The Port OF HUENEME
Oxnard Harbor District

Comprehensive Annual Financial Report

For the Years Ended
June 30, 2023 and 2022

The Port of Hueneme (Port) is the only deep-water harbor between Los Angeles and the San Francisco Bay and is a US Port of Entry. The Port plays a vital role in the intermodal logistics supply chain and is critical to the economic vitality of Ventura County and Southern California. The Port facilitates the transport of over $10.9 billion in cargo, generates a $1.7 billion economic impact, and provides more than 15,834 direct, indirect, induced and influenced jobs regionally. Trade through the Port of Hueneme generates more than $119 million in direct and related state and local taxes, which fund vital community services. The niche markets that the Port serves include the import and export of automobiles, non- automotive roll-on roll-off cargo, project cargo, fresh produce, and liquid bulk. Its unique positioning near the Santa Barbara Channel and fertile fishing grounds has also made the Port the primary support facility for the offshore oil industry along California's Central Coast region and an active squid offloading hub. In fiscal year 2021, the Port handled over 1.73 million metric tons of cargo transported on calls from over 370 deep draft ocean-going vessels.

Port of Hueneme – Oxnard Harbor District

Board of Harbor Commissioners as of June 30, 2023

Name	Title	Elected/Appointed	Current Term
Jess Herrera	President	Elected	1/2023 – 1/2027
Celina Zacarias	Vice President	Elected	1/2023 – 1/2027
Jess Ramirez	Secretary	Elected	1/2023 – 1/2027
Jason T. Hodge	Commissioner	Elected	1/2021 – 1/2025
Mary Anne Rooney	Commissioner	Elected	1/2021 – 1/2025

Prepared by:

Kristin Decas – CEO & Port Director

Austin Yang – Chief Financial and Admistrative Officer

Oxnard Harbor District

333 Ponoma Street · Port Hueneme, California 93041

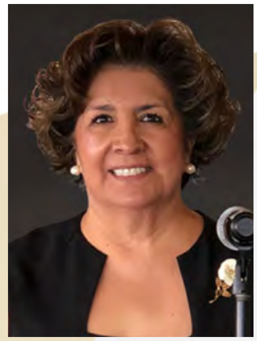
(805) 488-3677 · www.portofH.org

Printed on Recycled Paper

COMMISSIONERS & SENIOR STAFF

COMMISSIONERS as of June 30, 2023

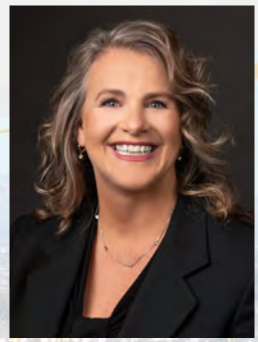
Jess Herrera
PRESIDENT



Celina Zacarias
VICE PRESIDENT

Jess Ramirez
SECRETARY

Jason T. Hodge
COMMISSIONER

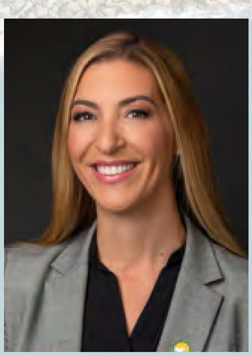


Mary Anne Rooney
COMMISSIONER

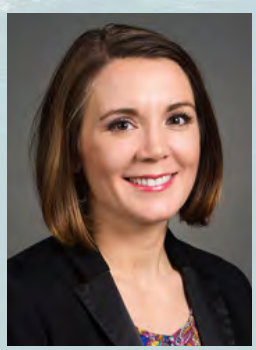
Senior Staff

Kristin Decas
CEO & PORT DIRECTOR

Austin Yang
CHIEF FINANCIAL AND ADMINISTRATIVE OFFICER



Christina Birdsey
CHIEF OPERATING OFFICER



Dona Toteva Lacayo
CHIEF COMMERCIAL & PUBLIC AFFAIRS OFFICER

Table of Contents

Introductory Section

Intentionally Left Blank

Introductory Section

FY 2023 Port Performance Analysis

The following report provides a comprehensive review of the Port's performance for Fiscal Year 2023.

The information provided supports the conclusions outlined in the Fiscal Year 2023 Audit.

The Port
OF HUENEME
Oxnard Harbor District

December 27, 2023

To the Board of Harbor Commissioners of the
Oxnard Harbor District
Port Hueneme, California

Dear:
Commissioner, Jess Herrera, President
Commissioner, Celina L. Zacarias, Vice President
Commissioner, Jess Ramirez, Secretary
Commissioner, Jason T. Hodge
Commissioner, Mary Anne Rooney

State law requires that every general-purpose government publish within six months of the close of each fiscal year a complete set of audited financial statements. This report is published to fulfill that requirement for the fiscal year ended June 30, 2023 and 2022.

The Chief Executive Officer and Port Director, and CFO/CAO, along with the rest of the management team assume full responsibility for the completeness and reliability of the information contained in the Management's Discussion and Analysis (MD&A) and Financial Statements, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Nigro & Nigro, PC, has issued an unmodified ("clean") opinion on the Port's financial statements for the year ended June 30, 2023 and 2022. The independent auditor's report is located at the front of the financial section of this report.

A comprehensive FY 2023 Port Performance Analysis immediately follows this letter and provides a narrative introduction, overview, and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

Sincerely,

Kristin Decas
CEO& Port Director

Austin Yang
CFO/CAO

Introductory Section

Port of Hueneme Profile

The Port of Hueneme, "The Port that Farmers Built," was established in 1937 as the Oxnard Harbor District. Building on that legacy, today the Port ranks amongst the top ten Ports in the US for autos and fresh produce. Located sixty miles north of Los Angeles, the Port of Hueneme is strategically positioned to serve as a niche hub for the US West Coast exporters and importers without any congestion.

As a political subdivision of California, the Port operates as an independent Special District that owns and manages the Port of Hueneme. A five-member Board of Harbor Commissioners, elected at large from the Oxnard Harbor District, sets the policies for the Port. The District's current political boundaries include the cities of Oxnard and Port Hueneme, as well as a few beach communities within Ventura County. The Port is empowered to acquire, construct, own and operate all harbor works to fulfill its mission to maximize maritime commerce and provide extensive economic and social benefits to the community. The Port of Hueneme does not assess taxes and operates based on the revenues from its commercial activities. The Port has long term contracts with shipping line and cargo owners that provide for minimum annual revenue guarantees and incentives for increased velocity and cargo throughput. The only tax-payer dollars the Port has access to include state, federal and local grants available only if the Port has a competitive grant application awarded.

The Port prepares and controls its own budget, administers, and controls its fiscal activities, and is responsible for all Port construction and operations. Pursuant to the California Harbors and Navigation Code, the Port adopts an annual operating budget, including a capital spending plan and a debt service schedule for each fiscal year (July 1 through June 30). Annually, the Port engages an independent auditor to audit the fiscal year-end financial statements.

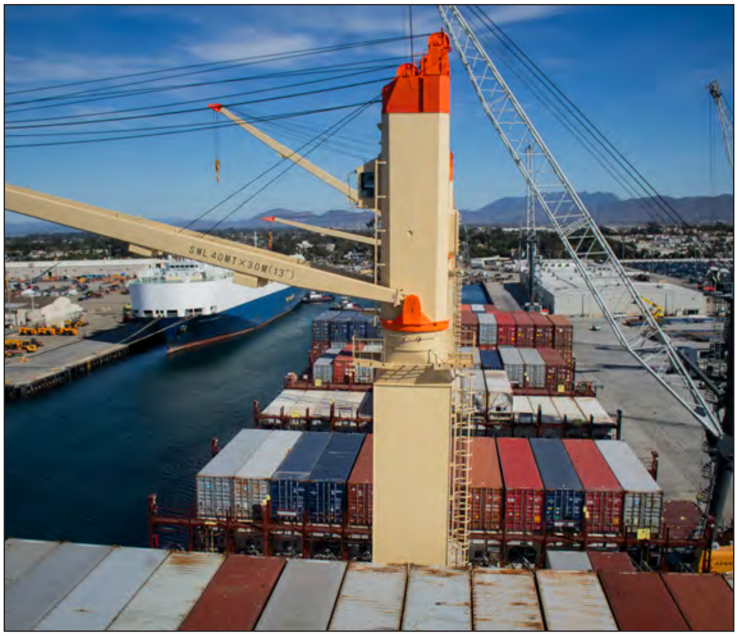
Introductory Section

The California Port System and The Port of Hueneme

California's eleven deep water ports play a strategic and critical role in the nation's economy. The Ports include Humboldt Bay Harbor District, Port of Hueneme, Port of Long Beach, Port of Los Angeles, Port of Oakland, Port of Redwood City, Port of Richmond, Port of San Diego, Port of San Francisco, Port of Stockton, and Port of West Sacramento.

More than 40% of the total containerized cargo entering the United States arrives at California's ports. Over 30% of the nation's exports go through the ports of the Golden State, creating the opportunity for local, California and US growers, manufacturers, and suppliers to export their goods to the rest of the world. 25% percent of California's economy is created through the trade sector, resulting in over 1 million California trade related jobs and 3 million nationwide. California's public ports are the bedrock for global commerce serving as the critical link to the international supply chain in a state that boasts the 4th largest economy in the world.

The Port of Hueneme, the 4th largest container port in California is strategically located in Ventura County and lies approximately 60 miles north of Los Angeles. The Port specializes in the markets of fresh fruit, project cargo, automotive, general store merchandise and liquid bulk cargoes. Many of the products traversing the Port are deemed "essential and critical" including fresh foods, supplies, and military equipment. The Port itself is identified as "critical infrastructure" in national and state level freight planning. The Port is also recognized as "Critical Infrastructure Sector" per the U.S. Cybersecurity and Infrastructure Security Agency's designation.



Introductory Section

The Port of Hueneme an Economic Engine for Ventura County

The Port of Hueneme is one of the most productive and efficient commercial trade gateways for niche cargo on the West Coast and as such, a significant part of Ventura County's economy.

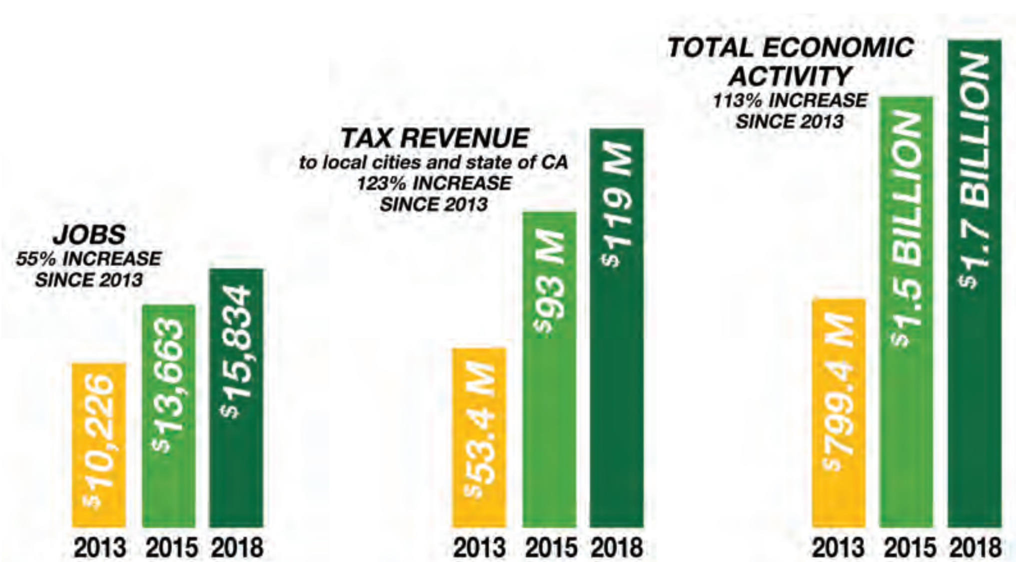
The Port moves $15.8 billion in goods each year and consistently ranks among the top ten U.S. ports for automobiles and fresh produce.

Port operations support the community by bringing $2.8 billion in economic activity and creating 24,997 trade-related jobs of which 3,451 are direct jobs. Trade through the Port of Hueneme generates more than $220 million in direct and related state and local taxes, which fund vital community services.

MUNICIPALITIES	PERCENT	DIRECT JOBS
Port Hueneme	11.73%	405
Oxnard	52.92%	1,826
Ventura	13.35%	461
Camarillo	7.43%	257
Thousand Oaks	1.53%	53
Moorpark	1.36%	47
Simi Valley	1.28%	44
Santa Paula	2.38%	82
Ojai	1.36%	47
Other Ventura County	1.82%	63
County of Los Angeles	3.46%	119
Other California	1.28%	44
Other US	0.10%	3
TOTAL	100%	3,451

The 2023 State of the Region Report published by the Ventura County Civic Alliance recognizes the Port as a major economic driver, showcasing the Port's profound economic impact in the Economy section.

The major Port customers that connect our County to world markets include Del Monte, Chiquita, BMW, Wallenius Wilhelmsen, GLOVIS, MAERSK, Naturipe, Mission Produce, and Yara. These companies have chosen to make the Port of Hueneme their home, where they operate and provide our residents with good paying jobs and opportunities for growth.



Introductory Section

Port of Hueneme Customers and Services

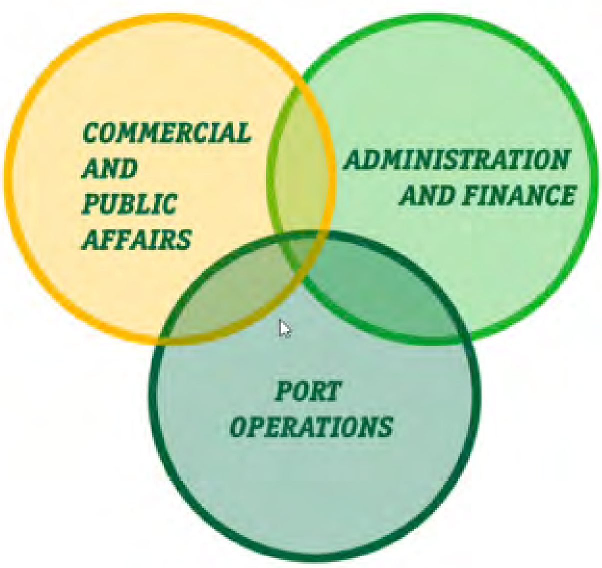
Vehicle Processing Centers WWS (Wallenius- Wilhemsen Services), GLOVIS America, BMW North America	**Cold Storages** Arctic Cold, Channel Islands Cold Storage, Lineage Logistics, Del Norte, Freska, Mission, Seaboard, Western Precool, Anacapa Fresh 1,2 and 3
Vehicle Brands BMW, MINI, Rolls Royce, Hyundai, Kia, Volvo, Jaguar, Land Rover, Maserati, Aston Martin, Mitsubishi, General Motors, Honda, Toyota, Nissan, Tesla, Subaru, Ford, Polestar	**Shipping Lines** Champion Tankers, CMA, COSCO, Eukor, Glovis, K-Line, MOL, NorBulk, NYK Ro-Ro, WWO, Del Monte/Network Shipping, Chiquita/Great White Fleet, K Line, Maersk Company,
RO-RO/High and Heavy Products Caterpillar, John Deere, New Holland, Case, Hyster, other global project cargo	**Domestic Customers** Oxnard Unloading Services LLC, EXXON Freeport McMoRan, DCOR
Agricultural and Fresh Fruit Customers Chiquita, Del Monte Fresh, Mission Produce, Five Diamond Cold Storage, Sun Fresh International,	**Service Providers** Brusco Tug and Barge, TracTide Marine, Port Hueneme Pilots Association, San Pedro Port Services, T&T Truck and Crane, OST Cranes, Security Company

Institutional Overview

The Port's three key departments include Port Operations, Administration and Finance, and Commercial and Public Affairs:

