	4,200,000	9-30-23	100.00	4,200,000
West Columbia, City of	5,655,000	9-30-23	100.00	5,655,000
Sub-total Bonded Debt	\$ 2,171,975,313	Sub-total Overla	apping Debt	\$ 1,021,652,249
Port Freeport	\$ 122,980,000	9-30-23	100.00 %	\$ 122,980,000
Total Direct & Overlapping General Obligation Issue Debt	\$ 2,294,955,313			\$ 1,144,632,249
Ratio of Overlapping Debt to Direct 2022 Taxable Valuation				0.062 %

[®]Source: Municipal AdvisoryCouncil of Texas

Ratio of Outstanding Debt by Type for the Fiscal Years Ended September 30, 2014 through 2023 (In Thousands)

TABLE 12 Fiscal Year Purchase Estimated Estimated General Percentage Ending Obligation Revenue Financing Personal County of Personal Per Population[®] $Income^{\textcircled{1}}$ September 30 Bonds Bonds Note Total Income Capita 2014 \$ 5,391 \$ 37,710 14,100 \$ 57,201 \$ 6,526,846 326 0.8764 % \$ 175 87,493 2015 4,375 70,288 12,830 6,671,478 333 1.3115 263 2016 3,355 67,187 11,531 82,073 6,997,340 350 1.1729 235 10,202 77,048 350 2017 2,279 64,567 1.1011 220 6,997,340 2018 96,242 8,842 106,243 355 1.4938 299 1,159 7,112,480 7,451 376 2019 35,319 92,896 135,666 12,597,469 1.0769 361 2020 35,071 170,406 6,028 211,505 18,092,612 372 1.1690 569 2021 74,054 201,613 4,572 280,239 14,225,736 383 1.9699 732 2022 73,220 196,037 3,083 272,340 13,183,663 372 2.0657 732 2023 128,870 190,257 1,559 320,686 13,846,250 372 862 2.3160

[®] Source United States Census Bureau

² Source Texas State Data Center

Ratio of Net General Bonded Debt to Taxable Value and to Net Bonded Debt Per Capita^{©©} (In Thousands) For Fiscal Years 2014 through 2023

TABLE 13 Gross Debt Service Net Ratio of Net Net Fiscal Taxable General Restricted General Bonded Debt to Estimated Bonded Debt Year Valuation Bonded Debt Cash Bonded Debt Taxable Value Population Per Capita 2014 \$ \$ \$ 10,504,125 5,391 235 \$ 5,156 0.0005 326 16 4,375 219 2015 10,363,491 4,156 0.0004 333 12 2016 11,076,090 3,355 201 9 3,154 0.0003 350 2017 6 11,762,335 2,279 108 2,171 0.0002 350 3 2018 12,569,425 1,159 115 1,044 355 0.0001 2019 13,575,251 35,319 129 35,190 0.0026 376 94 132 94 2020 13,975,486 35,071 34,939 0.0025 372 249 73,805 193 2021 14,937,775 74,054 0.0049 383 2022 15,505,603 73,220 74 73,146 0.0047 372 197 1,033 2023 18,472,874 128,870 127,837 0.0069 372 344

[©]Source: Texas State Data Center

² The computation of legal debt margin previously included in a separate table is no longer applicable. Port Freeport is now operating under Article XVI, Section 59 of the Texas Constitution.



Pledged Revenue Bond Indebtedness Coverage for Fiscal Years 2014 through 2023 (In Thousands)

	2023	2022	2021	2020
Operating Revenue \$	46,102	\$ 47,284	\$ 39,663	\$ 33,573
Operating Expenses (Net of Depreciation)	(14,144)	(12,217)	(11,186)	(10,953)
Ad Valorem Tax Collections ³	3,409	3,779	4,167	4,129
Investment Income	1,417	344	36	601
Other Income	5,487	144	257	
Net Revenues Available for Debt Service \$ On Revenue Obligations	42,271	\$ 39,334	\$ 32,937	\$ 27,350
Annual Revenue Bonded Debt Service \$	12,864	\$ 12,864	\$ 12,578	\$ 11,531
Percent of Coverage	329%	306%	262%	237%
Maximum Revenue Bond Debt Service \$	12,866	\$ 12,866	\$ 12,866	\$ 11,539
Percent of Coverage [®]	329%	306%	256%	237%

[®]Indicates the extent to which net revenues available for revenue debt service would provide coverage of maximum annual revenue debt service requirements in any future year. The maximum annual revenue debt service will occur in 2027.

[®]Net of collection expenses and debt service available for General Obligation bonds.

TABLE 14

_	2018	2017	2016	2015	2014
\$	26,334 \$	22,084 \$	21,685 \$	18,591 \$	16,996
	(9,323)	(8,816)	(9,163)	(9,241)	(9,183)
	3,992	3,675	3,519	3,533	3,320
	596	409	287	117	265
_			382		
\$	21,599 \$	17,352 \$	16,710 \$	13,000 \$	11,398
\$	6,718 \$	5,215 \$	5,226 \$	5,229 \$	2,834
	322%	333%	320%	249%	402%
\$	7,217 \$	5,227 \$	5,227 \$	5,227 \$	7,376
	299%	332%	320%	249%	155%

Summary of Annual Cash Requirements on Debt Outstanding September 30, 2023

	General Gen		General	Senior Lien	Senior Lien	Senior Lien	
Fiscal Year	Obligation	Obligation	Obligation	Revenue	Revenue and	Revenue	
Ending	Bonds	Bonds	Bonds	Refunding Bonds	Refunding Bonds	Refunding Bonds	
September 30	Series 2019	Series 2021	Series 2023	Series 2013A	Series 2015A	Series 2018	
•							
2024	\$ 1,333,262	\$ 894,250	\$ 2,426,688	\$ 2,786,776	\$ 2,438,838	\$ 1,987,200	
2025	1,912,012	894,250	2,806,688	2,783,010	2,444,088	1,989,950	
2026	1,910,712	894,250	3,400,788	2,782,088	2,441,838	1,985,950	
2027	1,914,212	1,934,250	3,401,063	2,783,856	2,437,338	1,990,450	
2028	1,910,712	1,932,650	3,403,313	2,783,160	2,440,588	1,987,950	
2029	1,910,462	1,934,450	3,402,813		2,441,088	1,988,700	
2030	1,913,212	1,929,450	3,399,563		2,438,838	1,987,450	
2031	1,914,300	1,932,850	3,403,563		2,440,838	1,989,200	
2032	1,913,800	1,934,250	3,399,313		2,439,276	1,988,700	
2033	1,910,600	1,931,300	3,402,063		2,440,650	1,985,950	
2034	1,911,000	1,932,300	3,401,313		2,438,062	1,985,950	
2035	1,909,800	1,932,100	3,402,063		2,443,138	1,988,450	
2036	1,912,000	1,929,500	3,404,063		2,440,450	1,988,200	
2037	1,912,400	1,931,400	3,402,063		2,438,700	1,990,200	
2038	1,912,600	1,932,700	3,401,063		2,438,200	1,989,200	
2039	1,909,800	1,933,400	3,403,863		2,438,700	1,990,200	
2040	1,910,200	1,933,500	3,398,663		2,434,950	1,986,400	
2041	1,913,600	1,933,000	3,400,663		2,436,950	1,990,600	
2042	1,909,800	1,931,900	3,399,463		2,438,976	1,987,400	
2043	1,914,000	1,930,200	3,400,063		2,441,950	1,987,000	
2044	1,910,800	1,932,900	3,402,263		2,440,650	1,989,200	
2045	1,910,400	1,929,900	3,400,863		2,440,076	1,988,800	
2046	1,912,600	1,931,300	3,400,863			1,990,800	
2047	1,912,200	1,932,000	3,402,063			1,990,000	
2048	1,909,200	1,932,000	3,399,263			1,986,400	
2049	1,913,600	1,931,300	3,402,463				
2050		1,929,900	3,402,788				
2051		1,927,800	3,403,369				
2052			3,399,000				
2053			3,399,681				
	\$ 49,127,284	\$ 50,979,050	\$100,471,738	\$ 13,918,890	\$ 53,674,182	\$ 49,710,300	

\$ 2,776,350 \$ 1,548,300 \$ 1,326,850 \$ 1,594,940 \$ 19, 2,773,350 1,547,550 1,326,850 19, 2,776,100 1,551,300 1,326,850 20, 2,776,350 1,550,550 1,326,850 20, 2,774,100 1,548,050 2,061,850 18, 2,774,350 1,548,800 2,065,100 18, 2,776,350 1,547,550 2,061,350 18, 2,776,350 1,547,550 2,061,350 18, 2,776,350 1,549,300 2,065,850 18, 2,772,850 1,547,000 2,063,100 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 2,776,350 1,550,000 2,073,350 18, 2,777,550 1,550,150 2,063,350 18, 2,777,550 1,550,150 2,063,350 18, 2,776,350 1,549,400 2,061,350 18, 2,772,750 1,547,750 2,061,350 18, 2,772,750 1,550,200 2,064,350 18, 2,772,950 1,551,600 2,064,350 18, 2,772,950 1,551,600 2,064,350 18, 62,772,950 1,551,600 2,064,350 18, 62,772,950 1,546,950 2,066,100 18, 62,776,550 1,546,950 2,066,100	BLE 15
Bonds, Series 2019A Bonds, Series 2019B Bonds, Series 2021 Financing Note Total Tot	
Series 2019A Series 2019B Series 2021 Note To \$ 2,776,350 \$ 1,548,300 \$ 1,326,850 \$ 1,594,940 \$ 19, 2,773,350 2,773,350 1,547,550 1,326,850 18, 2,773,350 1,550,300 1,326,850 20, 2,776,100 1,551,300 1,326,850 20, 20, 2,774,100 1,550,550 1,326,850 20, 20, 2,774,100 1,548,050 2,061,850 18, 2,774,350 1,548,800 2,061,850 18, 2,776,350 1,547,550 2,061,350 18, 2,776,350 1,547,550 2,061,350 18, 2,772,850 1,547,000 2,063,100 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 9, 2,776,350 1,550,150 2,063,350 18, 9, 2,776,350 1,549,400 2,061,350 18, 9, 2,776,750 1,547,750 2,061,850 18, 9, 2,776,750 1,550,200 2,064,600 18, 9, 2,772,950 1,551,600 2,064,350 18, 9, 2,776,550 1,546,950 2,066,100 18, 9, 2,776,550 1,546,950 2,066,100 18, 9, 2,776,550 1,546,950 2,066,100 18, 9, 2,776,550 1,546,950 2	
\$ 2,776,350 \$ 1,548,300 \$ 1,326,850 \$ 1,594,940 \$ 19, 2,773,350 1,547,550 1,326,850 19, 2,776,100 1,551,300 1,326,850 20, 2,776,350 1,550,550 1,326,850 20, 2,774,100 1,548,050 2,061,850 18, 2,774,350 1,548,800 2,065,100 18, 2,776,350 1,548,800 2,065,100 18, 2,776,350 1,549,300 2,065,850 18, 2,772,850 1,547,550 2,061,350 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 2,776,350 1,550,000 2,073,350 18, 2,777,550 1,550,150 2,063,350 18, 2,777,550 1,550,150 2,063,350 18, 2,777,550 1,550,150 2,063,350 18, 2,776,350 1,549,400 2,061,350 18, 2,772,750 1,547,750 2,061,350 18, 2,772,750 1,550,200 2,064,350 18, 2,772,950 1,551,600 2,064,350 18, 2,772,950 1,551,600 2,064,350 18, 62,772,950 1,551,600 2,064,350 18, 62,772,950 1,546,950 2,066,100 18, 62,776,550 1,546,950 2,066,100	
2,773,350 1,547,550 1,326,850 18, 2,773,350 1,550,300 1,326,850 19, 2,776,100 1,551,300 1,326,850 20, 2,776,350 1,550,550 1,326,850 20, 2,774,100 1,548,050 2,061,850 18, 2,774,350 1,548,800 2,065,100 18, 2,776,850 1,547,550 2,061,350 18, 2,772,850 1,547,000 2,063,100 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 2,777,550 1,550,150 2,063,350 18, 2,772,750 1,547,750 2,061,850 18, 2,772,950 1,550,200 2,064,600 18, 2,772,950 1,551,600 2,064,350 18, 2,776,550 1,546,950 2,066,100 18,	tal
2,773,350 1,547,550 1,326,850 18, 2,773,350 1,550,300 1,326,850 19, 2,776,100 1,551,300 1,326,850 20, 2,776,350 1,550,550 1,326,850 20, 2,774,100 1,548,050 2,061,850 18, 2,774,350 1,548,800 2,065,100 18, 2,776,850 1,547,550 2,061,350 18, 2,772,850 1,547,000 2,063,100 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 2,777,550 1,550,150 2,063,350 18, 2,772,750 1,547,750 2,061,850 18, 2,772,950 1,550,200 2,064,600 18, 2,772,950 1,551,600 2,064,350 18, 2,776,550 1,546,950 2,066,100 18,	
2,773,350 1,550,300 1,326,850 19,0 2,776,100 1,551,300 1,326,850 20, 2,776,350 1,550,550 1,326,850 20, 2,774,100 1,548,050 2,061,850 18,0 2,774,350 1,548,800 2,065,100 18,0 2,776,850 1,547,550 2,061,350 18,0 2,772,850 1,547,000 2,063,850 18,0 2,776,350 1,548,950 2,123,350 18,0 2,776,350 1,550,000 2,073,350 18,0 2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	113,454
2,776,100 1,551,300 1,326,850 20, 2,776,350 1,550,550 1,326,850 20, 2,774,100 1,548,050 2,061,850 18, 2,774,350 1,548,800 2,065,100 18, 2,776,850 1,547,550 2,061,350 18, 2,776,350 1,549,300 2,065,850 18, 2,772,850 1,547,000 2,063,100 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 2,777,550 1,550,150 2,063,350 18, 2,776,350 1,549,400 2,061,350 18, 2,772,750 1,547,750 2,061,850 18, 2,776,750 1,550,200 2,064,600 18, 2,772,950 1,551,600 2,064,350 18, 2,776,550 1,546,950 2,066,100 18,	177,748
2,776,350 1,550,550 1,326,850 20, 2,774,100 1,548,050 2,061,850 18, 2,774,350 1,548,800 2,065,100 18, 2,776,850 1,547,550 2,061,350 18, 2,776,350 1,549,300 2,065,850 18, 2,772,850 1,547,000 2,063,100 18, 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 2,777,550 1,550,150 2,063,350 18, 2,776,350 1,549,400 2,061,350 18, 2,772,750 1,547,750 2,061,850 18, 2,776,750 1,550,200 2,064,600 18, 2,772,950 1,551,600 2,064,350 18, 2,776,550 1,546,950 2,066,100 18,	066,126
2,774,100 1,548,050 2,061,850 18,0 2,774,350 1,548,800 2,065,100 18,0 2,776,850 1,547,550 2,061,350 18,0 2,776,350 1,549,300 2,065,850 18,0 2,772,850 1,547,000 2,063,100 18,0 2,776,350 1,548,950 2,123,350 18,0 2,776,350 1,550,000 2,073,350 18,0 2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	115,419
2,774,350 1,548,800 2,065,100 18,0 2,776,850 1,547,550 2,061,350 18,0 2,776,350 1,549,300 2,065,850 18,0 2,772,850 1,547,000 2,063,100 18,0 2,776,350 1,548,950 2,123,350 18,0 2,776,350 1,550,000 2,073,350 18,0 2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	112,123
2,776,850 1,547,550 2,061,350 18,0 2,776,350 1,549,300 2,065,850 18,0 2,772,850 1,547,000 2,063,100 18,0 2,776,350 1,548,950 2,123,350 18,0 2,776,350 1,550,000 2,073,350 18,0 2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	061,513
2,776,350 1,549,300 2,065,850 18,0 2,772,850 1,547,000 2,063,100 18,0 2,776,350 1,548,950 2,123,350 18,0 2,776,350 1,550,000 2,073,350 18,0 2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0)56,763
2,772,850 1,547,000 2,063,100 18,0 2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18,0 2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	066,501
2,776,350 1,548,950 2,123,350 18, 2,776,350 1,550,000 2,073,350 18, 2,777,550 1,550,150 2,063,350 18, 2,776,350 1,549,400 2,061,350 18, 2,772,750 1,547,750 2,061,850 18, 2,776,750 1,550,200 2,064,600 18, 2,772,950 1,551,600 2,064,350 18, 2,776,550 1,546,950 2,066,100 18,6	066,839
2,776,350 1,550,000 2,073,350 18,0 2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	053,513
2,777,550 1,550,150 2,063,350 18,0 2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	117,275
2,776,350 1,549,400 2,061,350 18,0 2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	075,251
2,772,750 1,547,750 2,061,850 18,0 2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	065,263
2,776,750 1,550,200 2,064,600 18,0 2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	061,863
2,772,950 1,551,600 2,064,350 18,0 2,776,550 1,546,950 2,066,100 18,0	056,113
2,776,550 1,546,950 2,066,100 18,0	067,513
	052,613
2.777.150	064,413
=,,100 ±,001,000 10,000	060,689
2,774,750 1,549,650 2,063,800 18,0	061,413
2,774,350 1,551,850 2,065,800 18,0	067,813
2,775,750 1,547,850 2,065,400 18,0	059,039
	522,963
2,772,750 1,551,550 2,062,400 15,0	522,963
	513,413
	538,763
	398,288
	390,369
	399,000
	399,681
\$ 72,157,600 \$ 40,282,900 \$ 54,167,800 \$ 1,594,940 \$ 486,000 \$ 1,000 \$	084,684

Summary of Annual Cash Requirements on General Obligation Debt Outstanding September 30, 2023

					TABLE 16	
		General		General	General	
Fiscal Year	•	Obligation		Obligation	Obligation	
Ending		Bonds		Bonds	Bonds	
September 30	5	Series 2019		Series 2021	Series 2023	Total
2024	\$	1,333,262	\$	894,250	\$ 2,426,688	\$ 4,654,200
2025		1,912,012		894,250	2,806,688	5,612,950
2026		1,910,712		894,250	3,400,788	6,205,750
2027		1,914,212		1,934,250	3,401,063	7,249,525
2028		1,910,712		1,932,650	3,403,313	7,246,675
2029		1,910,462		1,934,450	3,402,813	7,247,725
2030		1,913,212		1,929,450	3,399,563	7,242,225
2031		1,914,300		1,932,850	3,403,563	7,250,713
2032		1,913,800		1,934,250	3,399,313	7,247,363
2033	2033 2034			1,931,300	3,402,063	7,243,963
2034				1,932,300	3,401,313	7,244,613
2035		1,909,800		1,932,100	3,402,063	7,243,963
2036		1,912,000		1,929,500	3,404,063	7,245,563
2037	2037 1,912			1,931,400	3,402,063	7,245,863
2038		1,912,600		1,932,700	3,401,063	7,246,363
2039		1,909,800		1,933,400	3,403,863	7,247,063
2040		1,910,200		1,933,500	3,398,663	7,242,363
2041		1,913,600		1,933,000	3,400,663	7,247,263
2042		1,909,800		1,931,900	3,399,463	7,241,163
2043		1,914,000		1,930,200	3,400,063	7,244,263
2044		1,910,800		1,932,900	3,402,263	7,245,963
2045		1,910,400		1,929,900	3,400,863	7,241,163
2046		1,912,600		1,931,300	3,400,863	7,244,763
2047		1,912,200		1,932,000	3,402,063	7,246,263
2048		1,909,200		1,932,000	3,399,263	7,240,463
2049		1,913,600		1,931,300	3,402,463	7,247,363
2050				1,929,900	3,402,788	5,332,688
2051				1,927,800	3,403,369	5,331,169
2052					3,399,000	3,399,000
2053					3,399,681	3,399,681
	\$	49,127,284	\$	50,979,050	\$ 100,471,738	\$ 200,578,072

General Obligation Bonds, Series 2019 (Non-AMT) September 30, 2023

									TABLE 17
Fiscal Year		Interest		Interest]	Principal		Total	
Ending		Due		Due		Due	I	Principal &	Principal
September 30	Coupon	February 1	August 1			August 1		Interest	Balance
									\$ 30,045,000
2024		\$ 604,131	\$	604,131	\$	125,000	\$	1,333,262	29,920,000
2025	3.000	601,006		601,006		710,000		1,912,012	29,210,000
2026	5.000	590,356		590,356		730,000		1,910,712	28,480,000
2027	5.000	572,106		572,106		770,000		1,914,212	27,710,000
2028	5.000	552,856		552,856		805,000		1,910,712	26,905,000
2029	5.000	532,731		532,731		845,000		1,910,462	26,060,000
2030	2.125	511,606		511,606		890,000		1,913,212	25,170,000
2031	5.000	502,150		502,150		910,000		1,914,300	24,260,000
2032	4.000	479,400		479,400		955,000		1,913,800	23,305,000
2033	4.000	460,300		460,300		990,000		1,910,600	22,315,000
2034	4.000	440,500		440,500		1,030,000		1,911,000	21,285,000
2035	4.000	419,900		419,900		1,070,000		1,909,800	20,215,000
2036	4.000	398,500		398,500		1,115,000		1,912,000	19,100,000
2037	3.000	376,200		376,200		1,160,000		1,912,400	17,940,000
2038	4.000	358,800		358,800		1,195,000		1,912,600	16,745,000
2039	4.000	334,900		334,900		1,240,000		1,909,800	15,505,000
2040	4.000	310,100		310,100		1,290,000		1,910,200	14,215,000
2041	4.000	284,300		284,300		1,345,000		1,913,600	12,870,000
2042	4.000	257,400		257,400		1,395,000		1,909,800	11,475,000
2043	4.000	229,500		229,500		1,455,000		1,914,000	10,020,000
2044	4.000	200,400		200,400		1,510,000		1,910,800	8,510,000
2045	4.000	170,200		170,200		1,570,000		1,910,400	6,940,000
2046	4.000	138,800		138,800		1,635,000		1,912,600	5,305,000
2047	4.000	106,100		106,100		1,700,000		1,912,200	3,605,000
2048	4.000	72,100		72,100		1,765,000		1,909,200	1,840,000
2049	4.000	36,800		36,800		1,840,000		1,913,600	0
		\$ 9,541,142	\$	9,541,142	\$	30,045,000	\$	49,127,284	

