



ANNUAL REPORT 2023/2024



Table of Contents

Letter of Transmittal	i-ii
Independent Auditor's Report	1-3
Management's Discussion and Analysis (Unaudited)	4-12
Financial Statements:	
Statements of Net Position	13-14
Statements of Revenue, Expenses and Changes in Net Position	15
Statements of Cash Flows	16-17
Notes to Financial Statements	18-49
<hr/>	
Required Supplementary Information (Unaudited)	
Schedule of Changes in Total OPEB Liability	50
Schedule of the Authority's Proportionate Share of the Net Pension Liability – Florida Retirement System Pension Plan	51
Schedule of the Authority's Proportionate Share of the Net Pension Liability – Health Insurance Subsidy Pension Plan	52
Schedule of the Authority's Contributions – Florida Retirement System Pension Plan	53
Schedule of the Authority's Contributions – Health Insurance Subsidy Pension Plan	54
Supplemental Information	
Schedule of Expenditures of Federal Awards and State Financial Assistance	55
Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance	56
<hr/>	
Compliance Section	
Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	57-58
Report on Compliance for Each Major Federal Program and the Major State Financial Assistance Project; Report on Internal Control Over Compliance; and Report on the Schedule of Expenditures of Federal Awards and State Financial Assistance Required by the Uniform Guidance and State of Florida Chapter 10.650, <i>Rules of the Auditor General</i>	59-61
Schedule of Findings and Questioned Costs	62-63
Summary Schedule of Prior Audit Findings	64
Management Letter	65-69
Independent Accountant's Report	70
<hr/>	



March 3, 2025

To the Board of Directors of the
Jacksonville Port Authority

We present the Annual Financial Report of the Jacksonville Port Authority (the Authority or JAXPORT), a component unit of the City of Jacksonville, Florida, for the fiscal year ended September 30, 2024. Responsibility for both the accuracy of the data and completeness and fairness of the presentation, including all disclosures, rests with the Authority. To the best of our knowledge and belief, this report fairly presents and fully discloses the Authority's financial position, changes in financial position and cash flows in accordance with accounting principles generally accepted in the United States of America. Please refer to the Management Discussion and Analysis (MD&A) for additional information about the financial position of the Authority.

Reporting Entity and Governance

The Jacksonville Port Authority, a public body corporate and politic, was created in 1963 by Chapter 63-1447 of the Laws of Florida to own and operate marine facilities in Duval County, Florida.

JAXPORT operates across three distinct terminal locations in Jacksonville, handling various cargo types, including containers, automobiles, bulk commodities, military shipments and cruise operations. Containers and automobiles account for approximately two-thirds of the port's total revenue.

A seven-member Board of Directors presently governs the Authority. The Board of Directors establishes Authority policy and appoints a Chief Executive Officer/CEO. The Board of Directors annually elects a Chairman, Vice-Chairman, Secretary and Treasurer. Directors serve a four-year term.

The CEO of the Authority plans and directs all the programs and activities of the Authority, focusing on the future and the development of long-term business strategies.

2024 Operating Revenue Highlights

Total operating revenues for fiscal year 2024 were \$70 million, a 7% increase over prior year revenues of \$65.7 million. Total container volumes in 2024 were 1,340,412 TEUs (twenty-foot equivalent units), a 2% increase over fiscal year 2023 TEUs of 1,313,487. Two major terminal construction projects continued into fiscal year 2024. The first is the ongoing expansion and modernization of a 93-acre container terminal, designed to handle increasing international cargo volumes at newly constructed deep-water berths, with completion anticipated in April 2025. The second project is the construction of a new 88-acre auto processing facility, which began construction in early 2023, scheduled for completion in late 2025.

Auto volumes totaled 509,061 in 2024 compared to 505,665 in 2023. Auto-related revenues for fiscal year 2024 were \$15 million, up 3% over 2023 revenues of \$14.6 million in 2023. The cruise business was a standout segment in 2024, with a record 206,720 passengers and revenues of \$7.3 million, up from \$6.5 million a year ago. Also noteworthy, was Military cargo and related revenues totaling \$1.8 million in 2024, a 30% increase over 2023.

2024 In Review and Looking Ahead

JAXPORT continued to make significant progress on the aforementioned major construction projects which will pave the way for future growth and increased cargo volumes. In addition, other highlights in fiscal year 2024 include the following:

- Execution of a long-term 30-year Facilities Lease Agreement with Enstructure for the lease and development of 79-acres of waterfront property at the current Southeast Toyota Distributors (SET) property, upon SET relocation to the Blount Island Marine Terminal.
- Execution of a contract with Norwegian Cruise Lines (NCL). A 3-year contract with three 2-year renewal options, with sailings on NCL's passenger ship commencing in Fall 2025. The agreement calls for 26 annual sailings on a 5-4-4 rotation, sailing to the Bahamas during the period November through April.
- The purchase of three predominately state-funded 50-gauge gantry cranes, designated for Blount Island (2) and the Talleyrand Marine Terminal (1). All three cranes are under construction at year end 2024, with delivery dates expected in late calendar year 2025 and mid-2026.
- Purchase of the Dames Point Terminal assets in November 2023, at a nominal net price of approximately \$5 million. This purchase allows JAXPORT's outright management of the 158-acre terminal, previously under contract through 2042. A partial allocation of the terminal continues under contract as a container terminal, with JAXPORT now able to parcel out approximately 100 acres of developed waterfront space for diverse uses.
- Partnering with sister agency, Jacksonville Electric Authority (JEA), to design and facilitate construction of the raising of the power lines spanning the Jacksonville Harbor from an operational clearance of 175ft to 205ft.

Rating agencies Moody's Investors Service and Fitch Ratings currently report JAXPORT credit ratings of A2 and A, respectively, Outlook Stable for both.

As exhibited in the attached financial statements, JAXPORT continues to strive for disciplined fiscal stewardship, focused on maintaining strong cash balances, controlling expenses and managing its conservative debt profile.

Independent Audit

A firm of independent certified public accountants is retained each year to conduct an audit of the financial statements of the Authority in accordance with auditing standards generally accepted in the United States and to meet the requirements of the Uniform Guidance and Chapter 10.650, *Rules of the Florida Auditor General*. The Authority selected the firm of RSM US LLP to perform these services. Their opinion is presented with this report. Each year, the independent certified public accountants meet with the Audit Committee of the Board of Directors to review the results of the audit.

The Authority's financial statements are prepared in accordance with accounting principles generally accepted in the United States of America, using the accrual basis of accounting. The Authority is a local government proprietary fund, and therefore the activities are reported in conformity with governmental accounting and financial reporting principles issued by the Governmental Accounting Standards Board.

Acknowledgement

I would like to recognize the Finance Team in the preparation and presentation of JAXPORT's financial statements and commentary.

I would also like to thank the Board of Directors for their direction, oversight, and strong corporate governance in the financial and operational matters of the Authority.

Respectfully submitted,



Eric Green, CEO

Independent Auditor's Report

Members of the Board of Directors
Jacksonville Port Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Jacksonville Port Authority (the Authority), a component unit of the City of Jacksonville, Florida, as of and for the years ended September 30, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of September 30, 2024 and 2023, and the changes in financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

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 Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

Required Supplementary Information

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 3, 2025, on our consideration of the Authority'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 Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

RSM US LLP

Jacksonville, Florida
March 3, 2025

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

This section of the Jacksonville Port Authority's (the Authority or JAXPORT) annual financial report presents a narrative overview and analysis of the Authority's financial performance for the fiscal years ended September 30, 2024 and 2023. The discussion is intended to assist and help readers focus on the significant financial issues and activities of the Authority and to identify any significant changes in financial position. We encourage readers to consider the information contained in this discussion in conjunction with the Authority's financial statements.

FINANCIAL STATEMENTS PRESENTATION

The Authority, a component unit of the City of Jacksonville, Florida, is considered a special purpose governmental entity engaged in a single business-type activity. JAXPORT is a landlord port and generates revenues primarily through user fees and charges to its tenants and customers. The Authority maintains a proprietary fund, which reports transactions related to activities similar to those found in the private sector. As such, the Authority presents only the statements required of enterprise funds, which include the statements of net position, statements of revenues, expenses and changes in net position and statements of cash flows.

The statements of net position present information on all of the Authority's assets and deferred outflows of resources, liabilities and deferred inflows of resources, with the difference reported as net position. The statements of revenue, expenses and changes in net position shows how the Authority's net position changed during the fiscal year. The statements of cash flows represent cash and cash equivalent activity for the fiscal year resulting from operating, non-capital financing, capital financing and investing activities. Collectively, these financial statements provide an assessment of the overall financial condition of the Authority.

FINANCIAL ANALYSIS OF THE AUTHORITY

A condensed overview of the Authority's net position is provided in the following pages. The statements of net position serve as a useful indicator of assessing the Authority's financial position and relative components of assets, deferred outflows of resources, liabilities and deferred inflows of resources. It identifies these assets, deferred outflows of resources, liabilities and deferred inflows of resources for their expected use both for current operations and long-term purposes and identifies trends and allocation of resources.

As the Authority operates in a capital-intensive environment, capital assets are by far the largest component of net position. They are essential to seaport operations, providing land assets, buildings and equipment and other capital assets to its tenants and customers. These capital assets are largely funded by bonds and notes outstanding (debt). Repayment of this debt is provided annually from operations, as well as funds maintained by the Authority restricted for ongoing scheduled and certain future debt payments. The Authority's capital spending program is also supported by funding from its primary government, the City of Jacksonville, state and federal grants and tenant contributions. In addition to long-term assets and liabilities, the Authority holds current assets, including operating cash balances, to meet current liabilities.

Monetary amounts are presented in the thousands (000's), unless noted otherwise.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

Revenue, Expenses and Changes in Net Position

2024 vs 2023

Total operating revenues for fiscal year 2024 were \$70,024, an increase of 7%, compared to revenues of \$65,747 in fiscal year 2023. Total container volumes in 2024 were 1,340,412 TEUs (twenty-foot equivalent units), a 2% increase over fiscal year 2023 TEUs of 1,313,487. Total container revenues in fiscal year 2024 were \$31,471, an increase of 5% over prior year revenues of \$29,910. Fiscal year 2024 included the continued phased construction of a 93-acre container terminal, aligned with recently constructed deep-water berths, and six 100-gauge electric cranes. The project which is almost exclusively tenant and grant-funded, has a projected completion date of April 2025.

Auto revenues for fiscal year 2024 were \$15,014, an increase of 3% over prior year revenues of \$14,555. Auto revenues were impacted in both fiscal years 2024 and 2023 by continued construction activity, as a new 88-acre auto processing facility is in progress, scheduled for completion in late 2025. Auto units totaled 509,091 in 2024 compared to 505,665 units in 2023.

Cruise revenues totaled \$7,258 in 2024, up 12%, reflecting an all-time record number of cruise passengers at 206,720, compared to 190,872 passengers in 2023, with revenues totaling \$6,501. Breakbulk revenue decreased by 5% to \$4,770 in 2024, compared to \$5,002 in 2023, with tonnage down 9% from the prior year. Dry bulk revenues (from aggregate materials) were \$2,895 in 2024, an 11% increase over the prior year. Military-related revenue rose to \$1,816 in 2024, compared to \$1,399 in 2023. All other operating revenues increased year over year, primarily driven by non-cargo-related dockage activities.

Total operating expenses before depreciation for 2024 were \$47,445, an increase of \$3,575 over fiscal year 2023. Salaries and benefits were up \$1,281, or 9%, and include contract and merit-related increases, and modest increases in security and operational staff personnel and hours. Benefits were up \$844, or 13% and includes associated payroll taxes, increased pension contributions, and higher health insurance expenses. Fiscal year-end pension accounting valuation adjustments are also recorded within Salaries and Benefits expense, and include actuarial valuation adjustments as provided annually by the Florida Retirement System (FRS). Expense impacts of pension valuation accounting in 2024 was a \$(288) credit, compared to \$2,753 expense impact in 2023. See note G for further reference. Berth Maintenance Dredging totaled \$9,514 in 2024, an increase of \$3,784 over 2023. This increase was primarily attributable to the acquiring of contractual rights to the Dames Point Terminal in early fiscal year 2024, and the associated berth maintenance dredging activity. Security services were \$5,855 in 2024, an increase of \$835 compared to 2023, as impacted by the additional coverage for the Dames Point Terminal operation. Service and supplies expense were \$5,474 in 2024, down 6% from \$5,799 in 2023. Repair and maintenance expense totaled \$2,366 in 2024, relatively flat with \$2,423 in 2023.

Net non-operating revenues (expenses) for 2024 totaled \$45,011. Ongoing contributions from tenants for construction in progress totaled \$36,949 in 2024, compared to \$22,441 in 2023. Shared revenue from the primary government was \$10,044, remaining relatively flat compared to the prior year. Interest income for fiscal year 2024 was \$4,751, compared to \$3,469 in fiscal year 2023. Fiscal year 2023 included a favorable \$35 million refund from the USACE related to the 47-foot harbor deepening project closeout. Related reimbursements of state and local grants allocated to the harbor deepening refund totaled \$16,992.

Capital contributions in 2024, which include state, local and federal grant contributions totaled \$48,531, compared to \$16,759 in prior year. The increase was attributable to grants for construction and new cranes.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

At the close of fiscal year 2024, the Authority had a net position of \$778,252, an increase of \$82,300 from \$695,952 at fiscal year-end 2023.

**STATEMENT OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION**
(in thousands of dollars)

	2024	2023	2022
Operating revenue			
Cargo	\$ 55,520	\$ 53,500	\$ 54,185
Cruise	7,258	6,501	2,562
Military	1,816	1,399	578
Other operating revenue	5,430	4,347	3,908
Total operating revenue	<u>70,024</u>	<u>65,747</u>	<u>61,233</u>
Operating expenses			
Salaries and benefits	22,061	22,977	18,913
Services and supplies	5,474	5,799	5,559
Security services	5,855	5,020	4,405
Business travel and training	557	416	322
Promotion, advertising, dues and memberships	590	550	647
Utility services	831	787	743
Repairs and maintenance	2,366	2,423	2,138
Berth maintenance dredging	9,514	5,730	4,920
Miscellaneous	197	168	155
Total operating expenses	<u>47,445</u>	<u>43,870</u>	<u>37,802</u>
Operating income before depreciation	22,579	21,877	23,431
Depreciation	33,821	32,802	30,989
Operating loss	<u>(11,242)</u>	<u>(10,925)</u>	<u>(7,558)</u>
Non-operating revenue (expense)			
Interest expense	(6,808)	(6,539)	(7,028)
Interest income	4,751	3,469	184
Shared revenue from primary government	10,044	10,108	9,769
Intergovernmental grant revenue	218	307	18,758
Grant revenues provided to subrecipient	1,732	-	-
Grant expenses of subrecipients	(1,732)	-	-
Reimbursement to grantor	-	(16,992)	-
Gain on contract termination	-	-	109,114
Contributions from tenants	36,949	22,441	22,093
Gain (loss) on sale/disposition of assets	33	(1,075)	(317)
Other non-operating expenses	(176)	(420)	(94)
Total non-operating revenue (expense)	<u>45,011</u>	<u>11,299</u>	<u>152,479</u>
Income before capital contributions	33,769	374	144,921
Capital contributions	48,531	16,759	25,996
Changes in net position	82,300	17,133	170,917
NET POSITION			
Beginning of year	695,952	678,819	507,902
End of year	<u>\$ 778,252</u>	<u>\$ 695,952</u>	<u>\$ 678,819</u>

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

Revenue, Expenses and Changes in Net Position

2023 vs 2022

Total operating revenues for fiscal year 2023 were \$65,747, an increase of 7%, compared to revenues of \$61,233 in fiscal year 2022. Total container volumes in 2023 were 1,313,487 TEUs (twenty-foot equivalent units), a 1% increase over fiscal year 2022 TEUs of 1,298,132. These results reflect the expected phased transition of containers to deep-water berths, along with the scheduled terminal development to accommodate additional international cargo. During fiscal year 2023, the Authority had substantial container cargo terminal acreage under construction, with an anticipated construction completion date of fiscal year 2025. As of midyear 2022, JAXPORT now accommodates larger cargo vessels with the 47 ft. harbor depths. Concurrent with completion of the 47 ft. harbor deepening was the completion of deep-water berth infrastructure and the addition of three new (tenant owned) 100-gauge electric container cranes added in late fiscal year 2023. Total container revenues in fiscal year 2023 were \$29,910, an increase of 2% over prior year revenues of \$29,440. Auto units totaled 505,665 in 2023 compared to 553,029 units in 2022, the decrease is largely attributable to 44 acres being taken out of service in 2023 for the development of a new 88-acre auto processing facility, concurrent with a renewal of a long-term lease with an existing tenant, scheduled completion of the 88-acre auto facility is 2025. Auto revenues for fiscal year 2023 were \$14,555, a decrease of 4% over prior year revenues of \$15,098.