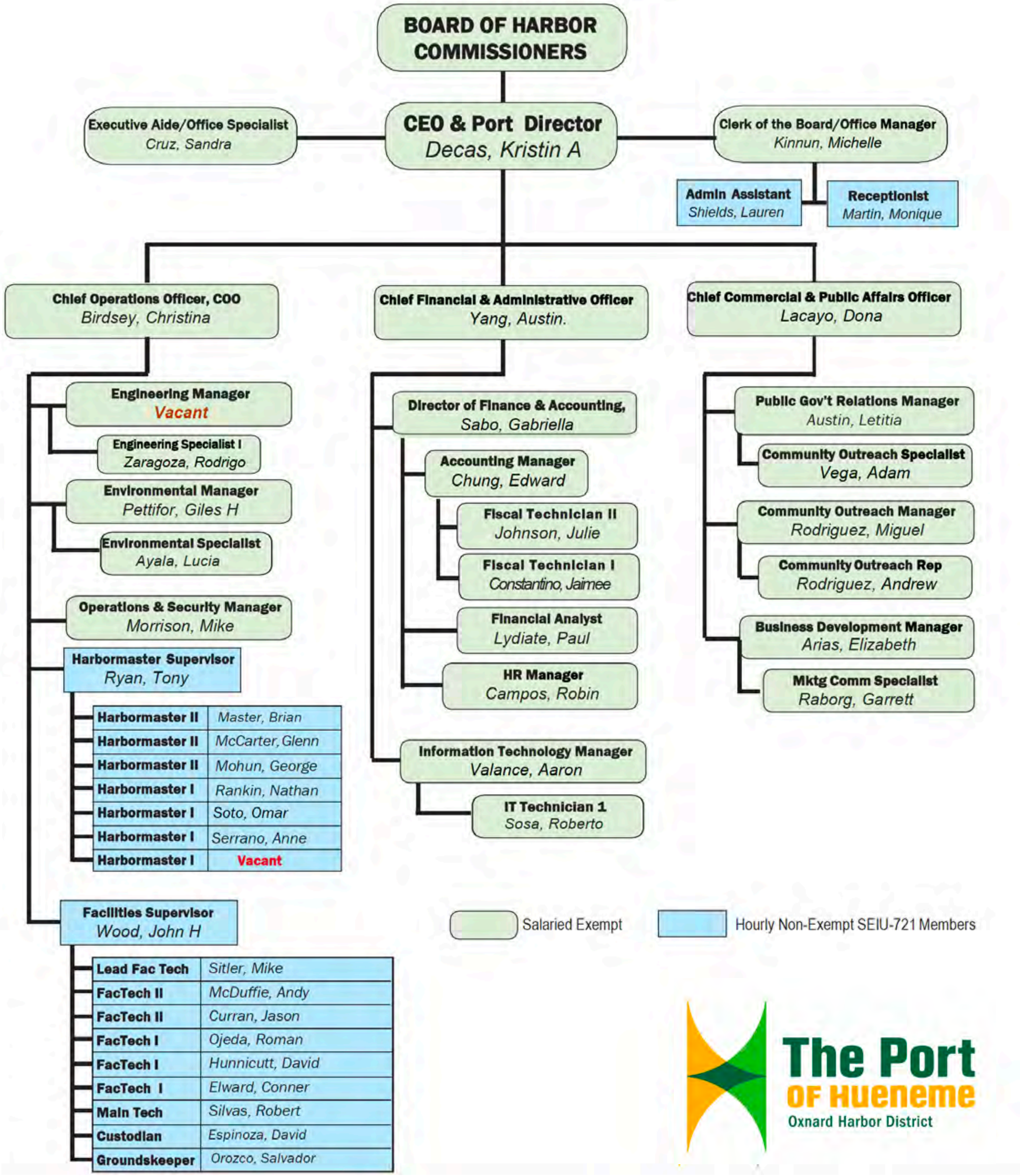
A Chief Officer heads up each department and develops an annual business plan and strategy. Department staff help create the visioning documents and perform the day-to-day functions of their department. Weekly check-in meetings are held with the CEO and Deputy Director to ensure strong communication across departments, teams are supporting one another, and the port is functioning at optimal efficiency.

The Port of Hueneme currently has 44 Full Time Equivalent (FTE) and 5 Apprentice/Interns. FTE consist of 19 Service Employees International Union (SEIU) members, with the balance being non-represented staff.



Introductory Section

FY 2023 Organizational Chart



Operational Strategy

The Operations Team strives to realize the overall vision and mission of the Port by improving productivity and building upon areas that enable the Port to better compete including, strategic growth, infrastructure improvements and maintenance, environmental stewardship, and safety & security. The Operations Department continually works to add value to the Port's competitive strength and market position through building efficiencies, optimizing logistics, foreseeing customer needs, prioritizing the allocation of resources, securing assets, running safe operations, and providing superior customer service.

The Operations Team meets with Port operators every Monday (or more as necessary) to coordinate activities, such as vessel arrivals/departures, berthing, cargo and space allocation, security, traffic flows, operational goals and to discuss other anomalies like weather, construction activities, equipment needs, etc. Keeping everyone on the same page allows for the Port to run as efficiently as possible and helps avoid unnecessary obstacles or delays.

The Port also coordinates bi-weekly (or more as necessary) with the Port Operations staff at the Naval Base Ventura County (NBVC) to discuss vessel traffic, Joint Use Agreement (JUA) berthing and/or property availability for upcoming events and any anticipated associated JUA requests.

The Port is unique in that it does not have fenced in terminal yards with space allocations to terminal operators. The majority of Port property is managed by Port staff allowing for management to oversee and optimize on-port cargo handling and staging logistics.

Customer service is at the forefront of all Departmental functions to continue to support a complex system of interrelationships across the many disciplines involved in safe and efficient movement of cargo.

Port Operations & Logistics

The Operation's Department continuously seeks to improve and maximize on-port logistics. Areas of focus included:

- Executing the Port's Traffic Improvement Plan
- Implementing successful port infrastructure and modernization projects while minimizing operational impacts
- Strategic planning to augment or enhance operational efficiencies
- Developing individual plans (i.e. energy, paving, building demos) for preparation of strategic growth
- Advancing infrastructure improvement projects to "shovel ready" status to help secure state and federal grants and/or other funding opportunities.

The Harbormasters *observe surveillance cameras, make routine rounds and log Port activities to ensure the Port is running in good order and that the Port's tariff, rules, leased space, and cargo and berthing assignments are in check.*

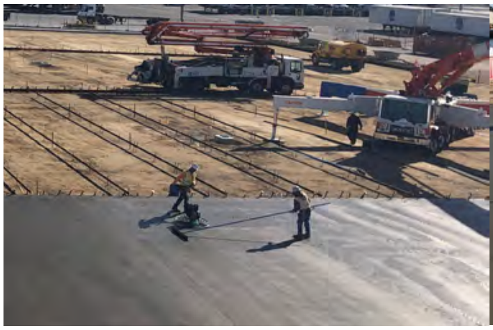
Facilities, Maintenance & Capital Improvement Projects

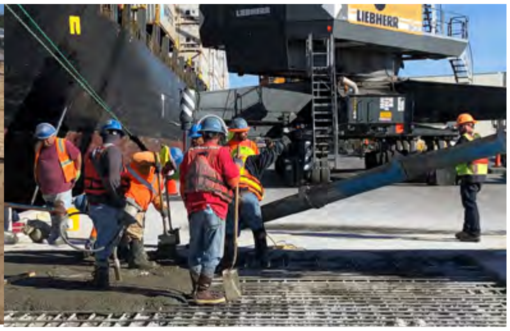
The Operation's Department manages Facilities and Maintenance, Engineering and the Port's Capital Improvement Projects (CAPX) with the objective of completing projects on time and on budget. An integral part of the CAPX annual budget includes an allocation for general maintenance and repair.

In FY2023, priority maintenance and capital improvement projects included:

Cargo Operations and Enhancement Projects

- Cargo Operations and Enhancement Projects
- Warehouse 1A Demolition – Phase 1 completed, Phase 2 (Engineering and permitting to get shovel ready complete)
- Security Camera Power and Data Infrastructure (Engineering and permitting to get shovel ready complete)
- South Terminal Electric Crane Infrastructure (Engineering, Final Design, Construction 100% Complete)
- Front Gate Relocation (Engineering, permitting and bid completed)
- Pavement Rehabilitation for Ring Road (Engineering, Final Design, Construction 100% Complete)
- Additional Clerk Station Buildout (Engineering, Final Design, Construction complete)
- Shoreside Power System Preventative Maintenance (Completed Quarterly)
- Phase 1 Utility Dock Replacement (Engineering, Final Design, Construction 100% Complete)
- HVAC upgrades – Buildings 448 and 333
- Roofing upgrades – Buildings 630, 608 and Del Monte warehouse
- East end bathroom demolition in line with traffic management plan
- Port wide perimeter landscaping plan (Engineering and permitting completed)





Environment

The Operations Department ensures the forward progress of the Port's Environmental Management Framework and associated projects adopted by the Board in FY2012. It works with all departments to confirm benchmarks are met, goals are clear and attainable, and applicable grant opportunities are submitted. In 2017, the Port of Hueneme became the first port in California to become Green Marine certified and was voted the Greenest Port in the U.S. at the 2017 Green Shipping Summit.

A top priority for the Port is to decarbonize operations and provide the infrastructure and/or alternative technologies to achieve this goal of zero emissions operations. Projects include the Port Hueneme Reducing Emissions Supporting Health (PHRESH) Plan which includes projects to implement air quality improvement initiatives with a FY2023 focus on on-Port clean energy infrastructure planning and off-Port diesel particulate matter monitoring. In FY2024 the Port's decarbonization efforts will ramp up with further engineering and construction of zero emission infrastructure on-Port including shore-power and cargo handling equipment infrastructure. The Port will also continue its proactive engagement with the planned deployment of a regional air quality monitoring network in partnership with the local air quality regulatory agency, the Ventura County Air Pollution Control District (VCAPCD), community partners and the Environmental Protection Agency.

November 15 of FY2022, the Board of Harbor Commissioners proactively and unanimously approved a Resolution committing the Port to the decarbonization of its operations. In this Resolution a goal has been set for all Port trucking to be zero emission by at least 2035 for short haul/drayage and at least 2045 for long haul. The Port will also be focused on the Air Resources Board (ARB) regulations of zero emission at berth regulations for car carrier vessels and will continue to engineer and begin construction on the North Terminal shore-power system in FY2024. To achieve the Board's Resolution, the Port is performing a Zero Emission Blueprint Project that maps out the Port's pathway to decarbonization with sustainable fuels, a project being funded with a $200,000 California Energy Commission (CEC) grant. The ZE Blueprint will connect with additional Climate Action and Adaptation Planning to be initiated in FY2024, efforts to help ensure the Port continues to reach its robust environmental goals.
Other important FY2023 Environmental Stewardship projects included:

- Stormwater Management: Seeking grant funds for additional stormwater filter systems and a dedicated Port street sweeper; continue to comply with Stormwater plans and work with customers to limit impacts.
- Green Marine: The Port has consistently scored amongst the top, highest scoring ports for all of green marine internationally:
  - The Port has continually scored some of the highest scores among Ports for its environmental leadership and community relations programs.
  - Green Marine program scoring criteria are not static, the program evolves year over year and continues to become more challenging, more comprehensive and requiring more improvement on the part participants like the Port every year.
- Enforcement & Compliance: Ensured compliance with Port environmental requirements for hazardous waste, water quality and spills, etc.

Port Safety & Security

Priorities include assisting in the development of safety and security protocols, maintaining proper training, and overseeing key committees. In FY2023 COVID-19 polices and actions were managed based upon the guidance from CDC, State of California and the County of Ventura. The Operations Department works across all departments to apply for and manage Port Security Grant Projects as well as maintain an overarching Facility Security Plan for the Port. It also works closely with IT on cybersecurity threats, reporting and training.

In FY2023 the Port implemented safety, security and emergency objectives. Working as a cohesive group, the Port's departments completed General Security Awareness training, introduced Incident Command Systems, earthquake and tsunami preparedness as well as conducted its annual security exercise.

Port Safety & Security (cont.)

The annual security exercise was a multi-agency table-top exercise focused on tsunami awareness, preparation and response based on near-source and distant source events. Over 20 county-wide exercises were conducted to support the region to educate, communicate and prepare for the various requirements that come with a tsunami event. Priorities included reviewing: the new statewide tsunami inundation mapping; the County's tsunami response plan, alert, warning and notification systems; as well as the Port's response requirements for evacuation, notifications, and security elements post a tsunami event. The exercise series was conducted over the month of August and named "An August Wave." Agencies involved in the Port's exercise ranged from Ventura County Office of Emergency Services, Fire, Sheriff to City of Port Hueneme, City of Oxnard Emergency Management and Human Services Agency. Port Operators, ILWU, USCG and CBP participated in the Port's exercise and played vital roles in the tabletop exercise discussion and after actions.

In keeping in good standing with the Port's Facility Plan requirements, quarterly drills were conducted testing and challenging both the plans adequacy but also staff situational awareness. These drills help set a stage for continuous improvement from lessons learned and after-action reports. Upgrades to cameras, cybersecurity prevention as well as physical security items such as new k-rails, bollards and fence lines were installed.

The Port maintained a multitude of working groups. Areas of focus were, traffic safety, waterfront and ship operations, and container operations. The Port also chairs an Area Maritime Security Sub-committee focused on the Hueneme region as part of the LA/LB Area Maritime Sector of the US Coast Guard (USCG). Quarterly meetings are held with stakeholders ranging from port tenants and operators to regulatory bodies like CBP and USCG to our municipal partners at the City of Port Hueneme and County of Ventura.

A safe work place remained a top priority with a focus on environmental, health and safety. Port staff took part in many trainings related to their job duties. Comprehensive trainings ranging from active assailant and stop the bleed to lock out tag-tag out and ladder safety were covered. Trainings were completed in compliance with OSHA regulations.

Administration and Finance

The primary responsibilities enveloped under Administration & Finance include IT, Human Resources, budget management, financial reporting and analysis, forecasting, accounting services, payroll, risk management, treasury and investment strategy management, project financing, procurement, contract management, office administration and other related general accounting procedures and processes. The Administration & Finance team develops internal systems for risk management, financial performance, and workforce productivity that improve resource efficiency and maximize the financial stability of the Port.

Plan of Finance

The Board of Harbor Commissioners annually adopts an investment policy that conforms to state law, Port ordinances and resolutions, and applicable revenue bond debt covenants. Additionally, the Board designates a Treasurer who is responsible for the implementation of the Port's investment policy. The objectives of the investment policy in order of importance are safety of principal, liquidity, and yield. Port funds are invested in the State of California Local Agency Investment Fund, the Ventura County Investment Pool, Federal Securities, Federal Home Loan Bank securities, money market mutual funds, and other securities as provided in the investment policy. Port staff also develops a Plan of Finance, a comprehensive evaluation of the Port's current and future financial state using current known variables to predict future revenues, capital projects, and debt financing needs to create strategies for long-term monetary goals.