General Obligation Bonds, Series 2021 (Non-AMT) September 30, 2023

						TABLE 18
Fiscal Year		Interest	Interest	Principal	Total	
Ending		Due	Due	Due	Principal &	Principal
September 30	Coupon	February 1	August 1	August 1	Interest	Balance
						*
						\$ 37,135,000
2024		\$ 447,125	\$ 447,125	\$ -	\$ 894,250	37,135,000
2025		447,125	447,125	-	894,250	37,135,000
2026		447,125	447,125	=	894,250	37,135,000
2027	4.000 %	447,125	447,125	1,040,000	1,934,250	36,095,000
2028	4.000	426,325	426,325	1,080,000	1,932,650	35,015,000
2029	4.000	404,725	404,725	1,125,000	1,934,450	33,890,000
2030	4.000	382,225	382,225	1,165,000	1,929,450	32,725,000
2031	4.000	358,925	358,925	1,215,000	1,932,850	31,510,000
2032	3.000	334,625	334,625	1,265,000	1,934,250	30,245,000
2033	3.000	315,650	315,650	1,300,000	1,931,300	28,945,000
2034	3.000	296,150	296,150	1,340,000	1,932,300	27,605,000
2035	2.000	276,050	276,050	1,380,000	1,932,100	26,225,000
2036	2.000	262,250	262,250	1,405,000	1,929,500	24,820,000
2037	2.000	248,200	248,200	1,435,000	1,931,400	23,385,000
2038	2.000	233,850	233,850	1,465,000	1,932,700	21,920,000
2039	2.000	219,200	219,200	1,495,000	1,933,400	20,425,000
2040	2.000	204,250	204,250	1,525,000	1,933,500	18,900,000
2041	2.000	189,000	189,000	1,555,000	1,933,000	17,345,000
2042	2.000	173,450	173,450	1,585,000	1,931,900	15,760,000
2043	2.000	157,600	157,600	1,615,000	1,930,200	14,145,000
2044	2.000	141,450	141,450	1,650,000	1,932,900	12,495,000
2045	2.000	124,950	124,950	1,680,000	1,929,900	10,815,000
2046	2.000	108,150	108,150	1,715,000	1,931,300	9,100,000
2047	2.000	91,000	91,000	1,750,000	1,932,000	7,350,000
2048	2.000	73,500	73,500	1,785,000	1,932,000	5,565,000
2049	2.000	55,650	55,650	1,820,000	1,931,300	3,745,000
2050	2.000	37,450	37,450	1,855,000	1,929,900	1,890,000
2051	2.000	18,900	18,900	1,890,000	1,927,800	1,890,000
2031	2.000	10,300	10,500	1,090,000	1,927,000	U
		\$ 6,922,025	\$ 6,922,025	\$ 37,135,000	\$ 50,979,050	

General Obligation Bonds, Series 2023 (Non-AMT) September 30, 2023

						TABLE 19
Fiscal Year		Interest	Interest	Principal	Total	_
Ending		Due	Due	Due	Principal &	Principal
September 30	Coupon	February 1	August 1	August 1	Interest	Balance
						\$ 55,800,000
2024	5.500 %	\$ 1,213,344	\$ 1,213,344	\$ -	\$ 2,426,688	55,800,000
2025	5.500	1,213,344	1,213,344	380,000	2,806,688	55,420,000
2026	5.500	1,202,894	1,202,894	995,000	3,400,788	54,425,000
2027	5.500	1,175,531	1,175,531	1,050,000	3,401,063	53,375,000
2028	5.000	1,146,656	1,146,656	1,110,000	3,403,313	52,265,000
2029	5.000	1,118,906	1,118,906	1,165,000	3,402,813	51,100,000
2030	5.000	1,089,781	1,089,781	1,220,000	3,399,563	49,880,000
2031	5.000	1,059,281	1,059,281	1,285,000	3,403,563	48,595,000
2032	5.000	1,027,156	1,027,156	1,345,000	3,399,313	47,250,000
2033	5.000	993,531	993,531	1,415,000	3,402,063	45,835,000
2034	5.000	958,156	958,156	1,485,000	3,401,313	44,350,000
2035	5.000	921,031	921,031	1,560,000	3,402,063	42,790,000
2036	5.000	882,031	882,031	1,640,000	3,404,063	41,150,000
2037	5.000	841,031	841,031	1,720,000	3,402,063	39,430,000
2038	4.000	798,031	798,031	1,805,000	3,401,063	37,625,000
2039	4.000	761,931	761,931	1,880,000	3,403,863	35,745,000
2040	4.000	724,331	724,331	1,950,000	3,398,663	33,795,000
2041	4.000	685,331	685,331	2,030,000	3,400,663	31,765,000
2042	4.000	644,731	644,731	2,110,000	3,399,463	29,655,000
2043	4.000	602,531	602,531	2,195,000	3,400,063	27,460,000
2044	4.000	558,631	558,631	2,285,000	3,402,263	25,175,000
2045	4.000	512,931	512,931	2,375,000	3,400,863	22,800,000
2046	4.000	465,431	465,431	2,470,000	3,400,863	20,330,000
2047	4.000	416,031	416,031	2,570,000	3,402,063	17,760,000
2048	4.000	364,631	364,631	2,670,000	3,399,263	15,090,000
2049	4.125	311,231	311,231	2,780,000	3,402,463	12,310,000
2050	4.125	253,894	253,894	2,895,000	3,402,788	9,415,000
2051	4.125	194,184	194,184	3,015,000	3,403,369	6,400,000
2052	4.125	132,000	132,000	3,135,000	3,399,000	3,265,000
2053	4.125	67,341	67,341	3,265,000	3,399,681	-
		•				
		\$ 22,335,869	\$ 22,335,869	\$ 55,800,000	\$100,471,738	

Summary of Annual Cash Requirements on Revenue Debt Outstanding September 30, 2023

										TABLE 20
	S	Senior Lien		Senior Lien		Senior Lien	Senior Lien	Senior Lien	Senior Lien	
Fiscal Year		Revenue		Revenue and		Revenue	Revenue	Revenue	Revenue	
Ending		unding Bonds		funding Bonds		funding Bonds	Bonds,	Bonds,	Bonds,	
September 30	S	eries 2013A	Ş	Series 2015A		Series 2018	Series 2019A	Series 2019B	Series 2021	Total
2024	ф	2796776	ď	2 420 020	ф	1 007 200	¢ 2.776.250	¢ 1.549.200	¢ 1.226.950	12 964 214
2024	\$	2,786,776	\$	2,438,838	\$	1,987,200	\$ 2,776,350		\$ 1,326,850	12,864,314
2025		2,783,010		2,444,088		1,989,950	2,773,350		1,326,850	12,864,798
2026		2,782,088		2,441,838		1,985,950	2,773,350		1,326,850	12,860,376
2027		2,783,856		2,437,338		1,990,450	2,776,100		1,326,850	12,865,894
2028		2,783,160		2,440,588		1,987,950	2,776,350		1,326,850	12,865,448
2029				2,441,088		1,988,700	2,774,100		2,061,850	10,813,788
2030				2,438,838		1,987,450	2,774,350		2,065,100	10,814,538
2031				2,440,838		1,989,200	2,776,850		2,061,350	10,815,788
2032				2,439,276		1,988,700	2,776,350		2,065,850	10,819,476
2033				2,440,650		1,985,950	2,772,850		2,063,100	10,809,550
2034				2,438,062		1,985,950	2,776,350	1,548,950	2,123,350	10,872,662
2035				2,443,138		1,988,450	2,776,350	1,550,000	2,073,350	10,831,288
2036				2,440,450		1,988,200	2,777,550	1,550,150	2,063,350	10,819,700
2037				2,438,700		1,990,200	2,776,350	1,549,400	2,061,350	10,816,000
2038				2,438,200		1,989,200	2,772,750	1,547,750	2,061,850	10,809,750
2039				2,438,700		1,990,200	2,776,750	1,550,200	2,064,600	10,820,450
2040				2,434,950		1,986,400	2,772,950	1,551,600	2,064,350	10,810,250
2041				2,436,950		1,990,600	2,776,550	1,546,950	2,066,100	10,817,150
2042				2,438,976		1,987,400	2,777,150	1,551,400	2,064,600	10,819,526
2043				2,441,950		1,987,000	2,774,750		2,063,800	10,817,150
2044				2,440,650		1,989,200	2,774,350		2,065,800	10,821,850
2045				2,440,076		1,988,800	2,775,750	1,547,850	2,065,400	10,817,876
2046						1,990,800	2,777,000		2,062,600	8,378,200
2047						1,990,000	2,772,750		2,062,400	8,376,700
2048						1,986,400	2,773,000		2,064,600	8,372,950
2049						-,,, .00	2,777,250		2,064,000	6,391,400
2050							_,, ,	1,000,100	2,065,600	2,065,600
2051									2,059,200	2,059,200
2001									2,007,200	2,000,200
	\$	13,918,890	\$	53,674,182	\$	49,710,300	\$ 72,157,600	\$ 40,282,900	\$ 54,167,800	\$ 283,911,672

Senior Lien Revenue Refunding Bonds, Series 2013A (AMT) September 30, 2023

								TABLE 21
Fiscal Year			Interest	Interest	Principal		Total	
Ending			Due	Due	Due	Principal &		Principal
September 30	Coupon	D	ecember 1	June 1	June 1		Interest	Balance
								\$ 12,720,000
2024	3.08 %	\$	195,888	\$ 195,888	\$ 2,395,000	\$	2,786,776	10,325,000
2025	3.08		159,005	159,005	2,465,000		2,783,010	7,860,000
2026	3.08		121,044	121,044	2,540,000		2,782,088	5,320,000
2027	3.08		81,928	81,928	2,620,000		2,783,856	2,700,000
2028	3.08		41,580	41,580	2,700,000		2,783,160	0
		\$	599,445	\$ 599,445	\$ 12,720,000	\$	13,918,890	

Senior Lien Revenue and Refunding Bonds, Series 2015A (AMT) September 30, 2023

						TABLE 22
Fiscal Year		Interest	Interest	Principal	Total	
Ending		Due	Due	Due	Principal &	Principal
September 30	Coupon	December 1	June 1	June 1	Interest	Balance
						\$ 33,270,000
2024	5.00 %	\$ 771,919	\$ 771,919	\$ 895,000	\$ 2,438,838	32,375,000
2025	5.00	749,544	749,544	945,000	2,444,088	31,430,000
2026	5.00	725,919	725,919	990,000	2,441,838	30,440,000
2027	5.00	701,169	701,169	1,035,000	2,437,338	29,405,000
2028	5.00	675,294	675,294	1,090,000	2,440,588	28,315,000
2029	5.00	648,044	648,044	1,145,000	2,441,088	27,170,000
2030	4.00	619,419	619,419	1,200,000	2,438,838	25,970,000
2031	4.13	595,419	595,419	1,250,000	2,440,838	24,720,000
2032	4.13	569,638	569,638	1,300,000	2,439,276	23,420,000
2033	4.25	542,825	542,825	1,355,000	2,440,650	22,065,000
2034	4.25	514,031	514,031	1,410,000	2,438,062	20,655,000
2035	4.25	484,069	484,069	1,475,000	2,443,138	19,180,000
2036	5.00	452,725	452,725	1,535,000	2,440,450	17,645,000
2037	5.00	414,350	414,350	1,610,000	2,438,700	16,035,000
2038	5.00	374,100	374,100	1,690,000	2,438,200	14,345,000
2039	5.00	331,850	331,850	1,775,000	2,438,700	12,570,000
2040	5.00	287,475	287,475	1,860,000	2,434,950	10,710,000
2041	4.50	240,975	240,975	1,955,000	2,436,950	8,755,000
2042	4.50	196,988	196,988	2,045,000	2,438,976	6,710,000
2043	4.50	150,975	150,975	2,140,000	2,441,950	4,570,000
2044	4.50	102,825	102,825	2,235,000	2,440,650	2,335,000
2045	4.50	52,538	52,538	2,335,000	2,440,076	0
		\$ 10,202,091	\$ 10,202,091	\$ 33,270,000	\$ 53,674,182	

Senior Lien Revenue Refunding Bonds, Series 2018 (AMT) September 30, 2023

							TABLE 23
Fiscal Year		Interest	Interest	Principal		Total	_
Ending		Due	Due	Due	F	Principal &	Principal
September 30	Coupon	December 1	June 1	June 1		Interest	Balance
							\$ 30,070,000
2024	5.00 %	\$ 671,100	\$ 671,100	\$ 645,000	\$	1,987,200	29,425,000
2025	5.00	654,975	654,975	680,000		1,989,950	28,745,000
2026	5.00	637,975	637,975	710,000		1,985,950	28,035,000
2027	5.00	620,225	620,225	750,000		1,990,450	27,285,000
2028	5.00	601,475	601,475	785,000		1,987,950	26,500,000
2029	5.00	581,850	581,850	825,000		1,988,700	25,675,000
2030	5.00	561,225	561,225	865,000		1,987,450	24,810,000
2031	5.00	539,600	539,600	910,000		1,989,200	23,900,000
2032	5.00	516,850	516,850	955,000		1,988,700	22,945,000
2033	5.00	492,975	492,975	1,000,000		1,985,950	21,945,000
2034	5.00	467,975	467,975	1,050,000		1,985,950	20,895,000
2035	5.00	441,725	441,725	1,105,000		1,988,450	19,790,000
2036	5.00	414,100	414,100	1,160,000		1,988,200	18,630,000
2037	5.00	385,100	385,100	1,220,000		1,990,200	17,410,000
2038	5.00	354,600	354,600	1,280,000		1,989,200	16,130,000
2039	4.00	322,600	322,600	1,345,000		1,990,200	14,785,000
2040	4.00	295,700	295,700	1,395,000		1,986,400	13,390,000
2041	4.00	267,800	267,800	1,455,000		1,990,600	11,935,000
2042	4.00	238,700	238,700	1,510,000		1,987,400	10,425,000
2043	4.00	208,500	208,500	1,570,000		1,987,000	8,855,000
2044	4.00	177,100	177,100	1,635,000		1,989,200	7,220,000
2045	4.00	144,400	144,400	1,700,000		1,988,800	5,520,000
2046	4.00	110,400	110,400	1,770,000		1,990,800	3,750,000
2047	4.00	75,000	75,000	1,840,000		1,990,000	1,910,000
2048	4.00	38,200	38,200	1,910,000		1,986,400	0
			•	•			
		\$ 9,820,150	\$ 9,820,150	\$ 30,070,000	\$	49,710,300	

Senior Lien Revenue Bonds, Series 2019A (AMT) September 30, 2023

										TABLE 24	
Fiscal Year	r Interest		Interest Prin			Principal		Total			
Ending		Due		Due		Due]	Principal &		Principal	
September 30	Coupon	1-Dec		1-Jun		1-Jun		Interest		Balance	
									Ф	41.055.000	
2024	5 000 o/ ¢	050 175	Φ	050 175	Ф	0.60,000	Φ	2.776.250	\$	41,855,000	
2024	5.000 % \$	958,175	\$	958,175	\$	860,000	\$	2,776,350		40,995,000	
2025	5.000	936,675		936,675		900,000		2,773,350		40,095,000	
2026	5.000	914,175		914,175		945,000		2,773,350		39,150,000	
2027	5.000	890,550		890,550		995,000		2,776,100		38,155,000	
2028	5.000	865,675		865,675		1,045,000		2,776,350		37,110,000	
2029	5.000	839,550		839,550		1,095,000		2,774,100		36,015,000	
2030	5.000	812,175		812,175		1,150,000		2,774,350		34,865,000	
2031	5.000	783,425		783,425		1,210,000		2,776,850		33,655,000	
2032	5.000	753,175		753,175		1,270,000		2,776,350		32,385,000	
2033	5.000	721,425		721,425		1,330,000		2,772,850		31,055,000	
2034	5.000	688,175		688,175		1,400,000		2,776,350		29,655,000	
2035	4.000	653,175		653,175		1,470,000		2,776,350		28,185,000	
2036	4.000	623,775		623,775		1,530,000		2,777,550		26,655,000	
2037	4.000	593,175		593,175		1,590,000		2,776,350		25,065,000	
2038	4.000	561,375		561,375		1,650,000		2,772,750		23,415,000	
2039	4.000	528,375		528,375		1,720,000		2,776,750		21,695,000	
2040	4.000	493,975		493,975		1,785,000		2,772,950		19,910,000	
2041	4.000	458,275		458,275		1,860,000		2,776,550		18,050,000	
2042	4.000	421,075		421,075		1,935,000		2,777,150		16,115,000	
2043	4.000	382,375		382,375		2,010,000		2,774,750		14,105,000	
2044	4.000	342,175		342,175		2.090.000		2,774,350		12,015,000	
2045	5.000	300,375		300,375		2,175,000		2,775,750		9,840,000	
2046	5.000	246,000		246,000		2,285,000		2,777,000		7,555,000	
2047	5.000	188,875		188,875		2,395,000		2,772,750		5,160,000	
2048	5.000	129,000		129,000		2,515,000		2,773,000		2,645,000	
2049	5.000	66,125		66,125		2,645,000		2,777,250		0	
	\$	15,151,300	\$	15,151,300	\$	41.855.000	\$	72,157,600			

Senior Lien Revenue Bonds, Series 2019B (NON-AMT) September 30, 2023

										TABLE 25	
Fiscal Year		Interest	Interest Principal			Total					
Ending		Due		Due		Due]	Principal &		Principal	
September 30	Coupon	1-Dec	1-Jun			1-Jun		Interest		Balance	
									\$	27,190,000	
2024	5.000 % \$	466,650	\$	466,650	\$	615,000	\$	1,548,300		26,575,000	
2025	5.000	451,275		451,275		645,000		1,547,550		25,930,000	
2026	5.000	435,150		435,150		680,000		1,550,300		25,250,000	
2027	5.000	418,150		418,150		715,000		1,551,300		24,535,000	
2028	5.000	400,275		400,275		750,000		1,550,550		23,785,000	
2029	5.000	381,525		381,525		785,000		1,548,050		23,000,000	
2030	5.000	361,900		361,900		825,000		1,548,800		22,175,000	
2031	5.000	341,275		341,275		865,000		1,547,550		21,310,000	
2032	3.000	319,650		319,650		910,000		1,549,300		20,400,000	
2033	3.000	306,000		306,000		935,000		1,547,000		19,465,000	
2034	3.000	291,975		291,975		965,000		1,548,950		18,500,000	
2035	3.000	277,500		277,500		995,000		1,550,000		17,505,000	
2036	3.000	262,575		262,575		1,025,000		1,550,150		16,480,000	
2037	3.000	247,200		247,200		1,055,000		1,549,400		15,425,000	
2038	3.000	231,375		231,375		1,085,000		1,547,750		14,340,000	
2039	3.000	215,100		215,100		1,120,000		1,550,200		13,220,000	
2040	3.000	198,300		198.300		1,155,000		1,551,600		12,065,000	
2041	3.000	180,975		180,975		1,185,000		1,546,950		10,880,000	
2042	3.000	163,200		163,200		1,225,000		1,551,400		9,655,000	
2043	3.000	144,825		144,825		1,260,000		1,549,650		8,395,000	
2044	3.000	125,925		125,925		1,300,000		1,551,850		7,095,000	
2045	3.000	106,425		106,425		1,335,000		1,547,850		5,760,000	
2046	3.000	86,400		86,400		1,375,000		1,547,800		4,385,000	
2047	3.000	65,775		65,775		1,420,000		1,551,550		2,965,000	
2048	3.000	44,475		44,475		1,460,000		1,548,950		1,505,000	
2049	3.000	22,575		22,575		1,505,000		1,550,150		0	
		C 7 4 C 4 7 0	Φ.	6.546.450	Φ.	27 100 000	Φ.	40.202.002			
	\$	6,546,450	\$	6,546,450	\$	27,190,000	\$	40,282,900			

Senior Lien Revenue Bonds, Series 2021 (AMT) September 30, 2023

						TABLE 26
Fiscal Year		Interest	Interest	Principal	Total	
Ending		Due	Due	Due	Principal &	Principal
September 30	Coupon	December 1	June 1	June 1	Interest	Balance
						\$ 29,885,000
2024	5.000 %		\$ 663,425	\$ -	\$ 1,326,850	29,885,000
2025	5.000	663,425	663,425	-	1,326,850	29,885,000
2026	5.000	663,425	663,425	-	1,326,850	29,885,000
2027	5.000	663,425	663,425	-	1,326,850	29,885,000
2028	5.000	663,425	663,425	-	1,326,850	29,885,000
2029	5.000	663,425	663,425	735,000	2,061,850	29,150,000
2030	5.000	645,050	645,050	775,000	2,065,100	28,375,000
2031	5.000	625,675	625,675	810,000	2,061,350	27,565,000
2032	5.000	605,425	605,425	855,000	2,065,850	26,710,000
2033	5.000	584,050	584,050	895,000	2,063,100	25,815,000
2034	5.000	561,675	561,675	1,000,000	2,123,350	24,815,000
2035	5.000	536,675	536,675	1,000,000	2,073,350	23,815,000
2036	5.000	511,675	511,675	1,040,000	2,063,350	22,775,000
2037	5.000	485,675	485,675	1,090,000	2,061,350	21,685,000
2038	5.000	458,425	458,425	1,145,000	2,061,850	20,540,000
2039	5.000	429,800	429,800	1,205,000	2,064,600	19,335,000
2040	5.000	399,675	399,675	1,265,000	2,064,350	18,070,000
2041	5.000	368,050	368,050	1,330,000	2,066,100	16,740,000
2042	4.000	334,800	334,800	1,395,000	2,064,600	15,345,000
2043	4.000	306,900	306,900	1,450,000	2,063,800	13,895,000
2044	4.000	277,900	277,900	1,510,000	2,065,800	12,385,000
2045	4.000	247,700	247,700	1,570,000	2,065,400	10,815,000
2046	4.000	216,300	216,300	1,630,000	2,062,600	9,185,000
2047	4.000	183,700	183,700	1,695,000	2,062,400	7,490,000
2048	4.000	149,800	149,800	1,765,000	2,064,600	5,725,000
2049	4.000	114,500	114,500	1,835,000	2,064,000	3,890,000
2050	4.000	77,800	77,800	1,910,000	2,065,600	1,980,000
2051	4.000	39,600	39,600	1,980,000	2,059,200	0
2031	1.000	37,000	37,000	1,200,000	2,037,200	O
		\$ 12,141,400	\$ 12,141,400	\$ 29,885,000	\$ 54,167,800	

Purchase Financing Note September 30, 2023

							TABLE 27
Fiscal Year		Interest	Prin	cipal		Total	_
Ending		Due	D	ue	F	Principal &	Principal
September 30	Coupon	Sept. 30	Sep	t. 30		Interest	Balance
2024	2.31 % \$	35,950	\$ 1,	.558,990	\$	1,594,940	\$ 1,558,990
	\$	35,950	\$ 1,	558,990	\$	1,594,940	

Table 28, Miscellaneous Statistical Data

Located in Texas's Central Gulf Coast, Port Freeport currently encompasses approximately 85 percent of Brazoria County. Occupying the only frontal mainland coastline in Brazoria County, it also offers one of Texas's most fertile agricultural areas. The primary economic bases of the county include chemical manufacturing, petroleum processing, offshore oil and gas production and maintenance services, diversified manufacturing, biochemical, electronics, and agriculture. In addition, the area's deepwater transportation waterway, port facilities, sport fishing services, and tourism are major components of the county's economic base.