Cruise operations experienced its first full year of activity since 2019 with a total of 74 cruises and total revenues of \$6,501, compared to \$2,562 in 2022. Breakbulk revenue of \$5,002 reflected reduced tonnage, down 11% with revenues declining 15% from prior year. Dry Bulk (aggregate materials) tonnage were up 96% over prior year, with related revenues increasing 18%. Revenues associated with military cargo were \$1,399 in 2023, compared to \$578 in 2022. Other lines of business including liquid bulk and other were steady year over year.

Net non-operating revenues (expenses) for 2023 totaled \$11,299 and included several large recurring and one non-recurring transactions. Ongoing contributions from tenants for construction in progress totaled \$22,441 in 2023, comparable to prior year. Shared revenue from primary government was \$10,108, up 3% over prior year. Interest income for fiscal year 2023 was impacted favorably by higher interest rates/yields, and higher than normal cash balances on hand, including strong internal cash balances, construction funds received from tenants and other construction funds received related to a harbor deepening rebate in 2023. Larger outflows (expenses) within non-operating items include \$16,992 of grants funds returned as part of the previously mentioned harbor deepening rebate (total of \$35 million) of which, \$16,992 was returned and/or provisioned for return to state and local grantors as their share of the refund where applicable. Interest expense on debt was \$6,539 in 2023, compared to \$7,028 in 2022, and debt amortization paydown weighed more towards principal in 2023. Fiscal year 2022, was impacted favorably by a significant gain on contract termination in the amount of \$109,114.

Capital contributions in 2023, which includes state, local and federal grant contributions totaled \$16,759, compared to \$25,996 in prior year.

Net Position

2024 vs. 2023

At September 30, 2024, the Authority's net position was \$778,252 compared to \$695,952 at year-end 2023, an increase of \$82,300. This increase was primarily driven by capital contributions, in the form of grants, totaling \$48,531, and contributions from tenants for construction of \$36,949. The remainder of the impacts were all normal operating and non-operating activities.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

<i>(In thousands of dollars)</i>	2024	2023	2022
NET POSITION			
Current assets	\$ 67,573	\$ 49,598	\$ 48,574
Noncurrent assets (excluding capital assets)	70,590	76,895	44,591
Capital assets	923,666	830,649	856,329
Deferred outflows of resources	8,879	9,064	10,077
Total assets and deferred outflows	<u>1,070,708</u>	<u>966,206</u>	<u>959,571</u>
Current liabilities	33,007	27,716	20,615
Bonds and notes outstanding (net of current portion)	188,102	197,210	206,067
Other noncurrent liabilities	68,970	43,872	52,713
Deferred inflows of resources	2,377	1,456	1,357
Total liabilities and deferred inflows	<u>292,456</u>	<u>270,254</u>	<u>280,752</u>
Net position			
Net investment in capital assets	725,782	640,705	621,944
Restricted for debt service	19,955	19,396	18,391
Restricted – other	3,406	3,252	3,071
Unrestricted	29,109	32,599	35,413
Total net position	<u>\$ 778,252</u>	<u>\$ 695,952</u>	<u>\$ 678,819</u>

Total assets and deferred outflows increased by \$104,502, reaching \$1,070,708 in 2024 compared to \$966,206 in 2023. Current assets grew by \$17,975 reflecting an increase in grants receivable of \$16,962 for three state-funded gantry cranes currently in production. Noncurrent assets, excluding capital assets, decreased by \$6,305, primarily due to an outlay of restricted cash for capital projects. Capital assets saw a notable increase of \$93,017, driven by substantial tenant-funded construction and grant-supported infrastructure improvements, emphasizing the Authority's focus on developing, renewing and expanding its capital improvement program.

Total liabilities and deferred inflows experienced a modest increase, rising to \$292,456 from \$270,254 in 2023. Current liabilities grew by \$5,293, mainly due to construction-related accounts payable. Bonds and notes outstanding decreased by \$9,108 reflecting scheduled principal payments, while other noncurrent liabilities increased by \$26,126, due to a higher balance on the line of credit of \$23,912 which was utilized for the funding of the three new gantry cranes pending reimbursement from the State. The increase also includes unearned grant revenue of \$5,821 associated with the planned construction of a new fire station on Blount Island.

Total net position at year-end 2024 was \$778,252, compared to \$695,952 in 2023, an increase of \$82,300. The 2024 balance reflects a net investment in capital assets of \$725,782, up from \$640,705 in 2023, driven by continued infrastructure development and investments in tenant-funded and grant-supported projects. Restricted funds for debt service rose slightly to \$19,955 from \$19,396, while renewal and replacement funds totaled \$3,406, and the unrestricted net position was \$29,109.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

Net Position

2023 vs. 2022

At September 30, 2023, the Authority's net position was \$695,952 compared to \$678,819 at year-end 2022, an increase of \$17,133. Significant additions in 2023 included capital contributions in the form of grants \$16,759, and tenant contributions for construction of \$22,441. Partially offsetting the above increases to net position were reimbursable amounts of advanced capital grants of \$16,992 from prior years. These funds were appropriated back to state, and local grantors, as their allocation of a \$35,000 refund, related to the 47 ft. harbor deepening project close out. The remainder of impacts were all normal operating and non-operating activities.

Total assets and deferred outflows were positively impacted by increases in current assets, primarily within unrestricted cash, an increase of \$4,259. Also, within noncurrent assets excluding capital assets, was additional restricted cash for capital projects, an overall increase of \$31,126, and includes tenant fund construction balances and the aforementioned harbor deepening refund. Capital assets declined largely as a result of the \$35,000 USACE harbor deepening refund.

Total liabilities and deferred inflows activity include increases in current liabilities, primarily from construction related accounts payable increase of \$6,891. Bonds and note outstanding were reduced \$8,857, primarily from normal scheduled principal payments in 2023. Other noncurrent liabilities and deferred inflows reductions reflect a \$7,829 paydown of balances on the Authority's line of credit.

Total net position at year-end 2023 was \$695,952, reflecting net investment in capital assets of \$640,705, amounts restricted for debt service of \$19,396, unrestricted balances of \$32,599 and renewal and replacement funds of \$3,252.

Cash Flows

2024 vs 2023

Cash flows from operating activities in 2024 totaled \$21,333, compared to \$24,389 in the prior year. The decrease reflects higher payments for services and supplies, which increased by \$6,692, and employee-related costs, which grew by \$1,800. Receipts from customers increased by \$5,436, or 8% consistent with 7% year over year revenue growth recorded on accrual basis.

Cash flows from noncapital financing activities in 2024 amounted to \$10,093, a slight decrease from \$10,462 in 2023.

Net cash used in capital and related financing activities was \$40,882 in 2024, compared to \$834 in 2023. The increase in outflows was mainly due to higher spending on capital assets, which totaled \$122,758 in 2024 compared to \$46,319 in 2023. Significant projects include the continued build-out of the container terminal and auto-processing facilities on Blount Island, three state funded gantry cranes and other infrastructure improvements. Inflows from capital contributions, including capital grants of \$33,309 and tenant funding of \$36,949. Net line of credit activity in 2024 totaled \$20,992 comprised of short-term bridge advances awaiting state grant reimbursement and \$5,155 allocated for the acquisition of specific terminal assets acquired in 2024.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

At the end of 2024, cash and cash equivalents totaled \$102,533, reflecting a net decrease of \$4,705 from the 2023 year-end balance of \$107,238. This compares to a net increase of \$37,486 in 2023. The year-end balance of \$102,533 consists of \$23,210 in current unrestricted cash, \$8,737 restricted for debt service, \$11,620 in non-current unrestricted cash, \$17,298 designated for bond reserves and renewal and replacement funds, and \$41,668 in restricted cash for capital projects.

Cash Flows

2023 vs 2022

Cash flows from operating activities in 2023 were \$24,389, compared to \$23,758 in prior year.

Cash flows from noncapital financing activities in 2023 were \$10,462, compared to \$27,485 in 2022. Fiscal year 2022 included the receipt of intergovernmental grant revenue (ARPA Funds) awarded in the amount of \$17,716.

Net cash used in capital and related financing activities totaled \$834 in 2023. Large outflows include funding for acquisition and construction of capital assets of \$46,319, principal and interest debt service payments of \$13,963, and paydown on the line of credit of \$7,829. Significant inflows include state and federal contributions-in-aid of construction of \$22,441. Additionally, the Authority received a \$35,000 refund from the United States Army Corps of Engineers (USACE) related to the 47 ft. harbor deepening project closeout, of which \$10,870 was separately returned to the state (FDOT), as their proportionate share of the refund. In fiscal year 2022, net cash used in capital and related financing activities was \$23,090, largely impacted by a combined net paydown on the line of credit and a bridge loan from primary government, collectively totaling \$29,730.

Cash and cash equivalents at the end of 2023 were \$107,238 compared to \$69,752 in 2022. Current unrestricted cash and cash equivalents increased \$4,259 to \$21,608. Cash restricted for capital projects increased \$31,126 to \$46,661, primarily a result of the aforementioned harbor deepening refund. Restricted cash for debt obligations increased \$2,100 in 2023.

As of September 30, 2023, total cash and cash equivalents amounted to \$107,238. This balance includes \$21,608 in unrestricted cash, \$8,763 restricted for debt service, \$13,620 in non-current unrestricted cash, \$13,195 in bond reserve funds, \$3,391 designated for renewal and replacement funds and other purposes, and \$46,661 in construction funds.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

Capital assets include land, land improvements, harbor deepening and related costs, buildings and building improvements and equipment. At September 30, 2024, the Authority had commitments for future construction work of \$170,313. Additional information regarding capital assets can be found in the accompanying notes to the financial statements (see Note C).

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

2024 vs. 2023

At September 30, 2024, the Authority's capital assets, net of depreciation, totaled \$923,666, an increase of \$93,017 compared to \$830,649 at the end of 2023. This increase reflects continued progress on two major terminal expansion projects of \$75,575 and the phased construction of three 50-gauge cranes totaling \$18,949, contributing to total capital additions of \$126,838 for the year. These critical infrastructure projects, aimed at enhancing the Authority's operational capacity, remain on schedule for completion in 2025.

Accumulated depreciation rose to \$555,179 in 2024, up from \$521,928 in 2023, reflecting an annual depreciation expense of \$33,821, slightly higher than the \$32,802 recorded in 2023. Funding for these capital investments was supported by state and federal grants totaling \$48,531 and tenant contributions amounting to \$36,949.

2023 vs. 2022

At September 30, 2023, the Authority's capital assets, net of depreciation, were \$830,649 a net reduction of \$25,680 compared to prior year totals of \$856,329. Capital project additions for 2023 totaled \$51,809, compared to \$37,838 in 2022. In 2023, two major tenant sites were under construction; modernization of a 93-acre container terminal, construction began in 2022, and a new 88-acre auto processing facility underway in 2023, both scheduled for completion in 2025. Offsetting these expenditures was a large refund of \$35,000 from the USACE, related to savings on the closeout of the 47 ft. harbor deepening project. These funds were originally provided in advance of the phased project schedule, the project was completed under budget, and funds were returned to the Authority. Other reductions to total capital assets included the reversal of a \$8,537 reserve from the prior 40 ft. harbor deepening project. Depreciation expense for 2023 was \$32,802, compared to \$30,989 in 2022. Capital spending in 2023 was funded largely by federal and state grants totaling \$16,759 and tenant contributions for construction of \$22,441, compared to 2022 federal and state grants of \$25,996 and tenant contributions of \$22,092.

Long-Term Debt

2024 vs. 2023

At September 30, 2024, the Authority had outstanding bonds and notes payable of \$197,022, a decrease of \$8,856 from fiscal year-end 2023 balances of \$205,878 (both net of unamortized bond premiums). Line of credit balances outstanding at September 30, 2024, were \$23,912, compared to \$2,920 at prior year-end. In 2024, most of the Authority's line of credit usage consisted of short-term bridge advances awaiting state reimbursement, except for \$5,155 allocated to the purchase of specific terminal assets. The Authority exceeded its required minimum debt service coverage ratio for the 2024 fiscal year.

2023 vs. 2022

At September 30, 2023, the Authority had outstanding bonds and notes payable of \$205,878, a decrease of \$8,225 from the year-end 2022 balances of \$214,103 (both net of unamortized bond premiums). Line of credit balances outstanding at September 30, 2023, were \$2,920, compared to \$10,749 at the prior year-end. The Authority exceeded its required minimum debt service coverage ratio for the 2023 fiscal year.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Management's Discussion and Analysis (Unaudited)

REQUESTS FOR INFORMATION

This financial report is designed to provide our citizens, taxpayers, customers, investors and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability to each of those groups. Questions concerning any information included in this report or any request for additional information should be addressed to the Chief Financial Officer, Jacksonville Port Authority, P.O. Box 3005, Jacksonville, FL 32206-0005.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Statements of Net Position
September 30, 2024 and 2023
(In thousands of dollars)

	2024	2023
Assets and Deferred Outflows of Resources		
Current assets		
Cash and cash equivalents	\$ 23,210	\$ 21,608
Restricted cash and cash equivalents	8,737	8,763
Accounts receivable, net	6,815	7,694
Notes and other receivables	187	151
Grants receivable	26,066	9,104
Inventories and prepaid items	2,558	2,278
Total current assets	<u>67,573</u>	<u>49,598</u>
Noncurrent assets		
Cash and cash equivalents	11,620	13,620
Restricted cash and cash equivalents	17,298	16,586
Restricted cash and cash equivalents for capital projects	41,668	46,661
Notes receivable	4	28
Capital assets, net	923,666	830,649
Total noncurrent assets	<u>994,256</u>	<u>907,544</u>
Total assets	1,061,829	957,142
Deferred outflow of resources (Note J)	<u>8,879</u>	<u>9,064</u>
Total assets and deferred outflow of resources	<u>1,070,708</u>	<u>966,206</u>

(continued)

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Statements of Net Position
September 30, 2024 and 2023
(In thousands of dollars)

	2024	2023
Liabilities and Deferred Inflows of Resources		
Current liabilities		
Accounts payable	\$ 3,876	\$ 2,729
Accrued expenses	645	808
Accrued interest payable	2,538	2,563
Construction contracts payable	10,847	10,030
Retainage payable	5,481	2,218
Unearned revenue	700	700
Bonds and notes payable	8,920	8,668
Total current liabilities	33,007	27,716
Noncurrent liabilities		
Unearned revenue	19,013	13,892
Accrued expenses	2,399	2,387
Payable to primary government	6,122	6,122
Net pension liability	17,524	18,551
Line of credit	23,912	2,920
Bonds and notes payable, net	188,102	197,210
Total noncurrent liabilities	257,072	241,082
Total liabilities	290,079	268,798
Deferred inflow of resources (Note J)	2,377	1,456
Total liabilities and deferred inflow of resources	292,456	270,254
Net Position		
Net investment in capital assets	725,782	640,705
Restricted for		
Debt service	19,955	19,396
Repair and replacement	3,406	3,252
Unrestricted	29,109	32,599
Total net position	\$ 778,252	\$ 695,952

See Notes to the Financial Statements.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Statements of Revenue, Expenses and Changes in Net Position
For the Years Ended September 30, 2024 and 2023
(In thousands of dollars)