OHD Major Capital Projects & Grant Awards since FY 2015

PROJECT NAME	Agency	OHD General Fund	Grant/Other Funding	PROJECT TOTAL	DESCRIPTION	COMPLETION DATE
Shore Side Power Infrastructure Project	OHD General Fund	$8,047,851		$14,991,804	Shore Side Power Infrastructure Project- Dock Electrification	Mar 2017
	Ventura Co. Air Pollution District		$250,000			
	South Coast Air Management District		$4,505,710			
	Congestion Mitigation Air Quality		$1,688,243			
	Environmental Protection Agency(DERA)		$500,000			
	Project Sub Total	**$8,047,851**	**$6,943,953**			
Tesla Batteries	TESLA	$-	$3,000,000	$3,000,000	Tesla Batteries- for Power Storage	Mar 2017
EDA Paving Paving Project	OHD	$2,825,350		$4,297,975	Pavement Rehabilitation Project	Nov 2018 (In Progress)
	Economic Development Administration		$1,472,625			
	Project Sub Total	$2,825,350	$1,472,625			
Federal Security Grant Programs	OHD	$301,345	$904,035	$1,205,380	Visual Port & Landside Detection Enhance/Port Security EQ, Gear and JOSC Enhancements	Aug, 2015
	OHD	$136,470	$409,410	$545,880	Security Training/Cameras/Network Enhancements	Aug, 2016
	OHD	$177,340	$532,020	$709,360	Access Ctrl/GIS/Network Enhancements	Aug, 2017
	OHD	$102,500	$307,500	$410,000	Fiber Optic Ph II/ Security Equipment & Network Maint/Security Training & Exercises	Aug, 2018
	OHD	$10,500	$42,000	$52,500	Security Equipment/Training	Aug, 2019
	OHD	$120,000	$360,000	$480,000	Security Equipment/Training	Aug, 2020
	OHD	$221,888	$665,663	$887,551	Security Equipment/Contract	Aug, 2022
EV Charging	OHD	$38,464	$14,000	$52,464	EV Charging Stations (333 and 105 location)	Feb, 2018
Highmast Lighting Project	OHD	$805,752	$200,000	$1,005,752	Lighting Improvement Project	Jun, 2019
Switchgear Replacement	OHD	$504,187		$504,187	Replacement of outdated switchgears	Jun, 2019
Staging Improvement	OHD	$2,450,000		$2,450,000	Building 1B Staging Improvements	Feb, 2020
eUTR Project	OHD	$50,000		**$1,350,000**	Two eUTRs and charging stataion	Nov 2021
	ZANZEFF GRANT		$1,300,000			
	Project Sub Total	**$50,000**	**$1,300,000**			
Tiger Intermodal Improvement	OHD	$4,077,455		**$16,377,455**	Intermodal Improvement Project -Harbor Deepening	Mar, 2022
	USDOT - Tiger - MARAD		$12,300,000			
	Project Sub Total	$4,077,455	**$12,300,000**			
Federal Channel Deepening	OHD	$3,349,702		**$9,342,005**	Federal Channel Deepening	Jun, 2022
	US Army Corps		$5,992,303			
	Project Sub Total	$3,349,702	$5,992,303			
Crane Electrification Project	OHD	$600,000		**$7,200,000**	Mobile crane plug in infrastructure project	Jan, 2023
	ARPA Funding		$1,600,000			
	ZANZEFF GRANT		$4,500,000			
	CARL MOYER GRANT		$500,000			
	Project Sub Total	$600,000	$6,600,000			
North Terminal Shoreside Power	**VW Mitigation Grant**		**$5,000,000**	**$15,500,000**	North Terminal Shore side Power Project	June 2025 (In Progress)
	CMAQ Grant (VCTC)		**$10,500,000**			
	Project Sub Total	$-	**$15,500,000**			
Total		**$23,818,805**	**$56,543,509**	**$80,362,314**		

Budget Process

The Port's Board of Harbor Commissioners annually adopts an operating budget, capital budget, and debt service budget prior to the new fiscal year. The budgets authorize and provide the basis for allocation of Port resources and accountability for the Port's enterprise operation and capital projects. The Port's budget and reporting practices are consistent with the accrual basis of accounting and the financial statement basis. The Port's operating budget is divided into departmental operating business entities managed and administered by department heads.

Grants

With several capital projects in queue, the Port makes it a priority to pursue local, state and federal funding opportunities. Over the past decade, the Port has realized over $80M in grant revenue. (see page 18)

Information Technology

The Information Technology team is committed to realizing the Port of Hueneme's overarching vision and mission, ensuring that their efforts align harmoniously with the port's overarching objectives. They meticulously ensure the seamless functioning of day-to-day operations and systems while collaborating across departments and with partners to synchronize goals and initiatives, perpetually advancing technology and information.

The Port Information Technology Department is continually taking an aggressive lead in data and cybersecurity measures. With a combination of best of class tools; encryption, access controls, and regular security audits to safeguard critical data from potential threats.

Presently, the Port of Hueneme is spearheading a significant technological initiative aimed at expediting data collection and enhancing interoperability with partners and stakeholders. This Smart Port project aims to bridge the divide between existing opportunities and the full spectrum of possibilities offered by a Smart Port application for the Port of Hueneme. This involves the replacement of the current outdated in-house database and frontend used for data aggregation and reporting purposes.

This initiative aligns with the current trends of digital transformation in the maritime industry, offering the potential for significant efficiency gains and improved collaboration. The integration of cutting-edge technology will likely position the Port of Hueneme as a leader in smart port operations.

Human Resources

HR Mission Statement

"To provide a quality and efficient partnership with all Employees, maintaining the 'Humanity' in Human Resources. Recruit and retain qualified valued employees through development, and education for promotion of individual success and the success of the Port of Hueneme. Inspire and encourage morale through recognition, communication, and fun!"

In FY2023, priority HR projects included:

- Successful recruitment of 7 Full-Time Employees
- Successful recruitment of 5 apprenticeships
- Full implementation of electronic timekeeping system Workforce Now eliminating paper timesheets and PTO request.
- Automation of Employee Training Matrix. Collaboration with all departments to ensure departmental trainings are conducted and updated as well as "All Hands" trainings according to Port Policy.
- Restructured and implemented Intern/Apprenticeship program.
- Updated Employment Procedure and Policy Manuals
- Continued development of the HR section of Intranet
- Provided quarterly ZEN Academy Uplift program for Employee wellbeing and teambuilding.

Introductory Section

Administration

The Administration Unit works to provide quality administrative support throughout all departments, assist in coordination and cooperation between department functions and to provide consistent support that exemplifies the highest of standards in quality, performance and service, to support the success of our District, staff and the Board of Harbor Commissioners. Key duties in FY2023 included:

- Administrative functions to support senior management and the Board of Harbor Commissioners
- File Tracking and Upkeep
- Contract Tracking and Monitoring
- Office Supply Procurement
- Board Agenda Development and Posting
- Compliance with all Brown Act Rules and Regulations
- Conflict of Interest Code & Form 700 Regulations Compliance
- California Public Records Act Compliance

COMMERCIAL AND PUBLIC AFFAIRS

Commercial and Public Relations Strategy

The Port of Hueneme's unique story, competitive strengths and commitment to smart and sustainable growth have been on the forefront of our Commercial and Public Relations efforts. In FY2023, this Department was extremely active in commercial business development, marketing, community sponsorships, government relations and media and public relations initiatives. Over the last decade this Department's role has been under robust development growing from 1 employee in FY2012 to 8 full or Part-time employees in FY2023. Continued growth, port expansion and the social license to operate are directly tied to strong relationships and trust with the community, government partners, social and environmental justice groups, the U.S. Navy and other important stakeholders.

Commercial Business Development

Due to the Port's operating model and strategic partnerships, FY2023 Port cargo growth has strengthened the Port's position as the uncongested West Coast hub for autos and container business. The pandemic challenges brought many new customers to the Port and some of them stayed after the congestion was resolved. The commercial business unit runs business analytical reports to understand market conditions, assess new opportunities and develop its marketing strategy to attract new opportunities. The Port participates in trade shows around the world to promote and market the Port and offers a strong media and marketing campaign targeted at its existing and potential commercial customers. In FY2023 overall commercial business grew 5.7% over FY2022. The Cargo performance update section of this report provides an in-depth analysis of the Port's FY2023 cargo performance.

Community and Strategic Partners

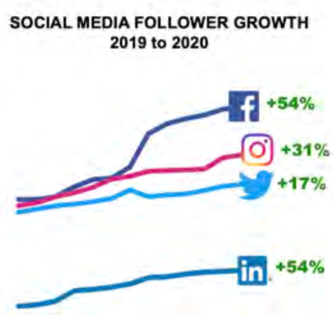
In conjunction with the Port's Environmental and Marketing efforts, a robust community outreach campaign to meaningfully engage the community is well underway. The community outreach unit works on increasing Port project visibility, as well as establish working relationships with community groups and community members. Establishing a visible community presence is essential for continuous stakeholder engagement. The Community Outreach Department's goals are to develop key relationships and to raise awareness of the environmental and community equity profile of the Port. The Port organized over 65 community food distributions since the pandemic that helped donate over one million pounds of fresh produce to community partners and food banks.

Government Relations

In addition to the local and state governmental agency partnerships, the Port has been intentional in building relationships with various government partners and stakeholders. The Public and Government Relations Manager establishes and maintains effective, cooperative relationships with the community, government officials, educational partners and their representatives, news media, customers, stakeholder organizations and other groups.

Press and Marketing

The marketing of the Port includes tours and presentations for community and stakeholders, videos, using multiple social media platforms (Instagram, Facebook, Twitter, LinkedIn), creation of the quarterly Dock Talk publication to highlight projects, events and developments at the Port, e-newsletters, advertising, media marketing, such as radio and local TV. The Port is a sponsor to multiple local events, public and business organizations in to order to bring up the awareness with the community as the Greenest US Port, a strong job creator and the backbone of Ventura County's economy. The marketing and community outreach efforts are solid investments in the Port's strong brand in the industry and in the local community. By telling our story, the Port engages the community and aligns its vision and strategy with important stakeholders as an open and transparent partner.



Import/Export Trade and Cargo Performance Fiscal Year 2023

Commercial cargo transiting the Port of Hueneme are included in the following chart with the specific definition of that cargo type:

Commodity	Definition Applied by the Port of Hueneme
Auto	Passenger vehicles like sedans and SUVs, etc.
Fruits and Vegetables	Examples are grapes, apples, pears, pineapples, melons, mangos, avocados, onions, green peas, etc.
Heavy Equipment	Self-propelled (Ro-Ro) agricultural/industrial/mining/ construction equipment or vehicles. Examples are tractors, scrapers, loaders, etc.
General Cargo	Break-bulk: Non-self-propelled cargo. Examples are boats, yachts, and specialized/project cargo, etc. Dry containerized cargo includes commodities such as, electronics, garments, apparel, furniture, toys, bicycles, medical devices, general department store merchandise, etc.
Fish	Seafood-squid, different types of white fish
Meat & Food	Frozen meat, French fries, etc.
Fertilizer	Premium urea-based, nonflammable, and non-hazardous liquid fertilizer

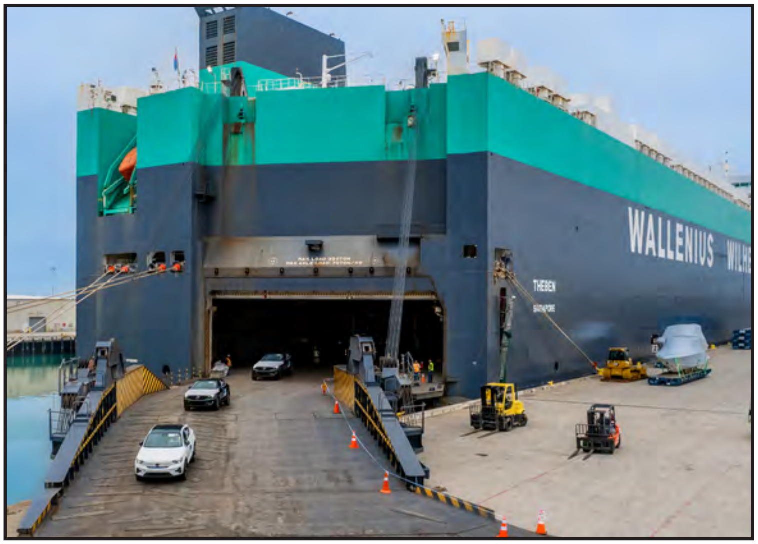
Overall Performance and Cargo Trends for FY2023

Over half of the cargo tonnage that comes through the Port annually consist of fresh fruit imports and exports. During last year we saw that the container business continued to be steady and reached record levels of 4.8% growth over FY2023 mainly because of two factors: (1) Increased support from existing customers; and (2) New shippers utilizing services at the Port. The Port of Hueneme built resiliency into the supply chain for California shippers.

Introductory Section

Overall Performance and Cargo Trends for FY2023

Over half of the cargo tonnage that comes through the Port annually consist of fresh fruit imports and exports. During last year we saw that the container business continued to be steady and reached record levels of 4.8% growth over FY2023 mainly because of two factors: (1) Increased support from existing customers; and (2) New shippers utilizing services at the Port. The Port of Hueneme built resiliency into the supply chain for California shippers.



Port of Hueneme has continued to be the hub of resiliency into their supply chains for more time sensitive commodities. These opportunities required increased capacity from customers at sites off-port and importers are doing their best to optimize their existing facilities to stage increased volumes.

The Port of Hueneme served as a priority solution-oriented hub to address supply chain congestion.

Year-end Cargo Comparison

Import Activity	**Fiscal Year 2023 to 2022**	
Auto Imports	▲ 31.2%	361,038
Heavy Equipment Imports	▲ 16.9%	126,528
Fruit & Vegetables Imports	▲ 3.0%	533,646
Banana Imports	▼ 2.3%	619,814
Fertilizer Imports	▼ 41.9%	85,617
General Cargo Imports	▲ 17.1%	340,097
Export Activity		
Auto Exports	▲ 35.6%	15,636
Heavy Equipment Exports	▼ 40.9%	5,080
Fruit & Vegetables Exports	▼ 18.7%	79,219
General Cargo Exports	▼ 44.8%	70,078
Shallow Draft Cargo		
Fish, Lube Oil, and Vessel Fuel	▲ 11.2%	16,708
Domestic		
Offshore Oil Domestic	▼ 0.7%	36,525
Grand Total	▲ 5.7%	2,406,648

Container Import/Export Trade Market Analysis

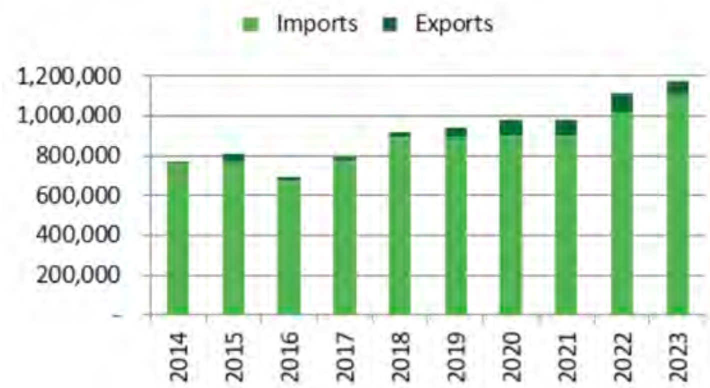
Agriculture Container Import/Export Trade

The Port serves the agricultural sector, supporting multiple growing regions including Ventura and Kern Counties, and acts as the gateway to the West Coast and thirteen states (WA, MT, ND, ID, NV, NM, SD, WY, CO, UT, AZ, CA, OR), including Southwest Canada. The Port ranks 3rd for banana imports in the nation, and first on the West Coast.

Fresh fruit import trade volumes grew 3% over FY2023. This is an essential commodity sector for the Port, and it is growing due to persistent demand for produce as well as dry container cargo.

Total operating revenues from the agriculture trade increased as demand soared. Revenues for agriculture products in FY2023 reached $9.4m, a 3% revenue increase over FY2022.

FRESH FRUITS TONNAGE 2014-2023



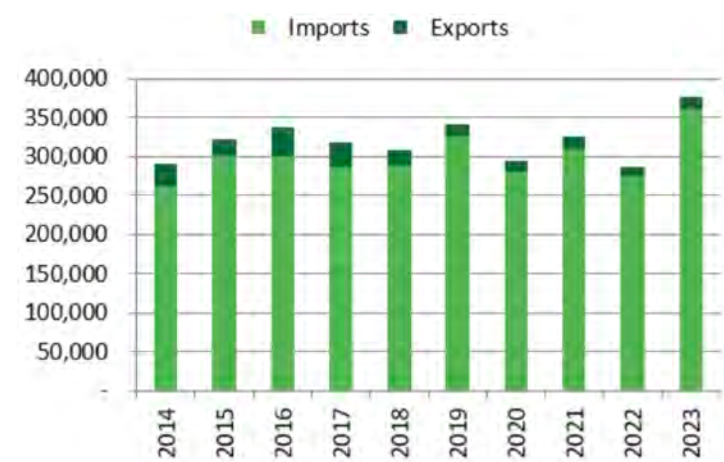
Automobile Import/Export Trade Market Analysis

The Port of Hueneme's prime geographic location, along with the Port's auto handling capacity and specialized labor, make the Port a significant player in the automotive segment, ranking 6th in the nation. The Port has dedicated approximately 40 acres of terminal land for use by its Ro-Ro customers and stages automobiles in over 8,000 bays. In addition to the 13 western states served by the Port, auto exports are delivered to the Port of Hueneme from the states of California, Ohio Louisiana, and Michigan.