Date of Incorporation	1925
Form of Government	
Number of Employees	
Geographical Location	
	Approximately 60 miles South of Houston
Port Owned Property	
1010 0 Wildo 110p010g	Approximately 350 acres environmentally mitigated
	1,800 acres identified for industrial development
Elevation	
Tidal Range-Inner Harbor	
Aerial Clearance	
Climate Type	
Temperature - Annual Average	
Precipitation - Annual Average	
Number of Public Docks	
Covered Dry Warehouse Space	
Port Freeport's Total Foreign Tonnage Ranking	434,400 square reet
Among U.S. Ports ①	11th bighost
Port Freeport's Total Foreign Waterborne Tonnage①	
	34.0 million
(public and private facilities)	
Port Freeport's Container Handling Ranking	a chara
Among U.S. Ports ②	
Total Containers.	96,0861EU
Central America, South America, Middle East, Africa, EU, and Asia	
Liquefied Natural Gas, liquefied petroleum gas, crude oil, bulk petroc	
fresh fruit, rice, new and used automobiles, high and heavy construction	ion equipment, limestone aggregate, project cargo, plastic resins,
steel products	10
Number of Truck Lines Serving Port Freeport	
Number of Barge Lines Serving Port Freeport	
Number of Railroad Lines Serving Port Freeport	
Number of Shipping Lines Calling Port Freeport	19
Foreign Trade Zone (FTZ) No. 149	
FTZ 149 service area	
Area of County	1,386.4 square miles
Brazoria County's Total Assessed Valuation	
Among Texas Counties	11th highest without exemptions
Brazoria County's Total Population Ranking	
Among All Texas Counties ③	14th highest
Brazoria County's Total Area Ranking	
Among All Texas Counties 3	
Economic Impact to Region and State	\$98.8 billion total annually / \$9.0 billion personal income,
	150,651 jobs economy-wide directly or indirectly supported by
	operations
Economic Impact to Nation	\$149 billion total annually / \$5.4 billion in federal tax
	revenues, 279,780 jobs economy-wide directly or
	indirectly supported by operations
	• • •

- ①Source Port Freeport analysis of U.S. Census Bureau trade data for calendar year 2020.
- ②Source Port Freeport analysis of U.S. Census Bureau trade data for calendar year 2020.
- ③Source Texas Demographic Center
- Source Brazoria County Appraisal District

History of the Port[®]

The history of navigation in the Brazos River area can be traced to as early as 1528 when the Spanish explorer Cabeza de Vaca first arrived in the "New Land". In 1821, Stephen F. Austin chose the mouth of the Brazos River as the location of a colony and deepwater port to be developed. Throughout the nineteenth century and beyond, the area's importance as a trade and shipping area became more viable. A brief chronological history of the development of Port Freeport:

In 1889, Congress authorized the Brazos River and Dock Company to construct, own and operate sufficient jetties as might be necessary to create a navigable channel between the mouth of the Brazos River and the Gulf of Mexico. Granite jetties were constructed by the Brazos River and Dock Company at a cost of \$ 1,449,025.

The Brazos River Harbor Navigation District was created by an action of the voters on the 4th day of December 1925. In 1960, the size of the elected number of Commissioners was increased from three to six positions by an act of the Texas Legislature.

On December 4, 1925, the voters approved the issuance of \$ 989,000 of ad valorem tax bonds to be utilized for the elimination of the river jetty siltation shoaling problems by diversion of the "live" Brazos River to another course for its final flow to the Gulf of Mexico.

In January 1951, the voters approved the issuance of \$2,600,000 of ad valorem tax bonds to be utilized for the purchase of additional land for the construction of the Harbor and District's first dock and terminal facilities. In June 1957, the voters approved the issuance of \$1,500,000 of Port Revenue Bonds for construction of a second transit shed and dock facility.

In 1961, the harbor and channel were first dredged to the original project depth of 36 - feet by the Federal Government. In June 1963, the Interstate Commerce Commission granted the District an all-inclusive equalization of rail rates, placing the Ports of Houston, Galveston, and Freeport on an equal rail rate basis. In January 1964, Transit Shed No. 5 was opened for business. This 36,000-square foot cargo storage facility was constructed with retained Port revenues; no bonds were issued for its construction.

In May 1969, the Board of Navigation and Canal Commissioners authorized the issuance of \$865,000

of Port Revenue Bonds for the construction of a 60,000-square foot, warehouse, known as Warehouse 53, and modifications and improvements to other District warehouses, transit sheds and dock facilities.

On October 5, 1980, the voters approved the issuance of \$20,000,000 of ad valorem tax bonds for the acquisition of 8,700 acres of land for future industrial development and for expenses related to the District's waterway and jetty system widening and deepening project, construction of additional office and warehouse space and improvements to existing Port facilities.

In 1983, the Board of Navigation and Canal Commissioners entered into a lease agreement with Dole Fresh Fruit Company to construct a trailer marshaling yard and maintenance facility to handle Dole's weekly-containerized fruit import and commodity export trade. In 1985, the Board of Navigation and Canal Commissioners entered into a lease agreement with American Rice, Inc. to construct the largest state-of-the-art rice milling facility in the United States on a site leased to it by the Port and authorized the issuance of \$ 10,500,000 of Port Revenue Bonds for the construction of an additional berth, 180,000 square feet of transit sheds, a barge unloading facility along with numerous major infrastructure improvements.

On June 2, 1985, then Texas Governor Mark White signed a bill authorizing the Brazos River Harbor Navigation District to apply for and to accept, operate and maintain a Foreign-Trade Zone within its boundaries. The Foreign-Trade Zones Board on June 28, 1988, issued Order No. 385 approving the establishment of Foreign-Trade Zone No. 149 at specific sites located within the jurisdiction of the Brazos River Harbor Navigation District. On July 18, 1988, authorization to "activate" sites of Foreign-Trade Zone No. 149 were issued by the District Director of the U. S. Customs Service and on July 19, 1988, the first goods were received into Foreign-Trade Zone No. 149.

In 1962, the District requested the U. S. Army Corps of Engineers to study the widening and deepening of the Freeport jetty system, channels, and harbor to improve navigation and to accommodate the larger ships that were first appearing at this time and were forecasted to be standard fleet size soon. Twenty-four years later, on November 17, 1986, President Ronald Reagan signed "The Water Resources Development

History of the Port[®]

Act of 1986" which authorized the first new waterway construction starts since 1976. The authorization included the Freeport Harbor, Texas, 45-Foot Project, at an estimated total project cost of \$88,600,000 of which \$29,200,000 was non-federal/local expense. To satisfy the recreational requirements of the project, the District completed the \$1,000,000 Surfside Jetty Park Complex in 1994, and through an Interlocal Cooperation Agreement with Brazoria County, turned the park over to the Brazoria County Parks Department for operation and maintenance.

In 1989, the Board of Navigation and Canal Commissioners authorized the purchase of the Canadian Millworks, Inc. leasehold improvements, now known as Warehouse 51, for \$ 350,000. The facility has undergone major upgrades and is presently being utilized for warehousing of domestic cargoes.

On January 1, 1993, the Board of Navigation and Canal Commissioners entered into an Industrial Lease and Docking Agreement with McDermott, Inc. for the pre-and post-mating hook-up and commissioning site for Shell Offshore, Inc.'s "Auger" Tension Leg Platform Project. In conjunction with the lease, the District realized over \$ 580,000 in permanent site improvements to District lands fronting on the Brazos River channel. Additionally, the District contracted for the dredging of a 60-foot-deep berthing area in the Upper Turning Basin. In January 1994, the Board of Navigation and Canal Commissioners entered into a lease agreement with Western Towing, Inc. for the construction of a barge fleeting facility located on the Old Brazos River upstream from the Upper Turning Basin.

In June 1995, the Board of Navigation and Canal Commissioners adopted a long-term master plan developed with the assistance from the firm, Vickerman, Zachary, and Miller. With input from the Board of Navigation and Canal Commissioners, staff, community leaders and local industry, the District's Mission Statement and Goals were developed. An update to the Master Plan was adopted in 1999.

In September 1995, the Board of Navigation and Canal Commissioners entered into a lease agreement with Chiquita Brands, Inc. for the construction of a Green Fruit Terminal on leased Port lands. The terminal includes space for up to 200 containers on chassis, interchange, and maintenance facilities, as well as modular office units at a total cost of \$ 2.5 million. Terminal operations commenced in March 1996. \$

3,265,000 of Port Revenue Bonds were issued to finance the Green Fruit Terminal as well as renovations to Berth No. 1.

In December 1998, the voters approved the issuance of \$ 16,000,000 of ad valorem tax bonds to be utilized for the purchase and commissioning of a \$ 3.1 million mobile harbor crane and 500-foot extension of Berth No. 5 and berthing area improvements at Parcel 39. To facilitate the more efficient handling of containerized and project cargoes and to handle the additional loads from container handling equipment, the dock aprons of Berths No. 1 and No. 2 were widened from 45 – feet to 100 – feet in 1998-1999 by demolition of a portion of the transit sheds. These projects were funded by a combination of Port revenue bonds and retained earnings. In 1998, Warehouse 52, a 36,000-square foot facility, was constructed and is currently being used for domestic warehousing and cargo storage. This project was funded with Port retained earnings.

In 1999, the District acquired two tracts of land adjacent to the Port for future development and expansion. The first is a 2.5-acre tract, formerly occupied by Freeport Welding and Fabrication. The second is a 45-acre tract, formerly owned by Marathon Oil Company, with deep-water frontage on the Old Brazos River.

In 1999, the main Port entrance was rebuilt and widened, the 30-plus year-old pavement west of the rail crossing on Pete Schaff Blvd. was replaced, and the final phase of a 5-acre open storage yard was completed. In 2000, the Deep Berthing Area was dredged to a depth of 70 feet, making it one of only two 70-foot-deep berthing areas in the Upper Gulf Coast. The first phase of Berthing Area Improvements, Parcel 39, was completed in 2000, which included dredging a berthing area to 40-foot depth, the installation of monopile breasting/mooring dolphins and extending the Port's water distribution system. These projects were funded with proceeds from the 1998 bond issuance.

In March 2000, the Board of Navigation and Canal Commissioners entered into a lease agreement with Transit Mix Concrete and Materials, a division of Trinity Industries (now Vulcan Materials), to import limestone for the construction industry. In October, the first self-unloading vessel carrying over 60,000 tons of limestone discharged at their facility located on the Upper Turning Basin.

History of the Port[®]

In 2000-2001 the Port completed the Berth 5 Extension Project, increasing the number of public deepwater berths from three to four. A harbor tug berthing facility was constructed to provide a home base for harbor tugs serving vessels in Port Freeport. A portion of Transit Shed No. 5 was demolished, and the balance renovated to provide for a 100-foot-wide dock apron and more efficient handling of cargo. These projects were funded with proceeds from the 1998 bond issuance.

In 2001, the Board of Navigation and Canal Commissioners signed a lease agreement with Parker/Cabett Subsea Products Inc. to construct a state-of-the-art umbilical cable manufacturing facility to serve the offshore oil and gas industry. The facility is located adjacent to the recently completed Berth 5 and manufactured its first cable in early 2002.

In 2002, the Port contracted for the development of a Conceptual Master Plan that provides for the organized expansion of the Port over the next 20 years to serve the marine industry. Also, in 2002, the Port started the process of widening and deepening the Freeport Harbor Channel to serve larger vessels and the anticipated increase in vessel traffic. The U.S. Army Corps of Engineers issued the Section 216 Reconnaissance Phase Report that identified a federal interest in the project. In 2003, the Board of Navigation and Canal Commissioners entered into a \$ 6.5 million Feasibility Cost Sharing Agreement with the U.S. Army Corps of Engineers for the Freeport Harbor Improvement Project. The Feasibility Phase of the project was completed and the USACE issued a Chief's Report to the U.S. Congress recommending the deepening of the Freeport Harbor Channel in 2013.

In 2004, the Port undertook three major projects in its efforts to diversify its cargo base. Construction of a 38,000-square foot Cool Storage Facility to handle palletized fruit as well as other temperature-sensitive commodities was completed in 2005. Design of the Velasco Terminal project was started in late 2004 and construction started in early 2007. The new 800-footlong berth is designed to handle the next generation of gantry cranes and accommodate vessels up to 48-foot draft. The signing of a land lease agreement with Freeport LNG was the first step in the construction of a liquefied natural gas receiving facility. Construction began in early 2005 and was completed in 2008. The first vessel of liquefied natural gas was received in April 2008.

In 2007, the State of Texas passed House Bill 542, which legally changed the name of the Brazos River Harbor Navigation District to "Port Freeport" and the name of the governing body of the Brazos River Harbor Navigation District to "Port Commission" and the name of each member of the Port Commission to be changed to "Port Commissioner." Development on Parcel 25 began, and wind energy units began moving through Port Freeport via Suzlon Wind Energy Corp. and other manufacturers.

The Port completed construction of a 60-acre project cargo area that is being leased for storage of wind power production components in 2009 at Parcel 25. In addition, the first 5-acres of an additional project cargo area at Parcel 19 were completed and the design for the next 10-acres was completed in 2009.

In 2010, Freeport LNG filed an application with the Federal Energy and Regulatory Commission to expand their facility to include re-liquefaction capabilities.

In 2011, the State of Texas passed House Bill 1305, which granted authority to Port Freeport to issue permits for the movement of oversize or overweight vehicles carrying cargo on highways located within a ten-mile radius of Port Freeport.

In 2013, Velasco Terminal Phase 1, Berth 7 was completed and operational. The permit system for the movement of oversize or overweight vehicles carrying cargo on highways located within a ten-mile radius of Port Freeport was implemented.

In 2014, the Port purchased two Post Panamax ship to shore container cranes for Velasco Terminal. Mediterranean Shipping Company, S.A. began servicing the Port in a vessel sharing agreement with Chiquita Brands International. In preparation of its new export facility, Freeport LNG signed an agreement with Port Freeport to widen the Freeport Harbor entrance channel.

In 2015 Hoegh Autoliners joined the Port's family of partners in June of 2015 and has now created the first major OEM Ro/Ro facility at the Port offering all services to ocean carriers moving of all kinds of rolling stock. Port Freeport also signed leases with Zachry for construction staging areas for the construction of Freeport LNGs three new "trains."

History of the Port[®]

Congress approved the Water Resource Development Act designating the Port as an "authorized project" which placed the GRR and 56-foot channel deepening project as one of the top federal projects considered for funding.

In 2016, the chiller was demolished, making additional open storage area alongside Berth 2 and to facilitate and expedite ro/ro ship discharge and loading operations. Port Freeport also welcomed the first Post-Panamax vessel to call the Port. The MV HOEGH TARGET is the largest Pure Car Pure Truck Carrier in the world with the capacity to carry about 8,500 Car Equivalent Units (CEUs).

Freeport LNG (FLNG) commenced construction of three new export LNG trains and announced plans for an additional fourth train.

In 2016, Port Freeport reached a milestone in its history, surpassing three million tons of cargo handled at the public berths.

2017 was another banner year that saw the Port and the USACE partnering again on significant projects. The Port and the USACE approved the Freeport Placement 1 Containment Dike Raising, which will create significant new capacity for dredge material placement. The USACE and Port also approved a new study as part of the GRR (General Re-evaluation Review) that would look at navigation enhancements as they relate to widening the current channel.

One of the Port's newest tenants, Tenaris, opened their new seamless pipe manufacturing facility in Bay City, Texas. This \$ 1.7 billion-dollar facility's feedstock began arriving by vessel weekly in August 2017. Approximately 330,000 tons of steel billets and/or steel pipes are expected each year.

The Port also received approval for its first M-69 Marine Highway Designation and route from MARAD. The marine highway offers service routes for container on barge operations and lowers truck emissions by offering alternative barge services to and from Port Houston and Port Freeport.

The State Legislature, in 2017, authorized the extension of the Port's HLC (Heavy-lift Truck Corridor) by adding a route from Sweeny, Texas to Bay City, Texas to its list of routes offered to local industry. This route helps facilitate the delivery of steel products by truck to and from Bay City and Port

Freeport, reducing the number of transits by 40 percent.

Port Freeport reached a major milestone in 2017 by approving its first major rail project, adding 3 x 5,500' rail lines on Parcel 14, which is a 242-acre site designed for multi-modal operations. The Port and service partner UPRR will offer manifest rail services options to our Ro/Ro and petrochemical clients.

In addition to the new rail, the Port will offer new warehousing for plastic bagging, container stuffing, and more rail storage/service options for high and heavy cargo such as construction equipment, cranes, and heavy lift project cargo.

In December 2018, Port Freeport was named to the Top 10 List of Fastest Growing US Ports for Exports by Forbes Magazine.

In 2018, the Port continued with its growth and expansion plans. New service lines were added with Sallaum Lines as well as Hoegh Autoliner offered a new service to Australia and New Zealand. CMA\CGM, a global service carrier also started calling Port Freeport with their weekly Brazex service.

The Port celebrated the 30th anniversary of the Foreign Trade Zone 149 which continues to provide economic benefits for users.

On May 5, 2018, the voters approved the issuance of \$130 million General Obligation Bonds for the Port's non-federal sponsor contribution to the Freeport Harbor Channel Improvement Project. The total project is estimated to be \$295 million and is expected to start construction in 2019.

2019 delivered continued growth to Port Freeport. The Brazos Pilots Association reported 1,034 total deep draft ship calls in 2019, an approximate 9% increase over 2018.

During 2019, Port Freeport executed 2nd Lease Agreements with two of its existing customers, namely Horizon Terminal Services (now renamed Horizon Auto Liners) and Vulcan Construction Materials. The Port also signed a new Lease Agreement with G&H Towing Company to ensure that technologically advanced, first-class towing vessels can service ships arriving to and departing from Port Freeport.

History of the Port[®]

2019 was highlighted with a historic ribbon-cutting event. The earlier mentioned \$ 26.5M Phase 1 Rail Infrastructure Project that constructed over 21,000 linear feet of a railroad track on the Port's 262-acre Parcel 14 was completed.

2020 was a year of great change. In February 2020, the U.S. Army Corps of Engineers announced \$ 19 million in funding was included for the Freeport Harbor Channel Improvement Project in the USACE FY 2020 Work Plan and named Port Freeport as one of two seaports nationwide to receive a "new start" designation for commencement of construction. A Project Partnership Agreement was signed between Port Freeport and the USACE on June 25, 2020. On September 14, 2020, the USACE awarded the first dredging contract to Great Lakes Dredge and Dock Corporation in the amount of \$ 15.4 million.

Port Freeport's Ro/Ro services grew with the arrival of two new services: ACL Grimaldi and Wallenius Wilhelmsen. The Port's investment in landside multimodal infrastructure, which includes 20 acres of OEM storage and processing that was placed into service in August 2020, brought the total number of vehicle spaces on Port property to 10,000.

Freeport LNG began commercial operations and the exporting of natural gas to three liquefaction trains. The first rail cars were delivered to Parcel 14 and, CEMEX, a new partner, established a CO2 transfer facility on Parcel 25 which transports CO2 to Mexico.

In 2021, Liberty Global Logistics joined our family of tenants, adding new RO/RO cargo and sailings to our portfolio. Freeport LNG's exports arrived and added 192 sailings of LNG to our cargo mix. Vulcan Materials opened their new facility on Parcel 14 and this new facility has added one unit train of limestone a week to rail traffic.

In December of 2021, Port Freeport achieved another major milestone with the arrival of the M/V ZHONG GU FU a Trans far Shipping PTE. LTD., arriving from Singapore, making it the first direct all-water sailing from Asia to Port Freeport.

The Freeport Harbor Channel Improvement Project, which will deepen and widen the channel, started in 2021. The first two phases have been completed and the project is scheduled for completion in 2025.

In 2022 NYK Line, the largest RORO carrier in the world joined the Port Freeport family of carriers with the arrival of the M/V Opal Leader. The new monthly service will call Mexico, Panama, Colombia, and Brazil.

2023 brought with it a great deal of growth in several areas. First, TxDOT is widening both SH36 and CR523/1495 which are our 2 main entrances.

The \$ 9.5 million expansion of Port Freeport's rail terminal on the Parcel 14 multimodal site was completed. This 2^{nd} phase of the rail terminal expansion added 4 ladder tracks to the existing 3 providing Port Freeport over 7 miles of total track.

This year also was a great year for growth in our RO/RO cargo with the signing of a multi-year agreement with Volkswagen Group of America who is constructing a 120-acre facility along SH 36 west. This facility will be completed by early 2024, and over time could deliver 140,000 new cars and trucks to Port Freeport.

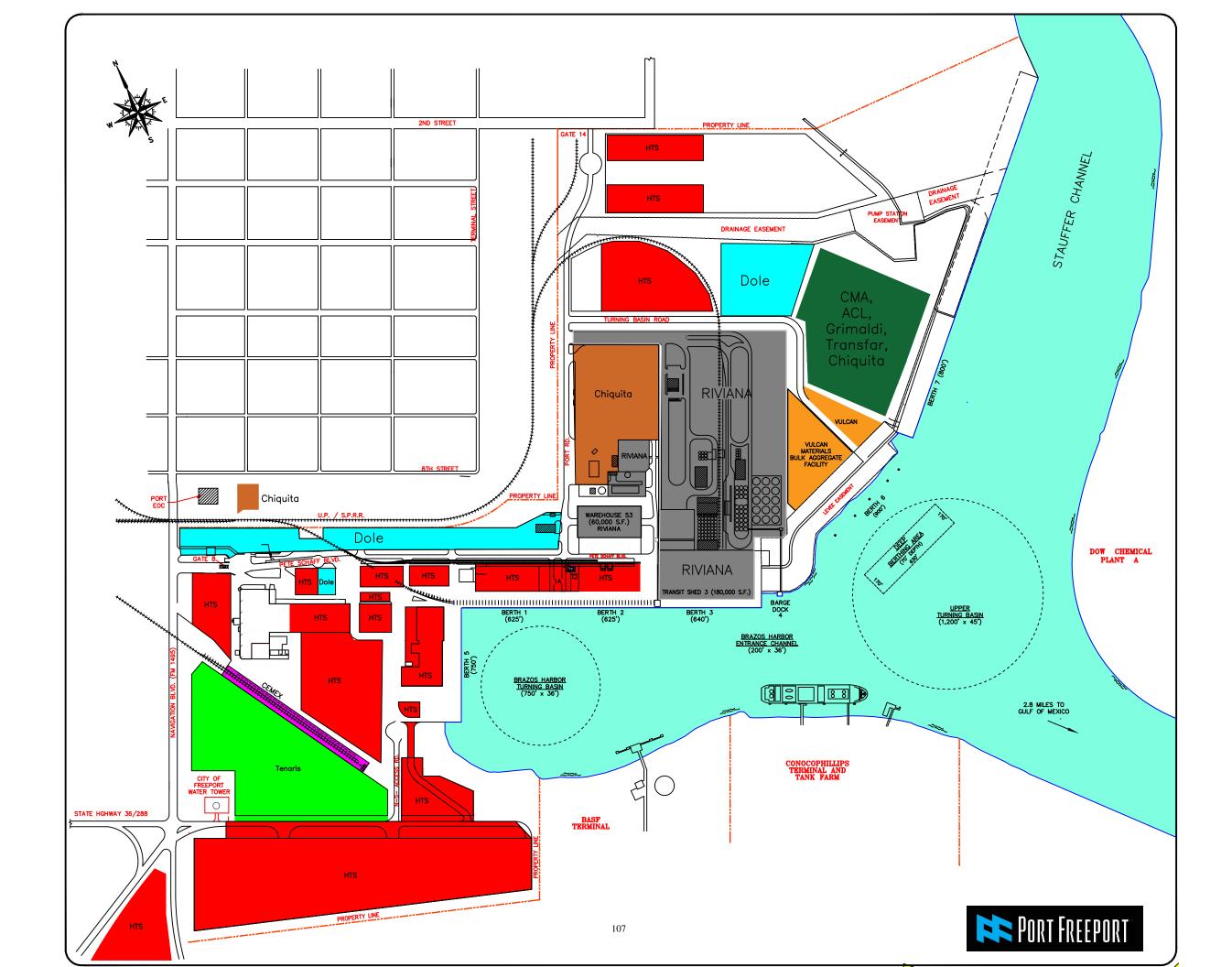
Port Freeport is also gaining ground with our new Berth 8. The new dock construction completed in May 2023. Berth 8 added 927 liner feet of dock plus an 85-foot RORO platform to provide Port Freeport 1,812 total linear feet of dock at Velasco Container Terminal. The new berth was designed to accommodate the largest ship-to-shore gantry cranes available today.