	2024	2023
Operating revenue		
Cargo	\$ 55,520	\$ 53,500
Cruise	7,258	6,501
Military	1,816	1,399
Other operating revenue	5,430	4,347
Total operating revenue	<u>70,024</u>	<u>65,747</u>
Operating expenses		
Salaries and benefits	22,061	22,977
Services and supplies	5,474	5,799
Security services	5,855	5,020
Business travel and training	557	416
Promotions, advertising, dues and memberships	590	550
Utility services	831	787
Repairs and maintenance	2,366	2,423
Berth maintenance dredging	9,514	5,730
Miscellaneous	197	168
Total operating expenses	<u>47,445</u>	<u>43,870</u>
Operating income before depreciation	22,579	21,877
Depreciation expense	33,821	32,802
Operating loss	<u>(11,242)</u>	<u>(10,925)</u>
Non-operating revenues (expenses)		
Interest expense	(6,808)	(6,539)
Investment income	4,751	3,469
Shared revenue from primary government	10,044	10,108
Intergovernmental grant revenue	218	307
Grant revenues provided to subrecipient	1,732	
Grant expenses of subrecipients	(1,732)	
Reimbursement to grantor	-	(16,992)
Contributions from tenants	36,949	22,441
Gain (loss) on sale/disposition of assets	33	(1,075)
Other non-operating expenses	(176)	(420)
Total non-operating revenues (expenses)	<u>45,011</u>	<u>11,299</u>
Income before capital contributions	33,769	374
Capital contributions	48,531	16,759
Change in net position	82,300	17,133
Net position		
Beginning of year	695,952	678,819
End of year	<u>\$ 778,252</u>	<u>\$ 695,952</u>

See Notes to the Financial Statements.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Statements of Cash Flows
For the Years Ended September 30, 2024 and 2023

(In thousands of dollars)

	2024	2023
Cash flows from operating activities		
Receipts from customers	\$ 70,009	\$ 64,573
Payments for services and supplies	(26,881)	(20,189)
Payments to employees	(21,795)	(19,995)
Net cash provided by operating activities	<u>21,333</u>	<u>24,389</u>
Cash flows from noncapital financing activities		
Receipts from primary government	10,044	10,108
Intragovernmental grant revenue	49	354
Net cash provided by noncapital financing activities	<u>10,093</u>	<u>10,462</u>
Cash flows from capital and related financing activities		
Line of credit advances	27,257	-
Line of credit payments	(6,265)	(7,829)
Contributions from tenants for construction	36,949	22,441
Contributions-in-aid of construction (grants)	33,309	21,523
Contribution from primary government for construction	5,979	-
Acquisition and construction of capital assets	(122,758)	(46,319)
Harbor deepening refund (USACE)	-	35,000
Reimbursement to grantor	-	(10,870)
Principal paid on capital debt	(8,668)	(8,036)
Interest paid on capital debt	(6,656)	(5,927)
Proceeds from sale of assets	57	98
Crane demolition	-	(801)
Other	(86)	(114)
Net cash used in capital and related financing activities	<u>(40,882)</u>	<u>(834)</u>
Cash flows from investing activities		
Interest on investments	4,751	3,469
Net cash provided by investing activities	<u>4,751</u>	<u>3,469</u>
Net increase (decrease) in cash and cash equivalents	(4,705)	37,486
Cash and cash equivalents		
Beginning of year	107,238	69,752
End of year	<u>\$ 102,533</u>	<u>\$ 107,238</u>

(continued)

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Statements of Cash Flows
For the Years Ended September 30, 2024 and 2023
(In thousands of dollars)

	2024	2023
Reconciliation of operating loss to net cash provided by operating activities		
Operating loss	\$ (11,242)	\$ (10,925)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation expense	33,821	32,802
(Increase) decrease in accounts receivable and other current assets	563	(674)
(Increase) decrease in deferred outflow of resources	(185)	648
(Increase) decrease in liabilities:		
Accounts payable and accrued expenses	(659)	1,133
Unearned revenue	(859)	(700)
Pension	(1,027)	2,006
Increase (decrease) in deferred inflows of resources	921	99
Total adjustments	<u>32,575</u>	<u>35,314</u>
Net cash provided by operating activities	<u>\$ 21,333</u>	<u>\$ 24,389</u>
Noncash investing, capital and financing activities		
Grants receivable	\$ 26,066	\$ 9,104
Construction costs paid on account	16,329	12,248
Payable to primary government	6,122	6,122
Unearned intergovernmental grant revenue	5,821	-

See Notes to the Financial Statements.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note A – Reporting Entity and Summary of Significant Accounting Policies

1. Reporting entity

The Jacksonville Port Authority (the Authority) was created in 1963 by Chapter 63-1447 of the Laws of Florida, to own and operate marine facilities in Duval County, Florida. The Authority is governed by a seven-member board. Three board members are appointed by the Governor of Florida and four are appointed by the Mayor and confirmed by the City Council of the City of Jacksonville, Florida. The City Council reviews and approves the Authority's annual budget.

The Authority is a component unit of the City of Jacksonville, Florida (the City), as defined by Governmental Accounting Standards Board (GASB) Section 2100 of Codification, *The Financial Reporting Entity*. The Authority's financial statements include all funds and departments controlled by the Authority or which are dependent on the Authority. No other agencies or organizations are included in the Authority's financial statements.

2. Basic financial statements

The Authority is considered a special purpose government engaged in a single business-type activity. Business-type activities are those activities primarily funded by user fees and charges. The Authority maintains a proprietary fund, which reports transactions related to activities similar to those found in the private sector. As such, the Authority presents only the statements required of enterprise funds, which include the statements of net position, statements of revenue, expenses and changes in net position and statements of cash flows.

3. Fund structure

The operations of the Authority are recorded in a single proprietary fund. Proprietary funds distinguish operating revenues and expenses from non-operating revenue and expenses. Operating revenue and expenses generally result from providing services and producing and delivering goods in connection with the fund's principal ongoing operation. The principal operating revenues for the Authority's proprietary fund are cargo, cruise, military and other customer service charges. Operating expenses include direct expenses of providing the goods or services, administrative expenses and depreciation on capital assets. All revenue and expenses not meeting this definition are reported as non-operating revenue and expenses.

4. Basis of accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The Authority's financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Under this method, revenue is recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue or capital contributions when all eligibility requirements imposed by the provider are met.

Operating revenues of the Authority include revenues from facility leases, which are recognized over the term of the lease agreements. All other revenues, such as fees from wharfage, throughput and dockage, are recognized as services are provided.

The Authority's policy is to use restricted resources first, then unrestricted resources, when both are available for use to fund activity.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note A – Reporting Entity and Summary of Significant Accounting Policies (Continued)

5. Recently issued accounting pronouncements

In June 2022, the GASB issued Statement No. 101, *Compensated Absences*. The objective of this statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences in order to create consistency amongst various governmental entities. The objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this standard are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. Earlier application is permitted. The Authority has reviewed the provisions of this statement and determined that its adoption is not expected to have a material impact on the financial position of the Authority.

In December 2023, the GASB issued Statement No. 102, *Certain Risk Disclosures*. The objective of this statement is to better meet the information needs of financial statement users by providing enhanced disclosure about risks related to a government's vulnerabilities due to certain concentrations or constraints. The requirements of this standard are effective for fiscal years beginning after June 15, 2024. Earlier application is permitted. The Authority has reviewed the provisions of this statement and determined that its adoption is not expected to have a material impact on the financial position of the Authority.

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement also addresses certain application issues. The requirements of this statement are effective for the fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is permitted. The Authority is currently evaluating the impacts of this statement of its financial statements.

In September 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. The objective of this statement is to provide the users of government financial statements with essential information about certain types of capital assets. This statement requires certain types of capital assets to be disclosed separately in the capital asset note disclosures required by Statement No. 34, Basic Financial Statements and Management Discussions and Analysis for State and Local Governments. This statement also requires additional disclosures for capital assets held for sale. The requirements of this statement are effective for the fiscal years beginning after June 15, 2025, and all reporting periods thereafter. Earlier application is permitted. The Authority is currently evaluating the impacts of this statement of its financial statements.

7. Budgeting procedures

The Authority's charter and related amendments, City Council resolutions and/or Board policies have established the following budgetary procedures for certain accounts maintained within its enterprise fund. These include:

Prior to July 1 of each year, the Authority shall prepare and submit its budget to the City Council for the ensuing fiscal year. The City Council may increase or decrease the appropriation requested by the Authority on a total basis or a line-by-line basis; however, the appropriation from the City Council for construction, reconstruction, enlargement, expansion, improvement or development of any marine project or projects authorized to be undertaken by the Authority, shall not be reduced below \$800,000. Once adopted, additional appropriations may only be through action of the City Council.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

7. Budgeting procedures (continued)

The Authority is authorized to transfer within Operating/Non-Operating Schedules and the Capital Schedule as needed. Transfers between schedules are allowable up to \$50,000. Once the \$50,000 limit is reached, City Council approval must be obtained. Operating budget item transfers require Chief Executive Officer or Chief Financial Officer approval. Line-to-line capital budget transfers of \$50,000 or less require the same approval levels. Line-to-line capital budget transfers of more than \$50,000 require the same approval levels, with additional notification to the Board if deemed necessary by either of the above-mentioned parties. Any Capital Budget transfer creating a new capital project greater than \$1,000,000 requires Board approval. All appropriations lapse at the end of each fiscal year and must be re-appropriated.

8. Cash and cash equivalents

Cash and cash equivalents consist of demand deposits, money market funds and the Florida State Board of Administration investment pool. Cash equivalents include investments held with an original maturity of three months or less.

9. Restricted assets

Certain proceeds of revenue bonds and notes, as well as certain resources set aside for their repayment, are classified as restricted assets on the statement of net position, as their use is limited by applicable debt agreements. Restricted cash also includes renewals and replacement funds restricted for capital improvements and other funds as specifically designated by contributors or by grant agreement.

10. Fair value determination

Certain cash equivalents of the Authority are reported at fair value using quoted market price or other fair value techniques as required by GASB Statement No. 72, *Fair Value Measurements* (GASB 72). Fair value is defined by GASB 72, as the price that would be received to sell an asset or to transfer a liability in an orderly transaction between market participants at the measurement date. Categories within the fair value hierarchy include: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs and Level 3 are unobservable inputs.

11. Accounts receivable

Management considers all accounts to be fully collectible; however, the Authority has established an allowance for doubtful accounts based upon collections experience. The allowance for doubtful accounts for the years ended September 30, 2024 and 2023 was \$92,000 each.

12. Leases and subscriptions

The Authority, as a landlord port, has various leases which convey usage of property, facilities, equipment, terminal privileges and space to its tenants. As lessor, the Authority administers the leases as a Marine Terminal Operator (MTO), as defined by the Federal Maritime Commission (FMC). Additionally, lessees (tenants) are also defined as MTOs. The Authority takes the position that all its lease agreements and tariff are regulated and subject to external laws, regulations or legal rulings and meet the definition of certain regulated leases under GASB Statement No. 87, *Leases* (GASB 87). The Authority has no material ancillary operational activities outside the scope of those defined as a "terminal facility" by FMC regulations.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note A – Reporting Entity and Summary of Significant Accounting Policies (Continued)

12. Leases and subscriptions (continued)

The Authority owns all its facilities and has no property or equipment leases defined as long term. Accordingly, the Authority reports no lease obligations within its statements of net position.

The Authority utilizes subscription-based information technology arrangements (SBITAs) to support various operational functions. GASB 96, issued by the Governmental Accounting Standards Board, establishes the accounting and financial reporting requirements for SBITAs. Under GASB 96, entities must recognize a right-to-use subscription asset and a corresponding liability at the commencement of the subscription term. This guidance aligns the accounting treatment of SBITAs with that of lease arrangements under GASB 87, providing a consistent framework for recognizing these commitments in financial statements.

The Authority initially measures the right-to-use subscription assets at an amount equal to the related subscription liability. Any payments made at or before the commencement of the services, along with certain direct costs, are included in the asset's initial measurement. SBITA assets are subsequently amortized on a straight-line basis over the subscription term.

SBITA liabilities are initially measured at the present value of subscription payments expected to be made during the subscription term, discounted using the Authority's incremental borrowing rate at the date the SBITA is placed into service. The Authority evaluates each SBITA arrangement annually to determine if it meets the definition of a SBITA under GASB 96 and applies the appropriate accounting treatment as outlined in this policy.

Exemptions are provided for short-term subscriptions with terms of less than 12 months. Additionally, the Authority has established a \$30,000 minimum annual expense threshold for recognition under GASB 96. As all of the Authority's current SBITAs are either short-term in nature or below the \$30,000 threshold, the Authority has reported no subscription obligations right-to-use assets at September 30, 2024 and 2023, respectively.

13. Inventories and prepaid items

Inventories are stated at cost using the average cost method. Payments made to vendors for services that will benefit periods beyond the current fiscal year are recorded as prepaid items.

14. Grants receivable

Grants received from federal and state government agencies that are restricted for the acquisition of construction of capital assets are recorded as capital contributions when all applicable eligibility requirements are met. Grants receivables are classified as current unless deferred receipts arrangements are prescribed by grantor agreement.

Grants received, for which JAXPORT acts as a pass-through entity, are recognized as both grants receivable and grants payable at year-end to reflect amounts in process under subrecipient agreements. These amounts are accrued when eligibility and performance requirements are substantially met.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note A – Reporting Entity and Summary of Significant Accounting Policies (Continued)

15. Capital assets

Capital assets are carried at cost less accumulated depreciation. Capital assets are defined by the Authority as assets with an individual cost of \$5,000 or greater, and an estimated useful life of more than one year.

Capital assets are depreciated on a straight-line basis over the estimated useful lives of the assets. The estimated useful lives of capital assets are as follows:

<u>Asset Class</u>	<u>Estimated Service Life (Years)</u>
Buildings	20-30
Improvements	10-50
Equipment	3-30

When capital assets are disposed of, the related cost and accumulated depreciation are recorded as gains or losses on disposition.

Costs incurred for harbor deepening are accounted for as non-depreciable land improvements. Costs incurred for the development of dredge spoil sites are recorded as land improvements and amortized over 20 years. Berth maintenance dredging is expensed as incurred.

16. Deferred outflows/inflows of resources

In addition to assets, the statements of net position include a separate section for deferred outflows of resources. Deferred outflows of resources, represents a consumption of net position that applies to future periods and so will not be recognized as an outflow of resources (expenses) until that time. The Authority currently reports the net deferred loss on refunding of debt and deferred outflows related to pensions in this category.

In addition to liabilities, the statements of net position include a separate section for deferred inflows of resources. Deferred inflows of resources, represents an acquisition of net assets that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time. The Authority currently reports deferred inflows related to pensions in this category.

17. Unearned revenue

Resources received that do not meet revenue recognition requirements are recorded as unearned revenue in the financial statements. Unearned revenue consists of unearned lease revenue and unearned advanced contributions from the primary government for construction (see Note E).

18. Compensated absences

Compensated absences consist of paid time off, which employees accrue each pay period. Individual leave accrual rates vary based upon position and years of service criteria. A liability is accrued as the benefits are earned by the employee for services already rendered and to the extent it is probable the employer will compensate the employees for the benefits. Maximum leave accrual balances cap at 480 hours for union employees, and 350 hours for non-union employees.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note A – Reporting Entity and Summary of Significant Accounting Policies (Continued)

19. Debt, notes payable, and long-term other obligations

In the financial statements, 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 related obligation using the straight-line method, which is not materially different than the effective interest method. Bonds payable are reported net of the applicable premium or discount. Costs of issuance are expensed as incurred except for prepaid bond insurance which is capitalized and amortized over the life of the bonds.

20. Pensions

In the statements of net position, liabilities are recognized for the Authority's proportionate share of each pension plan's net pension liability. For purposes of measuring the net pension liability, deferred outflows/inflows of resources and pension expense, information about the fiduciary net position of the Florida Retirement System (FRS) defined benefit plan and the Health Insurance Subsidy (HIS) and additions to/deductions from FRS's and HIS's fiduciary net position have been determined on the same basis as they are reported by the FRS and HIS plans. For this purpose, plan contributions are recognized as of employer payroll paid dates.

21. Other post-employment benefits (OPEB)

The Authority obtains actuarial valuation reports for its post-employment benefit plan (other than pensions) and records the total OPEB liability and related deferred inflows/outflows as required under GASB Statement No. 75. *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

22. Net position

In the financial statements, net position is classified in the following categories:

Net Investment in Capital Assets – This category groups all capital assets into one component of net position. Accumulated depreciation and the outstanding balances of debt, deferred balances from debt refunding and prepaid lease revenues (unearned revenues) that are attributable to the acquisition, construction or improvement of these assets will reduce this category.

Restricted Net Position – This category represents the net position of the Authority which is restricted by constraints placed on the use by external groups such as creditors, grantors, contributors or laws and regulations.