Approximately half of the Port's revenue is generated from the Port contracts with three world-class vehicle distribution and manufacturing companies for the handling of vehicles. These companies and their partners process vehicles prior to delivery to dealerships as well as coordinate inland transportation. The two vehicle distributors include Wallenius-Wilhelmsen Services (WWS) and GLOVIS America, Inc. BMW North America process their own vehicle brands in Oxnard, CA. These companies make the Port of Hueneme one of the top west coast Ports for the import and export of automobiles and high and heavy/rolling stock cargo.

Semiconductor chip shortages resolved for OEMs and as a result the Port realized a record automotive volume year reaching 375,000 units, up 31% over FY2022. Demand for new vehicles was very strong indicating even though interest rates were high, there was pinned up demand for new vehicles and Ro-Ro carriers were filling up bookings quickly. Some OEM's continued to report that 4 out of 5 vehicles imported at the Port of Hueneme were already sold to customers before arrival of the vessels. Demand outpaced supply and this trend is anticipated to continue well into next fiscal year. The Port continues to be a proud hub and essential and strategic port of entry for major auto makers such as BMW, Subaru, Kia, Hyundai, Volvo, Mitsubishi, JLR, GM and Tesla. Total operating revenues from the automobile import/export trade reached $13.2M in FY2023, a 30% increase over FY2022. Growth is expected to continue into FY2024 as retailers restock inventories.

AUTO TONNAGE 2014-2023



Introductory Section

High & Heavy Import/Export Trade Market Analysis

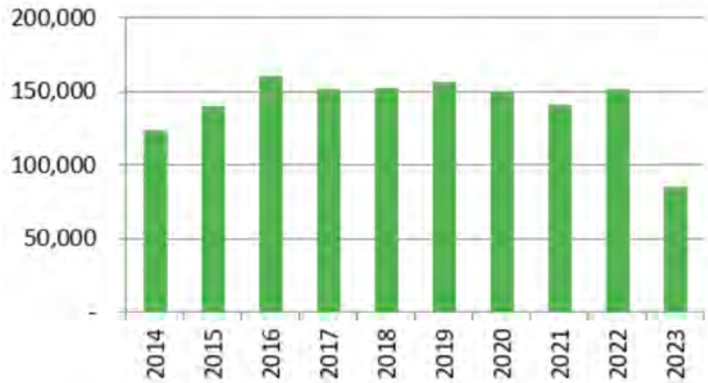
High and heavy imports increased by 13% in FY2023. As the economy rebounded stronger than anticipated and with bottlenecking at larger Ports, the Ro-Ro carriers saw different sizes and types of cargo get booked on their ships. As a result, the Port continued to realize record imports of high and heavy and break-bulk commodities in FY2023.

The specialized nature of high and heavy cargo requires special handling, customer service, and no congestion-all of which are offered at the Port of Hueneme. All the Port's stevedores (SSA, Ceres, Ports America, and Pac-Ro) are competing for specialized moves such as military cargo and project cargo. This optimizes cost and efficiency and creates the competitive conditions for this segment to continue to realize robust growth.

Fertilizer Import Trade Market Analysis

Yara North America (Yara) has been the Port of Hueneme's customer since 1998 and is one of the world's largest fertilizer suppliers, operating a terminal inside the Port on a 3.05-acre footprint. Last year, Yara saw a decline in volume of 42% due to failed infrastructure that put a tank out of service for several months.

LIQUID FERTILIZER TONNAGE 2014-2023



Yara is a significant benefactor of the infrastructure improvements completed in March of FY2021 including the deepening of the navigational channel to 40 feet. This positions Yara to realize growth increases of fertilizer volumes at the Port as needed. The company's on-port storage capabilities allowed customer deliveries to continue at a high and steady rate, with an average of about 137 shipments from the Port per week via trucks. he majority of the Port's revenue from Yara comes from its lease agreement to house its tanks on Port property.

American Marine Highway Domestic Shipping Market Analysis

In January 2021 the Port's SEA LINC Project (Spurring Economic Advantages with Logistical Investments for New Connectivity) was awarded an official designation by the U.S. Department of Transportation, marking the first time a project has been designated in Southern California since the inception of the American Marine Highways Program in 2007.

The SEA LINC Project aims to move cargo off federal and state highways by shifting the cargo to barge along Marine Highway 5 (M-5) instead. The cargo, currently being trucked from the Pacific Northwest to Southern California, could move on the water and reduce traffic and air emissions, improve safety, and eliminate wear and tear on the roadways spanning across three states. The designation was awarded in FY2021, but success will be driven by economics that have not been realized to date.

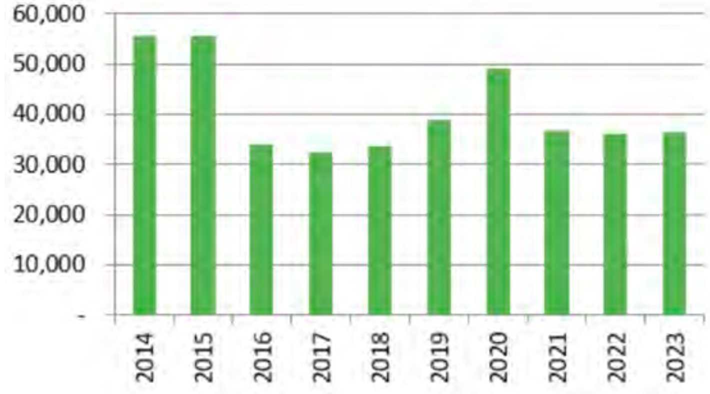
Domestic Trade Offshore Oil Support

The Port of Hueneme through its customers, Exxon, Freeport McMoran and DCOR, provide support services for the offshore oil industry in the Santa Barbara Channel. The Port saw another sharp decline in revenue from this business segment of 25.2% in FY2021. Due to industry challenges from the oil spill, these rigs are being decommissioned which will spark a short-term boost in business at the Port over the next several years to support the demobilization services. Companies are reaching out to the Port for lease agreements to ensure adequate staging for the decommissioning.

Domestic Trade Offshore Oil Support

The Port of Hueneme through its customers, Exxon, Freeport McMoran and DCOR, provide support services for the offshore oil industry in the Santa Barbara Channel. The Port realized slight growth in revenue from this business segment of 1% in FY2023. Due to industry challenges from a major oil spill in 2016, these rigs are being decommissioned, which will spark a short-term boost in business at the Port over the next several years to support the demobilization services. Companies are reaching out to the Port for lease agreements to ensure adequate staging for the decommissioning.

OFFSHORE OIL TONNAGE 2014-2023

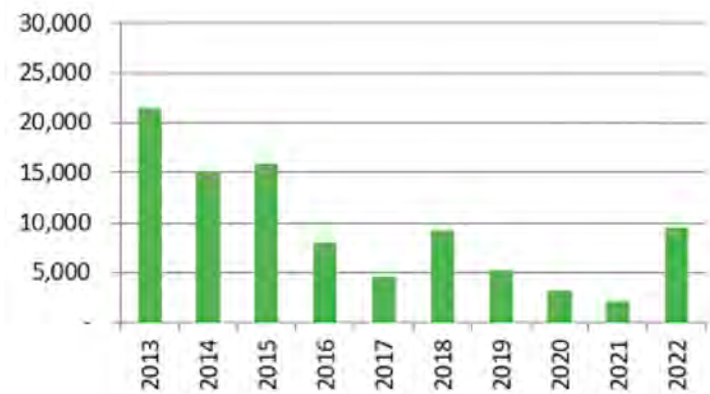


Squid Fishery

The Port also has a vibrant squid fishery, a seasonal business generally starting slow in the spring and peaking in the fall through the end of the year. Fishing boats work at night, delivering their catch in the early morning hours to the Oxnard Unloading Services LLC., a co-op that unloads and delivers to processing plants throughout southern and central California.

In FY2023, the tonnage of fish through the Port was a total of 12,788 tons up from 9,583 tons in FY2022. Squid catches remain unpredictable due to the highly variable nature of the industry, which can be impacted by even minor changes in ocean temperature. As result of such weather conditions, the seasons can be long (approximately 9-10 months of the year) or short, and fish may not grow as well. Catch is difficult to forecast in FY2024 for these reasons.

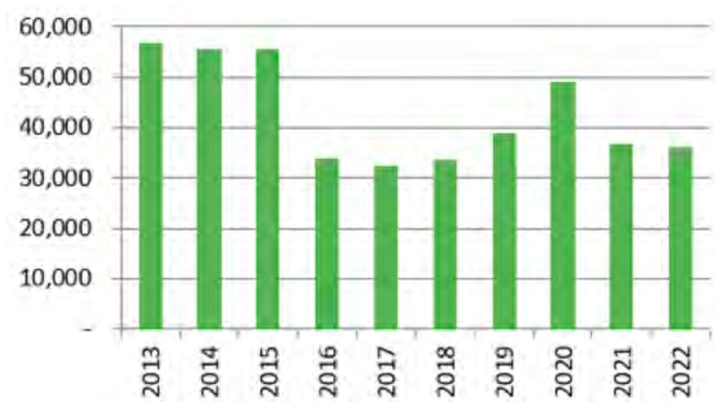
FISH TONNAGE 2012-2021



Domestic Trade Offshore Oil Support

The Port of Hueneme through its customers, Exxon, Freeport McMoran and DCOR, provide support services for the offshore oil industry in the Santa Barbara Channel. The Port saw another sharp decline in revenue from this business segment of 25.2% in FY2021. Due to industry challenges from the oil spill, these rigs are being decommissioned which will spark a short-term boost in business at the Port over the next several years to support the demobilization services. Companies are reaching out to the Port for lease agreements to ensure adequate staging for the decommissioning.

OFFSHORE OIL TONNAGE 2012-2021



Real Estate Investment Strategy and Market Analysis

The Port's total Real Estate operating revenue was $3,024,408 in FY2023, compared to $2,611,273 in FY2022. The Port generates revenue from a five-acre parcel it owns off port on Edison Road in Oxnard that nets $305,854 in revenue from WW to support Subaru business coming through the Port.

The Port also owns a 100 percent membership in Ventura County Railway Company, LLC, which derives its revenue from property leases from an investment property it owns on Market Street, as well as, from the lease of the VCRC tracks to the railroad operator, Genesee & Wyoming. This yields approximately $350,000 in investment revenue annually.
In October 2022 the Ventura County Railway Company, LLC, a company owned by the District, purchased a 13 acres light industrial site with a cold storage and rail service in Oxnard, CA. The $20M investment was initiated with existing tenant and turned into a real estate portfolio investment with tenancy of long-term lease of 3 years with options to extend beyond. As the owner of the VCRC, the Port saw this property as a future potential for further business development opportunities and modernization of the site for new and existing customers and loaned the Railway the capital to make the purchase.

The Port's business strategy calls for a balanced approach in the diversification of its port related property portfolio to address port and port client current and future land needs, and for the management team to lease and use the properties in a balanced approach to produce the highest synergies between tenants, cargo throughput and velocity, and port revenues. Industrial land in Ventura County is in short supply and the vacancy factor for industrial space is one of the lowest in the nation. For the last decade or so, the industrial sector, within the real estate industry, has been the most active, experiencing significant demand, appreciation, and rental rate growth. A representative case in point is Southern California, which is experiencing an overall vacancy rate 1.5 percent. Ventura County is an even tighter market experiencing a vacancy rate of less than one percent at 0.9 percent.

One of the greatest challenges to industrial (and in fact, any kind) property development in Ventura County is that most of the developed and developable land is concentrated in only approximately 33 percent of its land area, with most of the balance being a protected agricultural zone known as 'SOAR' (Save our Agricultural Resources), where no industrial development can take place without voters' approval with a 2/3rd vote. Today, 100,000 acres of agricultural land is in production currently in Ventura County.

To ensure the Port's continued operational and financial growth, which affords its being able to meet its numerous stakeholders and community goals and objectives, it needs to continue its ongoing diversification of its port related property portfolio to better serve clients, attract new ones, and to generate revenue for port maintenance, infrastructure, and modernization.

In this regard, the Port is in discussions with the City of Port Hueneme to acquire a property on Market Street, adjacent to its main gate, to support operations and allow for extra harbor expansion and optimization.
The Port has also secured City of Oxnard approval to develop a 34-acre parcel approximately one mile from its central gate or main entrance. The parcel, located on East Hueneme Road, will be used for temporary automotive parking for new vehicles. The temporary 3 to 5-year use of the site for this purpose will result in less truck traffic, improved air quality and reduced congestion on city streets and will allow for increased capacity for the auto segment of the port's cargo mix. This parcel is anticipated to start operating March 2024.

Another area of focus for the Port is a 250-acre site located just 2.4 miles east of the Central Gate on East Hueneme Road. The vision for this site is to develop an enterprise zone to support global trade and create thousands of jobs for the local community.

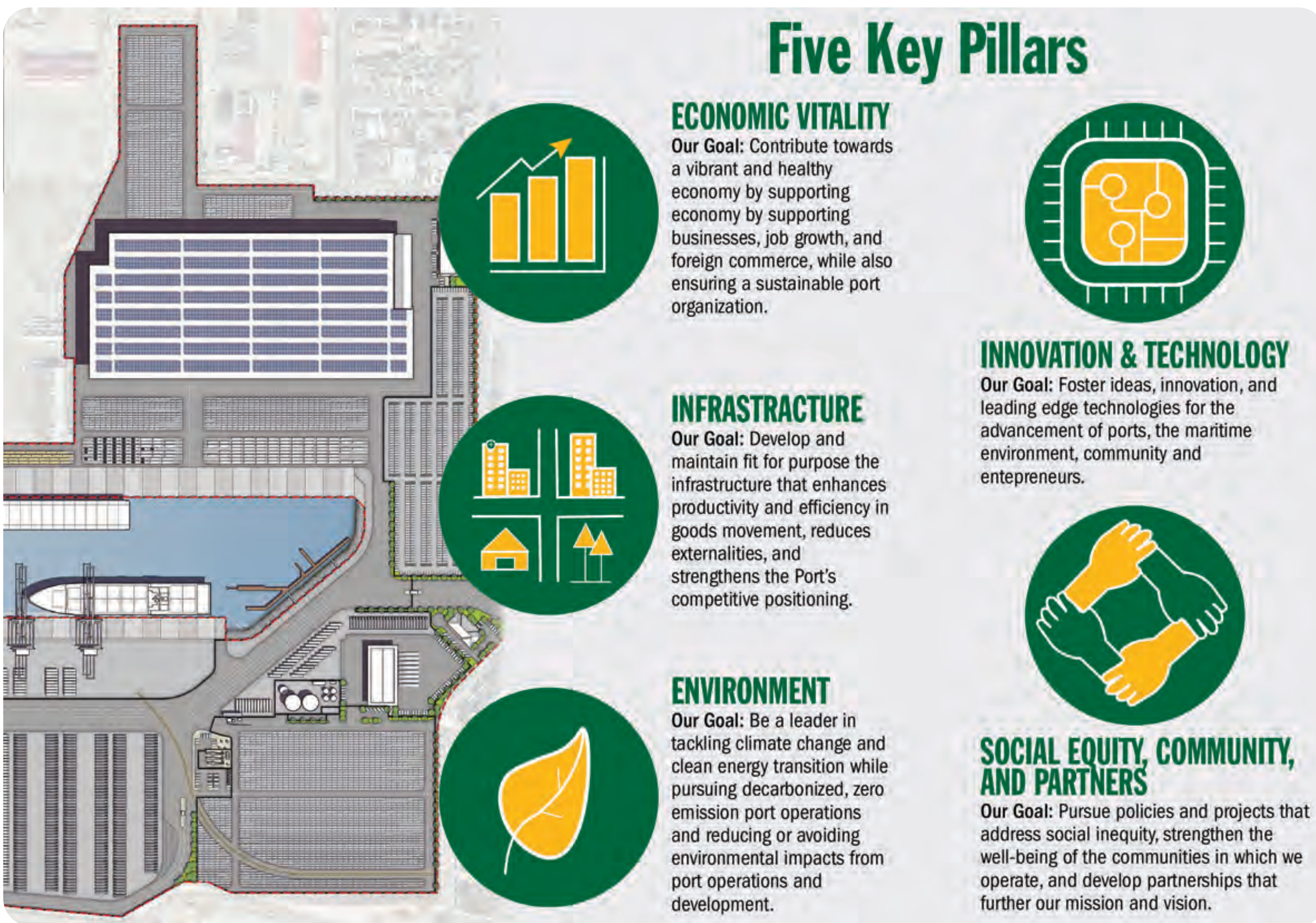
Strategic investment opportunities of this type will allow for both the Port's economic development goal as well as significantly enhance its ability to meet and exceed its stakeholder mission goals and environmental stewardship by generating family sustaining jobs, creating educational opportunities for local students, allowing for investment in zero emission and clean technologies, and building revenue streams for potential mitigation projects such as environmental restoration, workforce development, and/or housing.
All port related projects and initiatives will go through the thoroughness of open and transparent planning, community outreach and input, and through the rigorous CEQA process.