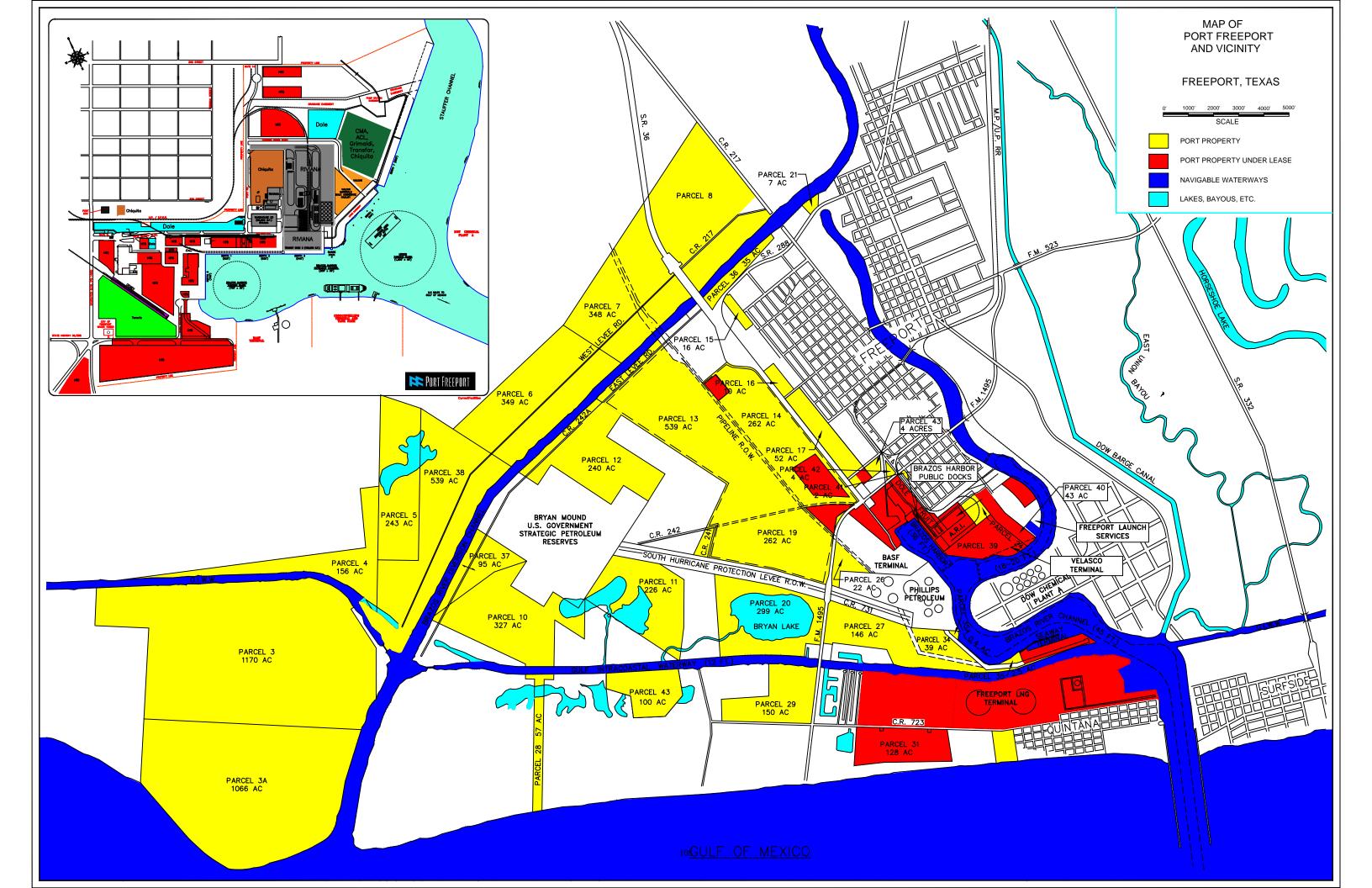
The Port entered a long-term agreement with Del Monte Fresh Produce in 2023 and Del Monte will begin providing weekly container service at Port Freeport's Velasco Terminal in 2024 and solidifies Port Freeport's position as a leading Port for the import of green fruit with the only Port to have the top three fruit importers (Dole, Chiquita and Del Monte) in the United States of Americas.

Port Freeport's history documents the prior and current commitment of the Brazoria County residents, its industries, the Port Commission, administration, and staff members to ensure the continued successful economic impact of the Port.

[®]Historical data summarized from the previous research of Glenn Heath and Nat Hickey







FEDERAL AWARD SECTION





Independent Auditor's Report

on Internal Control over Financial Reporting and on Compliance and Other Matters
Based on an Audit of Financial Statements Performed
in Accordance with Government Auditing Standards

To the Port Commissioners Port Freeport Freeport, Texas

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the Port Freeport (the "Port") as of and for the years ended September 30, 2023 and 2022, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements, and have issued our report thereon dated February 14, 2024.

Internal Control over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Port's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Lake Jackson 8 W Way Ct. Lake Jackson, TX 77566 979-297-4075 El Campo 201 W. Webb St. El Campo, TX 77437 979-543-6836 Angleton 2801 N. Velasco, Suite C Angleton, TX 77515 979-849-8297 Bay City 2245 Avenue G Bay City, TX 77414 979-245-9236



Port Commissioners Port Freeport Page 2

Purpose of this Report

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

KM&L, LLC

Lake Jackson, Texas February 14, 2024



Independent Auditor's Report

On Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance

To the Port Commissioners Port Freeport Freeport, Texas 77541

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Port Freeport's (the "Port") compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Port's major federal programs for the year ended September 30, 2023. The Port's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Port complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2023.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Port and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Port's compliance with the compliance requirements referred to above.



Port Commissioners Port Freeport Page 2

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Port's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Port's compliance based on our audit. 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 generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Port's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, 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 Port's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Port's internal control over compliance relevant to the
 audit in order to design audit procedures that are appropriate in the circumstances and
 to test and report on internal control over compliance in accordance with the Uniform
 Guidance, but not for the purpose of expressing an opinion on the effectiveness of the
 Port's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Port Commissioners Port Freeport Page 3

Report on Internal Control over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

KM&L, LLC

Lake Jackson, Texas February 14, 2023

Schedule of Findings and Questioned Costs For the Year Ended September 30, 2023

- I. Summary of auditor's results:
 - 1. Type of auditor's report issued on the financial statements: Unmodified.
 - 2. No internal control findings, required to be reported in this schedule, were disclosed in the audit of the financial statements.
 - 3. Noncompliance, which is material to the financial statements: None
 - 4. No internal control findings, required to be reported in this schedule, were disclosed in the audit of the major programs.
 - 5. Type of auditor's report on compliance for major programs: Unmodified.
 - 6. Did the audit disclose findings, which are required to be reported in accordance with 2 CFR 200.516(a): No.
 - 7. Major programs include:
 - Consolidated Rail Infrastructure and Safety Improvements ALN 20.325
 - 5. Dollar threshold used to distinguish between Type A and Type B programs: \$ 750,000.
 - 6. Low risk auditee: Yes.
- II. Findings related to the financial statements

The audit disclosed no findings required to be reported.

III. Findings and questioned costs related to the federal awards

The audit disclosed no findings required to be reported.

Schedule of Status of Prior Findings Year Ended September 30, 2023

PRIOR YEAR'S FINDING/NONCOMPLIANCE

None.

Corrective Action Plan Year Ended September 30, 2023

None.

Schedule of Expenditures of Federal Awards Year Ended September 30, 2023

Federal Grantor/Pass-Through Grantor/Program Title	Assistance Listing <u>Number</u>	Pass Through Entity Identifying <u>Number</u>	Expenditures Indirect Costs or Award Amount
U.S. Department of Transportation Direct Program:			
Consolidated Rail Infrastructure and Safety Improvements	20.325	FRCRS007022010	0\$ <u>5,481,532</u>
TOTAL DEPARTMENT OF TRANSPORTATION			5,481,532
U. S. Department of Homeland Security Direct Program:			
Port Security Grant	97.056	2020-PU-00466	5,107
TOTAL DEPARTMENT OF HOMELAND SECURITY			5,107
TOTAL FEDERAL ASSISTANCE			\$ <u>5,486,639</u>

Notes on Accounting Policies for Federal Awards Year Ended September 30, 2023

- 1. The Port is reported as a single enterprise fund and accordingly follows all the requirements set forth in enterprise fund accounting and reporting, including the accrual basis of accounting and application of all GASB pronouncements as well as the Financial Accounting Standards Board ("FASB") pronouncements issued on or before November 30, 1989, unless those pronouncement conflict with or contradict GASB pronouncements. Federal financial assistance for the benefiting enterprise operations is accounted for in the single Enterprise Fund. Generally, unused balances are returned to the grantor at the close of specified project periods.
- 2. The Enterprise Fund Type is accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets and all liabilities associated with the operation of this fund are included on the balance sheet. Fund equity (net total assets) is segregated into net investment in capital assets, and restricted or unrestricted net position. Enterprise fund type operating statements present increases (revenues) and decreases (expenses) in net total assets. Federal grant funds were accounted for in the Enterprise Fund.

Federal grant funds are considered to be earned to the extent of expenditures made under the provisions of the grant, and, accordingly, when such funds are received, they are recorded as deferred revenues until earned.

3. Matching Expenses - The Port Security Grants Program require local matching expenditures. Matching expenses for the year ended September 30, 2023 were as follows:

	Assistance Listing Number	Pass-Through Grantor's Number	Program Required Matching	Direct Matching Expenses Year Ended September 30, 2023
Consolidated Rail Infrastructure and Safety	ramsor	TRAITIOG	Waterling	2020
Improvements	20.325	FRCRS0070220100 \$	4,208,423	\$ 3,654,355
Port Security Grant	97.056	2020-PU-00466	<u>67,465</u>	1,702
		\$	4,275,888	\$ 3,656,057







Arthur J Gallagher Risk Management Services, Inc.

David Thomas Garcia, CPA | Broker Consultant david_garcia@ajg.com | 713.540.1960 Stephen Richard Whalley | Area Senior Vice President stephen_whalley@ajg.com | 713.358.5744





Insurance | Risk Management | Consulting



CORE360® Executive Summary Scorecard

2024 Total Program Cost for Property, Boiler & Machinery, and Terrorism Coverage - \$2,543,047; an increase of 17.25% year over year, of which Property is the largest component.

- The key metrics behind the Property increase are exposure and rate:
 - ✓ Exposures increased 31.08% from \$355.3M to \$465.7M total insurable values; \$110M associated with "Berth 8."
 - ✓ Rate decreased 10.64% from \$0.58 to \$0.51 per 100.
- Below are the reinsurance rate increases as of 1/1/2024:

 - ✓ "Catastrophe" loss hit % change: +10% to 50%
 - ✓ "Non Catastrophe" loss free % change: +0% to +10%.
 - ✓ "Non Catastrophe" loss hit % change: +7% to 50%
 - Port Freeport has outperformed the market and Gallagher negotiated a rate decrease of 10.64% while reinsurance rate increases are 0% to 10%.
 - How was this achieved?
- April 28, 2023 Gallaher UK Ports & Terminal & 11 London underwriters toured Port Freeport facility including Berth 8 :
 - ✓ QBE (Lead Underwriter), Liberty, Markel, NAVIUM, Beazley, Munich RE, Indigo, AIG, TT Club, Axis, and Allianz
 - ✓ Increased Rates due Significant Property Losses
 - ✓ Deductible Structures Changes
 - ✓ Capital Deployment on Renewals



- ✓ Current property program has an uncapped "Named Storm" deductible of 1.5% which equates to \$6,580,707 (excluding business interruption) This is Option 1 Property premium is \$2,397,594.
- ✓ The 2nd property option caps the "Named Storm" deductible at \$5M; equates to 8.9% in additional premium compared to "Option 1" or \$214,285
- ✓ The entire property premium for the 2nd option is \$2,611,879.
- We did explore options to increase the business interruption waiting period (deductible) from 10 days to 30 lead underwriter only indicated savings of approximately \$80,000 weighed against 20 days of lost revenes
 - We do not recommend increasing the waiting period (deductible).
- The choice comes down to risk tolerance for a potential CAT loss:
 - Premium is approximately 12.5% of the potential deductible savings for upcoming year - \$214,285 additional premium for potential savings on deductible of \$1,580,707.
- 10% Continuity Credit "paused" until 2025, but not formally removed.







State of the Property Market – What a Difference a Year Makes

The 1.1.24 renewal season has seen major changes in market conditions compared to las year. Only 12 months ago property catastrophe reinsurance was considered an unpredictable and volatile class warranting reduced capacity and changes in coverage, attachment and pricing. Capacity was mostly appetite constrained rather than capital constrained, with shortages of supply limited to a few areas of peak exposure.

This year, property supply and demand has snapped back into balance, with returns for the first three quarters of 2023 exceeding reinsurers' increased cost of capital. Retained earnings, modest new capital raises, ample retrocession capacity and buoyant ILS markets combined to increase available catastrophe reinsurance limits. The structural changes that manifested this time last year really were an exception, with a much calmer renewal period and an improved alignment of all parties' expectations leading into 2024.

Challenges Remain

A lack of large US wind events had a positive impact on insurers" and reinsurers' results alike. However, there were more than \$100 billion of insured property catastrophe losses over the course of 2023 worldwide. In the US, sever convective storms losses exceed \$59 Billion in 2023. This resulted in US Insurer assuming most of the losses net, given increased retentions and the scarcity of aggregate protection. Divergence also exists in personal and commercial lines, with those operating in tightly regulated markets having limited ability to pass on the increased cost of risk. The impact of 2023's 'sudden discontinuity' of certain structures and significant repricing of risk has caused some buyers to seek capacity from alternative sources of capital.

Property: Commentary for US

- The market dislocation experienced during the 01.01.2023 renewal season has subsided. Reinsurers had clearly defined plans in place for renewal business, which allowed for an orderly quoting process.
- Reinsurers returned to a more bespoke, client-specific underwriting approach, heavily include by company
 performance and strategies related to rate, insurance value, and deductibles.
- Buyers with favorable loss experience were able to attract more capacity to their programs which dampens further pressure on rated and risk-adjusted retentions.
- Following heavy scrutiny on structure and particularly attachment points at 01.01.23, reinsures were general
 comfortable with renewal structures this year. They did not apply the same pressure on attachment points for
 loss-free programs.
- Loss-impacted catastrophe programs, primarily driven by heightened sever convective storm (SCS) activity, experience further pressure on retentions, rates, and narrower reinsurer quoting panels.
- Lower attaching catastrophe layers experienced the greatest pressure on rate, while mid to upper layers benefited from ample capacity.
- Loss impacted risk programs experiences varying level of pressure on retentions
- Overall, there was an adequate supply of catastrophe and risk capacity and in some cases capacity outpaced demand. But there was greater reinsurer price sensitivity on loss-impacted programs.
- Capacity for frequency coverage remained selective, as reinsurers focused their efforts on existing programs.



- Reinsurers adjusted their view of SCS frequency to account for the 2023 storm season, which put additional
 pressure on pricing.
- Event deductibles within the catastrophe aggregate structures came under scrutiny.

Figure 1: Property Rate Movements

Territory	Pro rata commission	Risk loss-free % change	Risk loss-hit % change	Catastrophe loss-free % change	Catastrophe loss-hit % change
Australla	-2.5% to 0%	+2.5% to +7.5%	+10% to +30%	+2.5% to +10%	n/a
Austria	n/a	+7.5% to +10%	+20% to +40%	+5% to +12%	+10% to +15%
Canada	n/a	0% to +10%	+10% to +50%	0% to +10%	+10% to +35%
Central & Eastern Europe	QS: 0% to -1% Surplus: -2% to -5%	+7.5% to +15%	+20% to +40%	+5% to +10%	+10% to +45%
China	-5% to 0%	+5% to +20%	+5% to +20%	+5% to +15%	+25% to +30%
Europe (Large programs excluding Turkey)	n/a	+5% to +10%	+20% to +40%	+5% to +10%	+15% to +40%
France	n/a	+0% to +5%	+10% to +15%	+5% to +10%	+10% to +15%
Germany	n/a	+7.5% to +10%	+20% to +40%	+5% to +12%	+10% to +30%
Italy	n/a	0% to +7.5%	+10% to +30%	n/a	+25% to +50%
Indonesia	-2.5% to 0%	0% to +5%	+15% to +20%	0% to +5%	+15% to +20%
Korea	0%	0% to +5%	+5% to +25%	-5% to +5%	0% to +15%
Latin America & Caribbean	-3% to 0%	+5% to 10%	+10 to +50%	0% to +10%	n/a
Malaysia	0%	0% to +10%	n/a	0% to +10%	n/a
Middle East & Africa	n/a	0% to +10%	+20% to +35%	0% to +10%	+20% to +25%
Netherlands	n/a	+5% to +10%	+10% to +25%	+2.5% to +10%	n/a
Nordic Countries	n/a	+5% to +10%	+20% to +50%	+2.5% to +7.5%	+20% to +30%
Switzerland	n/a	+7% to +15%	+15% to +30%	+2.5% to +10%	+10% to +15%
Talwan	-1% to +0%	+5% to +10%	+10% to +50%	+2.5% to +10%	n/a
Turkey	-5%	+50% to +100%	+100%	n/a	+100%
United Kingdom	0%	+5% to +10%	+7.5% to +20%	0% to +5%	n/a
United States	0% to +2%	0% to +10%	+7% to +50%	0% to +10%	+10% to +50%
Vietnam	0%	+5% to +10%	n/a	+5% to +10%	n/a

Note: Movements are risk-adjusted.

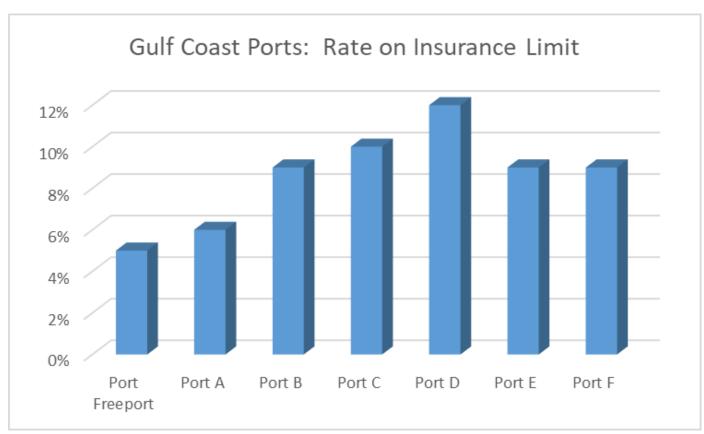
Source: Gallagher Re



How Port Freeport Compare to Other Gulf Coast Ports in 2024

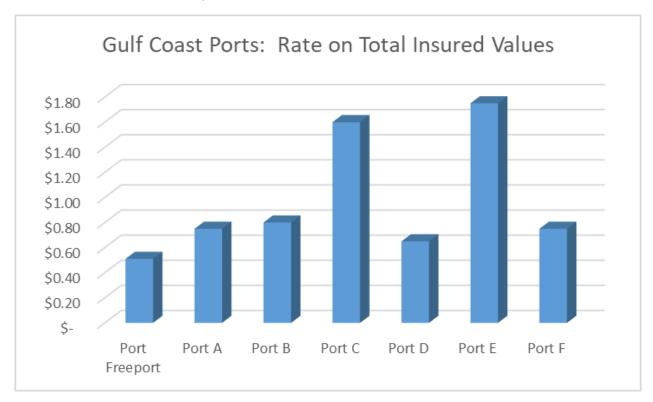
Gulf Coast Port	Total Insured Values	Insurance Carrier	Insurance Limit	Rate on Insurance Limit	Rate on Total Insured Values (per 100)
Port Freeport	465,700,000	Lloyds' of London	50,000,000	5%	\$0.51
Port A	400,000,000 – 450,000,000	Lloyds' of London	50,000,000	5%-6%	\$0.70 - \$0.75
Port B	500,000,000 - 550,000,000	Lloyds' of London	50,000,000	8%-9%	\$0.75 - \$0.80
Port C	50,000,000 - 60,000,000	Lloyds' of London	10,000,000	9%-10%	\$1.50 - \$1.60
Port D	1,000,000,000 - 1,400,000,000	Lloyds' of London	70,000,000	11%-12%	\$0.60 - \$0.65
Port E	500,000,000 – 600,000,000	Lloyds' of London	100,000,000	8%-9%	\$1.60 - \$1.75
Port F	100,000,000 - 130,000,000	Lloyds' of London	10,000,000	8%-9%	\$0.675 - \$0.75

Compared with similar Ports in the Gulf of Mexico, the "Rate on Insurance Limit" paid by Port Freeport, being the premium divided by the Policy Limit, remains competitive.





Similarly, comparing "Rate on Total Insured Value" (premium divided by total insurable values), Port Freeport continues to be one of the most competitive at \$0.51 rate.







2024 Insurance Premiums – Option 1

Uncapped Named Storm Deductible

Option 1: 1.5%Catastrophic Deductible -U	ncapped		
Property	2023	2024	Change
Premium	\$2,046,935	\$2,397,594	17.13%
Taxes & Fees	\$100,914	\$118,082	17.01%
Property Values including Piers, Wharves and BI	\$355,354,525	\$465,799,337	31.08%
Policy Limit	\$50,000,000	\$50,000,000	0.00%
Rate per Hundred	\$0.58	\$0.51	-10.64%
All Other Peril Deductible	\$100,000	\$100,000	0.00%
Business Interruption - Waiting Period	10 days	10 days	0.00%
Named Storm Deductible - Waiting Period	21 days	21 days	0.00%
Named Storm Deductible - Percentage	1.50%	1.50%	0.00%
Named Storm Deductible - Maximum	\$4,926,707	\$6,580,707	33.57%
Boiler and Machinery	2023	2024	Change
Premium	\$8,420	\$9,115	8.25%
Total Insurable Values	\$178,010,774	\$182,299,347	2.41%
Policy Limit	\$150,000,000	\$150,000,000	0.00%
Rate per Thousand	\$0.05	\$0.05	5.71%
Stand Alone Terrorism	2023	2024	Change
Premium	\$12,000	\$17,400	45.00%
Taxes and Fees	\$592	\$857	44.85%
Declared Values	\$335,498,378	\$465,799,334	38.84%
Limit	\$50,000,000	\$50,000,000	0.00%
Rate per Million	\$240	\$348	45.00%
Total Cost	2022	2024	Change
Total Premium including Taxes and Fees	\$2,168,860	\$2,543,047	17.25%
	Change	\$374,187	





2024 Insurance Premiums – Option 2

\$5M Capped Named Storm Deductible

Option 2: 1.5%Catastrophic Deductible - C	Option 2: 1.5%Catastrophic Deductible - Capped at \$5M						
Property	2023	2024	Change				
Premium	\$2,046,935	\$2,611,879	27.60%				
Taxes & Fees	\$100,914	\$128,635	27.47%				
Property Values including Piers, Wharves and BI	\$355,354,525	\$465,799,337	31.08%				
Policy Limit	\$50,000,000	\$50,000,000	0.00%				
Rate per Hundred	\$0.58	\$0.56	-2.66%				
All Other Peril Deductible	\$100,000	\$100,000	0.00%				
Business Interruption - Waiting Period	10 days	10 days	0.00%				
Named Storm Deductible - Waiting Period	21 days	21 days	0.00%				
Named Storm Deductible - Percentage	1.50%	1.50%	0.00%				
Named Storm Deductible - Maximum	\$4,926,707	\$5,000,000	1.49%				
Boiler and Machinery	2023	2024	Change				
Premium	\$8,420	\$9,115	8.25%				
Total Insurable Values	\$178,010,774	\$182,299,347	2.41%				
Policy Limit	\$150,000,000	\$150,000,000	0.00%				
Rate per Thousand	\$0.05	\$0.05	5.71%				
Stand Alone Terrorism	2023	2024	Change				
Premium	\$12,000	\$17,400	45.00%				
Taxes and Fees	\$592	\$857	44.85%				
Declared Values	\$335,498,378	\$465,799,334	38.84%				
Limit	\$50,000,000	\$50,000,000	0.00%				
Rate per Million	\$240	\$348	45.00%				
Total Cost	2022	2024	Change				
Total Premium including Taxes and Fees	\$2,168,860	\$2,767,886	27.62%				
	Change	\$599,025					



London Perspective

Comparing rate at inception last year versus the rate at inception this year is as follows;

- > 2023 @ Rate 0.576%
- > 2024 @ Rate
 - Option 1: 0.5147% (rate reduction 10.64%) "Uncapped" Named Storm Deductible
 - Option 2: 0.5607% (rate reduction 2.656%) Capped Named Storm Deductible

Both options quoted this year are a rate reduction (unheard of in the market) against inception last year

Our recommendation and that of our London team encourages considering Option 2 as this may be the only chance we'll get to reduce the CAT deductible. Option 2 puts it at a flat \$5m whereas option 1 is 1.5% uncapped which is about 6.5m these days

The Gallagher team in London perspective is that the market will turn in the coming 24 months, it is "rate" that is likely to be given back **NOT** deductible structures.