Unrestricted Net Position – This category represents the net position of the Authority, which is not restricted for any project or other purpose.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

23. Shared revenue from primary government

Shared revenue from primary government represents the Authority's share of the Communications Service Tax received by the City, millage payments from the Jacksonville Electric Authority (JEA) pursuant to City Ordinance Code and the Interlocal Agreement, as well as a fixed contribution from the City. These revenues are pledged to pay debt service and the Authority's capital improvement program. Shared revenue from primary government was \$10,044,000 and \$10,108,000 in 2024 and 2023, respectively.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note A – Reporting Entity and Summary of Significant Accounting Policies (Continued)

24. Intergovernmental grant revenue

Intergovernmental grant revenues are accounted for as non-operating revenues in the period they are recognized, as defined by the grant agreement. Most common are reimbursements for specific federal security grants for security or public safety operational expenditures. Also included are Federal Emergency Management Agency (FEMA) grants received for disaster relief, examples would include federal assistance for costs incurred for hurricane preparation and recovery.

25. Contributions from tenants for construction

Tenant contributions are accounted for as contributions within non-operating income (in a non-exchange transaction). Whereby the tenant contributes funding for a construction project they would have otherwise undertaken, but the project is administered by the Authority typically when federal or state grants are involved.

26. Use of estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America (U.S. GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows, liabilities and deferred inflows and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

27. Subsequent event policy

The Authority evaluates events occurring after the date of the financial statements but before the date the financial statements are issued. Events that provide additional evidence about conditions that existed at the date of the financial statements are recognized in the financial statements, while events that are indicative of conditions that arose after the financial statement date are disclosed if material.

28. Reclassifications

Certain reclassifications were made to the 2023 financial statements in order to conform to the 2024 financial statement presentation.

Note B – Deposits and Cash Equivalents

Cash and Deposits

At September 30, 2024 and 2023, the carrying amount of the Authority's cash deposit accounts were \$76,124,000 and \$81,049,000, respectively. These cash deposits are held by banks that qualify as a public depository under the Florida Security for Community Deposits Act as required by Chapter 280, Florida Statutes. The Authority's cash deposits are fully insured by the Public Deposits Trust Fund.

Additionally, the Authority maintains deposits held in trust account money market funds for purposes of required bond reserve balances, debt service funding and a renewal and replacement fund, collectively totaling \$26,380,000 at September 30, 2024 and \$26,160,000 at September 30, 2023.

Other cash balances maintained totaled \$29,000 and \$28,000 at September 30, 2024 and 2023 respectively, and include Florida Prime balances and petty cash.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note B – Deposits and Cash Equivalents (Continued)

Investment Policy

The Authority formally adopted a comprehensive investment policy pursuant to Section 218.415, Florida Statutes that established permitted investments, asset allocation limits and issuer limits, credit ratings requirements and maturity limits to protect the Authority's cash and investment assets.

The Authority's investment policy allows for the following investments: The State Board of Administration's Local Government Surplus Funds Trust Fund, United States Government Securities, United States Government Agencies, Federal Instrumentalities, Interest Bearing Time Deposit or Saving Accounts, Repurchase Agreements, Commercial Paper, Corporate Bonds, Bankers' Acceptances, State and/or Local Government Taxable and/or Tax-Exempt Debt, Registered Investment Companies (Money Market Mutual Funds) and Intergovernmental Investment Pools.

In instances where unspent bond proceeds, scheduled bond payments held by a third-party trustee, or other bond reserves as prescribed by bond covenants are held, the Authority will look first to the Authority's Bond Resolution for guidance on qualified investments and then to the Authority's investment policy.

Interest Rate Risk

Interest rate risk is the risk of changes in market interest rates adversely affecting the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. The Authority's investment policy limits interest rate risk by attempting to match investment maturities with known cash needs and anticipated cash flow requirements. The policy of the Authority is to maintain an amount equal to three months, or one quarter, of the budgeted operating expenses of the current fiscal year in securities with maturities of less than 90 days. The weighted average duration of the portfolio will not exceed three years at the time of each reporting period. As of September 30, the Authority had the following investments and effective duration presented in terms of years:

2024

(in thousands of dollars)

Cash Equivalents Type	Fair Value	Maturities (in Years)	
		Less Than 1	1-5
Cash Equivalents Subject to Interest Rate Risk			
Money Market Funds	\$ 19,445	\$ 19,445	\$ -
U.S Treasury Securities	6,935	-	-
Total Cash Equivalents	\$ 26,380	\$ 19,445	\$ -

2023

(in thousands of dollars)

Cash Equivalents Type	Fair Value	Maturities (in Years)	
		Less Than 1	1-5
Cash Equivalents Subject to Interest Rate Risk			
Money Market Funds	\$ 26,160	\$ 26,160	\$ -
Total Cash Equivalents	\$ 26,160	\$ 26,160	\$ -

Total cash equivalents shown above are classified as restricted cash and cash equivalents, reflecting money market funds held for debt service obligations (and related proceeds), on the statements of net position.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note B – Deposits and Cash Equivalents (Continued)

Credit Risk

Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. This risk is generally measured by the assignment of a rating by a nationally recognized statistical rating organization. The Authority’s investment policy permits the following investments, which are limited to credit quality ratings from nationally recognized rating agencies as described below:

Commercial paper of any United States company or foreign company domiciled in the United States that is rated, at the time of purchase, ‘Prime-1’ by Moody’s and ‘A-1’ by Standard & Poor’s (prime commercial paper), or equivalent as provided by two nationally recognized rating agencies. If the commercial paper is backed by a letter of credit (LOC), the long-term debt of the LOC provider must be rated ‘A’ or better by at least two nationally recognized rating agencies.

Corporate bonds issued by corporations organized and operating within the United States or by depository institutions licensed by the United States that have a long-term debt rating, at the time of purchase, at a minimum ‘A’ by Moody’s and a minimum long-term debt rating of ‘A’ by Standard & Poor’s, or equivalent as provided by two nationally recognized rating agencies.

State and/or local government taxable and/or tax-exempt debt, general obligation and/or revenue bonds, rated at least ‘Aa’ by Moody’s and ‘AA’ by Standard & Poor’s for long-term debt, or rated at least ‘VMIG-2’ by Moody’s and ‘A-2’ by Standard & Poor’s for short-term debt (one year or less), or equivalent as provided by two nationally recognized rating agencies.

Money market funds shall be rated ‘AAAm’ or better by Standard & Poor’s or the equivalent by another rating agency.

As of September 30, the Authority had the following credit exposure as a percentage of total investments:

2024

Security type:

	Credit Rating	% of Portfolio	Fair Value
Money Market Funds	AAAm	74%	\$ 19,445
U.S Treasury Securities	No Rating	26%	6,935
Total		100%	\$ 26,380

2023

Security type:

	Credit Rating	% of Portfolio	Fair Value
Money Market Funds	AAAm	100%	\$ 26,160
Total		100%	\$ 26,160

Custodial Credit Risk

This is the risk that in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority’s investment policy, pursuant to Section 218.415(18), Florida Statutes, requires securities, with the exception of certificates of deposits, shall be held with a third-party custodian and all securities purchased by and all collateral obtained by the Authority should be properly designated as an asset of the Authority. The securities must be held in an account separate and apart from the assets of the financial institution. A third-party custodian is defined as any bank depository chartered by the Federal Government, the State of Florida, or any other state or territory of the United States which has a branch or principal place

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note B – Deposits and Cash Equivalents (Continued)

of business in the State of Florida, or by a national association organized and existing under the laws of the United States which is authorized to accept and execute trusts and which is doing business in the State of Florida.

Concentration of Credit Risk

The Authority's investment policy has established asset allocation and issuer limits on the following investments, which are designed to reduce concentration of credit risk of the Authority's investment portfolio.

A maximum of 100% may be invested in non-negotiable interest-bearing time certificates of deposit, time deposit accounts, demand deposit accounts or savings accounts in banks organized under State of Florida law. To include national banks organized under the laws of the United States and doing business in the State of Florida, provided that any such deposits are secured by the Florida Security for Public Deposits Act, Chapter 280, Florida Statutes, or such deposits are with a national bank whose short-term ratings are at least A-1 by Standard & Poor's, or P-1 by Moody's rating agency.

Fair Value Measurements

The Authority categorizes its fair value measurements within the fair value hierarchy established by U.S. GAAP. The hierarchy is based upon the valuation inputs used to measure the fair value of the asset. The following table summarizes major categories of the Authority's assets measured at fair value on a recurring basis as of September 30:

2024

(in thousands of dollars)

	September 30, 2024			
	Fair Value	Level 1	Level 2	Level 3
Cash and cash equivalents				
Money Market Funds	\$ 19,445	\$ 19,445	\$ -	\$ -
Measured at Amortized Cost:				
U.S Treasury Securities	6,935			
Total cash and cash equivalents	<u>\$ 26,380</u>			

2023

(in thousands of dollars)

	September 30, 2023			
	Fair Value	Level 1	Level 2	Level 3
Cash and cash equivalents				
Money Market Funds	\$ 26,160	\$ 26,160	\$ -	\$ -
Total cash and cash equivalents	<u>\$ 26,160</u>	<u>\$ 26,160</u>	<u>\$ -</u>	<u>\$ -</u>

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note C – Capital Assets

Capital asset activity for the fiscal year ended September 30, 2024, was as follows:

<u>2024</u> <i>(in thousands of dollars)</i>	<u>Beginning</u> <u>Balance</u>	<u>Increases</u> <u>and</u> <u>Transfers</u>	<u>Decreases</u> <u>and Transfers</u>	<u>Ending</u> <u>Balance</u>
Capital assets not being depreciated				
Land and improvements	\$ 145,447	\$ -	\$ -	\$ 145,447
Harbor deepening and related costs	236,460	2,320	-	238,780
Construction in progress	65,932	116,590	(25,439)	157,083
Total capital assets not being depreciated	<u>447,839</u>	<u>118,910</u>	<u>(25,439)</u>	<u>541,310</u>
Depreciable capital assets				
Buildings	85,675	-	-	85,675
Improvements	677,534	23,178	-	700,712
Equipment	141,529	10,189	(570)	151,148
Total depreciable capital assets at historical cost	<u>904,738</u>	<u>33,367</u>	<u>(570)</u>	<u>937,535</u>
Less accumulated depreciation for:				
Buildings	61,925	2,350	-	64,275
Improvements	375,363	25,101	-	400,464
Equipment	84,640	6,370	(570)	90,440
Total accumulated depreciation	<u>521,928</u>	<u>33,821</u>	<u>(570)</u>	<u>555,179</u>
Depreciable capital assets, net	<u>382,810</u>	<u>(454)</u>	<u>-</u>	<u>382,356</u>
Capital assets, net	<u>\$ 830,649</u>	<u>\$ 118,456</u>	<u>\$ (25,439)</u>	<u>\$ 923,666</u>

Land Improvements – Harbor Deepening and Dredge Spoil Sites

The Authority has entered into cooperative agreements with the USACE to share costs for deepening the channel of open access waterways to agreed-upon depths. As of fiscal year-end 2024, the Authority's share (as Non-Federal Sponsor) of these costs amounts to approximately \$239 million. These costs, referred to as harbor deepening costs, are classified as non-depreciable land improvements on the Authority's financial statements. Pursuant to the agreement, the USACE provides for the continued maintenance of the channel at the deepened depth in perpetuity. Dredge spoil sites are also jointly managed with the USACE, with costs for improvement and expansion classified as land improvements and amortized over 20 years. To date, the Authority's share of these costs total, net of depreciation is approximately \$36 million. Costs incurred and paid by the USACE (Federal Sponsor/Government) for harbor deepening and dredge spoil sites are not capitalized or recorded in the Authority's financial statements.

The most recent 47 ft. harbor deepening project was operational in fiscal year 2022. Closeout of the project occurred in 2023 and resulted in a \$35 million refund from the USACE from costs savings on the advance funded project, a final accounting and reconciliation is expected in 2025. Of the amounts refunded to the Authority, Florida Department of Transportation (FDOT) was subsequently reimbursed \$10.8 million for their share, and the City reimbursement share was \$6.1 million (recorded as payable at year-end 2023 and 2024). In the fiscal year 2023, the Authority also recorded a reduction of \$8.5 million within harbor deepening and related costs with the close out of the 40 ft. harbor deepening project accounting.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note C – Capital Assets (Continued)

Capital asset activity for the fiscal year ended September 30, 2023, was as follows:

2023 <i>(in thousands of dollars)</i>	Beginning Balance	Increases and Transfers	Decreases and Transfers	Ending Balance
Capital assets not being depreciated				
Land and improvements	\$ 145,447	\$ -	\$ -	\$ 145,447
Harbor deepening and related costs	279,996	-	(43,536)	236,460
Construction in progress	42,095	51,434	(27,597)	65,932
Total capital assets not being depreciated	<u>467,538</u>	<u>51,434</u>	<u>(71,133)</u>	<u>447,839</u>
Depreciable capital assets				
Buildings	96,525	-	(10,850)	85,675
Improvements	651,134	26,471	(71)	677,534
Equipment	140,600	1,501	(572)	141,529
Total depreciable capital assets at historical cost	<u>888,259</u>	<u>27,972</u>	<u>(11,493)</u>	<u>904,738</u>
Less accumulated depreciation for:				
Buildings	68,517	3,125	(9,717)	61,925
Improvements	351,152	24,264	(53)	375,363
Equipment	79,799	5,413	(572)	84,640
Total accumulated depreciation	<u>499,468</u>	<u>32,802</u>	<u>(10,342)</u>	<u>521,928</u>
Depreciable capital assets, net	<u>388,791</u>	<u>(4,830)</u>	<u>(1,151)</u>	<u>382,810</u>
Capital assets, net	<u>\$ 856,329</u>	<u>\$ 46,604</u>	<u>\$ (72,284)</u>	<u>\$ 830,649</u>

Note D – Leasing Operations

In accordance with GASB 87 paragraph 43, lessors who are regulated by external laws, regulators or legal rulings, should only recognize current inflows of resources and provide the required disclosures outlined in GASB 87 paragraph 60.

The Authority leases property to terminal operators for the purpose of cargo movement generated from international trade and foreign commerce. All assets including cranes and other equipment include language in contracts such as – a minimum complement of cranes (not specified), tenant acreage is exclusive to the extent that the port properties are segregated for operational and security purposes.

As of September 30, 2024, capital assets held for lease have a historical cost of approximately \$940,763,000 and had accumulated depreciation of \$465,424,000, compared to \$907,583,000 and \$428,381,000 as of September 30, 2023.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note D – Leasing Operations (Continued)

Inflows of resources received from leases were \$54,106,000 and \$51,046,000 for the years ended September 30, 2024 and 2023, respectively. Revenues of \$36,340,000 in 2024 and \$33,748,000 in 2023 were related to contractual annual guarantees and required rents. Inflows of resources from variable payments not included in expected future minimum payments were \$17,766,000 and \$17,298,000 for the fiscal years ended 2024 and 2023, respectively.

The Authority has no lease agreements with terms and conditions that allow the lessee to solely terminate the lease or abate payments. The Authority looks to its pledged revenues to support its debt obligations, but no lease agreement calls for lease payments as security for debt obligations. Minimum future rental receipts and contractual minimum annual guarantees for each of the next five years and thereafter, excluding contingent or volume variable amounts on non-cancelable operating facility leases at September 30, 2024, are as follows:

<i>Year (in thousands of dollars)</i>		
2025	\$	39,801
2026		39,930
2027		35,738
2028		33,127
2029		31,672
2030-2034		154,548
2035-2039		144,748
2040-2044		143,800
2045-2049		135,942
2050-2054		113,619
2055-2059		19,670
	<u>\$</u>	<u>892,595</u>

Note E – Unearned Revenue

In fiscal year 2019, the Authority entered into a 25-year lease agreement with SSA Atlantic, LLC (SSA). The lease initially covered 77 acres, with plans for future expansion to over 93 acres. As part of the agreement, SSA advanced \$18 million in rent payments, which are recognized as lease revenue on a straight-line basis over the lease term, in accordance with applicable lease accounting standards. Unearned revenue related to this agreement was \$13,892,000 at September 30, 2024, and \$14,592,000 at September 30, 2023.

In fiscal year 2024, the Authority entered into a funding agreement with the City, to construct a new Fire Station #48 at Blount Island. Under the agreement, the City contributed \$5,979,000 toward project costs, complemented by a matching federal grant from the Department of Defense (DoD). These funds will be used for planning, design and construction of the fire station.