10 Year Strategic Plan

Background

The Port has continued the process of creating a 10-year Plan; The updated plan focuses on five pillars -- jobs and economic impact, infrastructure, environment, innovation and technology, and community/social equity. The 10-year planning process will also involve the development of a capital outlay analysis and financial modeling to best identify how to secure the opportunities. Planned improvements include harbor deepening completion, a container-friendly facility, investment in environmental initiatives, a green technology parking structure, improvements to on-dock rail, and possible property acquisitions. The actual capital investments required will be developed through a Port master plan study, which will identify specific investment needs, as well as methods to finance the required investments. These financing methods will include grants, bond issuances, and increased private sector investments.

The plan will also continue to focus on export agricultural products through the Port, modernizing into supporting a fully containerized operation, in turn requiring capital investment for cranes and terminal/wharf improvements for which the Port is aggressively seeking federal, state, and private investment to build. Other business opportunities include increased imported fruit operations and other cargo from Asia, Central and South America, short-sea shipping, the development of project cargo exports and the growth of auto export and import accounts. Fostering sister port relationships, networking with foreign trade representatives through our World Trade Center license, and trade missions remain part of that strategy.



Strategic Pillars

The 10-Year Strategic Plan establishes a visioning tool for the Port administration, reinforces its mission statement, and establishes goals and strategies to guide Port operations, business retention and growth and potential future capital investments. By organizing, enabling, and managing efforts in-line with the five key pillars identified in this 10-Year Strategic Plan, the Port of Hueneme will contribute to the economic, environmental, and social betterment of the Cities of Port Hueneme, Oxnard and Ventura County, and citizens and industries across the State of California and beyond. In this role, the Port of Hueneme can bring forth generation-spanning economic and social benefits to communities throughout its basin of influence.

Open Transparent Planning Process

The Strategic Plan is in development and expected to be complete by the close of FY2024. In FY2021 and FY2022, to ensure an open and transparent process, the Port held public workshops around the pillars in 3 languages – English, Spanish and Mixteco. The Port also is informing the Plan with over 500 individual surveys collected in FY2021.

Port of Hueneme Master Plan

The General Planning Principles that guide the Port's development and expansion are set forth in the Port Master Plan and include:

- Projects which do not require relatively large amounts of land area or enhance the efficiency of existing land are preferable to those which require large amounts of land.
- Projects which require deep draft berths are preferable to those which don't.
- Projects which require vessels that have their own cargo handling equipment are preferable to those which don't. Investments by the Port in shoreside cargo handling equipment may be required for some projects and may help assist customers/port users in moving toward decarbonizing cargo handling.
- Projects which require no special storage facilities or other buildings are preferable to those which do.
- Projects which require relatively large inputs of labor are preferable to those which don't.
- Projects which offer relatively high facility utilization are preferable to those which don't.
- Projects which represent the first venture into a major market are generally preferable to those which are likely to be the only one of the kind.
- Public access to the Port's facilities should be provided that are practically and economically feasible and consistent with regulations, public safety, and efficiency of port operations and land availability.
- Every effort shall be made to enhance the aesthetic appearance of the Port's facilities.
- Every effort shall be made to minimize any adverse environmental impact of any particular project, to the extent that it is practically and economically feasible.

As a public purpose entity and gateway to global markets, the Port strives to maximize its resources for the purpose of stimulating economic growth and creating jobs for the region. For this purpose, the Port threads three (3) fundamental business elements into its organizational operation functions. These include (1) Operations, (2) Finance and Administration, and (3) Business Development.

Awards and Acknowledgments

Finance

Government Finance Officers Association - 13th Award of Excellence in Financial Reporting (2023)

Government Finance Officers Association - 13th Award of Excellence in Financial Reporting (2023) The Port was awarded the Government Finance Officers Association of the United States and Canada's (GFOA) Certificate of Achievement for Excellence in Financial Reporting for its 2022 Annual Comprehensive Financial Report (ACFR). To be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized ACFR. The report must satisfy both generally accepted accounting principles and applicable legal requirements.

This is the fourteenth year that the Port is submitted its Annual Comprehensive Financial Report (ACFR) for the Government Finance Officers Association of the United States and Canada's (GFOA) Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is valid for a period of one year. We believe that this ACFR meets the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for 2023. Preparation of this report was accomplished by the combined efforts of the Port's Management Team. We appreciate the dedicated efforts and professionalism that these staff members contribute to the Port. We would also like to thank the members of the Board of Harbor Commissioners for their continued support in planning and implementation of the Oxnard Harbor District Port's fiscal policies.

Environment

Green Marine Certified (Annually Recertified 2022)

In May 2017, the Port became the first Port in California to receive a Green Marine Certification for its CY2016 efforts in sustainability. Established in 2007, Green Marine is a voluntary, transparent and inclusive initiative that addresses key environmental issues through its 14 performance indicators focusing on the European and North American maritime transportation industry. The program stems from the maritime industry's voluntary initiative to go above and beyond environmental regulatory requirements. The Green Marine program's unique character derives from the support being earned from more than 150 participating maritime facilities and agencies. Green Marine's metrics and their results are independently verified and released to the public. The Port recertifies its membership in Green Marine every spring, and this last certification which included an in person third party audit and verification, the Port achieved its highest scores ever, with a nearly perfect score, achieving the highest possible score in six of the seven performance indicators.

California Green Business Network Certification (2020)

The California Green Business Network leads the state and nation in working with small to medium sized businesses to create a vibrant green economy.

Awards and Acknowledgments

Business

West Ventura County Business Alliance 2021 Chair's Awards of Excellence
Kristin Decas, CEO and Port Director

Awarded "for exemplary leadership in the midst of a worldwide healthcare emergency; Kristin has been at the helm ensuring that businesses at the Port of Hueneme are following all COVID guidelines to ensure employee safety while keeping cargo moving."

Community

Community Treasure Award

The Port was recognized by Food Share of Ventura County with a Community Treasure Award for their efforts and display at the 10th Annual Food Share Can-Tree Event in 2021.

City of Oxnard
2021 Community Recognition Award

City of Oxnard and the Community Relations Commission recognizes deserving individuals and groups that have furthered human relations in the Oxnard community.

Innovation & Technology

Technology Innovation Award (Citizens Category)

The team at FATHOMWERX was selected by Government Technology as a Special Districts Award winner in 2021. FATHOMWERX, onsite at the Port, was recognized for efforts as an on-site makerspace and its outreach and work in STEM education. FATHOMWERX is a collaboration between the Port of Hueneme, Economic Development Collaborative, Matter Labs, and Naval Base Ventura County/NAVSEA).

Operations

AAPA Award of Merit, Facilities Engineering (2021)

The Port was recognized by American Association of Port Authorities (AAPA) with an Award of Merit for the Port's Deepening Project, which was completed in 2021.

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Oxnard Harbor District - Port of Hueneme
California

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2022

Christopher P. Morrill

Executive Director/CEO

Financial Section

Intentionally Left Blank

OXNARD HARBOR DISTRICT

FINANCIAL STATEMENTS
AND
INDEPENDENT AUDITORS' REPORT

For the Fiscal Years Ended
June 30, 2023 and 2022

NIGRO & NIGRO PC

FINANCIAL SECTION

REQUIRED SUPPLEMENTARY INFORMATION

SUPPLEMENTARY INFORMATION

OTHER INDEPENDENT AUDITORS' REPORTS

FINDINGS AND QUESTIONED COSTS

Financial Section

NIGRO & NIGRO PC
A Professional Accountancy Corporation

INDEPENDENT AUDITORS' REPORT

Board of Harbor Commissioners
Oxnard Harbor District
Port Hueneme, California

Opinion

We have audited the accompanying financial statements of the Oxnard Harbor District (District), which comprise the balance sheets as of June 30, 2023 and 2022, and related statements of revenue, expenses, and changes in net position, and cash flows for the years then ended, and related notes to the financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the District as of June 30, 2023 and 2022, and the respective changes in its financial position and 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 audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Agency and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of 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 Agency's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Jeff Nigro, CPA, CFE | Elizabeth Nigro, CPA | Shannon Bishop, CPA | Peter Glenn, CPA, CFE | Paul J. Kaymark, CPA | Jessica Berry, CPA | Angelika Vartikyan, CPA
MURRIETA OFFICE 25220 Hancock Avenue, Suite 400, Murrieta, CA 92562 • P: (951) 698-8783 • F: (951) 699-1064
WALNUT CREEK OFFICE 2121 N. California Blvd. Suite 290, Walnut Creek, CA 94596 • P: (844) 557-3111 • F: (844) 557-3444
www.nncpas.com • Licensed by the California Board of Accountancy

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 generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District'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 District'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, Schedule of the Agency's Proportionate Share of the Plan's Net Pension Liability, Schedule of the Agency's Contributions to the Pension Plan, Schedule of Changes in the Agency's Net OPEB Liability and Related Ratios, and Schedule of the Agency's Contributions to the OPEB Plan be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the District's basic financial statements as a whole. The Balance Sheets – Combined – Internal Funds and Schedule of Revenues, Expenses and Changes in Net Position – Combined – Internal Funds are presented for purposes of additional analysis and are not a required part of the basic financial statements. The supplementary 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. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole. The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Information

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

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards,* we have also issued a separate report dated December 19, 2023, on our consideration of the Agency's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency'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 Agency's internal control over financial reporting and compliance.

Nigro & Nigro, PC

Murrieta, California
December 18, 2023

Management's Discussion and Analysis (MD&A) offers readers of Oxnard Harbor District's financial statements a narrative overview of the District's financial activities for the years ended June 30, 2023 and 2022. This MD&A presents financial highlights, an overview of the accompanying financial statements, an analysis of net position and results of operations, a current-to prior year analysis, a discussion on restrictions, commitments and limitations, and a discussion of significant activity involving capital assets and long-term debt. Please read in conjunction with the financial statements, which follow this section.

FINANCIAL HIGHLIGHTS

- In fiscal year 2023, the District's net position increased 15.47%, or $15,948,951 from the prior year's net position of $103,097,643 to 119,046,594, as a result of the year's operations.
- In fiscal year 2022, the District's net position increased 8.48%, or $8,057,348 from the prior year's net position of $95,040,295 to $103,097,643, as a result of the year's operations.
- In fiscal year 2023, operating revenues increased by 13.5%, or $3,404,714 from $25,244,605 to $28,649,319 from the prior year, primarily due to a $4,040,450 increase in auto cargo revenue.
- In fiscal year 2022, operating revenues increased by 23.7%, or $4,833,813 from $20,410,792 to $25,244,605 from the prior year, primarily due to a $2,277,831 increase in fresh produce cargo revenue and a $1,144,894 increase in refer receptacles usage revenue.
- In fiscal year 2023, operating expenses before depreciation expense decreased by 5.5% or $868,666 from $15,826,969 to $14,958,303, from the prior year, primarily due to a $2,450,426 decrease in salaries and benefits expenses as a result of the revaluation of the District's net OPEB and pension liabilities.
- In fiscal year 2022, operating expenses before depreciation expense increased by 35.7% or $4,162,736 from $11,664,233 to $15,826,969, from the prior year, primarily due to a $2,567,962 increase in salaries and benefits expenses and a $944,407 decrease in facilities and maintenance expense.

REQUIRED FINANCIAL STATEMENTS

This annual report consists of a series of financial statements. The Balance Sheet, Statement of Revenues, Expenses and Changes in Net Position and Statement of Cash Flows provide information about the activities and performance of the District using accounting methods similar to those used by private sector companies.

The Balance Sheet includes all of the District's investments in resources (assets) and the obligations to creditors (liabilities). It also provides the basis for computing a rate of return, evaluating the capital structure of the District and assessing the liquidity and financial flexibility of the District. All of the current year's revenue and expenses are accounted for in the Statement of Revenues, Expenses and Changes in Net Position. This statement measures the success of the District's operations over the past year and can be used to determine if the District has successfully recovered all of its costs through its rates and other charges. This statement can also be used to evaluate profitability and credit worthiness. The final required financial statement is the Statement of Cash Flows, which provides information about the District's cash receipts and cash payments during the reporting period. The Statement of Cash Flows reports cash receipts, cash payments and net changes in cash resulting from operations, investing, non-capital financing, and capital and related financing activities and provides answers to such questions as where did cash come from, what was cash used for, and what was the change in cash balance during the reporting period.

FINANCIAL ANALYSIS OF THE DISTRICT

One of the most important questions asked about the District's finances is, "Is the District better off or worse off as a result of this year's activities?" The Balance Sheet and the Statement of Revenues, Expenses and Changes in Net Position report information about the District in a way that helps answer this question.

These statements include all assets and liabilities using the accrual basis of accounting, which is similar to the accounting method used by most private sector companies. All of the current year's revenues and expenses are taken into account regardless of when the cash is received or paid.

These two statements report the District's net position and changes in them. You can think of the District's net position – the difference between assets, deferred outflows of resources, liabilities and deferred inflows of resources – as one way to measure the District's financial health, or financial position. Over time, increases or decreases in the District's net position are one indicator of whether its financial health is improving or deteriorating. However, one will need to consider other non-financial factors such as changes in economic conditions, population growth, zoning and new or changed government legislation.

Condensed Balance Sheets

	June 30, 2023	June 30, 2022	Change	June 30, 2021	Change
Assets:					
Current assets	$ 27,716,575	$ 39,578,665	$ (11,862,090)	$ 30,692,723	$ 8,885,942
Noncurrent	35,621,270	11,671,818	23,949,452	12,362,356	(690,538)
Capital assets, net	85,211,421	80,811,988	4,399,433	81,792,788	(980,800)
Total assets	148,549,266	132,062,471	16,486,795	124,847,867	7,214,604
Deferred outflows of resources	4,260,580	2,440,195	1,820,385	2,419,858	20,337
Total assets and deferred outflows of resources	$ 152,809,846	$ 134,502,666	$ 18,307,180	$ 127,267,725	$ 7,234,941
Liabilities:					
Current liabilities	$ 11,434,282	$ 10,584,517	$ 849,765	$ 9,749,262	$ 835,255
Noncurrent liabilities	14,678,229	12,860,015	1,818,214	17,956,815	(5,096,800)
Total liabilities	26,112,511	23,444,532	2,667,979	27,706,077	(4,261,545)
Deferred inflows of resources	7,650,741	7,960,491	(309,750)	4,521,353	3,439,138
Net position:					
Net investment in capital assets	81,776,147	75,779,154	5,996,993	75,232,394	546,760
Restricted	2,336,737	1,913,297	423,440	2,119,205	(205,908)
Unrestricted	34,933,710	25,405,192	9,528,518	17,688,696	7,716,496
Total net position	119,046,594	103,097,643	15,948,951	95,040,295	8,057,348
Total liabilities, deferred inflows and net position	$ 152,809,846	$ 134,502,666	$ 18,307,180	$ 127,267,725	$ 7,234,941

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of the District, assets and deferred outflows of resources of the District exceeded liabilities and deferred inflows of resources by $119,046,594 and $103,097,643 as of June 30, 2023 and 2022, respectively.