Our recommendation is to take the deductible improvement this year knowing that as and when the market softens, Port Freeport will start improving premium in time leaving Port Freeport with the best of both worlds.

One additional thought is that as the SOV keeps increasing, having a % deductible as current (and option 1) is just going to result in the retaining more and more self-insurance via the deductible.

By considering option 2 we avoid the situation in which the deductible will not increase as insurable values continue to increase. Option 2 places Port Freeport in the same deductible position that they were in at inception last year (i.e. 1.5% * inception SOV in 2023 was \$5m) which is also valuable.

Lastly, the consensus in the market from the followers so far is that they would prefer Port Freeport to take Option 1 which also tells a bit of a story and highlights that they're of a similar opinion that as the market turns they would rather give off rate and not deductible.



Your Team

Your Gallagher team is a true partner. We have the expertise to understand your business and we're here to service and stay alongside you, every step of the way.

Name/Title	Phone	Email	Role
Primary Service Team			
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	832.419.0005 mobile		
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Troy Guidry	281.655.6770 mobile	troy_guidry@ajg.com	Loss Control Specialist
Ed Zabinski	630.694.5486 mobile	ed_zabinski@ajg.com	Loss Control Managing
			Director

Thank You for Your Business

We have enjoyed our partnership and appreciate the continued time, support and confidence you have placed in us as your risk management team. This past year has been successful as evidenced by your scorecard. Your total cost of risk is being impacted favorably and our strategy for this upcoming renewal continues to focus on ways to improve this positive impact on your profitability. Thank you.



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MEMORANDUM

TO:

Commissioners

Directors

Legal Counsel

FROM:

Jason Hull, P.E.

Director of Engineering

DATE:

February 22, 2024

SUBJECT:

Port Freeport Expansion Area Demolition 2024

Bids were received and opened for the Port Freeport Expansion Area Demolition 2024 project on February 6, 2024, at 2:00 P.M.

Four contractors submitted a bid as shown in the attached bid tabulation sheet. The contractor that submitted the lowest bid in addition to meeting all requirements of the specifications was AAR Incorporated.

AAR Incorporated is a reputable contractor based in Houston, Texas.

I recommend the Port move forward with this important project and award the contract to AAR Incorporated for an amount **not to exceed \$122,490.00.**

attachment



BID TABULATION SHEET PORT FREEPORT EXPANSION AREA DEMOLITION 2024 PROJECT NO. 24-02

BID OPENING: FEBRUARY 6, 2024, 2:00 P.M.

Name	Amount	Bond/CC	Qualification Statement	Insurance Certificate	Days
Grant Mackay	\$173,000.00	Y	Y	Y	35
Sitek Omni Services, LLC	\$175,000.00	Y	Y	Y	60
AAR Incorporated	\$122,490.00	Y	Y	Y	28
1Priority Environmental Services, LLC	\$134,583.00	Y	Y	Y	21

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Signatures:	/ warter	Hope	rels	
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PROPOSAL

FOR

CRANE PROCUREMENT OVERSIGHT

FOR THE PROCUREMENT OF TWO (2) CONTAINER HANDLING GANTRY CRANES

FOR

PORT FREEPORT

IN

FREEPORT, TEXAS



FEBRUARY 2023

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Section 1: Understanding of the Work

Paul Bridges and Associates, LLC

FOREWORD:

Paul Bridges & Associates, LLC ("PBA") proposes to be the Consultant (including Structural, Mechanical and Electrical Support) and Project Management provider to Port Freeport (also stated as "Owner") in their Procurement of Two (2) STS Cranes from ZPMC. We propose to undertake the following work tasks; however, please note that we can revise our scope to meet the Owner's needs/requirements:

WORK TASKS:

Task 1: Pre-Tender Process

Over many years of experience and feedback from the legal, operational, and maintenance personnel of operational companies, we have developed commercial and technical documents which allow the Owner to procure equipment fitting its highly specific requirements, in its effort to procure equipment similar in geometry to the existing cranes, but with updates as specified. Before finalization of technical documents, we would hold discussions with the Owner on their technical wants and needs at their terminal. In addition, we understand and have further developed the areas which allow the potential manufacturer enough flexibility to provide a very competitive tender.

We typically provide these documents in an initial draft for Owner's review and then meet to discuss any questions and comments from the Owner's team. Afterward, we revise, as necessary, and issue final documents to the manufacturer.

Task 2: Tender Review and Award

We will review the proposal received from ZPMC, prepare a summary, complete with our evaluation of the technical and commercial aspects of the Tender, and assist with technical and commercial discussions and clarifications. We would suggest a meeting with ZPMC to ensure that they understand the specification requirements of the project and clarify/confirm that they intend to use equipment suppliers acceptable to the Owner. Additionally, we recommend a meeting at this stage with the potential drive system supplier to clarify all scope and system issues. We will assist the Owner with the technical and commercial discussions and clarifications.

Following these meetings, and where allowed by applicable laws and based upon the outcome of the Tender meeting, we have found one successful approach is to allow the manufacturer a "best and final" Tender, taking into account the discussions held through the tender review meeting. In many cases, the commercial pressure resulting from the meeting results in further price reductions and/or increased value through premium components and additional features. In addition, as previously noted, we anticipate that this process will ensure that the Owner obtains preferred concepts and suppliers without accepting any design responsibilities.

Once the Award is to be made, we will work with the Owner to make any revisions to the Contract Documents to develop a clean document which is ready for signature that encompasses all commercial and technical requirements and agreements for the project.

Task 3: Design Review

PBA will provide a review of the crane suppliers or manufacturer's structural, mechanical and electrical design calculations and drawings. The objective of our review process is to substantiate that the manufacturer's design and crane configuration is in compliance with the requirements of the Owner's contract documents and specifications and properly addresses all operational, performance, reliability, and maintenance issues thereof. The design review process will also include review of the crane manufacturer's purchased component calculations, technical data sheets and /or certified drawings.

We will prepare written submittal comments, inclusive of the Owner's comments, and issue an official response to the manufacturer on behalf of the Owner. A submittal index will be maintained to accurately record the status of all submittal documents, response dates, corrective action requirements, and resubmittal status.

We recommend a minimum of one (1) design review meeting: an initial electronic kick-off meeting. In our cost proposal, we will include two (2) electronic meetings in the base offering, with an option for in-person meetings in Shanghai (on a per trip basis) to be taken as a replacement if requested. These meetings review the design and clarify submittals in greater detail. While our experience has shown that these meetings are most productive when held at the manufacturer's office, Covid/health travel regulations will often make these type meetings untenable. We are well-versed at this point in conducting design review fully remotely, with two (2) such projects being completed during the 2020-2021 pandemic.

If the option is taken, we will attend the initial kick-off meeting at the crane manufacturer's corporate office, along with the Owner's representative(s) and the manufacturer's engineering and project management groups.

Separately, we will also perform an engineering review of the commissioning and acceptance test and check out manual which will define acceptance testing to be performed at the manufacturer's erection site and final acceptance testing to be performed at the Owner's site prior to hand over of the cranes.

Task 4: Project Management

Our scope of services can include overall project management acting as the primary point of contact between the crane manufacturer and the Owner, responding to all technical issues and correspondence, monitoring overall project progress and schedule, coordinating between the manufacturer and the Owner, responding to inquiries by the manufacturer's engineer and/or the third party on site inspectors, and monitoring compliance to the Owner's contract documents, specifications and project milestone schedule.

Task 5: Third Party Inspection Service

The best and most economical approach that we have found for quality assurance and quality control during manufacturing is to use the services of a local third-party inspection company. The scope of our

services, in cooperation with our PBA International inspectors, will include full time and part time personnel as required to perform inspections at the fabrication facility, review documentation, coordinate with the manufacturer's personnel and prepare inspection reports. The inspection reports will be provided on a bi-weekly basis and will contain description of overall progress, progress and deficiency photos, and non-conformance issues. For this proposal, we base the number of man-months for an estimated cost on a twelve (12) month fabrication period of a lengthened post-Covid delivery schedule often in excess of twenty (20) months. We also include China lodging expenses for the inspectors in our estimate. The following is a list of activities that is typically provided by our inspectors:

- Assess the manufacturer's compliance with the quality control requirements of the Contract.
- Conduct visual checks on the quality of materials, which would include structural steel, motors, reducers, hydraulic components, etc.
- Verify and identify steel material, including witnessing fracture tests on major structural items, as well as review the manufacturer's system for material traceability.
- Verify welders are qualified and correct welding procedures are followed.
- Verify material preparation, cutting, fit-up, and welding are in compliance with approved drawings and standards.
- Monitor and report on progress of fabrication, assembly and erection of the crane.
- Verify non-destructive testing personnel are qualified, witness non-destructive examinations of ultrasonic, magnetic particle and liquid penetrate testing as required and review radiographs.
- Conduct visual inspections pertaining to the quality of structural welding.
- Check assembly and mounting of mechanisms for proper installation.
- Check material surface preparation and paint to verify proper application.
- Verify electrical wiring for proper installation and termination and witness high tension and insulation tests. Verify electrical limit switches and similar safety components comply with approved specifications, drawings, and design review meeting agreements.
- Witness no load shop tests of motors, reducers, hydraulic systems and subassemblies.
- Witness performance, operational and endurance tests for the crane prior to shipment.
- Issue "non-conformance" reports for poor workmanship, defects and/or malpractice of the manufacturer or their sub-contractors.
- Conduct final checks on the quality of welds, painting, installation of substructures, sea- fastening, etc., for the crane.
- Submit reports on progress of fabrication, construction, testing of components and the crane, and status of materials procurement on a bi-weekly basis.
- Develop punch-lists of items to be corrected or completed for the crane prior to shipping.

Task 6: Manufacturing Review

As an option, we can provide one of our project engineers, skilled in the design and manufacture of these types of cranes, to make periodic one (1) week trips to the manufacturer's fabrication site for the review of the progress. These periodic visits, coupled with the services of our third-party inspectors, enhance proper quality assurance, quality control, and quick response to any deficiencies, thus minimizing possible setbacks to the manufacturing schedule. It is typical that the Owner's representatives are included in

these trips, so that site specific areas are reviewed and addressed by Owner. In our proposal, these are optional and priced on a per man trip basis. In our base proposal, PBA will remotely monitor the manufacturing process to confirm the manufacturer complies with the Owner's specifications.

Task 7: Final Assembly and Pre-shipment Review

Our third-party inspectors will monitor and witness assembly, erection, initial commissioning and acceptance testing of the cranes at the manufacturer's facility as defined by the accepted test and checkout manual and will verify conformance of the cranes with Owner's contract requirements, including proper operation of systems and correct function of software, logic devices, and safety interlocks.

During design review and this task, our project manager and engineers will review the shipping plans and sea-fastening calculations and our on-site inspectors will monitor the load out of the cranes (with the remote help of our engineers), including sea-fastening and sea-bracing installation at the time of shipment, to verify that ZPMC complies with the approved shipping and sea-bracing plans. The majority of the cost of this phase is included with Task 5, Third Party Inspection Service.

Task 8: Start-up, Testing and Acceptance

We will have one (1) engineer at the Owner's site after the cranes arrive. This engineer will monitor and provide consultation during off loading, final assembly, commissioning, acceptance testing, certification, and final acceptance by the Owner when the cranes have proven to be ready for cargo handling operations, as well as coordinate the project and monitor schedule for compliance with the contract schedule. This engineer will also prepare punch lists and verify completion of the punch list items. We would typically include six (6) man weeks on-site during this task to monitor the "landmark" works, including offloading and acceptance testing.

At the completion of the project, we will hand over all documentation pertaining to the management and execution of the services provided, including progress reports with photographs, inspection reports, punch-lists during all phases, and design and shipping review details.

Section 2: Deliverables

Paul Bridges and Associates, LLC

We are including the following deliverables in our proposed services:

- 1. Pre-Tender Process
 - a. Submit initial draft of Contract Documents (Technical Specifications and Commercial Documents)
 - b. Meet with Port Freeport to finalize Contract Documents
 - c. Issue Final Contract Documents for Tender
- 2. Tender Review and Award
 - a. Pre-Tender meeting with ZPMC and drive manufacturer
 - b. Tabulation of Tender technical and commercial aspects
 - c. Tender meeting and follow-up negotiations
 - d. Revision to Contract Documents as required by tender process
- 3. Design Review
 - a. Kick-off meeting
 - b. Calculation, including wheel load and stability, review comments
 - c. Drawing review comments
 - d. Commissioning and acceptance test manual review comments
 - e. Additional design review meeting(s) (2 electronic meetings included in base offering)
- Project Management integrated into execution and deliverables of each project task
- 5. Third Party Inspection submit bi-weekly inspection reports, NCRs, and the punch list
- 6. Manufacturing Review
 - a. Remote monitoring through review of TPI deliverables with action requests as required
 - b. Optional site visits augmenting TPI functions and deliverables
- 7. Final Assembly and Pre-Shipment Review
 - a. Witness execution of applicable Commissioning and Acceptance Test Manual activities
 - b. Review shipping plans and calculations and provide comments
 - c. Monitor load out of cranes and installation of sea-fastening and sea-bracing
- 8. Start-up, Testing and Acceptance
 - a. Monitoring and consultation during offloading
 - b. Witness execution of applicable Commissioning and Acceptance Test Manual activities
 - c. Witness regulatory and OSHA testing
 - d. Submit conditional acceptance and final punch list for execution by ZPMC and Owner
 - e. Verify completion of all punch list items
 - f. Issue and track Warranty Claims as necessary
 - g. Submit final acceptance document for execution by ZPMC and Owner
 - h. Submit hand over document packages

Section 3: Proposed Cost

Paul Bridges & Associates, LLC

Below, we outline the costs associated for each task as defined in Sections 1 and 2, for a two (2) crane order. Optional trips to Shanghai for design review, manufacturing review, or pre-shipment review are listed below on a per man trip basis. The base total does not include such trips to China. We propose to invoice this work on a time and materials, not to exceed basis.

Task	Phase	Labor Hours	Expenses	Amount Proposed
1.	Pre-Tender Process	95	\$2,800	\$23,300
2.	Tender Review and Award	120	\$8,400	\$33,300
3.	Design Review	690	\$0	\$146,800
4.	Project Management	160	\$100	\$27,800
5.	Third Party Inspection Services	0	\$0	\$163,200
6.	Manufacturing Review	40	\$0	\$8,800
7.	Final Assembly and Pre-Shipment Review	50	\$0	\$11,000
8.	Startup/Testing/Acceptance in Freeport	270	\$14,000	\$70,700
	BASE TOTAL	1425	\$25,300.00	\$484,900.00
3./6.	Review Trip (Per One (1) Man Trip) (OPTION)	70	\$12,000.00	\$27,400.00

PBA Man Trips, by Task, in Base Offering:

Task	Freeport	China
1.	1	0
2.	3	0
3.	0	0
4.	0	0
5.	0	0
7.	0	0
8.	3	0

5

\$512,300.00 \$82,200.00 \$594,500.00

Note (1): This is based on a two (2) crane order.

Additional Man Trips per PBA typical recommendations (at option cost per trip listed above)

0

Task	Freeport	China
3.	0	2
6.	0	1
	0	有铅糖3.凝凝物

3 Trips x \$27,400.00=\$82,200.00

Section 4: Organization/Rates Paul Bridges and Associates, LLC



Standard Rate Schedule for 2023

Position	Standard Rate USD
Principal Engineer	\$220.00/hour
Senior Project Engineer	\$200.00/hour
Senior Project Manager	\$190.00/hour
Project Manager	\$170.00/hour
Senior Staff Engineer	\$180.00/hour
Staff Engineer	\$160.00/hour
Designer	\$135.00/hour
CAD	\$95.00/hour
Administrative	\$65.00/hour

Travel Expenses

Travel expenses including air travel, taxis, rental cars, mileage, hotel/lodging, food, et cetera will be billed at actual cost. Personal or company automobile mileage is based on current US IRS allowable rate.

Miscellaneous Expenses

Reproduction, long distance telephone, facsimile and express mail, and any other miscellaneous jobrelated expenses will be billed at actual cost

Outside Firms Expenses

Outside firms including surveyors, consultants, and design laboratories at will be billed with a 5% markup

ADDENDUM TO PBA PROPOSAL

24 FEBRUARY 2023

The PBA tasks listed in the accompanying proposal are described in Section 1 (Understanding of the Work). It should be noted that PBA Tasks 1 and 2 would be accomplished prior to the Port Freeport awarding a contract to a manufacturer. Work associated with Tasks 3 through 8 would only be accomplished if Port Freeport proceeds with a Contract for purchase of new cranes. It should be reiterated that PBA only invoices for work accomplished (on a monthly basis) and any tasks not required/accomplished would not be invoiced. For example, if it is determined at any time before Port Freeport signs a contract with a manufacturer, Port Freeport wishes to pursue an alternative program (such as purchase of used cranes), the work associated with Tasks 1 and 2 can be halted and only work completed at that time (and work required to close out the tasks) would be invoiceable/payable to PBA. Any tasks remaining after that, namely 3 through 8 in this case, would not be invoiceable/payable to PBA.

-Paul Bridges & Associates, LLC

PROFESSIONAL SERVICES AGREEMENT

This <u>Professional Services Agreement</u> (this "Agreement") is entered into between Port Freeport, a Texas navigation district formed under Article XVI, Section 59, of the Texas Constitution (hereinafter referred to as the "Port") and Paul Bridges & Associates (hereinafter referred to as "PBA"). Collectively, the City and the Professional Service Provider may be referred to as the "Parties." The Parties agree to as follows:

1. Services to be Performed by PBA. PBA shall provide professional engineering services in its performance of procurement oversight and project management services throughout the course of the Port's procurement of two (2) container handling gantry cranes, as described in more detail in PBA's "Proposal for Crane Procurement Oversight for the Procurement of Two (2) Container Handling Gantry Cranes for Port Freeport in Freeport, Texas," which is attached and incorporated hereto as Exhibit A and is made a part of this Agreement (the "Services"). A description of the Services and the estimated cost for the Services are included in Exhibit A.

In the event of a conflict between any term of provision in this Agreement and any term or provision in Exhibit A, the term or provision in this Agreement shall control unless the conflicting term or provision is referenced and expressly stated not to apply.

Any mutually agreed upon changes to the terms, conditions, covenants, and provisions to this Agreement shall be set forth in an amendment to this Agreement. PBA will not implement any changes or any new services until an amended agreement has been duly executed by the Port. The Port shall not be liable for any amounts not included Exhibit A.

- 2. Agreement Documents. The Services are described more particularly in the following documents which are incorporated into this Agreement, and have full force and effect as if set out verbatim herein, and are known as the "Agreement Documents":
 - (a) This Agreement; and,
 - (b) PBA's "Proposal for Crane Procurement Oversight for the Procurement of Two (2) Container Handling Gantry Cranes for Port Freeport in Freeport, Texas," which has been attached and incorporated hereto as Exhibit A.

In case of conflict between the terms of this Agreement and the Agreement Documents, the terms of the Agreement Documents shall prevail in the order as listed above.

- 3. Term. This Agreement shall be effective the 1st day of March 2023 and shall continue until the Services are completed and the Port has accepted the completed and installed gantry cranes unless otherwise earlier terminated as specified in the Agreement Documents (the "Term").
- 4. Reimbursement of Expenses. The Port will reimburse PBA for reasonable third-party expenses incurred in the performance of this Agreement. Said expenses shall be timely verified by PBA with written receipts provided to the Port.

Page 1 of 3

- 5. <u>Compliance with Law.</u> PBA shall comply with all applicable federal, state, and local laws and regulations incurred in carrying out the Services.
- 6. Relationship of the Parties. PBA shall be deemed to be and shall be an independent contractor of the Port.
- 7. Confidentiality. The information and knowledge divulged to PBA by the Port or which PBA acquires in connection with or as a result of the provision of the Services hereunder shall be regarded by PBA as confidential. Without limiting the generality of the foregoing, PBA recognizes that, unless and until published, all acquired data and information heretofore or hereafter used or developed by Port are and shall be trade secrets of the Port. During or after the Term of this Agreement, PBA shall not use any such information, knowledge, or trade secrets nor shall PBA disclose such to any person except to employees of Port as may be necessary in the regular course of the duties of PBA hereunder, or except as otherwise authorized by the Port.
- 8. Ownership. PBA recognizes that all records and copies of records concerning the operations of the Port made or received by PBA during the Term of this Agreement are and shall be the property of the Port exclusively. PBA shall keep the same at all times in its custody and subject to its control and surrender the same upon request of the Port or upon termination of this Agreement.
- 9. Indemnification. PBA SHALL INDEMNIFY AND HOLD THE PORT, ITS COMMISSIONERS, EMPLOYEES, AND AGENTS HARMLESS FROM AND AGAINST ANY AND ALL LIABILITY, LOSS, COST, EXPENSE, DAMAGE (INCLUDING ATTORNEY'S FEES), AND CLAIMS OR DEMANDS ON ACCOUNT OF INJURIES, INCLUDING DEATH, CAUSED IN WHOLE OR IN PART BY PBA AND ITS EMPLOYEES ARISING OUT OF OR RESULTING IN ANY MANNER FROM OR OCCURRING IN CONNECTION WITH PERFORMANCE OF SERVICES HEREUNDER.
- 10. <u>Choice of Law</u>. This Agreement shall be governed by and construed and interpreted in accordance with the laws of the State of Texas and any venue for enforcement of this agreement shall be in Brazoria County, Texas.
- 11. Entire Agreement. This Agreement, to include the Agreement Documents, contains the entire agreement and understanding between the Parties with respect to the subject matter hereof and supersedes all prior discussions and writings with respect thereto. The Parties disclaim reliance on any alleged contemporaneous or prior discussions in entering into this Agreement unless otherwise provided herein.
- 12. Amendment. Any amendment to this Agreement must be in a writing signed by both Parties.