The City's contribution is recognized as unearned revenue until eligible project expenses are incurred, as specified in the agreement. Any unspent funds, along with any interest earned, must be returned to the City upon project completion. Unearned revenue related to this agreement totaled \$5,821,000 at September 30, 2024.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan

Retirement Benefits

The Authority provides retirement benefits to its employees through the Florida Retirement System (FRS), the Florida Retirement System Health Insurance Subsidy (HIS) and an FRS Deferred Retirement Option Program (DROP). Additionally, the Authority provides an implicit rate subsidy for retiree insurance (an age adjusted premium benefit), which is addressed in Note H – Other Post-Employment Benefits.

As a participating employer, the Authority follows accounting guidance under GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* (GASB 68), which requires employers participating in cost-sharing multiple employer defined benefit pension plans to report the employers' proportionate share of the net pension liabilities and related pension amounts of the defined benefit pension plans. The GASB 68 component of pension expense captures and records the Authority's proportionate share of net pension liability of both the FRS Pension Plan and Health Insurance Program, along with the Authority's related allocation of deferred outflows and deferred inflows and pension expense impacts. The GASB 68 pension expense accrual has no current year impact on pension funding. The employer share of FRS and HIS pension funding contributions are recorded as expense when contributed. The two elements (accrual and contributions) are combined to show total pension expense of the Authority.

General Information about the FRS

The FRS was created in Chapter 121, Florida Statutes, to provide a defined benefit pension plan for participating public employees. The FRS was amended in 1998 to add the Deferred Retirement Option Program under the defined benefit plan and amended in 2000 to provide a defined contribution plan alternative to the defined benefit plan for FRS members effective July 1, 2002. This integrated defined contribution pension plan is the FRS Investment Plan. Chapter 112, Florida Statutes, established the Retiree Health Insurance Subsidy (HIS) Program, a cost-sharing multiple employer defined benefit pension plan, to assist retired members of any State-administered retirement system in paying the costs of health insurance.

Essentially all regular employees of the Authority are eligible to enroll as members of the State-administered FRS. Provisions relating to the FRS are established by Chapters 121 and 122, Florida Statutes; Chapter 112, Part IV, Florida Statutes; Chapter 238, Florida Statutes; and FRS Rules, Chapter 60S, Florida Administrative Code; wherein eligibility, contributions and benefits are defined and described in detail. Such provisions may be amended at any time by further action from the Florida Legislature. The FRS is a single retirement system administered by the Florida Department of Management Services, Division of Retirement and consists of the two cost-sharing, multiple employer defined benefit plans and other nonintegrated programs. A comprehensive annual financial report of the FRS, which includes its financial statements, required supplementary information, actuarial report and other relevant information, is available from the Florida Department of Management Services Web site (www.dms.myflorida.com).

The Authority's pension expense for FRS and HIS totaled \$2,334,317 and \$5,004,372 for the fiscal years ended September 30, 2024 and 2023, respectively. Included in pension expense is the amortization of deferred inflows and outflows as well as the changes in the net pension liability.

Florida Retirement System (FRS) Pension Plan

Plan Description: The FRS Pension Plan (the Plan) is a cost-sharing multiple employer defined benefit pension plan, with a DROP for eligible employees. The general classes of membership are as follows:

- *Regular Class* – Members of the FRS who do not qualify for membership in the other classes.
- *Senior Management Service Class (SMSC)* – Members in senior management level positions.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

Employees enrolled in the Plan prior to July 1, 2011, vest at six years of creditable service and employees enrolled in the Plan on or after July 1, 2011, vest at eight years of creditable service. All vested members, enrolled prior to July 1, 2011, are eligible for normal retirement benefits at age 62 or at any age after 30 years of service. All members enrolled in the Plan on or after July 1, 2011, once vested, are eligible for normal retirement benefits at age 65 or any time after 33 years of creditable service. Members of the Plan may include up to four years of credit for military service toward creditable service.

The Plan also includes an early retirement provision; however, there is a benefit reduction for each year a member retires before his or her normal retirement date. The Plan provides retirement, disability, death benefits and annual cost-of-living adjustments to eligible participants.

FRS Pension Plan members in a regularly established position can elect to participate in DROP for a period not to exceed a maximum of 96 calendar months. The election to participate in the DROP can be made at any time after the member first reaches their normal retirement date by age or service. This provision replaces the previous individual eligibility windows. The DROP allows a member to retire while continuing employment. While in the DROP, the member's retirement benefits accumulate in the FRS Trust Fund increased by a cost-of-living adjustment (COLA) each July, if eligible, and earn monthly interest equivalent to an annual rate of 4.00 percent on the preceding month's DROP accumulation until DROP participation ends. Upon employment termination, the DROP account is paid out as a lump sum payment, a rollover, or a combination partial lump sum payment and rollover. Monthly benefits are paid to the member in the amount calculated upon entry into the DROP, including any applicable COLA for intervening years.

The net pension liability does not include amounts for DROP participants, as these members are considered retired and are not accruing additional pension benefits.

Benefits Provided: Benefits under the Plan are computed on the basis of age and/or years of service, average final compensation and service credit. Credit for each year of service is expressed as a percentage of the average final compensation. For members initially enrolled before July 1, 2011, the average final compensation is the average of the five highest fiscal years' earnings; for members initially enrolled on or after July 1, 2011, the average final compensation is the average of the eight highest fiscal years' earnings. The total percentage value of the benefit received is determined by calculating the total value of all service, which is based on the retirement class to which the member belonged when the service credit was earned. Members are eligible for in-line-of-duty or regular disability and survivors' benefits. The following chart shows the percentage value for each year of service credit earned:

	% Value
<i>Regular Class members initially enrolled before July 1, 2011</i>	
Retirement up to age 62 or up to 30 years of service	1.60
Retirement at age 63 or with 31 years of service	1.63
Retirement at age 64 or with 32 years of service	1.65
Retirement at age 65 or with 33 or more years of service	1.68
<i>Regular Class members initially enrolled on or after July 1, 2011</i>	
Retirement up to age 65 or up to 33 years of service	1.60
Retirement at age 66 or with 34 years of service	1.63
Retirement at age 67 or with 35 years of service	1.65
Retirement at age 68 or with 36 or more years of service	1.68
<i>Senior Management Service Class</i>	2.00

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

As provided in Section 121.101, Florida Statutes, if the member is initially enrolled in the FRS before July 1, 2011, and all service credit was accrued before July 1, 2011, the annual cost-of-living adjustment is 3% per year. If the member is initially enrolled before July 1, 2011, and has service credit on or after July 1, 2011, there is an individually calculated cost-of-living adjustment. The annual cost-of-living adjustment is a proportion of 3% determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3%. Plan members initially enrolled on or after July 1, 2011, will not have a cost-of-living adjustment after retirement.

Contributions: The Florida Legislature establishes contribution rates for participating employers and employees. Contribution rates for fiscal years 2024 and 2023, were as follows:

Notes: 2024 Employer rates include 2.06% for the post-employment health insurance subsidy program, and the assessment of 0.06% for administration of the FRS Investment Plan and retirement and financial planning for members of both plans

Class	Employee	Percent of Gross Salary	
		2024 Employer	2023 Employer
FRS, Regular	3.00	13.63	13.57
FRS, Senior Management Service	3.00	34.52	34.52
DROP – Applicable to members from all above classes	0.00	21.13	21.13

The Authority’s contributions, for FRS and HIS totaled \$2,658,420 and employee contributions totaled \$431,078 for the fiscal year ended September 30, 2024. The Authority’s contributions, for FRS and HIS totaled \$2,280,077 and employee contributions totaled \$413,951 for the fiscal year ended September 30, 2023.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions: At September 30, 2024, the Authority reported a liability of \$11,981,074 for its proportionate share of the FRS Plan’s net pension liability, compared to \$12,848,797 at September 30, 2023. The net pension liability was measured as of June 30, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2024. The Authority’s proportionate share of the net pension liability was based on the Authority’s 2023-24 fiscal year contributions relative to the 2023-24 fiscal year contributions of all participating members. At June 30, 2024, the Authority’s proportionate share was 0.0309%, which was a decrease of 0.001% from its proportionate share measured as of June 30, 2023, of 0.0322%.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

For the fiscal year ended September 30, 2024, the Authority recognized the Plan pension expense of \$2,170,035. Fiscal year 2023 showed pension expense of \$2,892,610 which, in addition, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources, for 2024 and 2023, as shown:

<u>Description</u>	<u>2024</u>	Deferred Outflow of Resources	Deferred Inflow of Resources
Differences between expected and actual experience	\$ 1,210,410	\$ -	
Change of assumptions	1,642,116		-
Net difference between projected and actual earnings on FRS pension plan investments		-	796,325
Changes in proportion and differences between Authority FRS contributions and proportional share of contributions		285,594	807,033
Authority FRS contributions subsequent to the measurement date		469,164	-
Total		\$ 3,607,284	\$ 1,603,358

<u>Description</u>	<u>2023</u>	Deferred Outflow of Resources	Deferred Inflow of Resources
Differences between expected and actual experience	\$ 1,206,391	\$ -	
Change of assumptions	837,591		-
Net difference between projected and actual earnings on FRS pension plan investments		536,601	-
Changes in proportion and differences between Authority FRS contributions and proportional share of contributions		419,299	762,770
Authority FRS contributions subsequent to the measurement date		461,253	-
Total		\$ 3,461,135	\$ 762,770

The deferred outflows of resources related to pensions, totaling \$469,164, resulted from the Authority's contributions to the Plan subsequent to the measurement date and will be recognized as a reduction of the net pension liability in 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (in thousands):

<u>Year</u>	<u>Amount</u>
2025	\$ (349)
2026	1,907
2027	(6)
2028	(103)
2029	86
	\$ 1,535

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

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

	<u>2024</u>	<u>2023</u>
Inflation	2.40%	2.40%
Salary Increase	3.50%	3.25%
Investment Rate of Return	6.70%	6.70%

PUB2010 base table varies by member category and sex, projected generationally with Scale MP-2018 details in valuation reports.

The long-term expected rate of return on pension plan investments was not based on historical returns, but instead is based on a forward-looking capital market economic model. The allocation policy's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions and includes an adjustment for the inflation assumption. The target allocation and best estimates of arithmetic and geometric real rates of return for each major asset class are summarized in the following tables:

July 1, 2024 actuarial assumptions:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Annual Arithmetic Return</u>	<u>Compound Annual (Geometric) Return</u>	<u>Standard Deviation</u>
Cash	1.0%	3.3%	3.3%	1.1%
Fixed Income	29.0%	5.7%	5.6%	3.9%
Global Equity	45.0%	8.6%	7.0%	18.2%
Real Estate	12.0%	8.1%	6.8%	16.6%
Private Equity	11.0%	12.4%	8.8%	28.4%
Strategic Investments	2.0%	6.6%	6.2%	8.7%
Total	<u>100.0%</u>			
Assumed inflation – Mean			2.4%	1.5%

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

July 1, 2023 actuarial assumptions:

Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0%	2.9%	2.9%	1.1%
Fixed Income	19.8%	4.5%	4.4%	3.4%
Global Equity	54.0%	8.7%	7.1%	18.1%
Real Estate	10.3%	7.6%	6.6%	14.8%
Private Equity	11.1%	11.9%	8.8%	26.3%
Strategic Investments	3.8%	6.3%	6.1%	7.7%
Total	<u>100.0%</u>			
Assumed inflation – Mean			2.4%	1.4%

Discount Rate: The discount rate used to measure the total pension liability was 6.7% for 2024 and 2023, respectively. The Plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return.

Sensitivity of the Authority’s Proportionate Share of the Net Position Liability to Changes in the Discount Rate: The following presents the Authority’s proportionate share of the net pension liability calculated using the discount rate of 6.7%, as well as what the Authority’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage-point lower (5.7%) or one percentage-point higher (7.7%) than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
Authority’s proportionate share of the net pension liability			
As of July 1, 2024	\$ 21,074,290	\$ 11,981,074	\$ 4,363,546
As of July 1, 2023	\$ 21,948,361	\$ 12,848,797	\$ 5,235,922

Pension Plan Fiduciary Net Position: Detailed information about the Plan’s fiduciary net position is available in the separately issued FRS Pension Plan and Other State-Administered Systems, Annual Comprehensive Financial Report.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

The Retiree Health Insurance Subsidy Program (HIS)

Plan Description: The HIS Pension Plan (HIS Plan) is a cost-sharing multiple employer defined benefit pension plan established under Section 112.363, Florida Statutes and may be amended by the Florida Legislature at any time. The benefit is a monthly payment to assist retirees of State-administered retirement systems in paying their health insurance costs and is administered by the Florida Department of Management Services, Division of Retirement.

Benefits Provided: For the fiscal year ended June 30, 2024, eligible retirees and beneficiaries received a monthly HIS payment of \$7.50 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$45 and a maximum HIS payment of \$225 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive HIS Plan benefits, a retiree under a State-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

Contributions: The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal year ended June 30, 2024, the contribution rate was 2.0% of payroll pursuant to Section 112.363, Florida Statutes. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled.

The Authority's contributions to the HIS Plan totaled \$278,886 for the fiscal year ended June 30, 2024, and \$256,123 for the fiscal year ended June 30, 2023.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions: At June 30, 2024, the Authority reported a net pension liability of \$5,542,569 for its proportionate share of the HIS Plan's net pension liability, compared to \$5,702,456 at September 30, 2023. The net pension liability was measured as of June 30, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2024. The Authority's proportionate share of the net pension liability was based on the Authority's 2024-23 fiscal year contributions relative to the total 2024-23 fiscal year contributions of all participating members. At June 30, 2024, the Authority's proportionate share was 0.0369%, a 0.0001% increase in its proportionate share measured as of June 30, 2023, of 0.0359%.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

For the fiscal year ended June 30, 2024, the Authority recognized the HIS Plan pension expense of \$164,282 and \$2,111,762 for fiscal year 2023. In addition, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<u>Description</u>	<u>2024</u>	Deferred Outflow of Resources	Deferred Inflow of Resources
Differences between expected and actual experience		\$ 53,517	\$ 10,643
Change of assumptions		98,090	656,169
Net difference between projected and actual earnings on HIS pension plan investments		-	2,005
Changes in proportion and differences between Authority HIS contributions and proportional share of contributions		245,673	104,555
Authority HIS contributions subsequent to the measurement date		85,911	-
Total		<u>\$ 483,191</u>	<u>\$ 773,372</u>

<u>Description</u>	<u>2023</u>	Deferred Outflow of Resources	Deferred Inflow of Resources
Differences between expected and actual experience		\$ 83,480	\$ 13,358
Change of assumptions		149,916	494,137
Net difference between projected and actual earnings on HIS pension plan investments		2,945	-
Changes in proportion and differences between Authority HIS contributions and proportional share of contributions		132,335	185,766
Authority HIS contributions subsequent to the measurement date		79,715	-
Total		<u>\$ 448,391</u>	<u>\$ 693,261</u>

The deferred outflows of resources related to pensions, totaling \$85,911 resulted from the Authority's contributions to the HIS Plan subsequent to the measurement date and will be recognized as a reduction of the net pension liability in 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (in thousands):

<u>Year</u>	<u>Amount</u>
2025	\$ 43
2026	(558)
2027	(2)
2028	141
	<u>\$ (376)</u>

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

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

	2024	2023
Inflation	2.40%	2.40%
Salary Increase	3.50%	3.25%
Investment Rate of Return	3.93%	3.65%

Mortality rates were based on the Generational RP-2010 with Projection Scale MP 2018.

Discount Rate: The discount rate used to measure the total pension liability was 3.93% and 3.65% for 2024 and 2023, respectively. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS Plan benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor.

Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following presents the Authority's proportionate share of the net pension liability calculated using the applicable discount rate for each fiscal year, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage-point lower or one percentage-point higher than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
Authority's proportionate share of the net pension liability			
As of July 1, 2024	\$ 6,589,116	\$ 5,542,569	\$ 5,185,504
As of July 1, 2023	\$ 6,505,612	\$ 5,702,456	\$ 3,349,665

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note F – Pension Plan (Continued)

Pension Plan Fiduciary Net Position: Detailed information about the HIS Plan's fiduciary net position is available in the separately issued FRS Pension Plan and Other State Administered Systems Annual Comprehensive Financial Report.

FRS – Defined Contribution Pension Plan

The SBA administers the defined contribution plan officially titled the FRS Investment Plan (Investment Plan). The Investment Plan is reported in the SBA's annual financial statements and in the State of Florida Comprehensive Annual Financial Report.