FINANCIAL ANALYSIS OF THE DISTRICT (continued)

Condensed Balance Sheets (continued)

By far the largest portion of the District's net position (69% as of June 30, 2023 and 74% as of June 30, 2022) reflects the District's investment in capital assets (net of accumulated depreciation) less any related debt used to acquire those assets that is still outstanding. The District uses these capital assets to provide services to its customers; consequently, these assets are not available for future spending.

At the end of years 2023 and 2022, the District showed a positive balance in its unrestricted net position of $34,933,710 and $25,405,192, respectively, which may be utilized in future years.

Condensed Statements of Revenues, Expenses, and Changes in Net Position

	June 30, 2023	June 30, 2022	Change	June 30, 2021	Change
Revenues:					
Operating revenues	$ 28,649,319	$ 25,244,605	$ 3,404,714	$ 20,410,792	$ 4,833,813
Non-operating revenues	2,877,868	2,499,976	377,892	2,239,742	260,234
Total revenues	31,527,187	27,744,581	3,782,606	22,650,534	5,094,047
Expenses:					
Operating expenses	14,958,303	15,826,969	(868,666)	11,664,233	4,162,736
Depreciation	6,596,114	4,525,356	2,070,758	4,168,301	357,055
Non-operating expenses	207,334	161,476	45,858	648,764	(487,288)
Total expenses	21,761,751	20,513,801	1,247,950	16,481,298	4,032,503
Capital contributions	6,183,515	826,568	5,356,947	2,884,204	(2,057,636)
Change in net position	15,948,951	8,057,348	7,891,603	9,053,440	(996,092)
Net position:					
Beginning of year	103,097,643	95,040,295	8,057,348	85,986,855	9,053,440
End of year	$ 119,046,594	$ 103,097,643	$ 15,948,951	$ 95,040,295	$ 8,057,348

The statement of revenues, expenses and changes in net position shows how the District's net position changed during the fiscal years. In the case of the District, the District's net position increased by $15,948,951 and $8,057,348 for the years ended June 30, 2023 and 2022 respectively.

FINANCIAL ANALYSIS OF THE DISTRICT (continued)

Total Revenues

Operating revenues:	June 30, 2023	June 30, 2022	Change	June 30, 2021	Change
Auto cargo	$ 13,447,795	$ 9,407,345	$ 4,040,450	$ 9,169,825	$ 237,520
Fresh produce cargo	8,512,054	8,164,780	347,274	5,886,949	2,277,831
Offshore oil	586,213	312,036	274,177	374,116	(62,080)
Property management	3,026,114	2,611,273	414,841	2,240,679	370,594
Other operating income	3,077,143	4,749,171	(1,672,028)	2,739,223	2,009,948
Total operating revenues	28,649,319	25,244,605	3,404,714	20,410,792	4,833,813
Non-operating revenues:					
Investment earnings	842,002	(363,075)	1,205,077	35,127	(398,202)
Interest earnings – leveraged loan	-	-	-	47,326	(47,326)
Ventura County Railway Co., LLC	864,544	77,174	787,370	109,314	(32,140)
Purchase credit revenue	-	68,173	(68,173)	305,147	(236,974)
Harbor maintenance tax revenue	220,000	139,590	80,410	140,071	(481)
Gain from sale of capital assets	713,313	-	713,313	2,475,450	(2,475,450)
Loss on the disposal of capital assets	-	-	-	(906,760)	906,760
Covid fiscal recovery funds	-	2,544,287	(2,544,287)	-	2,544,287
Other non-operating revenues	238,009	33,827	204,182	34,067	(240)
Total non-operating revenues	2,877,868	2,499,976	377,892	2,239,742	260,234
Total revenue	$ 31,527,187	$ 27,744,581	$ 3,782,606	$ 22,650,534	$ 5,094,047

In fiscal year 2023, operating revenues increased by 13.5%, or $3,404,714 from $25,244,605 to $28,649,319 from the prior year, primarily due to a $4,040,450 increase in auto cargo revenue.

In fiscal year 2022, operating revenues increased by 23.7%, or $4,833,813 from $20,410,792 to $25,244,605 from the prior year, primarily due to a $2,277,831 increase in fresh produce cargo revenue and a $1,144,894 increase in refer receptacles usage revenue.

FINANCIAL ANALYSIS OF THE DISTRICT (continued)

Total Expenses

Operating expenses:	June 30, 2023	June 30, 2022	Change	June 30, 2021	Change
Salaries and benefits	$ 6,047,715	$ 8,498,141	$ (2,450,426)	$ 5,930,179	$ 2,567,962
Governmental contractual agreements	2,606,626	2,050,571	556,055	1,964,946	85,625
Security	356,713	298,639	58,074	289,793	8,846
Facilities and maintenance	2,511,803	2,254,914	256,889	1,310,507	944,407
Professional and legal	1,161,507	1,167,847	(6,340)	1,030,530	137,317
Materials and services	564,059	326,564	237,495	328,271	(1,707)
Port promotion	1,179,049	775,073	403,976	443,307	331,766
Insurance	530,831	455,220	75,611	366,700	88,520
Total operating expenses	14,958,303	15,826,969	(868,666)	11,664,233	4,162,736
Depreciation	6,596,114	4,525,356	2,070,758	4,168,301	357,055
Non-operating expenses:					
Interest expense – long-term debt	108,268	124,690	(16,422)	560,437	(435,747)
Other non-operating expenses	99,066	36,786	62,280	88,327	(51,541)
Total non-operating expenses	207,334	161,476	45,858	648,764	(487,288)
Total expenses	$ 21,761,751	$ 20,513,801	$ 1,247,950	$ 16,481,298	$ 4,032,503

In fiscal year 2023, operating expenses before depreciation expense decreased by 5.5% or $868,666 from $15,826,969 to $14,958,303, from the prior year, primarily due to a $2,450,426 decrease in salaries and benefits expenses as a result of the revaluation of the District's net OPEB and pension liabilities.

In fiscal year 2022, operating expenses before depreciation expense increased by 35.7% or $4,162,736 from $11,664,233 to $15,826,969, from the prior year, primarily due to a $2,567,962 increase in salaries and benefits expenses and a $944,407 decrease in facilities and maintenance expense.

Capital Assets

Description	June 30, 2023	June 30, 2022	June 30, 2021
Non-depreciable assets	$ 26,991,518	$ 17,240,172	$ 34,523,137
Depreciable assets	129,816,890	129,286,002	108,458,481
Accumulated depreciation	(71,596,987)	(65,714,186)	(61,188,830)
Total capital assets, net	$ 85,211,421	$ 80,811,988	$ 81,792,788

At the end of year 2023, 2022 and 2021, the District's investment in capital assets amounted to $85,211,421, $80,811,988 and $81,792,788 (net of accumulated depreciation), respectively. Capital asset additions amounted to $10,995,547 and $3,544,556 for various projects and equipment for the years ended June 30, 2023 and 2022, respectively. See Note 7 for further information.

FINANCIAL ANALYSIS OF THE DISTRICT (continued)

Debt Administration

The long-term debt of the District is summarized below:

Description	June 30, 2023	June 30, 2022	June 30, 2021
Revenue bonds payable, net	$ 3,453,430	$ 5,067,750	$ 6,612,070

Long-term debt decreased by $1,614,320 and $1,544,320 for the years ended June 30, 2023 and 2022, due to regular principal payments on the District's revenue bonds. See Note 9 for further information.

NOTES TO THE BASIC FINANCIAL STATEMENTS

The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

CONTACTING THE DISTRICT'S FINANCIAL MANAGEMENT

This financial report is designed to provide the District's funding sources, customers, stakeholders and other interested parties with an overview of the District's financial operations and financial condition. Should the reader have questions regarding the information included in this report or wish to request additional financial information, please contact the District's CEO & Port Director at 333 Ponoma Street, Port Hueneme, CA 93041.

OXNARD HARBOR DISTRICT

Balance Sheets

June 30, 2023 and 2022

ASSETS	2023	2022
Current assets:		
Cash and investments (Note 2)	$ 17,031,675	$ 32,387,876
Accrued interest receivable	109,377	49,554
Accounts receivable – customers, net (Note 3)	3,447,799	4,773,175
Grants and other receivables	4,884,535	999,153
Lease receivable (Note 4)	1,813,858	1,116,865
Prepaid items	429,331	252,042
Total current assets	27,716,575	39,578,665
Non-current assets:		
Restricted – cash and cash equivalents (Note 2 and 13)	6,023,473	5,458,348
Lease receivable (Note 4)	4,421,756	1,901,973
World Trade Center license (Note 5)	51,000	51,000
Investment in Ventura County Railway Co., LLC (Note 6)	25,125,041	4,260,497
Capital assets – not being depreciated (Note 7)	26,991,518	17,240,172
Capital assets – being depreciated, net (Note 7)	58,219,903	63,571,816
Total non-current assets	120,832,691	92,483,806
Total assets	148,549,266	132,062,471
DEFERRED OUTFLOWS OF RESOURCES		
Deferred amounts on refunding of revenue bonds, net (Note 9)	18,156	34,916
Deferred outflows of resources related to pensions (Note 10)	3,168,715	1,380,306
Deferred outflows of resources related to OPEB (Note 11)	1,073,709	1,024,973
Total deferred outflows of resources	4,260,580	2,440,195
Total assets and deferred outflows of resources	$ 152,809,846	$ 134,502,666
LIABILITIES		
Current liabilities:		
Accounts payable and accrued expenses	$ 3,789,243	$ 3,160,910
Accrued revenue sharing payables (Note 16)	5,431,213	5,099,778
Customer deposits and unearned revenue	189,794	276,963
Accrued interest payable	77,963	189,622
Long-term liabilities – due within one year:		
Compensated absences (Note 8)	246,069	232,244
Revenue bonds payable (Note 9)	1,700,000	1,625,000
Total current liabilities	11,434,282	10,584,517
Non-current liabilities:		
Long-term liabilities – due in more than one year:		
Compensated absences (Note 8)	738,106	696,831
Net OPEB liability (Note 11)	4,862,188	4,588,803
Net pension liability (Note 10)	7,324,505	4,131,631
Revenue bonds payable, net (Note 9)	1,753,430	3,442,750
Total non-current liabilities	14,678,229	12,860,015
Total liabilities	26,112,511	23,444,532
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows of resources related to leases (Note 4)	5,897,824	2,859,103
Deferred inflows of resources related to pensions (Note 10)	688,828	3,759,459
Deferred inflows of resources related to OPEB (Note 11)	1,064,089	1,341,929
Total deferred inflows of resources	7,650,741	7,960,491
NET POSITION		
Net investment in capital assets (Note 12)	81,776,147	75,779,154
Restricted for debt service (Note 13)	2,336,737	1,913,297

	2023	2022
OPERATING REVENUES		
Auto cargo	$ 13,447,795	$ 9,407,345
Fresh produce cargo	8,512,054	8,164,780
Offshore oil	586,213	312,036
Property management:		
Land	2,002,852	1,757,935
Buildings	1,023,262	853,338
Other operating revenue:		
Liquid fertilizer	170,162	268,487
Reefer receptacles	1,781,306	2,476,323
Water hose rentals	1,772	1,104
Wharfage – fish and water	21,346	26,762
Other – moorings, permits and fees	1,102,557	1,976,495
Total operating revenues	28,649,319	25,244,605
OPERATING EXPENSES		
Salaries and benefits	6,047,715	8,498,141
Governmental contractual agreements	2,606,626	2,050,571
Security	356,713	298,639
Facilities and maintenance	2,511,803	2,254,914
Professional and legal services	1,161,507	1,167,847
Materials and services	564,059	326,564
Port promotion	1,179,049	775,073
Insurance	530,831	455,220
Total operating expenses before depreciation	14,958,303	15,826,969
Operating income before depreciation	13,691,016	9,417,636
Depreciation expense	(6,596,114)	(4,525,356)
Operating income	7,094,902	4,892,280
NON-OPERATING REVENUES (EXPENSES)		
Investment earnings	842,002	(363,075)
Interest expense – long-term debt	(108,268)	(124,690)
Change in investment in Ventura County Railway Co., LLC, net (Note 6)	864,544	77,174
Purchase credit revenue	-	68,173
Harbor maintenance tax revenue	220,000	139,590
Sale of capital assets	713,313	-
Covid fiscal recovery funds	-	2,544,287
Other non-operating revenues	238,009	33,827
Other non-operating expenses	(99,066)	(36,786)
Total non-operating revenue(expense), net	2,670,534	2,338,500
Net income before capital contributions	9,765,436	7,230,780
CAPITAL CONTRIBUTIONS		
Federal capital grants	878,727	720,071
State capital grants	4,773,038	106,497
Local capital grants and capital contributions	531,750	-
Total capital contributions	6,183,515	826,568
Change in net position	15,948,951	8,057,348
Net position:		
Beginning of year	103,097,643	95,040,295
End of year	$ 119,046,594	$ 103,097,643

OXNARD HARBOR DISTRICT

Statements of Cash Flows

For the Fiscal Years Ended June 30, 2023 and 2022

	2023	2022
Cash flows from operating activities:		
Cash receipts from customers and others	$ 26,104,809	$ 23,616,066
Cash paid to employees for salaries and benefits	(7,711,972)	(7,594,012)
Cash paid to vendors and suppliers for materials and services	(8,049,886)	(6,457,613)
Net cash provided by operating activities	10,342,951	9,564,441
Cash flows from capital and related financing activities:		
Acquisition and construction of capital assets	(10,995,547)	(3,544,556)
Proceeds from capital grants	6,183,515	3,370,855
Proceeds from the sale of capital assets	713,313	-
Principal paid on revenue bonds	(1,625,000)	(1,555,000)
Interest paid on revenue bonds	(192,487)	(264,263)
Net cash used in capital and related financing activities	(5,916,206)	(1,992,964)
Cash flows from investing activities:		
Additional investment in VCRC	(20,000,000)	-
Change in fair-value of investments	447,784	(465,433)
Investment earnings	334,395	66,746
Net cash used in investing activities	(19,217,821)	(398,687)
Net increase(decrease) in cash and cash equivalents	(14,791,076)	7,172,790
Cash and cash equivalents:		
Beginning of year	37,846,224	30,673,434
End of year	$ 23,055,148	$ 37,846,224
Reconciliation of cash and cash equivalents to the balance sheet:		
Cash and investments	$ 17,031,675	$ 32,387,876
Restricted assets – cash and cash equivalents	6,023,473	5,458,348
Total cash and cash equivalents	$ 23,055,148	$ 37,846,224

OXNARD HARBOR DISTRICT

Statements of Cash Flows (continued)
For the Fiscal Years Ended June 30, 2023 and 2022

	2023	2022
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	$ 7,094,902	$ 4,892,280
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	6,596,114	4,525,356
Purchase credit revenue	-	68,173
Harbor maintenance tax revenue	220,000	139,590
Other non-operating revenues	238,009	33,827
Other non-operating expenses	(99,066)	(36,786)
Change in assets – (increase)decrease:		
Accounts receivable – customers, net	1,325,376	(1,166,090)
Other receivables	(3,885,382)	(705,666)
Lease receivable	(3,216,776)	920,887
Prepaid items	(177,289)	41,041
Change in deferred outflows of resources – (increase)decrease		
Deferred outflows of resources related to pensions	(1,788,409)	(922)
Deferred outflows of resources related to OPEB	(48,736)	(36,175)
Change in liabilities – increase(decrease):		
Accounts payable and accrued expenses	628,333	(20,453)
Accrued revenue sharing payables	331,435	928,454
Customer deposits and unearned revenue	(87,169)	3,504
Compensated absences	55,100	83,250
Net OPEB liability	273,385	(1,369,226)
Net pension liability	3,192,874	(2,175,741)
Change in deferred inflows of resources – increase(decrease)		
Deferred inflows of resources related to leases	3,038,721	(963,805)
Deferred inflows of resources related to pensions	(3,070,631)	3,587,795
Deferred inflows of resources related to OPEB	(277,840)	815,148
Total adjustments	3,248,049	4,672,161
Net cash provided by operating activities	$ 10,342,951	$ 9,564,441
Non-cash investing, capital and financing transactions:		
Change in fair-value of investments	$ 447,784	$ (465,433)
Amortization of bond premium(discount), net	$ (10,680)	$ (10,680)
Amortization of deferred loss on refunding of revenue bonds	$ (16,760)	$ (16,760)

NOTE 1 – DESCRIPTION OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES

A. Description of Organization

The Oxnard Harbor District (District), a special district of the State of California, was created in 1937 under the State of California Harbors and Navigation Code, which provides for the formation of harbor districts. The District is under the control of an elected five-member Board of Harbor Commissioners and is administered by the CEO & Port Director. The District is empowered to acquire, construct, own, operate, control or develop any and all harbor works or facilities within or outside the established boundaries of the District. The commercial Port of Hueneme (Port) is owned and administered by the District. The District prepares and controls its own budget, administers and controls its fiscal activities, and is responsible for all Port construction and operations.