Page 2013

IN WITNESS WHEREOF, and in acknowledgment that the Parties hereto have read and understood each and every provision hereof, the Parties have executed this Agreement to be made effective on March 1, 2023.

PORT:

PORT FREEPORT

JOHN HOSS, Chairman

ATTEST:

CROFT, Secretary

PBA:

PAUL BRIDGES & ASSOCIATES

RESOLUTION

At a Regular Meeting of the Port Commission of Port Freeport held at the office of said Port at 1100 Cherry, Freeport, Texas on the 22nd of February 2024, among other business came on to be considered the following resolution, which was upon motion duly made and seconded, adoptedby vote of all Commissioners present, which resolution is as follows:

FINDINGS

- 1. Due and proper notice of the date, time, place, and purpose of this meeting has been duly given in accordance with the provisions of the Texas Open Meetings Act, and such meetinghas been conducted in accordance with said Open Meetings Act.
- 2. Section 62.122 of the Texas Water Code provides that the disposition of salvage or surplus personal property shall be in the same manner as a commissioner's court of a county under Subchapter D, Chapter 263 of the Texas Local Government Code.
- 3. The Commission finds that the property set forth in Exhibit "A", which is hereby incorporated by reference, is found to be salvage or surplus personal property, no longer neededfor Port purposes, and should be disposed of as follows:
- **a**. Sold to the highest bidder by competitive bid or auction, after notice in a newspaper after the 30th day but before the 10th day before the date of sale; or **b**. offer the property as trade in for new property of the same general type; or **c**. If no bids are received, it may be destroyed or disposed because it is worthless; or **d**. donated to a civic or charitable organization in Brazoria County, it would likely receive no bids or the expenses of sale would be greater than the bid price, and the donation serves a public purpose, and the charitable organization will incur the expenses for transportation or disposal.

NOW THEREFORE, BE IT RESOLVED that the property set forth in Exhibit "A" and attached hereto is surplus property and shall be disposed of in any one of the following mannersand as permitted by law:

a. Sold to the highest bidder by competitive bid or auction, after notice in a newspaper after the 30th day but before the 10th day before the date of sale; or **b**. offer the property as trade in for new property of the same general type; or **c**. If no bids are received, it may be destroyed or disposed because it is worthless; or **d**. donated to a civic or charitable organization in Brazoria County, it would likely receive no bids or the expenses of sale would be greater than the bid price, and the donation serves a public purpose, and the charitable organization will incur the expenses for transportation or disposal.

3 each Motorola XPR 8400 Digital UHF Repeater	 Serial Number: 484TQU2920 Serial Number: 484TQU2925 Serial Number: 484TQU2916 	Discontinued technology/upgraded to current
Canon	IRADV6075	Broken
Copier	#HTK16449	
Canon	IRADV6275	Broken
Copier	#NMC04329	
2001 Fire	DCMRA-EH129	Broken
Pump	#42076	
Controller		
1998 40'	Used for spare parts for the	Rusted and leaks-
container	Gottwald	sell for scrap metal



1100 CHERRY ST. • FREEPORT, TX 77541 (979) 233-2667 • 1 (800) 362-5743 • FAX: (979) 373-0023 WWW.PORTFREEPORT.COM

MEMORANDUM

TO: Port Commission

Chief Executive Officer

FROM: Rob Lowe

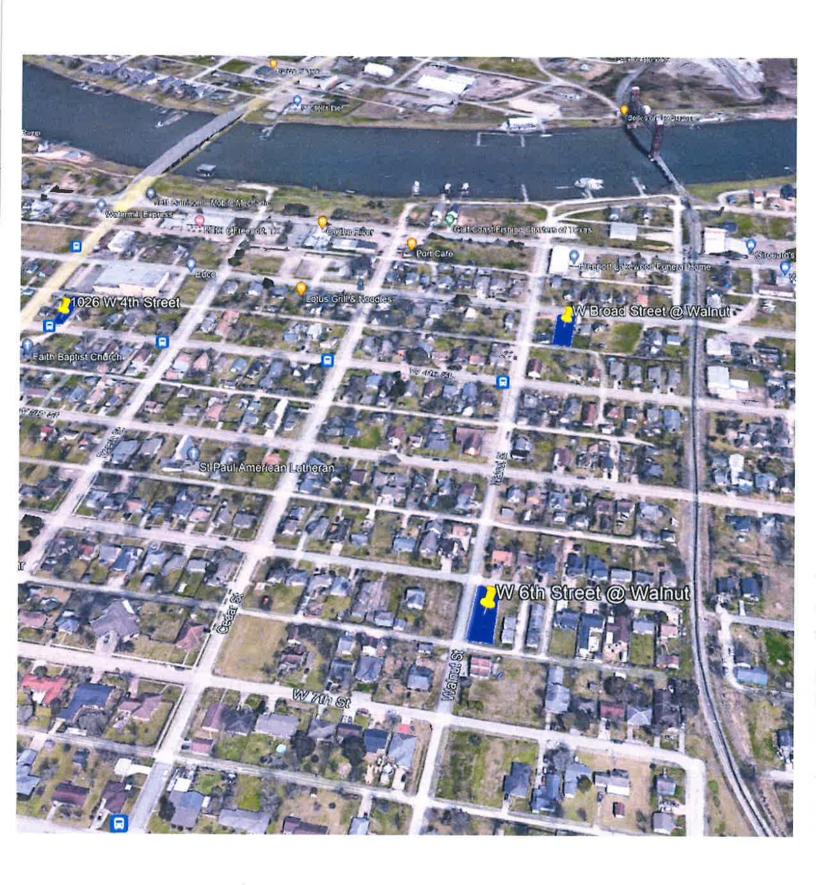
DATE: February 15, 2024

SUBJECT: Sale of Port Freeport owned lots.

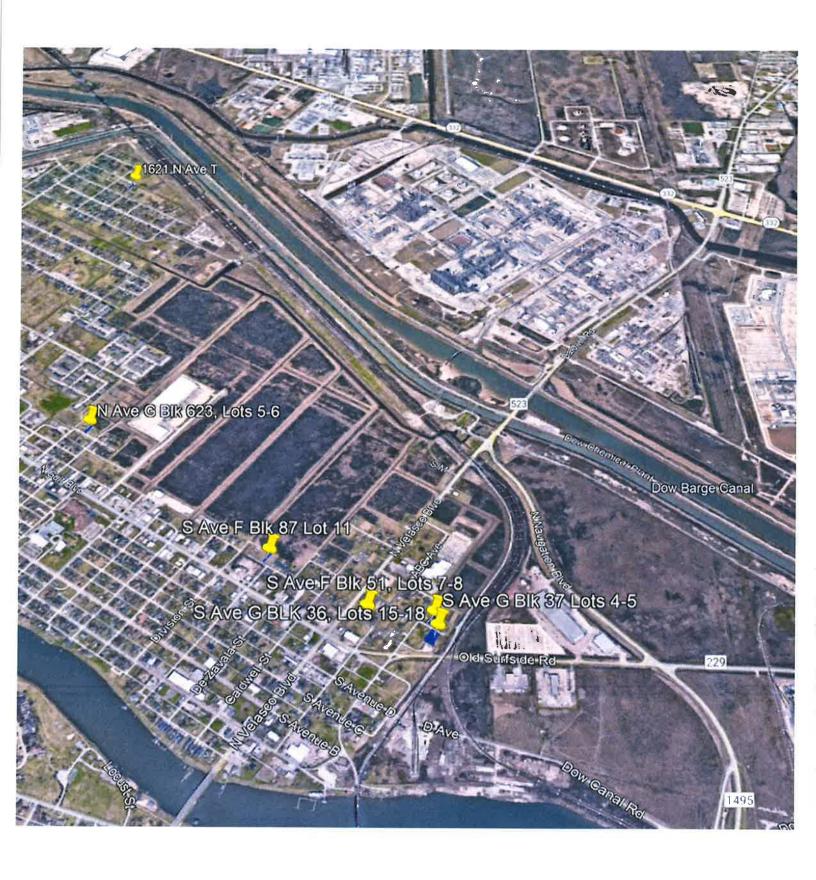
Port Freeport owns the lots listed below and found in residential areas of the city of Freeport. The lots no longer serve a purpose for the port and are being brought to the Port Commission for consideration to sell through a bid process as allowed in Section 60.038 of the Texas Water Code.

BCAD Property			
ID	Block	Lot	Address
209745	92	1	W 6th Street (6th @ Walnut)
209791	95	2	W Broad Street
210012	116	15	1026 W 4th Street
259984	51	7-8	S Ave F
259907	37	4-5	S Ave G
259901	36	15-18	S Ave G
260822	623	6	N Ave G
260179	87	11	S Ave F
260821	623	5	N Ave G
261936	781	14	1621 N Ave T

South of Old River Properties



North of Old River Properties



North of Old River Properties Avenues F and G



North of Old River Properties 1621 N Ave T





1100 CHERRY ST. • FREEPORT, TX 77541 (979) 233-2667 • 1 (800) 362-5743 • FAX: (979) 373-0023 WWW.PORTFREEPORT.COM

MEMORANDUM

TO: Commissioners

Chief Executive Officer

FROM: Rob Lowe

DATE: February 15, 2024

SUBJECT: Policy Updates

This month there are three policies that staff is recommending be updated. These policies have been reviewed with the personnel committee and below is a recap of proposed changes, if any, for each. Within BoardPaq, there is also a redline copy of those policies where changes are recommended.

- 2.2 Open Meetings the changes are primarily administrative in nature with references to Chapter 551 of the Texas Government Code simplified. Also eliminated the reference to "sessions" as it is not included in Section 551.002, and it is not a meeting type that the port utilizes.
- 2.3 Open Records the changes are primarily administrative in nature with an effort to simplify references to the Texas Public Information Act versus specific section that might be changed or impacted by future legislative changes.
- 10.0 Employee Acknowledgement updated the wording to utilize "Policy Manual" where "handbook" was previously utilized. Also made other minor administrative changes.

PORT COMMISSION OF PORT FREEPORT OPEN MEETINGS

SECTION 2.2

Meetings of the Port Commission

Except as otherwise provided by Chapter 551 of the the Texas Government Code Open Meetings Act, Chapter 551 Subchapter D of the Texas Government Code, Sections 551.071 through 55.089, or specifically permitted by the Constitution and laws of the United States and the State of Texasfederal or state law, every regular, special, or called meeting or session of the Port Commission of Port Freeport shall be open to the public and duly and timely posted per pursuant to the requirements of Sections 551.041 and 551.043 respectively Texas Government Code Chapter 551, Subchapter C. No closed or executive session, for any purpose for which closed or executive sessions or meetings are authorized by law, shall be held unless authorized by Chapter 551, Subchapter D, the Port Commission has first been convened in open meeting or session for which proper notice has been given as provided in Section 551.101, during which open meeting or session the chairman has publicly announced during the open meeting or session that a closed or open meeting or session will be held and has identified the session or sessions under Section 551.041, authorizing the legal authority under Subchapter D for holding of suchthe closed or executive session.

Commissioner Attendance at a Social Event, Press Conference or Social, Ceremonial or Community Event

In the event of a social event, press conference or ceremonial event and If it is anticipated a quorum of the Port Commissioners will be present at a press conference, or a social, ceremonial or community event, the Port staff will cause ashall post a notice and agenda to be posted indicating a quorum of commissioners may be present at the event. The agenda will further indicate and providing that a quorum of commissioners may be present but any discussion of public business will be merely incidental to the event and no formal action will be taken at that event.

Effective Date: 4/28/16 • Date Last Reviewed: 11/8/18 • Supersedes: 6/13/11 • Page 1 of 1

PORT COMMISSION OF PORT FREEPORT OPEN MEETINGS

SECTION 2.2

(Corresponding Practices & Procedures – Section 4.2)

PORT COMMISSION OF PORT FREEPORT OPEN RECORDS

SECTION 2.3

All records of official action of the Port Commission and all other records of the Port not classified as exempt exceptedt from public required disclosure under the provisions of Vernon's Texas Codes Annotated, Government, Section 552.101, et. seq. of Subchapter C of the Texas Public Information Act, or other applicable law, or minutes or any other information discussed in Executive Session, shall be made available at all within a reasonable times to members of the public for inspection and copying, in accordance with the provisions of Section 552.001; the Texas Public Information Act provided that, a reasonable charge may be made by the Port, in accordance with the provisions of Section 552.261Subchapter F of the Texas Public Information Act, as may be necessary to defray the cost to the Port of providing such records.

Effective Date: 5/24/12 • Date Last Reviewed: 11/8/18 • Supersedes: 6/13/11 • Page 1 of 1

EMPLOYEE ACKNOWLEDGEMENT	SECTION 10.0
EMPLOYEE ACKNOWLEDGMENT FORM	
I understand that the <u>Port Freeport employee</u> information about this organization and that I questions not answered in the <u>handbook Polic</u>	
revisions to the handbook Policy Manual may	roved by the Port Commission.and communicated
My employment relationship with this organi and is subject to termination by me or my em any time either party, believes such action to	zation is at will, voluntarily entered into entered, ployer at any time at will, with or without cause, at be appropriate.
I acknowledge that this handbook Policy Mandocument legally binding agreement.	nual is neither a contract of employment nor a legal
I have received, read, understood, and will <u>I</u> a this handbook <u>Policy Manual</u> and anyas well	agree to comply with both the policies contained in as any revisions made to it.
I have received a copy of the Port Freeport Po	olicy Manual on the date listed below.
EMPLOYEE'S SIGNATURE	DATE
EMPLOYEE'S NAME (PRINTED)	

WORK ENVIRONMENT NONDISCRIMINATION IN PORT PROGRAMS AND SERVICES

SECTION 7.4

General Overview:

Federal law prohibits discrimination on the bases of race, color, national origin, disability, sex, and age in programs and activities receiving federal financial assistance. Discrimination includes, but is not limited to, excluding an individual from participation in or denying an individual the benefits of any program or activity receiving Federal financial assistance due to the individual's race, color, national origin, sex, age, or disability.

Port Freeport (the "Port") complies with Federal civil rights laws, as they may be amended from time to time, and is committed to providing its programs and services without discrimination in accordance with:

- Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin (including language).
- Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973, which prohibit discrimination based on disability.

Thus, it is the policy of Port Freeport to provide its programs and services without discrimination based on age, sex, race, color, religion, national origin, or disability. All Port employees are responsible for assuring that the Port's programs and services are provided without discrimination.

Persons with Disabilities or Limited English Proficiency

The Port will provide reasonable accommodations to persons with disabilities which may include free aids and services, such as written information in other formats (large print, audio, accessible electronic formats, etc.), to communicate effectively with persons with disabilities.

The Port will provide reasonable accommodations to LEP persons which may include free language services, such as information written in other languages, to ensure meaningful access to programs and activities for persons with limited English proficiency. A Language Assistance Plan ("LAP") will be developed to ensure that the Port communicates effectively with Limited English Proficient ("LEP") individuals. An LEP individual is a person who does not speak English as his or her primary language and who has a limited ability to speak, read, write, or understand English.

The LAP is intended to assist the Port employees in their efforts to ensure information and services are accessible to LEP individuals by providing guidance on translation, interpretation, and outreach services for LEP individuals seeking access to Port programs. All directors, managers, and Title VI program liaisons are responsible for ensuring that meaningful services to LEP persons are provided in their respective departments. Additionally, the Port will continuously monitor the departments to ensure LEP requirements are met and reported monthly to the Port Commission.

The Port Freeport LEP Plan is designed: to (i) enhance awareness of the need and methods to ensure that LEP Persons have meaningful access to federally assisted programs; (ii) ensure implementation of language access; and (iii) comply with the requirements of Title VI of the Civil

WORK ENVIRONMENT NONDISCRIMINATION IN PORT PROGRAMS AND SERVICES

SECTION 7.4

Rights Act of 1964 and its implementing regulations, in a consistent, effective, and fiscally responsible manner across programs, services, and activities.

Complaint Process:

If a person thinks that the Port has failed to provide services or discriminated in another way based on race, color, national origin (including language), disability, sex, age, or religion, , a complaint can be filed in person or by mail or email with:

Director of Administration 1100 Cherry Street Freeport, Texas 77541 lowe@portfreeport.com

The Discrimination Complaint Form will be made available online at http://www.portfreeport.com in English and Spanish.

Utilization of this complaint process does not preclude a person from filing a civil rights complaint with other agencies including the U.S. Department of Homeland Security Office for Civil Rights and Civil Liberties (CRCL).

No Retaliation:

It is against the law for the Port to retaliate against anyone who takes action to oppose discrimination, files a complaint, or participates in the investigation of a complaint in accordance with the above authorities. Retaliation will not be tolerated by Port Freeport. If an investigation confirms that retaliation has occurred, the Port will take appropriate corrective action.

Any violation of this Policy may result in the Port taking disciplinary measures, up to and including termination.

Notice of Nondiscrimination Policy and Assistance Services

The Port will provide notice of its nondiscrimination policy and the availability of services, free of charge, for language and disability assistance, and how to obtain assistance. The following measures should be used to ensure notice is being provided for the most prevalent languages spoken by LEP Persons in the communities of the Port.

- Posting signs in English and Spanish about federal nondiscrimination laws, including Title VI, and the availability of reasonable language or disability assistance services, free of charge, in high-traffic areas where the public is likely to read them, e.g., entry points to facilities and public areas.
- Posting notices on the Port's website(s) in English and Spanish about federal nondiscrimination laws, including Title VI, and the availability of reasonable language

WORK ENVIRONMENT NONDISCRIMINATION IN PORT PROGRAMS AND SERVICES

SECTION 7.4

assistance services free of charge.

- Stating in outreach materials (brochures, booklets, pamphlets, and flyers) that language services are available.
- Working with community-based organizations to inform LEP Persons of the language assistance availability.
- Including notices in English and Spanish in newspapers that are widely circulated.





Language Assistance Plan (LAP) for Limited English Proficiency (LEP)

February 2024

DRAFT

Puerto Freeport (el "Puerto") cumple con las leyes federales de derechos civiles y está comprometido a proporcionar programas y servicios libres de discriminación, de conformidad. El Puerto ofrece servicio razonables gratuito de idiomas, para garantizar el acceso satisfactorio a programas y actividades para personas con dominio limitado del inglés.

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LAP FEBRUARY 2024

I. INTRODUCTION AND BACKGROUND

A. Purpose of Language Assistance Plan (LAP)

The purpose of the Port Freeport (Port) Language Assistance Plan (LAP) is to ensure that the Port communicates effectively with Limited English Proficient (LEP) individuals. An LEP individual is a person who does not speak English as his or her primary language and who has a limited ability to speak, read, write, or understand English.

The LAP was developed to assist the Port employees in their efforts to ensure information and services are accessible to LEP individuals by providing guidance on translation, interpretation, and outreach services for LEP individuals seeking access to Port programs. All directors, managers, and Title VI program liaisons are responsible for ensuring that meaningful services to LEP persons are provided in their respective departments. Additionally, the Port will continuously monitor the departments to ensure LEP requirements are met and reported monthly to the Port Commission.

The Port Freeport LEP Plan is designed: to (i) enhance awareness of the need and methods to ensure that LEP Persons have meaningful access to federally assisted programs; (ii) ensure implementation of language access; and (iii) comply with the requirements of Title VI of the Civil Rights Act of 1964 and its implementing regulations in a consistent, effective, and fiscally responsible manner across programs, services, and activities.

B. Nondiscrimination Statement

Port Freeport, as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion (where the primary objective of the financial assistance is to provide employment per 42 U.S.C. § 2000d-3), color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Port programs or activities.

C. LEP Policy Statement

The Port is committed to taking reasonable steps to provide timely and meaningful access for LEP Persons coming into contact with the Port's programs, services, and activities. Port Freeport shall provide free language assistance services to persons with LEP whom they encounter or whenever a person with LEP requests language assistance services. Port personnel will inform members of the public that Port Freeport will provide language assistance services free of charge to persons with LEP.

D. Limited English Proficient Persons

LEP Persons are individuals who do not speak English as their primary language and have a limited ability to read, write, speak, or understand English. LEP Persons include those that speak English less than very well, not well, or not at all, as determined U.S. Census Bureau data. A person may also self-identify as LEP. LEP individuals may be entitled to language assistance in a particular program, service, or activity.

LAP FEBRUARY 2024

E. Public Dissemination of Title VI Information and Notice to LEP Persons

The Port will provide notice that reasonable accommodations to language services are available, free of charge, and how to access language assistance. The following measures should be used to ensure notice is being provided for the most prevalent languages spoken by LEP Persons in the communities of the Port: English and Spanish. (as referenced in Appendix D):

- Posting signs in English and Spanish about federal nondiscrimination laws, including Title VI, and the availability of reasonable language assistance services free of charge in high-traffic areas where the public is likely to read them, e.g., entry points to facilities, public areas (see Appendix F).
- Posting notices on the Port's website(s) in English and Spanish about federal nondiscrimination laws, including Title VI, and the availability of reasonable language assistance services free of charge.
- Stating in outreach materials (brochures, booklets, pamphlets, and flyers) that language services are available.
- Working with community-based organizations to inform LEP Persons of the language assistance availability.
- Including notices in languages other than English in newspapers that are widely circulated.

II. FEDERAL AUTHORITY AND GUIDANCE

The following are the relevant federal authorities that require the Port to provide LEP persons with meaningful access to programs, activities and services:

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, Section 601 provides that no person "on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The United States Supreme Court in *Lau v. Nicholls,* 414 U.S. 56 (1974) held that one type of national origin discrimination is discrimination based on a person's inability to speak, read, write, or understand English.

Executive Order 13166, entitled "Improving Access to Services for Persons with Limited English Proficiency," 65 FR 50121 (August 11, 2000), is directed at implementing the protections afforded by Title VI of the Civil Rights Act of 1964 and its related regulations. It prohibits recipients of Federal financial assistance from discriminating based on national origin by failing to provide meaningful access to services to individuals who are LEP. This protection requires that LEP persons be provided an equal opportunity to benefit from or have access to services.

III. DEFINITIONS

Bilingual/Multilingual staff or employee – A staff person or employee who has demonstrated proficiency in English and in reading, writing, speaking, or understanding at least one other language.

Interpretation – the act of listening to a communication in one language and orally converting it into another language, while retaining the same meaning.

Limited English Proficient (LEP) Persons – LEP Persons are individuals who do not speak English as their Primary Language and have a limited ability to read, write, speak, or understand English. They include people who report to the U.S. Census that they speak English less than very well, not well, or not at all. These individuals may be entitled to language assistance in a particular program, service, or activity.

Primary Language – the language in which an individual most effectively communicates.

Qualified Interpreter – an in-house or contracted interpreter who is able to interpret effectively, accurately, and impartially for Limited English Proficient Persons and who meets the qualifications for proficiency and competency established by the Port. The Interpreter should be able to interpret both receptively and expressively, using any necessary specialized vocabulary.

Sight Translation – oral rendering of written text into spoken language by an Interpreter without change in meaning based on a visual review of the original text or document.