As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined benefit plan. Authority employees participating in DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class, Elected County Officers, etc.), as the FRS defined benefit plan. Contributions are directed to individual member accounts and the individual members allocate contributions and account balances among various approved investment choices. Costs of administering plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04% of payroll and by forfeited benefits of plan members.

For all membership classes, employees are immediately vested in their own contributions and are vested after one year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Non-vested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. For the fiscal years ended September 30, 2024 and 2023, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to the Authority.

After termination and applying to receive benefits, the member may rollover vested funds to another qualified plan, structure a periodic payment under the Investment Plan, receive a lump-sum distribution, leave the funds invested for future distribution, or any combination of these options. Disability coverage is provided, the member may either transfer the account balance to the FRS Pension Plan when approved for disability retirement to receive guaranteed lifetime monthly benefits under the FRS Pension Plan or remain in the Investment Plan and rely upon that account balance for retirement income.

The Authority's Investment Plan pension expense totaled \$1,284,260 for the fiscal year ended September 30, 2024, and \$968,276 for the fiscal year ended September 30, 2023.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note G – Deferred Compensation Plan

The Authority provides a deferred compensation plan (the 457 Plan) for its employees, established under Internal Revenue Code (IRC) Section 457. This plan, available to all full-time employees, allows participants to defer a portion of their salary to future years. Deferred compensation is accessible only upon termination, retirement, death, or in cases of unforeseeable emergency. All plan assets are held in trust for the exclusive benefit of participants and beneficiaries and therefore are not reported on the Authority's statements of net position.

The Authority also sponsors a separate retirement plan under IRC Section 401(a), which includes matching contributions. The Authority matches a specified amount for each dollar deferred by employees into the 457 Plan. Similar to the 457 Plan, all 401(a) assets are held in trust for the sole benefit of participants and beneficiaries, and are not reflected on the Authority's statements of net position.

The Authority's 401(a) matching contributions were \$214,000 for the fiscal year ended September 30, 2024, and \$203,000 for the fiscal year ended September 30, 2023.

Note H – Other Post-Employment Benefits (OPEB)

Plan Description

The Authority maintains a single employer medical benefits plan that it makes available both to current and retired employees. Retired employees have a one-time benefit option to continue coverage under the group plan upon retirement. Retirees pay the full insurance premium with no direct subsidy from the Authority. The medical plan is an experience-rated insurance contract plan that provides medical benefits to employees and eligible retirees and their dependents. The OPEB portion of the benefits (referred to as OPEB) refers to the benefits applicable to current and future retirees based upon GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pension* (GASB 75). The Authority currently has 172 active participants in the group medical plan and 2 participating retirees.

OPEB Liability

GASB 75 requires the recording of the OPEB liability. The OPEB liability is the actuarial present value of the total projected benefits allocated to years of employment prior to the measurement date. The Authority recognizes an implicit rate subsidy (age-adjusted premium benefit), which is calculated based on the annual required contribution of the employer, as determined in accordance with parameters of GASB 75. The OPEB expense reflects the annual change in the employer's OPEB liability, with deferred recognition provided for certain items. GASB 75 calls for the Authority to have an OPEB valuation performed every two years. The Authority does not accumulate assets to pay benefits but rather finances the program on a pay-as-you-go basis.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note H – Other Post-Employment Benefits (OPEB) (Continued)

Actuarial Assumptions

Category	2024	2023
Valuation Date	10/1/2023	10/1/2022
Census Date	9/30/2023	9/23/2023
Discount Rate	4.87% per annum (for FYE 24 Expense); 4.06% (disclosures); 3.06%-5.06% (sensitivity)	4.77% per annum (for FYE 23 Expense) 4.87% (disclosures) (3.87% - 5.87% (sensitivity)
Salary Scale	3% per annum	3% per annum
Mortality	PUB-2010 mortality table with MP-2021 projection	PUB-2010 mortality table with MP2021 projection
Retirement Rates	Florida Retirement System Actuarial Valuation as of July 1, 2018 for Regular Employees	Florida Retirement System Actuarial Valuation as of July 1, 2018 for Regular employees
Health Care Cost Trend Rate	6.5% per annum trending down to .05% until reaching the ultimate rate of 4.5%	6.5% per annum trending down to .05% until reaching the ultimate rate of 4.5%
Asset Valuation Method	Market value	Market value
Amortization Basis	Experience gains/losses average expected future working lifetime of the whole group. Amortization changes: average expected future working lifetime of the whole group	Experience gains/losses average expected future working lifetime of the whole group. Amortization changes: average expected future working lifetime of the whole group

Changes in Total OPEB Liability

The following data presents the changes in the total OPEB liability for fiscal years ended September 30:

	2024	2023
Balance, beginning of year	\$ 267,191	\$ 352,942
Service cost	13,243	9,832
Interest cost	12,619	16,450
Differences between expected and actual experience	5,616	(94,022)
Changes in assumptions or other inputs	17,187	(1,853)
Benefit payments	(16,158)	(16,158)
Net change	32,507	(85,751)
Balance, end of year	\$ 299,698	\$ 267,191

Deferred inflows and outflows associated with the Authority's total OPEB liability are not considered significant by management and accordingly have not been recorded in the Authority's financial statements.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note H – Other Post-Employment Benefits (OPEB) (Continued)

Sensitivity of the Total OPEB Liability to Changes in the Health Care Cost Trend Rate and Discount Rate

Health Care Cost Trend Sensitivity: calculated using trend rates that are one percent lower and higher than the current rate assumption:

	Rate	Total OPEB Liability		
		1% Decrease	Current Rate	1% Increase
As of September 30, 2024	6.5%	\$ 267,145	\$ 299,698	\$ 338,399
As of September 30, 2023	6.5%	\$ 239,854	\$ 267,191	\$ 299,691

Discount Rate Sensitivity: The discount rate was based upon a 20-year tax-exempt municipal bond fund, below are the changes as impacted by a 1% lower and higher than the current rate assumption:

	Rate	Total OPEB Liability		
		1% Decrease	Current Rate	1% Increase
As of September 30, 2024	4.87%	\$ 322,210	\$ 299,698	\$ 278,458
As of September 30, 2023	4.77%	\$ 286,170	\$ 267,191	\$ 249,280

Note I – Risk Management

The Authority participates in the City's experience rated self-insurance plan which provides for auto liability, comprehensive general liability and workers' compensation coverage, up to \$1,200,000 per occurrence for workers' compensation claims. The Authority has excess coverage for individual workers' compensation claims above \$1,200,000. The Authority's expense is the premium charged by the City's self-insurance plan. Workers' compensation and general liability insurance premiums amounted to \$187,000 and \$264,000 for the years ended September 30, 2024 and 2023, respectively.

The Authority is also a participant in the City's property insurance program which is provided through commercial insurance policies. Premium expenses amounted to \$1,036,000 and \$804,000 for the years ended September 30, 2024, and 2023, respectively.

As a part of the Authority's risk management program, the Authority also purchases certain additional commercial insurance policies to cover exposures such as special risk employees and business interruption coverage. The Authority does not retain any risk on their policies and settlements have not exceeded insurance coverage for each of the last three fiscal years.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note J – Long-Term Debt and Other Noncurrent Liabilities

Long-term liability activity for the years ended September 30, was as follows:

<i>(In thousands of dollars)</i>	2024				Amounts Due Within One Year
	Beginning Balance	Additions	Reductions	Ending Balance	
Bonds and notes payable					
Revenue bonds	\$ 42,400	\$ -	\$ -	\$ 42,400	\$ -
Revenue notes – tax exempt	156,248	-	(6,768)	149,480	8,425
Revenue note – taxable	2,395	-	(1,900)	495	495
Unamortized original issue premium amounts	4,835	-	(188)	4,647	-
Total bonds and notes payable	205,878	-	(8,856)	197,022	8,920
Liability for pollution remediation	732	36	(104)	664	-
Compensated absences and OPEB	2,010	272	(215)	2,067	332
Payable to primary government	6,122	-	-	6,122	-
Line of credit	2,920	27,257	(6,265)	23,912	-
Total	<u>\$ 217,662</u>	<u>\$ 27,565</u>	<u>\$ (15,440)</u>	<u>\$ 229,787</u>	<u>\$ 9,252</u>
<i>(In thousands of dollars)</i>	2023				Amounts Due Within One Year
	Beginning Balance	Additions	Reductions	Ending Balance	
Bonds and notes payable					
Revenue bonds	\$ 42,400	\$ -	\$ -	\$ 42,400	\$ -
Revenue and refunding bonds	945	-	(945)	-	-
Revenue notes – tax exempt	162,819	-	(6,571)	156,248	6,768
Revenue note – taxable	2,915	-	(520)	2,395	1,900
Unamortized original issue premium amounts	5,024	-	(189)	4,835	-
Total bonds and notes payable	214,103	-	(8,225)	205,878	8,668
Liability for pollution remediation	739	130	(137)	732	-
Compensated absences and OPEB	1,907	802	(699)	2,010	355
Payable to primary government	-	6,122	-	6,122	-
Line of credit	10,749	-	(7,829)	2,920	-
Other obligation	8,537	-	(8,537)	-	-
Total	<u>\$ 236,035</u>	<u>\$ 7,054</u>	<u>\$ (25,427)</u>	<u>\$ 217,662</u>	<u>\$ 9,023</u>

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note J – Long-Term Debt and Other Noncurrent Liabilities (Continued)

Revenue bonds, notes, and line of credit at September 30, consisted of the following:

<i>(in thousands of dollars)</i>	2024	2023
Tax Exempt Revenue Note, Series 2017, due in varying amounts through 2028. Interest rate is fixed at 2.25%.	\$ 12,210	\$ 14,490
Tax Exempt Revenue Note, Series 2010, due in varying amounts through 2030. Interest rate is fixed at 2.69%.	12,348	13,844
Tax Exempt Bank Note Crane 2014, Subordinate Obligation due in varying amounts through 2034. Interest rate is fixed at 3.04%.	14,200	15,331
Revenue Bonds, Series 2018B, due in varying amounts thru 2048. Interest rate is fixed at 5%.	42,400	42,400
Tax Exempt Revenue Note, Series 2018A, due in varying amounts through 2033. Interest rate is fixed at 2.872%.	21,853	23,713
Taxable Revenue Note, Series 2020A, due in varying amounts through 2024. Interest rate is fixed at 2.66%	495	2,395
Tax Exempt Revenue Note, Series 2022, due in varying amounts through 2038. Interest rate is fixed at 2.10%.	88,870	88,870
\$50 million Line of Credit, Subordinate Obligation, interest due monthly in varying rates, 5.61% to 5.76% in 2023 and 2024. Principal due February 2028.	23,912	2,920
Total revenue bonds, notes and line of credit	216,288	203,963
Less current portion	8,920	8,668
Total revenue bonds, notes and line of credit, net	\$ 207,368	\$ 195,295

In January 2009, the Authority established a \$50 million multi-year line of credit with Regions Bank, which has been subsequently renewed for multi-year terms since that time. An eighth renewal was executed on December 12, 2022 and is due and payable February 2028. The current agreement allows for an additional renewal option through 2029. It is the intention of the Authority to use the line for a revolving medium term or long-term funding source designated for the Authority's capital spending program. The outstanding balance on the line of credit at September 30, 2024 was \$23,912,154.

In November 2010, the Authority executed a loan agreement with Regions Bank, Tax-Exempt Revenue Note Series 2010, for the purpose of paying off the Series 2000 Revenue Bonds and to establish a required reserve account. The Regions Bank, Tax Exempt Note Series 2010, has a final maturity of 2030. The outstanding balance as of September 30, 2024 was \$12,348,303.

In September 2014, the Authority executed a loan agreement in the amount of \$25,000,000 to support the acquisition of three new cranes. The agreement has a fixed term rate of 3.04%. The SunTrust Bank Note issued has a final maturity of 2034. The outstanding balance as of September 30, 2024 was \$14,199,357.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note J – Long-Term Debt and Other Noncurrent Liabilities (Continued)

In November 2017, the Authority executed a loan agreement with Regions Bank, the Tax-Exempt Revenue Note, Series 2017, for the purpose of paying off the balance of the 2008 Bonds. The original amount of the loan was \$23,120,000, at a fixed term rate of 2.25%, with a final maturity of 2028. The outstanding balance as of September 30, 2024 was \$12,210,000.

In August 2018, the Authority executed a \$28,982,000 loan agreement with Chase Bank, N.A., Tax-Exempt Revenue Note Series 2018A, for the purpose of financing or refinancing expenditures relating to the cost of portions of the Authority's capital program and to pay down the Authority's line of credit. The agreement has a fixed term rate of 2.872% with a term of 15 years through 2033. The outstanding balance as of September 30, 2024 was \$21,853,000

In August 2018, the Authority issued \$42,400,000 in Revenue Bonds, Series 2018B, for the purposes of financing the Authority's capital improvement program, largely the harbor deepening project. The bonds have a fixed term rate of 5.00% with a term of 30 years through 2048. The outstanding balance as of September 30, 2024 was \$42,400,000.

In March 2020, the Authority executed loan agreements with Truist Bank for the purpose of advance refunding \$84,695,000 (95%) of the Series 2012 Bonds. The transaction resulted in two bank notes, the Taxable Revenue Note, Series 2020A for \$3,405,000, at 2.66%, and the Taxable Revenue Note, Series 2020B in the amount of \$88,870,000, ranging from 2.10% to 2.66%. In August 2022, the Revenue Refunding Bond, Series 2022 in the amount of \$88,870,000 (Tax-Exempt) were exchanged for Taxable Revenue Note, Series 2020B in the same amount. The remaining Taxable Revenue Note, Series 2020A (maturity date 2024), had an outstanding balance as of September 30, 2024 of \$495,000.

In August 2022, the Authority executed an agreement with Truist Commercial Equity, Inc. to issue Tax-Exempt Revenue Refunding Bond, Series 2022 for \$88,870,000 for the purposes of redeeming the Taxable Revenue Note, Series 2020B in the same amount. The bond has a tax-exempt interest rate of 2.10%, with a maturity date of November 2038. The outstanding balance as of September 30, 2024 was \$88,870,000.

Bond covenants

The Authority's debt resolutions place restrictions on the issuance of additional bonds, designate required funding of related bond reserves and requires certain monies for debt service payments be held in trust funds. The Authority has also agreed in its bond covenants to establish and maintain rates charged to customers that will be sufficient to generate certain levels of operating revenues and operating income in excess of its annual debt service on the various outstanding bonds. The Authority has agreed to maintain net operating revenues in excess of 125% of the senior debt service obligations and 100% of the total subordinate debt service obligations.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note J – Long-Term Debt and Other Noncurrent Liabilities (Continued)

Debt maturities

Required debt service for the outstanding bonds and notes payable for the next five years and thereafter to maturity as of September 30, 2024, was as follows (in thousands):

Years ending	Interest	Principal
2025	\$ 5,565	\$ 8,920
2026	5,334	9,183
2027	5,098	9,438
2028	4,855	9,702
2029	4,605	9,978
2030-2034	18,926	58,067
2035-2039	11,665	55,463
2040-2044	6,245	13,845
2045-2049	2,311	17,780
	<u>\$ 64,604</u>	<u>\$ 192,376</u>

Original issue discount and deferred loss on refundings (in thousands of dollars)

Unamortized premiums on bonds were \$4,647 and \$4,835 at year-end 2024 and 2023, respectively. Unamortized deferred loss on debt refundings was \$4,788 and \$5,154 in 2024 and 2023, respectively.

Deferred outflow/inflow of resources

Deferred outflow of resources as shown on the statements of net position include unamortized loss on debt refundings and defeasance transactions. Additionally, deferred outflows and inflows are recorded for changes related to pensions activities.

<i>(in thousands of dollars)</i>	2024	2023
Deferred loss on debt refundings	\$ 4,788	\$ 5,154
Deferred outflow pension (see Note F)	4,091	3,910
Total deferred outflow of resources	<u>\$ 8,879</u>	<u>\$ 9,064</u>
Deferred inflow of resources – pension (see Note F)	<u>\$ 2,377</u>	<u>\$ 1,456</u>

Other noncurrent liabilities

Unearned revenue balances were approximately \$19,713,000 and \$14,592,000 for years ended September 30, 2024 and 2023, respectively. The current portion was \$700,000 each year and represents one year of rent amortization on SSA rents collected but unearned. See Note E for further explanation regarding unearned lease rent revenue recognition. This balance also includes unearned grant funds of \$5,821,000 for ongoing projects and construction funding agreements from the City of Jacksonville to construct Fire Station #48 at Blount Island. These funds will remain unearned until they are utilized for eligible project expenses.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note J – Long-Term Debt and Other Noncurrent Liabilities (Continued)

The Authority recorded a payable to primary government in the amount of \$6,122,000 at fiscal year-end 2023, reflecting the City share due, as part of the \$35 million refund from the USACE on the closeout of the 47 ft. harbor deepening project. This balance of \$6,122,000 remains payable at year end 2024.