The District operates as principal landlord for the purpose of assigning or leasing Port facilities and land areas. The District's principal sources of revenue are from cargo activity under tariffs and contracts (dockage and wharfage) and rentals of land and facilities. Capital construction is financed through operations, grants and revenue bond debt proceeds. Daily operation of Port facilities and regular maintenance are performed by the District's regular work force. Major maintenance and new construction projects are awarded by bid to commercial contractors. As a non-operating port, cargo handling is the responsibility of commercial contractors as permitted by the Board of Harbor Commissioners.

The criteria used in determining the scope of the financial reporting entity is based on the provisions of Governmental Accounting Standards Board Statement No. 61, The Financial Reporting Entity (GASB Statement No. 61). The District is the primary governmental unit based on the foundation of a separately elected governing board that is elected by the citizens in a general popular election. Component units are legally separate organizations for which the elected officials of the primary government are financially accountable. The District is financially accountable if it appoints a voting majority of the organization's governing body and: 1) It is able to impose its will on that organization, or 2) There is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government.

B. Basis of Presentation, Basis of Accounting

The District reports its activities as an enterprise fund, which is used to account for operations that are financed and operated in a manner similar to a private business enterprise, where the intent of the District is that the costs (including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges.

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Nonexchange transactions, in which the District gives (or receives) value without directly receiving (or giving) equal value in exchange, include property taxes, grants, entitlements, and donations. Revenue from grants, entitlements, and donations is recognized in the year in which all eligibility requirements have been satisfied.

Operating revenues are those revenues that are generated from the primary operations of the District. The District reports a measure of operations by presenting the change in net position from operations as operating income in the statement of revenues, expenses, and changes in net position. Operating activities are defined by the District as all activities other than financing and investing activities (interest expense and investment income), grants and subsidies, and other infrequently occurring transactions of a non-operating nature. Operating expenses are those expenses that are essential to the primary operations of the District. All other expenses are reported as non-operating expenses.

NOTE 1 – DESCRIPTION OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (continued)

C. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position

1. Cash and Cash Equivalents

For purposes of the statement of cash flows, the District considers all highly liquid investments with a maturity of 90 days or less, when purchased, to be cash equivalents. Cash deposits are reported at the carrying amount, which reasonably estimates fair value.

2. Investments

Investments are reported at fair value except for short-term investments, which are reported at cost, which approximates fair value. Cash deposits are reported at carrying amount, which reasonably estimates fair value. Investments in governmental investment pools are reported at fair value based on the fair value per share of the pool's underlying portfolio.

In accordance with fair value measurements, the District categorizes its assets and liabilities measured at fair value into a three-level hierarchy based on the priority of the inputs to the valuation technique used to determine fair value. The fair value hierarchy gives the highest priority to quoted prices in active markets for identical assets or liabilities (Level 1) and the lowest priority to unobservable inputs (Level 3). If the inputs used in the determination of the fair value measurement fall within different levels of the hierarchy, the categorization is based on the lowest level input that is significant to the fair value measurement.

Financial assets and liabilities recorded on the balance sheet are categorized based on the inputs to the valuation techniques as follows:

Level 1 – Inputs that reflect unadjusted quoted prices in active markets for identical investments, such as stocks, corporate and government bonds. The District has the ability to access the holding and quoted prices as of the measurement date.

Level 2 – Inputs, other than quoted prices, that are observable for the asset or liability either directly or indirectly, including inputs from markets that are not considered to be active.

Level 3 – Inputs that are unobservable. Unobservable inputs reflect the District's own assumptions about the factors market participants would use in pricing an investment, and is based on the best information available in the circumstances.

3. Receivables and Allowance for Doubtful Accounts

Customer accounts receivable consist of amounts owed by private individuals and organizations for services rendered in the regular course of business operations. Receivables are shown net of allowances for doubtful accounts. Uncollectable accounts are based on prior experience and management's assessment of the collectability of existing accounts.

NOTE 1 – DESCRIPTION OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (continued)

C. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position (continued)

4. Lease Receivable and Deferred Inflows of Resources

The primary objective is to enhance the relevance and consistency of information about the governments' leasing activities. As a lessor, the District is required to recognize a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions. The District's lease receivable is measured at the present value of the lease payments expected to be received during the lease term. Under the lease agreement, the District may receive variable lease payments that are dependent upon the lessee's revenue. The variable payments are recorded as an inflow of resources in the period the payment is received. A deferred inflow of resources is recorded for the lease. The deferred inflow of resources is measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods. The deferred inflow of resources is amortized on a straight-line basis over the term of the lease.

5. Prepaids

Certain payments of vendors reflect costs applicable to future accounting periods and are recorded as prepaid items.

6. Capital Assets

Capital assets are stated at cost or at their estimated fair value at date of donation. It is the District's policy to capitalize assets costing over $5,000. The provision for depreciation is computed using the straight-line method over the estimated service lives of the capital assets. Estimated service lives for the District's classes of assets are as follows:

Description	Estimated Lives
Wharves and docks	3-40 years
Land improvements	3-40 years
Buildings and buildings improvements	3-30 years
Equipment	3-10 years

7. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position reports a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net assets that applies to a future period and so will not be recognized as an outflow of resources (expense/expenditure) until then.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time.

8. Compensated Absences

The District's personnel policies provide for accumulation of vacation and sick leave (employee benefits). Liabilities for vacation leave are recorded when benefits are earned. Full cash payment for all unused vacation leave is available to employees upon retirement or termination. Partial cash payment for accrued sick leave is available upon retirement or termination if certain criteria are met.

NOTE 1 – DESCRIPTION OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (continued)

C. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position (continued)

9. Pensions

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the District's California Public Employees' Retirement System (CalPERS) plans and addition to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

The following timeframes are used for pension reporting:

Valuation Date June 30, 2021
Measurement Date June 30, 2022
Measurement Period July 1, 2021 to June 30, 2022

10. Post-employment Benefits Other Than Pensions (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Oxnard Harbor District Retiree Benefits Plan ("the Plan") and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, the Plan recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value, except for money market investments and participating interest-earning investment contracts that have a maturity at the time of purchase of one year or less, which are reported at cost.

Valuation Date June 30, 2021
Measurement Date June 30, 2022
Measurement Period July 1, 2021 to June 30, 2022

11. Net Position

Net position is classified into three components: net investment in capital assets; restricted; and unrestricted. These classifications are defined as follows:

- **Net investment in capital assets** - This component of net position consists of capital assets, including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of debt for those capital assets.

- **Restricted** - This component of net position consists of constraints placed on net position use through external constraints imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation.

- **Unrestricted net position** - This component of net position consists of net position that does not meet the definition of "net investment in capital assets" or "restricted".

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

NOTE 1 – DESCRIPTION OF ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (continued)

D. Use of Estimates

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

E. Grant Funding

Grants for operating assistance and capital acquisitions are included in their respective non-operating and capital contribution sections of the statement of revenues, expenses and changes in net position. Grant funds are claimed on a reimbursement basis and receivables for grant funds are recorded as the related obligations are incurred. Grant funds advanced but not yet earned are treated as unearned revenue until the respective obligations these grants were funded for are incurred.

F. Capital Contributions

Capital contributions represent cash and capital asset additions contributed to the District by outside parties.

NOTE 2 – CASH AND INVESTMENTS

Cash and investments were classified in the accompanying financial statements as follows:

Description	June 30, 2023	June 30, 2022
Cash and investments	$ 17,031,675	$ 32,387,876
Restricted – cash and cash equivalents	6,023,473	5,458,348
Total	$ 23,055,148	$ 37,846,224

Cash and investments consisted of the following:

Description	June 30, 2023	June 30, 2022
Cash on hand	$ 500	$ 500
Deposits held with financial institutions	10,539,409	8,044,330
Deposits held with investment pools	7,472,634	29,801,394
Investments	5,042,605	-
Total	$ 23,055,148	$ 37,846,224

Demand Deposits

At June 30, 2023 and 2022, the carrying amount of the District's demand deposits was $10,539,409 and $8,044,330, respectively, and the financial institution balance was $11,510,422 and $9,548,079, respectively. The $720,538 and $1,503,749 respective net difference as of June 30, 2023 and 2022 represents outstanding checks, deposits-in-transit and/or other reconciling items.

The California Government Code requires California banks and savings and loan associations to secure an entity's deposits by pledging government securities with a value of 110% of an entity's deposits. California law also allows financial institutions to secure entity deposits by pledging first trust deed mortgage notes having a value of 150% of an entity's total deposits. The entity's Treasurer may waive the collateral requirement for deposits which are fully insured up to $250,000 by the FDIC.

The collateral for deposits in federal and state-chartered banks is held in safekeeping by an authorized agent of depository recognized by the State of California Department of Banking. The collateral for deposits with savings and loan associations is generally held in safekeeping by the Federal Home Loan Bank in San Francisco, California as an agent of depository. These securities are physically held in an undivided pool for all California public agency depositors. Under Government Code Section 53655, the placement of securities by a bank or savings and loan association with an agent of depositor has the effect of perfecting the security interest in the name of the local governmental agency. Accordingly, all collateral held by California agents of depository are considered to be held for, and in the name of, the local government.

NOTE 2 – CASH AND INVESTMENTS (continued)

Custodial Credit Risk

The custodial credit risk for *deposits* is the risk that in the event of the failure of a depository financial institution, a government will not be able to recover deposits or will not be able to recover collateral securities that are in the possession of an outside party. The District's investment policy requires that collateral be held by an independent third party with whom the District has a current custodial agreement.

The custodial credit risk for *investments* is the risk that in the event of the failure of the counterparty to a transaction, a government will not be able to recover the value of investment or collateral securities that are in the possession of an outside party. The District's investment policy requires that all security transactions are conducted on a delivery-versus-payment (DVP) method and that all securities are held by a qualified, third-party custodian, as evidenced by safekeeping receipts. The trust department of the District's bank may act as third-party custodian, provided that the custodian agreement is separate from the banking agreement. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools (such as LAIF and VCPIF).

As of June 30, 2023, $10.3 million of District deposits was exposed to custodial credit risk.

Investments

The District's investments as of June 30, 2023 were as follows:

Type of Investments	Measurement Input	Credit Rating	June 30,2023 Fair Value	Maturity 12 Months or Less
U.S. treasury obligations	Level 2	N/A	$ 5,040,598	$ 5,040,598
California Local Agency Investment Fund (LAIF)	Level 1	N/A	2,637,209	2,637,209
Ventura County Pooled Investment Fund (VCPIF)	Level 1	AAAf/S-1+	4,835,425	4,835,425
Money-market mutual funds	N/A	N/A	2,007	2,007
Total investments			$ 12,515,239	$ 12,515,239

The District's investments as of June 30, 2022 were as follows:

Type of Investments	Measurement Input	Credit Rating	June 30,2022 Fair Value	Maturity 12 Months or Less
External investment pools:				
California Local Agency Investment Fund (LAIF)	Level 1	N/A	$ 2,598,391	$ 2,598,391
Ventura County Pooled Investment Fund (VCPIF)	Level 1	AAAf/S-1+	27,203,003	27,203,003
Total investments			$ 29,801,394	$ 29,801,394

NOTE 2 – CASH AND INVESTMENTS (continued)

Authorized Investments and Investment Policy

The District has adopted an investment policy directing the Fiscal Officer to deposit funds in financial institutions.

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
State on local agency bonds	5-years	None	None
U.S. treasury obligations	5-years	None	None
Government sponsored agency securities	5-years	None	None
Banker's acceptances	270 days	40%	30%
Prime commercial paper	180 days	30%	10%
Negotiable certificates of deposit	5-years	30%	None
Medium-term notes	5-years	30%	None
Mortgage pass-through securities	5-years	20%	None
Mutual funds	5-years	20%	10%
Money market mutual funds	5-years	20%	20%
Collateralized bank deposits	None	None	None
County pooled investment funds	None	None	None
California Local Agency Investment Fund (LAIF)	None	None	None

Investment in California – Local Agency Investment Fund (LAIF)

The District is a voluntary participant in LAIF which is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The fair value of the District's investment in this pool is reported in the accompanying financial statements at amounts based upon the District's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. Further information about LAIF is available on the California State Controller's website: www.treasurer.ca.gov/pmia-laif/.

The District's investments with LAIF at June 30, 2023 and 2022, included a portion of the pool funds invested in Structured Notes and Asset-Backed Securities:

> *Structured Notes*: debt securities (other than asset-backed securities) whose cash flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options.
>
> *Asset-Backed Securities*: generally, mortgage-backed securities that entitle their purchasers to receive a share of the cash flows from a pool of assets such as principal and interest repayments from a pool of mortgages (for example, Collateralized Mortgage Obligations) or credit card receivables.

The District had $2,637,209 and $2,598,391 invested in LAIF, as of June 30, 2023 and June 30, 2022, respectively. The LAIF fair value factor of 0.984828499 and 0.987125414 was used to calculate the fair value of the investments in LAIF as of June 30, 2023 and 2022, respectively.

NOTE 2 – CASH AND INVESTMENTS (continued)

Ventura County Pooled Investment Fund (VCPIF)
The District is a voluntary participant in the VCPIF and the District determines the amount and term of its investment. The County Treasurer makes investments in accordance with a Statement of Investment Policy reviewed and approved annually by the Board of Supervisors. The Treasury Investment Oversight Committee comprised of the County Treasurer, a representative of the Board of Supervisors, the County Investment Manager, a representative of the County Superintendent of Schools and other Treasury Department support staff meets semi-annually to review the activities of the Treasurer and provide a report to the Board of Supervisors. Further information about the VCPIF is available on the Ventura County Treasurer-Tax Collector's website: www.ventura.org/ttc/

The County's Treasurer has indicated to the District that as of June 30, 2023 and 2022 that the value of the County's portfolio was approximately $4.1 billion and $3.7 billion, respectively. As of June 30, 2023 and 2022, the District has investment in the VCPIF $4,835,425 and $27,203,003, respectively. The VCPIF fair value factor of 0.990764736 and 0.983680101 was used to calculate the fair value of the investments in VCPIF as of June 30, 2023 and 2022, respectively.

Fair Value Measurement Input
The District categorizes its fair value measurement inputs within the fair value hierarchy established by generally accepted accounting principles. The District has presented its measurement inputs as noted in the previous table.