Translation – the replacement of a word, phrase, or text in one language with an equivalent-meaning word, phrase, or text in another language. Translating documents for LEP Persons to a fourth-grade literacy level ensures the targeted audience understands the information. Community-based organizations or focus groups can assist with testing translations for language and literacy level appropriateness.

Vital Documents – Paper or electronic written material that (i) contains information that is critical for accessing the Port's programs, services, or activities; (ii) is directly and substantially related to public safety; or (iii) is required by law. Examples of Vital Documents include but are not limited to: (i) applications, consent forms, intake forms, or other forms to participate in a Port program or activity; (ii) written letters or notices pertaining to rights and the reduction, denial, or termination of services or benefits or that require a response, including information about the right to appeal any Port program's decision; (iii) notices advising LEP Persons of reasonable free language assistance; (iv) materials explaining the Port's programs, services, or activities; (vi) complaint forms; and (v) any other written documents that have the potential for determining eligibility for, or access to, services from, or participating in, a Port program, service, or activity.

IV. LANGUAGE ASSISTANCE

The Port will take reasonable steps necessary to provide LEP Persons meaningful access to Port services, programs, or activities. Language assistance will be provided for LEP Persons through the Translation of Vital Documents, as well as through oral Interpretation in-person, by telephone, or by video conference.

Language services will be provided at a reasonable time and place that avoids the effect of denying meaningful access to the services or benefits of the program, service, or activity. However, in some situations it may be reasonable to ask the LEP Person to return at a specified date and time to allow the Port to arrange for Interpretation or Translation services.

The Director of Administration will be responsible for identifying and arranging Interpretation and Translation services.

A. Oral Interpretation

LEP Persons are not obligated to provide their own interpreter, although some may prefer to do so, after being informed of the availability of free language assistance. In some program areas and projects, it may be important for legal or safety reasons to provide a Port provided Qualified Interpreter rather than use a LEP Person's interpreter (e.g., a family member or friend).

The Port will ensure that it uses Qualified Interpreters, meaning they are able to interpret effectively, accurately, and impartially for individuals with limited English skills. The Interpreter must be able to interpret both receptively and expressively, using any necessary specialized vocabulary. A Qualified Interpreter will be:

- Proficient in and have the ability to communicate accurately in both English and in the other language, as well as employ the appropriate mode of interpreting (e.g., consecutive, simultaneous, summarization, or Sight Translation).
- Have knowledge in both languages of any specialized terms or concepts peculiar to the program, service, or activity.
- Understand and follow confidentiality and impartiality rules to the same extent as a Port employee for whom he/she is interpreting or to the extent that the position requires.
- Understand and adhere to his/her role as interpreter without deviating into a role as counselor, legal advisor, or another inappropriate role.

The Port contracts with a language assistance service for in-person interpretation and interpretation by phone or video conference. (See Appendix E)

B. Translation of Written Documents

The Port will arrange for Translation of Vital Documents prepared by the Port into Spanish and any other languages identified as appropriate by the Port LEP Plan when necessary to ensure meaningful access by LEP Persons. The Port contracts with a qualified language assistance service for translation of written documents. (See Appendix E)

The Port will translate existing Vital Documents on an ongoing basis prioritized based on the LEP population percentage, the importance of the document(s), and the importance of the program, service, or activity. New Vital Documents will be translated at the same time or shortly after publication of the document in English. Port staff leading each program, service, or activity will identify existing Vital Documents and contact the Director of Administration to arrange timely Translation into Spanish and any other languages spoken by LEP Persons who frequently come into contact with the program, service, or activity.

Upon request from an LEP Person for a translated Vital Document into a language that has not already been prepared, Port staff will contact the Director of Administration to arrange Translation of the document if it can be reasonably accomplished on a timely basis. If Translation cannot be reasonably accomplished on a timely basis, the Director of Administration or program staff will take reasonable steps to provide Sight Translation or other meaningful communication of the document as appropriate.

If a Vital Document distributed through a Port program was created by a third party, Port staff will request translated versions from the creating entity.

Examples of Vital Documents include:

- Emergency information.
- Notices of proposed public hearings regarding proposed projects or programmatic changes affecting the public.
- Notices of reduction, denial, or termination of services or benefits.
- Signs in reception areas and other points of initial entry, e.g., lobbies, public counters.
- Notices advising LEP Persons of free language assistance.
- Statements about the services available and the right to free language assistance services in brochures, pamphlets, outreach and recruitment information and other materials routinely disseminated to the public.
- Applications or instruction on how to participate in a program or activity or to receive benefits or services.

Whether or not a document (or the information it solicits) is "Vital" may depend on the importance of the program, information, encounter, or service involved, and the consequence to the LEP Person if the information in question is not provided accurately or in a timely manner.

V. HOW TO ASSIST LEP PERSONS

The Director of Administration will provide staff annually updated lists and contact information for available language access resources and provide any additional training or resources necessary for staff to perform their language access-related duties.

A. Interaction with Walk-In LEP Persons

The Port will take reasonable steps to provide language assistance as needed for inperson contact with LEP Persons. Language identification cards (or "I speak cards") invite LEP Persons to identify their language needs to program staff. The Federal government has made these cards available at:

https://www2.census.gov/programs-surveys/decennial/2010/partners/pdf/langfiles/LAG flashcard.pdf.

The Port will disseminate these cards (Appendix A) to Port employees to be used with the Walk-In LEP Persons procedures below.

- 1. The Port employee will attempt to communicate in English first to determine if the individual can understand English sufficiently to be fully understood.
- 2. If the individual cannot understand or effectively communicate in English, the Port employee will determine the language he or she is speaking. If the Port employee recognizes the language the LEP Person is speaking but does not speak that language, skip to Step 4.
- 3. If the Port employee cannot recognize the language the individual is speaking, show him/her the Language Identification Flashcard (see Appendix A) so the LEP Person can point to his/her language.
- 4. The Port employee will request assistance internally, if available, or call the Port's Interpretation Service to work with the Port employee to secure an interpreter in the LEP Person's Primary Language by telephone.
- i. The interpreter will interpret the communications between the LEP Person and the Port employee.
- 5. The Port employee will give the LEP Person a Title VI Notice in his or her language, if available.
- 6. The Port employee will make every effort to give the LEP Person the same level of service as an English-speaking customer.

B. Phone calls from LEP Persons

The Port will take steps to respond in a timely and effective manner to LEP Persons who call seeking information or assistance. The Port will utilize the following steps assisting phone-in LEP Persons:

- 1. The Port employee will attempt to communicate in English first to determine if the individual can understand English sufficiently to be fully understood.
- 2. If the individual cannot understand or effectively communicate in English, the Port employee will request assistance internally, if available, or call the

- Port's Interpretation Service to work with the Port employee to secure an interpreter in the LEP Person's Primary Language by telephone.
- i. The interpreter will interpret the communications between the LEP Person and the Port employee.
- 3. The Port employee will make every effort to give the LEP Person the same level of service as an English-speaking customer.

C. Advance Requests for In-Person Interpretation

The Port is committed to using Qualified Interpreters upon advance request for inperson appointments and public meetings. In general, the Port asks that LEP Persons give at least three (3) business days advance notice of a request for Interpretation. However, if such advance notice is not received, Port staff will attempt to arrange Interpretation through the Director of Administration. If an in-person Qualified Interpreter is not available, Port employees will take reasonable steps to arrange communication through video Interpretation, through the Port's contracted language assistance service (see Appendix E), or through other means.

D. Written Translation Services

When Translation of a Vital Document is requested by an LEP Person into a language in which translation has not already been provided, Port staff will:

• Attempt to determine the LEP Person's Primary Language, using "I Speak" flashcards:

https://www2.census.gov/programs-surveys/decennial/2010/partners/pdf/langfiles/LAG_flashcard.pdf (See Appendix A)

- Contact the Director of Administration to arrange timely Translation of the document into the requested language.
- If the document cannot be translated into the requested language on a timely basis, the Port's Director of Administration or program staff will take reasonable steps to provide Sight Translation or other meaningful communication of the document as appropriate.

When a Port program writes a Vital Document to a particular LEP Person:

- Program staff will draft the document in English.
- Program staff will identify the Primary Language of the LEP Person.
- Program staff will request the Director of Administration to arrange timely Translation of the document into the requested language.
- Program staff will send the document in both English and as translated to the LEP Person and will retain copies of both versions.
- Program staff will make every effort to give the LEP Person the same level of service as an English-speaking customer.

VI. TRAINING AND TECHNICAL ASSISTANCE

A. Training

The Port will provide employees annual training on Title VI, the Port's language access obligations, how to obtain language assistance services, how to work with Qualified Interpreters and translators, and how to properly handle a complaint alleging discrimination under federal nondiscrimination laws, including Title VI (see Appendix B: Title VI/504/ADA Discrimination Complaint Procedure and Form).

All managers and supervisors will be trained even if they do not interact regularly with LEP Persons, to ensure that they are fully aware of and understand what LEP is, so they can reinforce its importance and ensure its implementation by staff.

B. Technical Assistance

The Director of Administration is responsible for providing managers and staff with technical assistance. This includes advising about LEP requirements and implementation and assisting in developing program area procedures to ensure compliance. The Director of Administration will provide staff annually updated lists and contact information for available language access resources.

VII. REPORTING

Each department will work with the Director of Administration to ensure reasonable steps are taken to provide high-quality Interpretation and Translation services through individuals who are competent to provide those services at a level of fluency, comprehension, confidentiality, and timeliness appropriate to the specific nature, type, and purpose of the information at issue. Each department will collect, review, and share data with the Director of Administration. As soon as Interpretation or Translation assistance is provided, the services will be documented by program staff who will complete the LEP Reporting Form (see Appendix C). Once the form is completed, it will be sent to the Director of Administration. Information from this form will be included in the annual self-assessment.

VIII. MONITORING AND CONTINUAL ASSESSMENT

The Director of Administration will monitor LEP Plan and Port programs on an ongoing basis to ensure LEP requirements are fulfilled and report annually on the accomplishments related to LEP activities to the Port Commission and, as required, to federal agencies. In monitoring compliance, an assessment will be made whether the program area's procedures allow LEP Persons to overcome language barriers and participate in a meaningful way in the Port's programs, activities, and services.

With the goal of ensuring coordinated and cost-effective delivery of high-quality language assistance services, the Director of Administration will annually conduct a self-assessment and update LAP considering the following four factors:

1. Demographics

The Port will annually assess the number and proportion of LEP Persons from a particular language group served or encountered in the surrounding community area. The Port will consider a variety of sources for demographic information, including the United States Limited English Proficiency Maps and Data (https://www.lep.gov/maps) and the United States Census Bureau Fact Finder (https://data.census.gov/all?q=American%20fact%20finder%20fact%20sheet)

2. Frequency of LEP Contact

The Port will gather and evaluate data on how often various language groups come in contact with the Port and take into consideration how Port programs, activities, and services affect those needs. (See Appendix C)

3. Resources

The Port will evaluate the resources available to the Port and the costs of language services and will endeavor to plan for language services sufficient to provide meaningful access to its programs, services, and activities in a cost- effective manner.

4. Complaints

The Port will evaluate external discrimination complaints filed with the Port and determine if changes to the LEP Plan, staff LEP training, or language assistance services are necessary to provide meaningful access to its programs, services, and activities.

IX. SUBRECIPIENT OBLIGATIONS

A "recipient" is defined by 23 CFR Section 200.5(n) as any entity or individual to whom Federal assistance is extended, either directly or indirectly through another recipient, for any program. The term "subrecipient" is used to identify a recipient that indirectly receives Federal assistance from The Port, a direct recipient. Subrecipients include, but are not limited to, cities, counties, consultants, contractors, suppliers, universities, colleges, planning agencies, and other recipients of federal assistance.

The obligations under Title VI of the Civil Rights Act of 1964 and Executive Order 13166 do not cease with The Port; instead, these obligations extend to all levels of subrecipients receiving the Federal assistance. The Port will monitor subrecipients for compliance. Importantly, if a subrecipient is not in compliance with Title VI requirements, then the primary recipient is also not in compliance.

The Port will provide information and resources to its subrecipients to assist them in complying with LEP language assistance requirements.

X. COMPLAINTS

LEP individuals can submit complaints regarding LEP services to the Director of Administration. The Director of Administration will document actions taken to resolve each complaint in a timely manner. The complainant may, at his or her option, report the LEP complaint directly to the CEO.

Anyone who believes that he/she has been discriminated against because of race, religion, color, national origin, sex, age or disability in accessing the Port's programs, services, or activities may file a complaint with the Director of Administration within 180 days of the date on which the discrimination took place. The Port 's Title VI/504/ADA Discrimination Complaint Procedure and Form (Appendix B) will be available online at http://www.portfreeport.com.

The Port provides the Title VI/504/ADA Discrimination Complaint Form in both English and Spanish and will provide accommodations for other languages, as needed.

XI. CONCLUSION

Providing LEP persons with meaningful access to the Port's programs, services, and activities is an important effort that will help the Port to achieve its mission of ensuring equitable, effective, cost-efficient, and timely services to all persons





LANGUAGE IDENTIFICATION FLASHCARD

Hello, I'm from the U.S. Census Bureau. Is someone here now who speaks English and can help us? If not, please write your phone number and someone will contact you in English.

01. English

Buenos días (Buenas tardes), soy de la Oficina del Censo de los Estados Unidos. ¿Se encuentra alguien que hable inglés y pueda ayudarnos? Si no, por favor, anote su número de teléfono y alguien se comunicará con usted en español.

02. Español/ Spanish

Përshëndetje, unë vij nga Zyra e Regjistrimit të Popullsisë së Sh.B.A-së. A ndodhet dikush tani këtu që flet anglisht dhe mund të na ndihmojë? Nëse jo, ju lutemi shkruani numrin e telefonit tuaj dhe dikush do t'ju kontaktojë në gjuhën shqipe.

03. Shqip/ Albanian

እንደምንት ፤ ከአሜሪን የሕዝብ ቆጠራ ቢሮ ነኝ ፡፡ አሁን እንግሊዝኛ ቋንቋ የሚናገር እና ሊረዳን የሚችል ሰው አለ? ከሌለ እባክትን የስልክ ቁጥርን ይፃፉልንና በአማርኛ የሚያናግርት ይኖራል፡፡

04. **ሚሻሮቈሽሰ/** Amharic

مرحبًا، أنا من مكتب الإحصاء الأمريكي. هل يوجد هنا الآن شخص يتحدث الإنجليزية ويمكنه مساعدتنا؟ إذا آان لا يوجد، فلارجاء آتابة رقم هاتفكم وسيتصل بكم أحد الأشخاص بلالغة العربية.

/العربية .05 Arabic

Բարև Ձեզ, Ես ԱՄՆ-ի Մարդահամարի Բյուրոյից եմ։ Ներկա՞ է արդյոք մեկը, որը խոսում է Անմելերեն և կարող է մեզ օմննել։ Եթե ոչ, մնրեք Ձեր հեռախոսի համարը և Ձեզ հետ կկապնվեն Յայերենով։.

06. Յայերեն/ Armenian

হ্যালো, আমি ইউ.এস. সেন্সাস বিউরো থেকে এসেছি। এখানে এখন এমন কেউ আছেন কি যিনি ইংরেজি বলতে পারেন এবং আমাদের সাহায্য করতে পারেন যদি তেমন কেউ না থাকে, আপনার ফোন নম্বর লিখে দিন এবং আপনার সঙ্গে একজন বাংলায় যোগাযোগ করবেন।

07. বাংলা/ Bengali

Разрешете да ви се представя, аз съм служител на Бюрото по преброяване на населението на САЩ. Има ли тук някой, който говори английски и би могъл да ни помогне? Ако няма, моля, напишете своя телефонен номер, за да може някой от нашите служители да ви се обади на български.

08. български/ Bulgarian ိန္ရသယ့္က္ရွာ်မသာ အ့န_{္မ္မ}္း ဃနညျကျ ကြမနကေျ့ျသာနသညန့္ နမန ညသတ တဲ့သျစနဓူ နည္ပါင္စု ညိေ ခည့္ရနစ္ ကျ်၊ ညသအယ စူနဓူန တမငအန ပသကမ စဲ့သညန ညကာဘနမ ညေိျသာနသညန တငူ ခသညအခေအ ပသက ငည္ နည္ပါင္မူး

09. అ్ఞ్ళం/ Burmese

សូស្តី ខ្ញុំមកពីការិយាល័យជំរឿនរបស់សហរដ្ឋអាមេរិក 9ូ ឬ ។ ជនេសុស ពុរពុធ ។ តើមាននរណានៅ ទីនេះដែលចេះនិយាយភាសាអង់គ្លេសហើយអាចជួយយើងបា នទេ ? ប្រសិនបើមិនមានទេ សូមសរសេរ លេខទូរស័ព្ទរបស់អ្នកមក ហើយនរណាម្នាក់នឹងទាក់ទងអ្នកជាភាសាខ្មែរ ។ 10. ภาษารัฐเ/ Cambodian

您好。我是为美国人口普查局工作的。您这里有没有会说英语的人可以帮助我们?如果没有,请写下您的电话号码,然后将有人用中文与您联系。

11. 中文/ Chinese (Simplified)

您好。我是为美國人口普查局工作的。請問您這里有沒有會說英语的人可以幫助我們?如果沒有,請寫下您的電話號碼,之後將有人使用中文與您聯絡。

12. 中文/ Chinese (Traditional)

Dobar dan, ja sam iz Američkog biroa za cenzus. Ima li ovdje nekoga tko govori engleski i može nam pomoći? Ako nema, molim Vas da napišete svoj broj telefona, pa ćemo stupiti s Vama u kontakt na hrvatskom jeziku.

13. hrvatski/ Croatian

Dobrý den, jsem z Amerického úřadu pro sčítání lidu (U.S. Census Bureau). Je zde někdo, kdo hovoří anglicky a může nám pomoci? Pokud ne, napište prosím své telefonní číslo a někdo Vás bude kontaktovat v češtině.

14. čeština/ Czech

سلام، من در دفتر نفوس شماری، در ایالات متحده امریکا ایفای وظیفه مینمایم. آیا همراه شما، همین لحظه کسی است که با لسان انگلسی آشنایی داشته باشد و ما را کمک کرده بتواند؟ اگر نیست، پس لطفاً نمبرتیلیفون تانرا بده یمتا به لسان هندی با شما درت ماس شویم.

ری .15 Dari

Kudual, γεη γε raan de maktam de kuɛn de kɔc de Amerika. Nɔŋ raan yɛ jam ë thoŋ de Liŋglith lëu bë wok kony ë kë looiku? Na liu, ke yï göör telepundu ku anɔŋ raan bë yiïn cɔl ë thuɔŋjäŋ.

16. Thuɔŋjäŋ/ Dinka

Hallo, ik ben van het Amerikaanse Census Bureau. Is er iemand hier die Engels spreekt en ons kan helpen? Als dat niet zo is, wilt u dan uw telefoonnummer opschrijven? Dan zal iemand telefonisch contact met u opnemen in het Nederlands.

17. Nederlands/ Dutch

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سلام. من یک کار مند اداره سرشماری ایالات متحده هستم. آیا کسی حالا اینجا هست که به زبان انگلیسی صحبت میکند و میتواند به ما کمک کند؟ اگر کسی نیست، لطفاً شماره تافنتان را بنویسید، و یک نفر به زبان فارسی با شما تماس خواهد گرفت.

/فارسى .18 Farsi

Bonjour, je travaille pour le Bureau de Recensement des États-Unis. Y a-t-il quelqu'un ici qui parle anglais et puisse nous aider ? Sinon, notez votre numéro de téléphone pour que quelqu'un puisse vous contacter en Français.

19. Français/ French

Guten Tag, ich komme im Auftrag des Bundesbüro zu Durchfuhrung von Volkszählungen. Kann ich mit jemandem sprechen, der Englisch spricht und der uns helfen kann? Wenn nicht, schreiben Sie bitte Ihre Telefonnummer auf und es wird sich jemand in deutscher Sprache mit Ihnen in Verbindung setzen.

20. Deutsch/ German

Γειά σας,

Είμαστε από την Υπηρεσία Απογραφής των ΗΠΑ. Είναι κανείς εδώ αυτή τη στιγμή που μιλάει Αγγλικά να μας εξυπηρετήσει; Αν όχι, παρακαλώ σημειώστε το τηλέφωνό σας και θα επικοινωνήσει κάποιος μαζί σας στα ΕΛΛΗΝΙΚΑ.

21. Ελληνικά/ Greek

Bonjou, mwen se anpwlaye biwo resansman ameriken. Èske m ka pale ak yon moun nan kay la ki konn pale anglè ? Si pa gen moun nan kay la ki pale anglè, tanpri ekri nimewo telefòn ou pou yon moun kki pale kreyòl ayisyen rele w.

22. kreyòl ayisyen/ Haitian Creole

שלום, אני ממשרד מפקד האוכלוסין של ארצות הברית. האם יש כאן מישהו ברגע זה שמדבר אנגלית ויכול לעזור לנו? במידה ולא, אנא כתבו את מספר הטלפון שלכם ומישהו ייצור קשר אתכם בשפה העברית.

23. עברית Hebrew

हैलो, मैं यू.एस. जनगणना ब्यूरो से हूं। क्या अभी यहां ऐसा कोई व्यक्ति है जो अंग्रेजी बोलता हो और हमारी मदद कर सकता हो? यदि नहीं, तो कृपया अपना फोन नंबर लिखें और कोई व्यक्ति आपसे हिन्दी में संपर्क करेगा।

24. हिन्दी/ Hindi

Nyob zoo. Kuv tuaj hauv Teb Chaws Asmeskas Chaw Suav Pej Xeem tuaj. Puas muaj leej twg nyob hauv tsev uas txawj lus Askiv thiab pab tau peb? Yog tsis muaj, thov sau koj tus xov tooj tseg, mam li muaj ib tug neeg hais lus Hmoob hu tuaj rau koj.

25. Hmoob/ Hmong

Jó napot kívánok, az Egyesült Államok Népszámlálási Hivatalától vagyok. Van a közelben valaki, aki beszél angolul, és segíteni tud nekünk? Ha nem, kérem, írja le a telefonszámát, és kapcsolatba fogunk lépni Önnel magyarul.

26. Magyar/ Hungarian

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Hello, taga Census Bureau ako ng U.S. Adda kadi kadakayo nga makapagsarita ti English ken mabalin nga tumulong kaniami? Nu awan paki surat yo iti numero iti telepono yo ta adda iti tumawag kaniayo nga ag Ilocano.

27. Ilocano/

Salve, chiamo da parte del Census Bureau degli Stati Uniti. C'è qualcuno che parla inglese ed è in grado di aiutarci? In caso negativo, scriva il numero di telefono e sarà contattato da qualcuno che parla Italiano.

28. Italiano/

こんにちは。私は米国勢調査局の係員です。こちらには英語を理解できこの調査にご協力いただける方がいらっしゃいますか?もしいない場合は、あなたのお電話番号をお書きいただければ、 日本語を話す係員が連絡をいたします。

29. 日本語/ Japanese

안녕하세요. 저는 미국 인구조사국에서 일하고 있습니다. 영어를 사용하시는 분 중에 저희를 도와 주실 수 있는 분이 여기 계십니까? 없으신 경우, 전화번호를 적어주시면 한국어를 할 수 있는 직원 이 연락을 드릴 것입니다.