OPEB liabilities for retiree medical benefits were approximately \$300,000 and \$267,000 at September 30, 2024 and 2023, respectively. See Note H for additional information.

Note L – Commitments and Contingencies

Construction Related

As of September 30, 2024, the Authority has committed approximately \$170,313,000 for future construction work. This primarily includes terminal construction projects, berth improvements and the acquisition of three new container cranes.

Environmental Remediation

The Authority owns several parcels of property located at the southernmost portion of the Talleyrand Marine Terminal which previous owners used to conduct fertilizer blending and packaging and other operations involving the use of chemicals. Property adjacent to these parcels, owned by an unrelated third-party has also been identified to contain contaminants attributed to its former use. In conjunction with the Florida Department of Environmental Protection (FDEP), the Authority developed an Interim Remedial Action Plan (IRAP), which includes a site soil and groundwater treatment system, allowing for the groundwater to be captured by wells and discharged to a nearby publicly owned treatment works facility (POTW). The Authority originally (in 2011) established a \$1.5 million reserve for project and ongoing operations costs of the groundwater treatment system and has periodically added to that reserve since that time. As a result of an updated review of the ongoing operational costs of this system in 2024, the Authority provided an incremental charge of \$36,000 to supplement the reserve. At September 30, 2024, the reserve balance recorded was approximately \$664,000 for ongoing operations and monitoring costs.

Collective Bargaining Agreement

The Authority's workforce is made up of approximately 180 employees. Union employees represent about 40% of the total. The current union contract runs through September 30, 2025.

Note M – Significant Customers

2024

The Authority had five customers with significant operating revenues (10% or more of total revenues): Crowley Liner Services (17%), SSA (15%), Tote Maritime (11%), APS East Coast (12%) and Carnival Cruise Lines (10%).

2023

The Authority had five customers with significant operating revenues (10% or more of total revenues): Crowley Liner Services (17%), SSA (14%), Tote Maritime (11%), APS East Coast (10%) and Carnival Cruise Lines (10%).

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to Financial Statements

Note N – Capital Contributions

Federal Contributions

The Authority received monies from federal funding awards designated for constructing various capital assets and capital improvements. Contributions of \$8,379,093 and \$6,848,538 were recorded for the years ended September 30, 2024 and 2023, respectively.

State Contributions

State funded awards totaled \$39,484,573 and \$9,910,935 for the years ended September 30, 2024 and 2023, respectively.

Note O – Subsequent Event

In January 2025, President Trump signed executive orders that could potentially impact federal financial assistance. Federal agencies have been tasked with reviewing federal programs to ensure alignment with these orders. The Authority receives various federal grants and payments that could be subject to the aforementioned executive orders. The Authority does not believe any loss of funding would be material to its financial statements; however, the implications of these executive orders are not fully known at the date these financial statements were issued. For fiscal year ending September 30, 2024, federal funding totaled \$10.2 million. Grant receivables associated with federal grants were \$3.9 million as of September 30, 2024, of which approximately \$2.0 million has been collected subsequent to year-end.

JACKSONVILLE PORT AUTHORITY
A Component Unit of the City of Jacksonville, Florida
REQUIRED SUPPLEMENTAL INFORMATION (UNAUDITED)

Schedule of Changes in Total OPEB Liability
Last Ten Fiscal Years*
(in dollars)

	2024	2023	2022	2021	2020	2019	2018
Total OPEB liability – beginning	\$ 267,191	\$ 352,942	\$ 404,992	\$ 315,914	\$ 294,914	\$ 317,699	\$ 319,347
Service cost	13,243	9,832	16,442	15,206	15,000	16,000	14,896
Interest cost	12,619	16,450	9,397	7,917	12,000	12,098	11,984
Differences between expected and actual experience	5,616	(94,022)	(5,422)	18,890	-	67,260	-
Changes in assumptions or other inputs	17,187	(1,853)	(35,873)	83,659	-	(115,492)	(18,451)
Benefit payments	(16,158)	(16,158)	(36,594)	(36,594)	(6,000)	(2,651)	(10,077)
Net change	32,507	(85,751)	(52,050)	89,078	21,000	(22,785)	(1,648)
Total OPEB liability – ending	\$ 299,698	\$ 267,191	\$ 352,942	\$ 404,992	\$ 315,914	\$ 294,914	\$ 317,699
Covered employee payroll	\$ 13,279,605	\$ 12,415,171	\$ 10,920,134	\$ 10,092,846	\$ 9,887,483	\$ 9,578,318	\$ 9,164,400
Total OPEB liability as a percentage of covered payroll	2.26%	2.15%	3.23%	4.01%	3.20%	3.08%	3.47%

* Changes in total OPEB liability for the fiscal years prior to 2018 were not available, and accordingly, not included in the schedule.

**SCHEDULE OF THE AUTHORITY'S PROPORTIONATE
SHARE OF THE NET PENSION LIABILITY –
FLORIDA RETIREMENT SYSTEM PENSION PLAN
LAST TEN FISCAL YEARS
(UNAUDITED)**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Authority's proportion of the FRS net pension liability	0.0310%	0.0322%	0.0343%	0.0328%	0.0317%	0.0341%	0.0358%	0.0374%	0.0353%	0.0352%
Authority's proportionate share of the FRS net pension liability	\$ 11,981,074	\$ 12,848,797	\$ 12,764,006	\$ 2,480,995	\$ 13,754,260	\$ 11,740,361	\$ 10,797,420	\$ 11,070,761	\$ 8,917,567	\$ 4,546,261
Authority's covered-employee payroll	\$ 15,920,787	\$ 12,415,717	\$ 12,713,611	\$ 12,269,541	\$ 12,234,777	\$ 12,246,587	\$ 12,533,283	\$ 12,195,198	\$ 11,910,007	\$ 11,486,853
Authority's proportionate share of the FRS net pension liability as a percentage of its covered-employee payroll	75.25%	103.49%	100.40%	20.22%	112.42%	95.86%	86.15%	90.78%	74.87%	39.58%
FRS Plan fiduciary net position as a percentage of the										

Note: The amounts presented for each fiscal year were determined as of June 30th. The schedule is presented to illustrate the requirements of GASB Statement No. 68.

**SCHEDULE OF THE AUTHORITY'S PROPORTIONATE
SHARE OF THE NET PENSION LIABILITY –
HEALTH INSURANCE SUBSIDY PENSION PLAN
LAST TEN FISCAL YEARS
(UNAUDITED)**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Authority's proportion of the HIS net pension liability	0.0369%	0.0359%	0.0365%	0.0343%	0.0353%	0.0370%	0.0370%	0.0398%	0.0383%	0.0373%
Authority's proportionate share of the HIS net pension liability	\$ 5,542,569	\$ 5,702,456	\$ 3,780,704	\$ 4,209,146	\$ 4,315,437	\$ 4,137,205	\$ 3,917,903	\$ 4,250,943	\$ 4,461,658	\$ 3,806,082
Authority's covered-employee payroll	\$ 15,920,787	\$ 12,415,717	\$ 12,713,611	\$ 12,269,541	\$ 12,234,777	\$ 12,246,587	\$ 12,533,283	\$ 12,195,198	\$ 11,910,007	\$ 11,486,853
Authority's proportionate share of the HIS net pension liability as a percentage of its covered-employee payroll	34.81%	45.93%	29.74%	34.31%	35.27%	33.78%	31.26%	34.86%	37.46%	33.13%
HIS Plan fiduciary net position as a percentage of the total pension liability	4.80%	4.12%	4.81%	3.56%	3.00%	2.63%	2.15%	1.64%	0.97%	0.50%

Note: The amounts presented for each fiscal year were determined as of September 30th. The schedule is presented to illustrate the requirements of GASB Statement No. 68.

**SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS
FLORIDA RETIREMENT SYSTEM PENSION PLAN
LAST TEN FISCAL YEARS
(UNAUDITED)**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required FRS contribution	\$ 2,379,534	\$ 2,023,954	\$ 1,731,637	\$ 1,437,015	\$ 1,217,755	\$ 1,167,644	\$ 1,202,882	\$ 1,046,313	\$ 947,884	\$ 948,391
FRS contributions in relation to the										
contractually required FRS contributions	2,379,534	2,023,954	1,731,637	1,437,015	1,217,755	1,167,644	1,202,882	1,046,313	947,884	948,391
FRS contributions deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's covered-employee payroll	\$ 15,920,787	\$ 12,415,717	\$ 12,713,611	\$ 12,269,541	\$ 12,234,777	\$ 12,246,587	\$ 12,533,283	\$ 12,195,198	\$ 11,910,007	\$ 11,486,853
FRS contributions as a percentage										
of cover-employee payroll	14.9%	16.3%	13.6%	11.7%	10.0%	9.5%	9.6%	8.6%	8.0%	8.3%

Note: The amounts presented for each fiscal year were determined as of June 30th. The schedule is presented to illustrate the requirements of GASB Statement No. 68.

**SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS
HEALTH INSURANCE SUBSIDY PENSION PLAN
LAST TEN FISCAL YEARS
(UNAUDITED)**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required HIS contribution	\$ 278,886	\$ 256,123	\$ 223,739	\$ 203,674	\$ 203,097	\$ 203,293	\$ 208,052	\$ 202,440	\$ 197,706	\$ 157,222
HIS contributions in relation to the contractually required HIS contributions	278,886	256,123	223,739	203,674	203,097	203,293	208,052	202,440	197,706	157,222
HIS contributions deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's covered-employee payroll	\$ 15,920,787	\$ 12,415,717	\$ 12,713,611	\$ 12,269,541	\$ 12,234,777	\$ 12,246,587	\$ 12,533,283	\$ 12,195,198	\$ 11,910,007	\$ 11,486,853
HIS contributions as a percentage of cover-employee payroll	1.8%	2.1%	1.8%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.4%

Note: The amounts presented for each fiscal year were determined as of September 30th. The schedule is presented to illustrate the requirements of GASB Statement No. 68.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Schedule of Expenditures of Federal Awards and State Financial Assistance
Fiscal Year Ended September 30, 2024

Federal Grantor/Pass-Through Grantor/ Program or Cluster Title	Federal Assistance Listing Number	Contract Number	Pass-Through Entity Identifying Number	Provided To Subrecipients	Total Federal Expenditures
U.S. Department of Homeland Security					
Port Security Grant Program	97.056	EMW-2021-PU-00128	Not applicable	\$ -	\$ 17,745
Port Security Grant Program	97.056	EMW-2021-PU-00128	Not applicable	-	1,196,923
Port Security Grant Program	97.056	EMW-2022-PU-00224	Not applicable	-	227,882
Port Security Grant Program	97.056	EMW-2023-PU-00062	Not applicable	-	66,699
Total Port Security Grant Program				-	1,509,249
Passed Through the State of Florida:					
Disaster Grants – Public Assistance (Presidentially Declared Disasters)	97.036	693JF72040002	693JF72040002	-	6,192
Total Disaster Grants – Public Assistance (Presidentially Declared Disasters)				-	6,192
Total U.S. Department of Homeland Security				-	1,515,441
U.S. Department of Transportation					
National Infrastructure Investments	20.933	Hurricane Dorian	Not applicable	-	6,887,590
Port Infrastructure Development Program	20.823	693JF72344033	Not applicable	1,732,397	1,732,397
Port Infrastructure Development Program	20.823	693JF72344033	Not applicable	-	36,322
Total Port Infrastructure Development Program				1,732,397	1,768,719
Total U.S. Department of Transportation				1,732,397	8,656,309
Total Expenditures of Federal Awards				\$ 1,732,397	\$ 10,171,750

State Grantor/Pass-Through Grantor/Project Title	State CSFA Number	Contract Number	Total State Expenditures
State of Florida Department of Transportation			
Seaport Grant Programs	55.005	G0Y96	\$ 198,419
Seaport Grant Programs	55.005	G2404	29,771
Seaport Grant Programs	55.005	G1L70	24,163
Seaport Grant Programs	55.005	G1L95	1,239,281
Seaport Grant Programs	55.005	G1V25	470,297
Seaport Grant Programs	55.005	G2408	461,588
Seaport Grant Programs	55.005	G2752	27,342
Seaport Grant Programs	55.005	G2756	15,545,708
Seaport Grant Programs	55.005	G2757	1,806,777
Seaport Grant Programs	55.005	G2758	261,947
Seaport Grant Programs	55.005	G2F55	604,853
Seaport Grant Programs	55.005	G2H79	42,303
Seaport Grant Programs	55.005	G2V31	74,666
Total Seaport Grant Programs			20,787,115
Local Transportation Projects	55.039	G2N13	15,127,700
Local Transportation Projects	55.039	G3188	3,629,454
Total Local Transportation Projects			18,757,154
Total Expenditures of State Financial Assistance			\$ 39,544,269
Total Expenditures of Federal Awards and State Financial Assistance			\$ 49,716,019

See accompanying notes to the Schedule of Expenditures of Federal Awards and State Financial Assistance.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Notes to the Schedule of Expenditures of Federal Awards and State Financial Assistance

Note 1. Basis of Presentation

The accompanying schedule of expenditures of federal awards and state financial assistance (the Schedule) includes the federal and state grant activity of the Jacksonville Port Authority (the Authority), a component unit of the City of Jacksonville, Florida, under programs of the federal and state government for the year ended September 30, 2024. The information in this Schedule is presented in accordance with the 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), and Chapter 10.650, *Rules of the Florida Auditor General* (Chapter 10.650). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position or cash flows of the Authority.

Note 2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance and Chapter 10.650, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

Note 3. Indirect Cost Rate

The Authority has elected not to use the 10% *de minimis* indirect cost rate allowed under the Uniform Guidance.

**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***

Independent Auditor's Report

Members of the Board of Directors
Jacksonville Port Authority

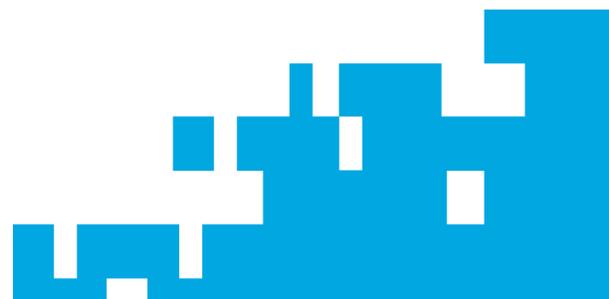
We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of Jacksonville Port Authority (the Authority), a component unit of the City of Jacksonville, Florida, as of and for the year ended September 30, 2024, and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated March 3, 2025.

Report on Internal Control over Financial Reporting

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



Report on Compliance and Other Matters

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

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the 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.

RSM US LLP

Jacksonville, Florida
March 3, 2025

Report on Compliance for Each Major Federal Program and Each Major State Financial Assistance Project; Report on Internal Control Over Compliance; and Report on the Schedule of Expenditures of Federal Awards and State Financial Assistance Required by the Uniform Guidance and State of Florida Chapter 10.650, *Rules of the Auditor General*

Independent Auditor's Report

Members of the Board of Directors
Jacksonville Port Authority

Report on Compliance for Each Major Federal Program and Each Major State Financial Assistance Project

Opinion on Each Major Federal Program and Each Major State Financial Assistance Project

We have audited the Jacksonville Port Authority's (the Authority), a component unit of the City of Jacksonville, Florida, compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* and in the State of Florida's *Department of Financial Services' State Projects Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs and major state financial assistance projects for the year ended September 30, 2024. The Authority's major federal programs and state financial assistance projects are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs and major state financial assistance projects for the year ended September 30, 2024.

Basis for Opinion on Each Major Federal Program and Each Major State Financial Assistance Project

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); 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); and the State of Florida Chapter 10.650, *Rules of the Auditor General* (Chapter 10.650). Our responsibilities under those standards, the Uniform Guidance and Chapter 10.650 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 Authority 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 and each major state financial assistance project. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

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 Authority's federal programs and state financial assistance projects.

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 Authority'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 GAAS, *Government Auditing Standards*, the Uniform Guidance, and Chapter 10.650 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 Authority's compliance with the requirements of each major federal program and each major state financial assistance project as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance, and Chapter 10.650, 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 Authority'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 Authority'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 and Chapter 10.650, but not for the purpose of expressing an opinion on the effectiveness of the Authority'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.

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 or state financial assistance project 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 or state financial assistance project 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 or state financial assistance project 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 and Chapter 10.650. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards and State Financial Assistance Required by the Uniform Guidance and State of Florida Chapter 10.650, Rules of the Auditor General

We have audited the financial statements of the Authority as of and for the year ended September 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our report thereon, dated March 3, 2025, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards and state financial assistance is presented for purposes of additional analysis as required by the Uniform Guidance and Chapter 10.650, 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 and state financial assistance is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

RSM US LLP

Jacksonville, Florida
March 3, 2025

**Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida**

Schedule of Findings and Questioned Costs

Section I – Summary of Auditor’s Results

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with U.S. GAAP:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified?

_____ Yes X No

Significant deficiency(ies) identified?

_____ Yes X None Reported

Noncompliance material to financial statements noted?

_____ Yes X No

Federal Awards

Internal control over major federal programs:

Material weakness(es) identified?

_____ Yes X No

Significant deficiency(ies) identified?

_____ Yes X None Reported

Type of auditor’s report issued on compliance for major federal programs:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR 200.516(a)?

_____ Yes X No

Identification of major federal programs:

Assistance Listing Numbers	Name of Federal Program or Cluster
20.823	Port Infrastructure Development Program
20.933	National Infrastructure Investments

Dollar threshold used to distinguish between type A and type B programs:

\$ 750,000

Auditee qualified as low-risk auditee?

 X Yes _____ No

State Financial Assistance Projects

Internal control over major state projects:

Material weakness(es) identified?

_____ Yes X No

Significant deficiency(ies) identified?

_____ Yes X None Reported

Type of auditor’s report issued on compliance for major state projects:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with Chapter 10.650, *Rules of the Auditor General*?

_____ Yes X No

Identification of major state projects:

CSFA Number	Name of State Program or Project
55.005	Seaport Grant Programs
55.039	Local Transportation Projects

Dollar threshold used to distinguish between type A and type B projects:

\$1,186,328

**Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida**

Schedule of Findings and Questioned Costs (Continued)

Section II – Financial Statement Findings

No matters were reported.

Section III – Findings and Questioned Costs for Federal Awards and State Financial Assistance

No matters were reported.

Jacksonville Port Authority
A Component Unit of the City of Jacksonville, Florida

Summary Schedule of Prior Audit Findings

The prior year single audit disclosed no findings in the Schedule of Findings and Questioned Costs and no uncorrected or unresolved findings exist from the prior audit's Summary of Prior Audit Findings.

Management Letter

Member of the Board of Directors
Jacksonville Port Authority

Report on the Financial Statements

We have audited the basic financial statements of the Jacksonville Port Authority (the Authority), a component unit of the City of Jacksonville, Florida, as of and for the fiscal year ended September 30, 2024, and have issued our report thereon dated March 3, 2025.

Auditor's Responsibility

We conducted our audit 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; the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements of Federal Awards* (Uniform Guidance); and Chapter 10.650, *Rules of the Florida Auditor General*.

Other Reporting Requirements

We have issued our 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*; Independent Auditor's Report on Compliance for Each Major Federal Program and Each Major State Project and Report on Internal Control over Compliance; Schedule of Findings and Questioned Costs; and Independent Accountant's Report on an examination conducted in accordance with *AICPA Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.650, *Rules of the Florida Auditor General*. Disclosures in those reports, which are dated March 3, 2025, should be considered in conjunction with this management letter.

Prior Audit Findings

Section 10.554(1)(i)1., *Rules of the Florida Auditor General*, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report. No findings or recommendations were made in the preceding annual financial report.

Official Title and Legal Authority

Section 10.554(1)(i)4., *Rules of the Florida Auditor General*, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in the management letter, unless disclosed in the notes to the financial statements. The name or official title and legal authority is disclosed in Note 1 to the financial statements.

Financial Management

Sections 10.554(1)(i)5.a. and 10.556(7), *Rules of the Florida Auditor General*, require us to apply appropriate procedures and communicate the results of our determination as to whether or not the Authority met one or more of the conditions described in Section 218.503(1), Florida Statutes, and to identify the specific condition(s) met. In connection with our audit, we determined that the Authority did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b and 10.556(8), *Rules of the Florida Auditor General*, we applied financial condition assessment procedures for the Authority. It is management's responsibility to monitor the Authority's financial condition, and our financial condition assessment was based in part on representations made by management and review of financial information provided by same.

Section 10.554(1)(i)2., *Rules of the Florida Auditor General*, requires that we communicate any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

Special District Component Units

Section 10.554(1)(i)5.c., *Rules of the Florida Auditor General*, requires, if appropriate, that we communicate the failure of a special district that is a component unit of a county, municipality, or special district, to provide the financial information necessary for proper reporting of the component unit within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. In connection with our audit, we did not note any special district component units that failed to provide the necessary information for proper reporting in accordance with Section 218.39(3)(b), Florida Statutes.

Specific Information

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)7, *Rules of the Florida Auditor General*, the Authority reported:

- a. The total number of Authority employees compensated in the last pay period of the Authority's fiscal year as 174.
- b. The total number of independent contractors to whom nonemployee compensation was paid in the last month of the Authority's fiscal year as zero.
- c. All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency as \$16,274,339.
- d. All compensation earned or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency as \$0.

- e. Each construction project with a total cost of at least \$65,000, approved by the Authority that is scheduled to begin on or after October 1 of the fiscal year being reported, together with the total expenditures for such project. This information is included in the schedule below.

JACKSONVILLE PORT AUTHORITY		
2023-2024 CAPITAL PROJECTS > \$65K		
PROJECT NUMBER	PROJECT DESCRIPTION	CONTRACT PAYMENTS
	CLEARING (CIP PARTS)	\$ 325,009
	CLEARING (Dames Point Equipment Purchase)	6,146,900
B2020-01	Container Terminal Upgrades	23,978,041
B2020-02	Breasting Dolphin BI (Berth 22)	2,576,495
B2021-02	Intersection Improvements @ Wm Mills/Dave Rawls	1,677,840
B2021-10	Install Rail Gates BI	487,204
B2022-10	T Berth Construction @ Berth 20 (Design)	363,449
B2022-11	Auto Processing Facility Development	48,596,738
B2022-13	Hanjung Crane #8810 Upgrades	104,302
B2022-14	Hanjung Crane #8811 Upgrades	178,384
B2023-04	Construct Equipment Wash Facility BI	83,689
B2023-09	HVAC Upgrades at ACC	165,467
B2024-01	JFRD New Facility	182,920
B2024-02	Berth 32 Upgrades	142,115
B2024-04	Tenant Asphalt Facility Rehab FY24	174,226
B2024-06	Access Control Bldg Upgrades	149,673
B2024-07	BIMT Maintenance Facility Bldg Upgrades	117,477
C2024-01	Purchase of (3) New Cranes	18,948,927
C2024-04	ZPMC #10487 50G HVAC Upgrades	134,269
C2024-10	ZPMC #10778 Festoon Replacement	283,795
D2021-01	CBP PHYSEC Upgrades	194,133
D2022-01	Slope Protection between Cruise Terminal & Tenant (Design & Construction)	976,296
D2022-06	Cruise Terminal Canopy Upgrades	771,119
D2024-01	August Drive Road Elevation	161,483
D2024-02	Berth 18 & Berth 10 Fender Refurbish	95,987
D2024-06	DPMT Admin Bldg Roof	126,063
G2021-06	Upland Dredge Material Mgmt Area-Bartram Island-"C"-Construction	3,564,423
G2022-03	PSPG Rnd 21 Security Grant Projects	1,595,897
G2023-03	Power Lines	1,209,830
G2023-04	PSPG Rnd 22 Security Grant Projects	303,842
G2023-08	PCOB 2nd FL Renovations	358,279
G2024-01	Bartram Island DMMA Cell B2 Capacity Creation	502,760
G2024-02	PSPG Rnd 23 Security Grant Projects	88,932
G2024-03	FSTED 24 Security Grant	99,555
T2021-01	HVAC Upgrade - Tenant	101,711
T2021-02	Rehabilitate Under Deck Concrete	402,191
T2021-06	Pile, Cap and Beam Rehab TMT-Berth 5 - (Cleaning, Design, Construction)	112,589
T2022-06	Hanjung Crane #8844 Upgrades	2,174,727
T2023-02	Warehouse #1 Canopies & Expansion	286,093
T2024-01	Resurfacing - Asphalt Repairs/Upgrades FY24	558,927
T2024-03	Upgrade Rail (TMT Rail Spur)	112,290
OTHER CAPITAL		
003.2030.175-C	Railroad Tracks & Ties Upgrade (BIMT)	75,172
003.2035.188	HVAC Embark - Cruise Terminal	142,777
003.2013.172	Harbor Deepening Monitoring Fees	2,320,600
003.2046.XXX	Vehicle Purchases for all Terminals	719,633
003.2042.193	IT Hardware/Software Upgrades	112,624
003.2042.193-H	Fuel System Upgrade	269,968

- f. A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported, if the Authority amends a final adopted budget under Section 189.016(6), Florida Statutes. This information is included in the schedule below.

JACKSONVILLE PORT AUTHORITY
QUARTERLY REPORT SUMMARY
For the Twelve Months Ending September 30, 2024
UNAUDITED

BALANCE SHEET					
Cash and Investments	\$	102,533,208		Current Liabilities	
Accounts Receivable & Other Assets		44,149,574		Notes and Bonds Payable	
Fixed Assets		923,666,329		Other Liabilities	
TOTAL ASSETS		<u>\$ 1,070,349,112</u>		Net Position	
				TOTAL LIABILITIES & EQUITY	
				\$ 25,317,638	
				220,933,699	
				46,772,906	
				<u>777,324,869</u>	
				<u>\$ 1,070,349,112</u>	
				FAVORABLE (UNFAVORABLE) BUDGET VARIANCE	
		2023/2024 ORIGINAL BUDGET	2023/2024 AMENDED BUDGET	2023/2024 YTD ACTUAL	
OPERATING REVENUES					
Containers	\$	31,993,208	\$ 31,993,208	\$ 30,770,942	\$ (1,222,266)
Autos	\$	13,554,676	\$ 13,554,676	\$ 15,014,304	\$ 1,459,628
Military	\$	700,000	\$ 700,000	\$ 1,815,815	\$ 1,115,815
Break Bulk	\$	5,279,828	\$ 5,279,828	\$ 4,769,500	\$ (510,328)
Liquid Bulk	\$	1,569,850	\$ 1,569,850	\$ 1,369,652	\$ (200,198)
Dry Bulk	\$	2,138,794	\$ 2,138,794	\$ 2,895,270	\$ 756,476
Cruise	\$	5,322,401	\$ 5,322,401	\$ 7,258,130	\$ 1,935,729
Other Operating Revenues	\$	3,091,503	\$ 3,091,503	\$ 5,429,933	\$ 2,338,430
TOTAL OPERATING REVENUES		<u>\$ 63,650,260</u>	<u>\$ 63,650,260</u>	<u>\$ 69,323,546</u>	<u>\$ 5,673,286</u>
OPERATING EXPENDITURES					
Salaries	\$	16,339,955	\$ 16,339,955	\$ 16,032,436	\$ 307,519
Employee Benefits	\$	7,382,249	\$ 7,382,249	\$ 7,321,027	\$ 61,222
Services & Supplies	\$	6,846,178	\$ 6,846,178	\$ 6,109,087	\$ 737,091
Security Services	\$	5,710,980	\$ 5,710,980	\$ 5,855,058	\$ (144,078)
Business Travel & Training	\$	683,211	\$ 683,211	\$ 557,453	\$ 125,758
Promotion, Advertising & Dues	\$	774,293	\$ 774,293	\$ 590,346	\$ 183,947
Utility Services	\$	830,730	\$ 830,730	\$ 831,300	\$ (570)
Repairs & Maintenance Projects	\$	2,552,735	\$ 2,552,735	\$ 2,570,764	\$ (18,029)
Crane Maintenance Pass Thru	\$	(990,000)	\$ (990,000)	\$ (1,241,705)	\$ 251,705
Berth Maintenance Dredging	\$	5,500,141	\$ 5,500,141	\$ 9,513,976	\$ (4,013,835)
Miscellaneous	\$	176,608	\$ 176,608	\$ 196,480	\$ (19,872)
TOTAL OPERATING EXPENDITURES		<u>\$ 45,807,080</u>	<u>\$ 45,807,080</u>	<u>\$ 48,336,222</u>	<u>\$ (2,529,142)</u>
OPERATING INCOME		<u>\$ 17,843,180</u>	<u>\$ 17,843,180</u>	<u>\$ 20,987,324</u>	<u>\$ 8,202,428</u>
NON-OPERATING REVENUES					
Investment Income	\$	1,296,397	\$ 1,296,397	\$ 4,030,586	\$ 2,734,189
Shared Revenue from Primary Govt		10,056,438	10,056,438	10,044,377	\$ (12,061)
Operating Grants		73,440	73,440	17,745	\$ (55,695)
Other Revenue		8,500	8,500	1,550	\$ (6,950)
		<u>\$ 11,434,775</u>	<u>\$ 11,434,775</u>	<u>\$ 14,094,258</u>	<u>\$ 2,659,483</u>
NON-OPERATING EXPENSES					
Debt Service	\$	16,962,796	\$ 16,962,796	\$ 15,323,476	\$ 1,639,320
Other Expenditures		3,360	3,360	15,415	\$ (12,055)
		<u>\$ 16,966,156</u>	<u>\$ 16,966,156</u>	<u>\$ 15,338,891</u>	<u>\$ 1,627,265</u>
NET INCOME BEFORE CAPITAL OUTLAY AND CONTINGENCY		<u>\$ 12,311,799</u>	<u>\$ 12,311,799</u>	<u>\$ 19,742,691</u>	<u>\$ 7,430,892</u>
Transfer (to)/from Operating Capital Outlay	\$	(12,311,799)	\$ (12,311,799)	\$ (8,134,373)	\$ 4,177,426
SURPLUS (DEFICIT)		<u>\$ -</u>	<u>\$ -</u>	<u>\$ 11,608,319</u>	<u>\$ 11,608,319</u>
TOTAL REVENUES		<u>\$ 75,085,035</u>	<u>\$ 75,085,035</u>	<u>\$ 83,417,804</u>	
TOTAL APPROPRIATIONS		<u>\$ 75,085,035</u>	<u>\$ 75,085,035</u>	<u>\$ 71,809,486</u>	

Additional Matters

Section 10.554(1)(i)3., *Rules of the Florida Auditor General*, requires us to communicate noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material, but which warrants the attention of those charged with governance. In connection with our audit, no such matters were reported.

Purpose of this Letter

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, the City of Jacksonville, Florida, the Authority, and applicable management, and is not intended to be and should not be used by anyone other than these specified parties.

RSM US LLP

Jacksonville, Florida
March 3, 2025

Independent Accountant's Report

Members of the Board of Directors
Jacksonville Port Authority

We have examined the Jacksonville Port Authority's (the Authority), a component unit of the City of Jacksonville, Florida, compliance with the local government investment policy requirements of Section 218.415, Florida Statutes, during the period October 1, 2023 to September 30, 2024. Management of the Authority is responsible for the Authority's compliance with the specified requirements. Our responsibility is to express an opinion on the Authority's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the AICPA. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether the Authority complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether the Authority complied with the specified requirements. The nature, timing and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the engagement.

Our examination does not provide a legal determination of the Authority's compliance with the specified requirements.

In our opinion, the Authority complied, in all material respects, with the local government investment policy requirements of Section 218.415, Florida Statutes, during the period October 1, 2023 to September 30, 2024.

This report is intended solely for the information and use of the Florida Auditor General, the Authority, and applicable management and is not intended to be, and should not be, used by anyone other than these specified parties.

RSM US LLP

Jacksonville, Florida
March 3, 2025



ANNUAL REPORT PRODUCTION

Chief Financial Officer: Patrick “Joey” Greive

Controller: Carolus Daniel

Senior Director, Finance: Mike McClung

Cover Graphics: Andre Carriere