30. 한국어/ Korean

ສະບາຍດີ, ຂ້າພະເຈົ້າ ມາຈາກສຳນັກງານສຳຫຼວດພົນລະເມືອງ ແຫ່ງສະຫະລັດອາເມລິກາ. ມີໃຜຢູ່ທີ່ນີ້ ສາມາດເວົ້າພາສາອັງກິດ ແລະ ຊ່ວຍເຫຼືອພວກເຮົາໄດ້ບໍ່? ຖ້າບໍ່ມີ, ກະລຸນາຂຸງນເລກ ໂທລະສັບຂອງທານ ແລະ ພວກເຮົາ ຈະຕິດຕໍ່ຫາທ່ານ ເປັນພາສາລາວ.

31. ພາສາລາວ/ Laotian

Sveiki, aš esu iš JAV Gyventojų surašymo biuro. Ar čia dabar yra kas nors, kas kalba angliškai ir galėtų mums padėti? Jei ne, prašome užrašyti savo telefono numerį ir su jumis susisieks lietuvių kalba.

32. Lietuvių/ Lithuanian

ഹലോ, ഞാൻ യു എസ് സെൻസസ് ബ്യൂറോയിൽ നിന്നാണ്. ഇംപ്ലീഷ് സംസാരിക്കുന്ന ആരെങ്കിലും ഇപ്പോൾ ഇവിടെയുണ്ടോ ഞങ്ങളെ സഹായിക്കാൻ? ഇല്ലെങ്കിൽ, നിങ്ങളുടെ ടെലിഫോൺ നമ്പർ എഴുതി നൽകുക. മലയാളത്തിൽ സംസാരിക്കുന്ന ആരെങ്കിലും താങ്കളെ ബന്ധപ്പെടും.

33. മലയാളം/ Malayalam

Yá'át'ééh, Neeznáá nináháháágo Bíla'ashdla'ii náóltah bił haz'á bá naashnish. Háidaaísh kóó Bilagáanaa bio zaad yee yáłti'ígíí hóló? 'Ádingo 'éí nibéésh bee hane'é nihá 'ádíílííł dóó t'áá háida t'áá Diné Bizaad yee yáłti'ígíí nich'í' náhodoolnih.

34. Diné Bizaad/ Navajo

नमस्ते, म अमेरिकाको जनगनना अफिसबाट आएको । यहाँ अंग्रेजी बोल्न जान्ने अन्त हामीलाई मदत गर्नसक्ने कोहि मान्छे छन ? नभा, तपाईको फोन नम्बर लेखिदिन् अनि कसैले तपाईसित नेपाली भाषामा क्रा गर्नेछन् ।

35. नेपाली/ Nepali

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ਹੈਲੋ, ਮੈਂ ਯੂ.ਐੱਸ. ਜਨਗਣਨਾ ਬਿਊਰੋ ਵਲੋਂ ਆਇਆ/ਆਈ ਹਾਂ। ਕੀ ਇਥੇ ਕੋਈ ਅੰਗਰੇਜ਼ੀ ਬੋਲ ਸਕਦਾ ਹੈ ਅਤੇ ਸਾਡੀ 36. ਪੰਜਾਬੀ / ਮਦਦ ਕਰ ਸਕਦਾ ਹੈ ? ਜੇ ਨਹੀਂ. ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਆਪਣਾ ਟੈਲੀਫ਼ੋਨ ਨੰਬਰ ਲਿਖ ਦਿਉ ਅਤੇ ਕੋਈ ਤਹਾਨੂੰ ਪੰਜਾਬੀ Paniabi ਵਿੱਚ ਸੰਪਰਕ ਕਰੇਗਾ। Dzień dobry. Jestem z Amerykańskiego Biura Spisu Ludności. Czy ktoś tutaj mówi po angielsku i mógłby 37. Polski/ nam pomóc? Jeżeli nie, proszę napisać swój numer telefonu, a ktoś skontaktuje się z Państwem po polsku. Polish Olá, sou do Serviço de censo dos Estados Unidos. Alguém aqui fala inglês e pode nos ajudar? Caso 38. Português/ contrário, escreva seu telefone e alguém vai entrar em contato com você em português. Portuguese Bună ziua, sunt de la Biroul de Recensământ al S.U.A. Este cineva aici, în acest moment, care vorbeste 39. Română/ engleză și ne poate ajuta? Dacă nu, vă rog scrieți-vă numărul de telefon și cineva vă va contacta telefonic Romanian în română. Здравствуйте! Я представляю Бюро переписи населения Соединенных Штатов. Присутствует здесь 40. русский/ кто-нибудь, кто говорит по-английски и мог бы помочь нам? Если нет, то, пожалуйста, напишите свой Russian телефонный номер, чтобы наши сотрудники могли побеседовать с вами по-русски. Добар дан, ја сам из Америчког бироа за попис становништва. Да ли овде има некога ко 41. српски/ говори енглески и може да нам помогне? Ако нема, молим Вас да напишете свој број Serbian телефона, па ћемо контактирати с Вама на српском језику. Hallo, Waxaan anigu ka tirsanahay Xafiiska Tirakoobka Mareykanka. Halkan ciddi ma Joogta hadda 42. Soomaali/ oo ku hadasha Ingiriisiga oo na caawin karta? Haddi kalese, fadlan gor lambarka talafoonkaaga Somali markaasna qof ayaa kugulasoo xidhiidhi doona adiga Soomaalliga.

Halo, nimetoka Shirika la Sensa la Merika Je, kuna mtu hapa sasa anayezungumza Kiingereza na anaweza kutusaidia? Ikiwa hakuna, tafadhali andika nambari yako ya simu na mtu atawasiliana na wewe kwa Kiswahili.

43. Kiswahili/ Swahili

Hello, Ako'y galing sa U.S. Census Bureau. Mayroon ba ditong marunong magsalita ng Ingles at makakatulong sa amin ngayon? Kung wala, pakisulat ang telepono ninyo at may tatawag sa inyo sa Tagalog.

44. Tagalog/ Tagalog

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สวัสดีครับ/ค่ะ ผม/ดิฉันเป็นเจ้าหน้าที่จากสำนักงานสัมมะโนประชากรสหรัฐ มีใครพอจะพูดภาษาอังกฤ ษเพื่อช่วยแปลได้บ้างหรือเปล่า ครับ/คะ ถ้าไม่มีช่วยแจ้งเบอร์โทรศัพท์เพื่อที่เราจะสามารถติดต่อกลับม าใหม่ได้เป็นภาษาไทย

45. ไทย/ Thai

ሃሎው፡ ካብ ቤት ጽሕፈት ም**ቒ**ጣር ሕዝቢ አ*ሜሪ*ካ እየ ኣነ። ሕጂ እንግሊዝኛ ዝዘራረብን ክሕግዘነ ዝሕሕልን ሰብ ኣብዚ ኣሎዶ? እንተዘይኮነ፡ ብኽብረትኩም ቁጽሪ ቴ<mark>ለ</mark>ፎንኩም ጽሓፉሞ ሓደሰብ ብትግርኛ ከዛረበኩም እዩ።

46. **小りに**ぞ/ Tigrinya

Merhaba, A.B.D. İstatistik Bürosu'ndanım. Orada İngilizce konuşan ve bize yardım edebilecek birisi var mı? Yoksa, lütfen telefon numaranızı yazın, sizinle Türkçe dilinde temasa geçilecek.

47. TÜRKÇE/ Turkish

Привіт, Ми з США. Сенсес Бюро. Тут ϵ хтось, хто володі ϵ англійською мовою і може допомогти нам? Якщо ні, будь ласка, запишіть ваш телефонний номер і з вами зв'яжуться на українській мові.

48. українська мова/ Ukrainian

ہیلو، میں امریکی مردم شماری بیورو سے ہوں۔ کیا یہاں کوئی ایسا شخص ہے جو انگریزی بولتا ہو اور ہماری مدد کرسکتا ہو؟ اگر نہیں، تو براہ کرم اپنا فون نمبر لکھوائیں اور کوئی شخص آپ سے اردو زبان میں رابطہ کرے گا۔

ار دو _{.49}

Xin chào, tôi là nhân viên của Cục Thống Kê Dân Số Hoa Kỳ. Ở đây hiện có ai biết nói tiếng Anh và có thể giúp chúng tôi không? Nếu không, xin vui lòng ghi lại số điện thoại của quý vị. Chúng tôi sẽ liên lạc lại với quý vị bằng tiếng Việt.

50. Tiếng Việt/ Vietnamese

האלאו, איך בין פון די יונייטעד סטעיטס צענזוס ביורא. איז פאראן דא איינער וואס רעדט ענגליש און קען אונז העלפן? אויב נישט, ביטע שרייבט אראפ אייער טעלעפאן נומער און איינער וועט זיך פארשטענדיגן מיט אייך אויף אידיש.

51. **שידיש/** Yiddish

TITLE VI/504/ADA DISCRIMINATION COMPLAINT PROCEDURE AND FORM

Federal law prohibits discrimination on the bases of race, color, national origin, disability, sex, and age in programs and activities receiving federal financial assistance. Discrimination includes, but is not limited to, excluding an individual from participation in or denying an individual the benefits of any program or activity receiving Federal financial assistance due to the individual's race, color, national origin, sex, age, or disability.

This Complaint Procedure is established so that any member of the public who believes he or she has been subjected to discrimination in the receipt of benefits and/or services from the Port on the basis of race, color, national origin, sex, age, or disability and wishes to file a complaint may do so following the outline below. The Port is prohibited from retaliating against any member of the public who files a complaint under these procedures and any retaliation will be handled promptly if it occurs.

The complaint shall be in writing and contain information about the complainant and the alleged discrimination such as:

- 1. The name, address, and phone number of complainant;
- 2. The name of the Port department and/or employee(s) against whom the complaint is filed:
- 3. The location, date, and description of the alleged violation; and
- 4. The signature of the complainant or his or her designee.

Please see the TITLE VI/504/ADA Discrimination Complaint Form at the end of this Procedure.

If the complainant is unable to submit the complaint in writing, he or she may call the Port Freeport Director of Administration to submit a verbal complaint.

The complaint shall be submitted by the complainant or his or her designee as soon as possible but no later than 180 calendar days after the alleged violation to:

Director of Administration Port Freeport 1100 Cherry Street Freeport, TX 77541 (979) 233-2667 lowe@portfreeport.com

If a complaint is submitted directly to a Port Department, office, or staff member, the Port Department, office, or staff member shall forward the complaint to the Director of Administration within 5 calendar days.

Within 10 calendar days after receipt of the complaint:

- a. the Director of Administration will make a determination of whether the Port has jurisdiction over the complaint and send the complainant an acknowledgment letter informing her/him whether the complaint will be investigated. This letter will also inform the complainant of his/her right to file directly with the federal agency;
- b. if the Director of Administration finds jurisdiction, s/he will notify the Port Department that is the subject of the complaint and request a response to the complaint and will begin an investigation. The investigation may include interviews of the complainant, Port employees, contractors, subcontractors, and witnesses to the alleged discrimination, as well as review of any physical or written evidence.

The Director of Administration may attempt to conciliate and resolve the complaint through a mutually agreeable solution. Absent extenuating circumstances, the Director of Administration will complete the investigation and resolution efforts within 30 days after beginning the investigation.

An appropriate, prompt, and impartial investigation of any allegations filed under federal non-discrimination statutes will be conducted. A preponderance of the evidence standard will be applied during the analysis of the complaint.

When the Director of Administration determines that discrimination has occurred, and an informal resolution is not reached, the Director of Administration shall determine any necessary remedial actions and order the complained-of Port Department to implement the accepted recommendations.

Absent extenuating circumstances, the Director of Administration will provide a written response to the complaint within 45 calendar days after beginning the investigation. The Director of Administration will issue one of three letters:

- a. a closure letter summarizing the allegations and stating that there was not a violation and that the case will be closed; or
- b. a letter of resolution summarizing the allegations and describing the informal resolution mutually agreed to by the complainant and the Port; or
- c. a letter of finding ("LOF") summarizing the allegations and the investigation of the alleged complaint and explaining any remedial action to be taken by the Port.

If the response does not satisfactorily resolve the issue, the complainant may appeal the decision to the Port's Executive Director/CEO within 15 calendar days after receipt of the response from the Director of Administration. Within 15 calendar days after receipt of the appeal, the Port Executive Director or his or her designee will meet with the complainant and the affected Port Department to discuss the complaint and possible resolutions. The Port Executive Director or his or her designee may also interview witnesses and review any

physical or written evidence. Within 15 calendar days after the meeting with the complainant and Port Department, the Port Executive Director or his or her designee will respond in writing to the complainant, with a final resolution of the complaint. If the complaint is against, the Executive Director, the appeal will be directed to the Port Commission.

If at any time a delay is expected, the Director of Administration will notify the complainant in writing of the reasons(s) for the delay and the expected date for a response.

The Director of Administration shall maintain records of complaints received, informal resolutions, investigation findings, appeals, and appeal decisions. The Director of Administration shall document actions taken to resolve each complaint, communicate complaint activity to the Port Commission and appropriate federal agency as required, and maintain copies of complaints and documentation of their resolution for a period of not less than two (2) years.

These procedures do not deny the right of the complainant to file a complaint with state or federal agencies, or to pursue litigation for complaints alleging discrimination, intimidation, or retaliation of any kind that is prohibited by law.



TITLE VI/504/ADA COMPLAINT FORM

Section I:					
Name:					
Address:					
Telephone (Home):	Telephone	(Work):			
Electronic Mail Address:					
Accessible Format	Large Print		Audio Tape		
Requirements?	TDD		Other		
Section II:					
Are you filing this complaint	on your own behalf?		Yes*	No	
*If you answered "yes" to this	s question, go to Section II	I.			
If not, please supply the name whom you are complaining:	and relationship of the per	son for			
Please explain why you have	filed for a third party:				
	1				
Please confirm that you have a party if you are filing on beha		the aggrieved	Yes	No	
Section III:					
I believe the discrimination I	experienced was based on	check all that	apply):		
[] Race [] Color [] National Origin [] Disability [] Other					
Date of Alleged Discrimination	on (Month, Day, Year):				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.					

Section IV			
Have you previously filed a Title VI or ADA com	Yes	No	
Port Freeport?			
Section V			
Have you filed this complaint with any other Fedcourt?	eral, State, or local ag	gency, or with any	Federal or State
[] Yes [] No			
If yes, check all that apply:			
[] Federal Agency:	_		
[] Federal Court	_ [] State Age	ncy	
[] State Court	[] Local Agency		
Please provide information about a contact person	n at the agency/court	where the compla	int was filed.
Name:			
Title:			
Agency:			
Address:			
Telephone:			
Section VI			
Name of agency complaint is against:			
Contact person:			
Title:			
Telephone number:			
You may attach any written materials or other info	rmation that you think	k is relevant to you	ır complaint.
Signature and date required below:			
Signature Date			
5 - 2			

This form can be mailed to or submitted in person at the address below or e-mailed to:

Port Freeport Director of Administration 1100 Cherry Street Freeport, Texas 77541

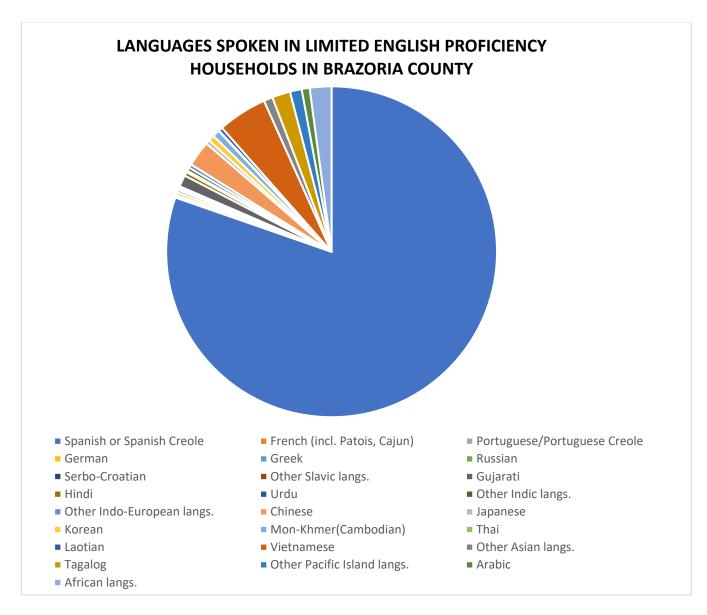
lowe@portfreeport.com

APPENDIX C:

PORT FREEPORT LIMITED ENGLISH PROFICIENCY (LEP) REPORTING FORM

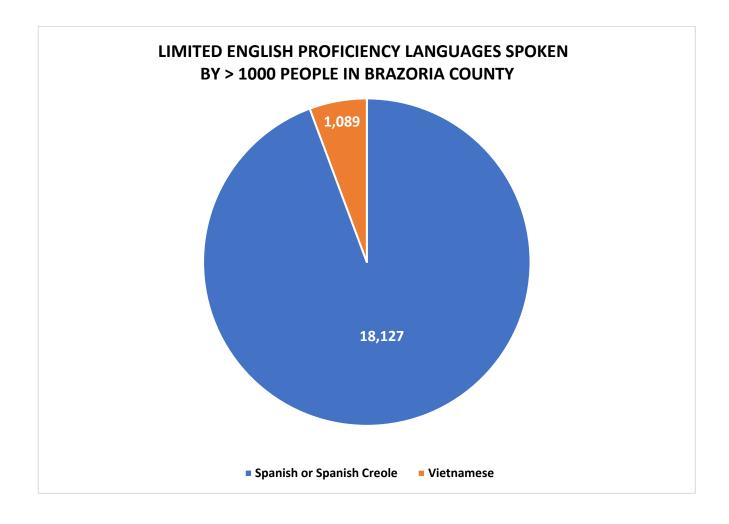
DATE:	NAME:		
DEPARTMEN/PR	OGRAM AREA:		
DATE OF REQUI	EST:	DATE OF SERVICE:	
HOW DID THE	LEP PERSON CONTACT	YOU?	
WALK-IN	TELEPHONE	IN WRITING ONLINE	
LANGUAGE			
TYPE OF SER	VICE	REQUESTED PROVIDED	
WALK-IN INTE	ERPRETATION: NTERPRETATION:		
ADVANCE REC	QUEST IN-PERSON INTER N OF DOCUMENT:	PETATION:	
UNSCHEDULED IN TELEPHONE IS ONLINE REQUESTED FOR THE PUBLIC MEET APPLICATION LETTER COMPLAINT BROCHURE/PAOTHER PLEASE SPECTANGUAGE SECTION OF THE PUBLICATION OF THE PLEASE SPECTANGUAGE SECTION OF THE PUBLICATION OF THE PUB	MEETING REQUEST JEST/SUBMISSION ING/EVENT OR FORM AMPHLET/HANDOUT IFY: ERVICE WAS PROVIDED TOLUNTEER FERPRETER	MULTILINGUAL EMPLOYEEIN-PERSON CONTRACT INTERPRETER	
CONTRACT TRANSLATOR OTHER (PLEASE SPECIFY)			
PLEASE SEND C	COMPLETED FORM TO:	Director of Administration lowe@portfreeport.com	

APPENDIX D:



Spanish	18,127	Arabic	175	German	61
Vietnamese	1,089	Mon-Khmer	156	Greek	57
Chinese	565	Korean	137	Creole	37
African langs.	479	Hindi	86	Serbo-Croatian	36
Tagalog	401	Japanese	86	Urdu	36
Other Pacific Island	260	Laotian	86	Russian	24
Gujarati	257	Other Indo-Euro	83	French	23
Other Asian	197	Other Indic	74	Other Slavic	23
				Thai	13

Source: https://lep.gov/maps/Ima2015/Final_508



Source: https://lep.gov/maps/Ima2015/Final 508

APPENDIX E:

 $Language\ translation\ and\ interpreter\ services-TBD.$



POLICY AND NOTICE OF NONDISCRIMINATION

Port Freeport (the "Port") complies with Federal civil rights laws and is committed to providing its programs and services without discrimination in accordance with:

- Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin (including language).
- Americans with Disablitities Act of 1990 amd Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination based on **disability**.
- Age Discrimination Act of 1975, which prohibits discrimination based on age.

It is against the law for the Port to retaliate against anyone who takes action to oppose discrimination, files a grievance, or participates in the investigation of a grievance in accordance with the above authorities.

To File a Complaint

If you think that the Port has failed to provide these services or discriminated in another way based on race, color, national origin (including language), disability, sex, age, or religion, you can file a complaint in person or by mail or email with:

Director of Administration 1100 Cherry Street Freeport, Texas 77541 lowe@portfreeport.com

You can also file a civil rights complaint with the U.S. Department of Homeland Security Office for Civil Rights and Civil Liberties (CRCL):

E-mail: CRCLCompliance@hq.dhs.gov (fastest

method to submit your complaint)

Fax: 202-401-4708

U.S. Mail:

U.S. Department of Homeland Security Office for Civil Rights and Civil Liberties Compliance Branch, Mail Stop #0190

2707 Martin Luther King, Jr. Ave., SE

Washington, D.C. 20528

Information and Services for Persons with Disabilities and Persons with Limited English Proficiency

Port Freeport

- Provides free of charge reasonable aids and services, such as written information in other formats (large print, audio, accessible electronic formats, etc.), to communicate effectively with persons with disabilities.
- Provides free of charge reasonable language services, such as information written in other languages, to ensure meaningful access to programs and activities for persons with limited English proficiency.



NORMA Y NOTIFICACIÓN DE AVISO DE NO DISCRIMINACIÓN

Puerto Freeport (el "Puerto") cumple con las leyes federales de derechos civiles y está comprometido a proporcionar programas y servicios libres de discriminación, de conformidad con:

- Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación basada en la raza, color, o nacionalidad (incluido el idioma).
- Ley de Estadounidenses con Discapacidades de 1990 y Artículo 504 de la Ley de Rehabilitación de 1973, que prohíbe la discriminación basada en la discapacidad.
- Lev de Discriminación por Edad de 1975, que prohíbe la discriminación basada en la edad.

Es contrario a la ley que el Puerto tome represalias contra cualquier persona que tome medidas para oponerse a la discriminación, presente una queja o participen la investigación de una queja de acuerdo con las autoridades anteriores.

Para presentar una queja

Si considera que el Puerto no ha proporcionado estos servicios, o ha discriminado de cualquier otra manera por motivos de raza, color, nacionalidad, discapacidad, sexo, o edad, puede presentar una queja en persona o por correo postal o correo electrónico a:

Director of Administration 1100 Cherry Street Freeport, Texas 77541 lowe@portfreeport.com

Asimismo, puede presentar una queja de derechos civiles ante la Oficina de Derechos Civiles y Libertades Civiles (CRCL) del Departamento de Seguridad Nacional de EE. UU.:

Correo electrónico: CRCLCompliance@hq.dhs.gov

(la forma más rápida de presentar su queja)

Fax: 202-401-4708

Correo postal de EE. UU.:

U.S. Department of Homeland Security Office for Civil Rights and Civil Liberties Compliance Branch, Mail Stop #0190 2707 Martin Luther King, Jr. Ave., SE

Washington, D.C. 20528

Información y servicios para personas con discapacidades o con dominio limitado del inglés

Puerto:

- Ofrece asistencia y servicios razonables gratuitos, como información escrita en otros formatos (letra grande, audio, electrónico, etc.) para permitir una comunicación efectivo con personas con discapacidades.
- Ofrece servicio razonables gratuito de idiomas, para garantizar el acceso satisfactorio a programas y actividades para personas con dominio limitado del inglés.