Credit Risk
Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. As of June 30, 2023 and 2022, the District's investment in the LAIF was not rated as noted in the previous table, and the District's investment in the VCPIF was rated AAAf/S-1+.

Interest Rate Risk
Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the fair values of investments with longer maturities have greater sensitivity to changes in market interest rates. The District's investment policy follows the Code as it relates to limits on investment maturities as a means of managing exposure to fair value losses arising from increasing interest rates. The District has elected to use the segmented time distribution method of disclosure for the maturities of its investments as related to interest rate risk as noted in the previous table.

Concentration of Credit Risk
The District's investment policy contains no limitations on the amount that can be invested in any one governmental agency or non-governmental issuer beyond that stipulated by the California Government Code. There were no investments in any one governmental or non-governmental issuer that represented 5% or more of the District's total investments except for those in LAIF, VCPIF or negotiable certificates-of-deposit.

NOTE 3 – ACCOUNTS RECEIVABLE

The balance at June 30, consists of the following;

Description	June 30, 2023	June 30, 2022
Accounts receivable - customers	$ 3,472,799	$ 4,798,175
Allowance for uncollectible accounts	(25,000)	(25,000)
Accounts receivable – customers, net	$ 3,447,799	$ 4,773,175

NOTE 4 – LEASE RECEIVABLE AND DEFERRED INFLOWS OF RESOURCES – LEASES

Changes in the District's lease receivable for the year ended June 30, 2023 was as follows:

Description	Balance July 1, 2022	Additions	Deductions	Balance June 30, 2023
Brusco Tug and Barge	$ 9,582	$ -	$ (8,152)	$ 1,430
Tesoro Refining and Marketing	25,349	-	(16,815)	8,534
Port of Hueneme Ice, LLC	50,625	-	(50,625)	-
Pacific Maritime Association	112,413	-	(49,338)	63,075
Chiquita Fresh North America	394,429	-	(184,289)	210,140
WWL VSA Oxnard	1,723,163	-	(286,757)	1,436,406
YARA North America	471,076	3,201,534	(610,549)	3,062,061
Channel Islands Urchin Co.	232,201	-	(49,811)	182,390
Ports America Corp.	-	1,645,052	(373,474)	1,271,578
Total lease receivable	$ 3,018,838	$ 4,846,586	$ (1,629,810)	$ 6,235,614

Changes in the District's lease receivable for the year ended June 30, 2022 was as follows:

Description	Balance July 1, 2021	Additions	Deductions	Balance June 30, 2022
Brusco Tug and Barge	$ 17,268	$ -	$ (7,686)	$ 9,582
Tesoro Refining and Marketing	37,585	-	(12,236)	25,349
Port of Hueneme Ice, LLC	98,352	-	(47,727)	50,625
Pacific Maritime Association	160,822	-	(48,409)	112,413
Chiquita Fresh North America	569,583	-	(175,154)	394,429
WWL VSA Oxnard	1,991,613	-	(268,450)	1,723,163
YARA North America	1,064,502	-	(593,426)	471,076
Channel Islands Urchin Co.	-	256,736	(24,535)	232,201
Total lease receivable	$ 3,939,725	$ 256,736	$ (1,177,623)	$ 3,018,838

The District is reporting a total lease receivable of $6,235,614 and $3,018,838 and a total related deferred inflows of resources of $$2,859,103 for the years ending June 30, 2023 and 2022, respectively. Also, the District is reporting total lease revenue of $1,367,535 and $1,220,541 and interest revenue of $90,430 and $70,816 related to lease payments received for the years ending June 30, 2023 and 2022, respectively.

NOTE 4 – LEASE RECEIVABLE AND DEFERRED INFLOWS OF RESOURCES – LEASES (continued)

The leases held by the District do not have an implicit rate of return, therefore the District used their incremental borrowing rate of 2.00% to discount the lease revenue to the net present value. In some cases, leases contain termination clauses. In these cases, the clause requires the lessee or lessor to show cause to terminate the lease. Also, certain leasing-types are considered "volatile leases." Those volatile leases were not extended past their initial lease period for financial statement recognition due to their volatility. The District's lease is summarized as follows:

Brusco Tug and Barge
The District, on July 1, 2020, renewed a continuous lease for 38 months as lessor for the use of 507 square feet of office space. An initial lease receivable was recorded in the amount of $24,507. As of June 30, 2023, the value of the lease receivable was $1,430. The lease is required to make monthly fixed payments of $639 for the first 12-month period, then increases approximately 4.0% per year. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $1,290 as of June 30, 2023. The District recognized lease revenue of $7,739 and interest revenue of $117 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

Tesoro Refining and Marketing Company LLC
The District, on July 1, 2020, renewed a continuous lease for 42 months as lessor for the use of 1,073 square feet of improved land. An initial lease receivable was recorded in the amount of $48,777. As of June 30, 2023, the value of the lease receivable was $8,534. The lease is required to make monthly fixed payments of $805 for the first 12-month period, then increases annually based on an agreed upon schedule. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $6,968 as of June 30, 2023. The District recognized lease revenue of $13,936 and interest revenue of $353 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

Port of Hueneme Ice, LLC
The District, on July 1, 2020, renewed a continuous lease for 36 months as lessor for the use of 4,000 square feet of warehouse space and 3,740 square feet of improved land. An initial lease receivable was recorded in the amount of $143,309. As of June 30, 2023, the value of the lease receivable was $0. The lease is required to make monthly fixed payments of $3,951 for the first 12-month period, then increases 4% per year. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $0 as of June 30, 2023. The District recognized lease revenue of $47,770 and interest revenue of $550 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

Pacific Maritime Association
The District, on July 1, 2020, renewed a continuous lease for 51 months as lessor for the use of a building and 7,400 square feet of improved land. An initial lease receivable was recorded in the amount of $205,531. As of June 30, 2023, the value of the lease receivable was $63,075. The lease is required to make monthly fixed payments of $3,540 for the first 12-month period, then increases annually based on agreed upon schedule. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $60,450 as of June 30, 2023. The District recognized lease revenue of $48,360 and interest revenue of $1,798 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

NOTE 4 – LEASE RECEIVABLE AND DEFERRED INFLOWS OF RESOURCES – LEASES (continued)

Chiquita Fresh North America
The District, on July 1, 2020, renewed a continuous lease for 49 months as lessor for the use of 100 chassis spots. An initial lease receivable was recorded in the amount of $736,379. As of June 30, 2023, the value of the lease receivable was $210,140. The lease is required to make monthly fixed payments of $15,000 for the first 12-month period, then increases annually based on an agreed upon schedule. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $195,366 as of June 30, 2023. The District recognized lease revenue of $180,338 and interest revenue of $6,210 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

WWL VSA Oxnard
The District, on July 1, 2020, renewed a continuous lease for 87 months as lessor for the use of 5.04 acres of land. An initial lease receivable was recorded in the amount of $2,244,729. As of June 30, 2023, the value of the lease receivable was $1,436,406. The lease is required to make monthly fixed payments of $24,296 for the first 12-month period, then increases annually based on an agreed upon schedule. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $1,315,876 as of June 30, 2023. The District recognized lease revenue of $309,618 and interest revenue of $31,867 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

YARA North America, INC
The District, on April 1, 2023, renewed a continuous lease for 60 months as lessor for the use of 2,600 square feet of office space and 130,680 square feet of land. An initial lease receivable was recorded in the amount of $3,201,534. As of June 30, 2023, the value of the lease receivable was $3,062,061. The lease is required to make monthly fixed payments of $51,749 for the first 12-month period, then increases annually based on an agreed upon schedule. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $3,041,457 as of June 30, 2023. The District recognized lease revenue of $160,077 and interest revenue of $15,775 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

Chanel Islands Urchin Co.
The District, on January 1, 2022, entered into a lease agreement for 60 months as lessor for the use of a 5,896 square feet tent structure as well as the surrounding unused space. An initial lease receivable was recorded in the amount of $256,736. As of June 30, 2023, the value of the lease receivable was $182,390. The lease is required to make monthly fixed payments of $4,500 over the course of the agreement. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $179,715 as of June 30, 2023. The District recognized lease revenue of $51,347 and interest revenue of $4,189 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

NOTE 4 – LEASE RECEIVABLE AND DEFERRED INFLOWS OF RESOURCES – LEASES (continued)

Ports America Corp.

The District, on July 1, 2022, entered into a lease agreement for 36 months as lessor for the use of 35,281 square feet of building space as well as the surrounding unused space. An initial lease receivable was recorded in the amount of $1,645,052. As of June 30, 2023, the value of the lease receivable was $1,271,578. The lease is required to make monthly fixed payments of $29,255 for the first 12-month period, then increase 4% annually. The lease has an interest rate of 2.00%. The value of the deferred inflow of resources was $1,096,702 as of June 30, 2023. The District recognized lease revenue of $548,351 and interest revenue of $29,570 during the fiscal year. The lessee will be evaluated by the District for future extensions after the completion of this lease period. Since this is considered a volatile lease only this lease period has been recognized.

Minimum future lease receipts for the next five fiscal years are as follows:

Fiscal Year	Principal	Interest	Total
2024	$ 1,813,858	$ 108,119	$ 1,921,977
2025	1,672,481	72,938	1,745,419
2026	1,045,521	45,462	1,090,983
2027	1,074,524	24,153	1,098,677
2028	629,230	4,785	634,015
Total	6,235,614	$ 255,457	$ 6,491,071
Current	(1,813,858)		
Long-term	$ 4,421,756		

Changes in the District's deferred inflows of resources related to leases for June 30, 2023 is as follows:

Description	Balance July 1, 2022	Additions	Deductions	Balance June 30, 2023
Brusco Tug and Barge	$ 9,029	$ -	$ (7,739)	$ 1,290
Tesoro Refining and Marketing	20,904	-	(13,936)	6,968
Port of Hueneme Ice, LLC	47,770	-	(47,770)	-
Pacific Maritime Association	108,810	-	(48,360)	60,450
Chiquita Fresh North America	375,703	-	(180,338)	195,366
WWL VSA Oxnard	1,625,494	-	(309,618)	1,315,876
YARA North America	440,330	3,201,534	(600,407)	3,041,457
Channel Islands Urchin Co.	231,062	-	(51,347)	179,715
Ports America Corp.	-	1,645,053	(548,351)	1,096,702
Total deferred inflows	$ 2,859,103	$ 4,846,587	$ (1,807,866)	$ 5,897,824

NOTE 4 – LEASE RECEIVABLE AND DEFERRED INFLOWS OF RESOURCES – LEASES (continued)

Changes in the District's deferred inflows of resources related to leases for June 30, 2022 is as follows:

Description	Balance July 1, 2021	Additions	Deductions	Balance June 30, 2022
Brusco Tug and Barge	$ 16,768	$ -	$ (7,739)	$ 9,029
Tesoro Refining and Marketing	34,841	-	(13,936)	20,904
Port of Hueneme Ice, LLC	95,539	-	(47,770)	47,770
Pacific Maritime Association	157,171	-	(48,360)	108,810
Chiquita Fresh North America	556,041	-	(180,338)	375,703
WWL VSA Oxnard	1,935,111	-	(309,618)	1,625,494
YARA North America	1,027,437	-	(587,107)	440,330
Channel Islands Urchin Co.	-	256,736	(25,674)	231,062
Total deferred inflows	$ 3,822,908	$ 256,736	$ (1,220,541)	$ 2,859,103

The amounts reported as deferred inflows of resources related to leases for the year ended June 30, 2023, will be amortized in future periods as follows:

Amortization Period Fiscal Year Ended June 30	Deferred Inflows of Resources
2024	$ 1,786,578
2025	1,576,741
2026	1,001,272
2027	975,598
2028	557,635
Total	$ 5,897,824

NOTE 5 – WORLD TRADE CENTER LICENSE

The District purchased the local World Trade Center License (License) for $51,000 and re-established the World Trade Center of Port Hueneme. The World Trade Center Association (WTCA) provides licensing and membership for World Trade Centers around the world. The WTCA is a not-for-profit, non-political association dedicated to the establishment and effective operation of World Trade Centers as instruments for trade expansion. The WTCA represents approximately 325 members in 100 countries. Each member is involved in the development or operation of World Trade Centers or in providing related services. These World Trade Centers service more than 750,000 international trading clients. WTCA members develop and maintain facilities to house the practitioners of trade and the services they need to conduct business, creating a central focal point for a region's trade services and activities, or a "one-stop shopping center" for international business. Therefore, the District has determined that its license has an indefinite life as long as international trade continues at the District.

NOTE 6 – INVESTMENT IN VENTURA COUNTY RAILWAY COMPANY, LLC

The Ventura County Railway Company, LLC, (Railway) owns railway lines used to transport goods from the harbor area to the main line railway. In November 2003, the District acquired 100% of the outstanding shares (memberships) of the Railway for a $2,000,000 investment and became the sole member of the Railway. Per GASB Statement No. 61, Paragraph 10, if a government owns a majority of the equity interest in a legally separate organization for the purpose of obtaining income or profit rather than to directly enhance its ability to provide governmental services, it should report its equity interest as an investment, regardless of the extent of its ownership. In fiscal year 2023, the District made an additional investment of $20,000,000 in the Railway.

The District's total investment in the Railway amounted to $25,125,041 and $4,260,497 as of June 30, 2023 and 2022, respectively. Audited financial information for the Ventura County Railway Company, LLC for the years ended June 30, 2023 and 2022 were as follows:

Balance Sheet	June 30, 2023	June 30, 2022
Assets:		
Current assets	$ 11,076,748	$ 1,796,474
Property and equipment, net	22,171,652	2,499,912
Total assets	$ 33,248,400	$ 4,296,386
Liabilities	$ 8,123,359	$ 35,889
Equity	25,125,041	4,260,497
Total liabilities and equity	$ 33,248,400	$ 4,296,386

Income Statement	June 30, 2023	June 30, 2022
Revenues	$ 1,666,661	$ 367,737
Expenses	(802,117)	(290,562)
Net income	864,544	77,175
Equity:		
Beginning of year	4,260,497	4,183,322
Paid-in-capital	20,000,000	-
End of year	$ 25,125,041	$ 4,260,497

NOTE 7 – CAPITAL ASSETS AND DEPRECIATION

Changes in capital assets for the fiscal year ended June 30, 2023, were as follows:

Description	Balance July 1, 2022	Additions	Deletions/ Transfers	Balance June 30, 2023
Non-depreciable assets:				
Land	$ 13,793,927	$ -	$ -	$ 13,793,927
Construction-in-process	3,446,245	10,583,577	(832,231)	13,197,591
Total non-depreciable assets	17,240,172	10,583,577	(832,231)	26,991,518
Depreciable assets:				
Wharves and docks	41,148,125	161,501	(713,313)	40,596,313
Warehouses	24,921,953	-	-	24,921,953
Land improvements	33,117,382	420,228	-	33,537,610
Buildings	4,644,648	-	-	4,644,648
Buildings and improvements	3,982,094	230,124	-	4,212,218
Vehicles and equipment	21,471,800	432,348	-	21,904,148
Total depreciable assets	129,286,002	1,244,201	(713,313)	129,816,890
Accumulated depreciation:				
Wharves and docks	(18,917,876)	(3,067,146)	713,313	(21,271,709)
Warehouses	(20,655,011)	(839,743)	-	(21,494,754)
Land improvements	(14,169,534)	(1,236,934)	-	(15,406,468)
Buildings	(2,563,412)	(121,291)	-	(2,684,703)
Buildings and improvements	(2,191,215)	(193,181)	-	(2,384,396)
Vehicles and equipment	(7,217,138)	(1,137,819)	-	(8,354,957)
Total accumulated depreciation	(65,714,186)	(6,596,114)	713,313	(71,596,987)
Total depreciable assets, net	63,571,816	(5,351,913)	-	58,219,903
Total capital assets, net	$ 80,811,988	$ 5,231,664	$ (832,231)	$ 85,211,421

NOTE 7 – CAPITAL ASSETS AND DEPRECIATION (continued)

Changes in capital assets for the fiscal year ended June 30, 2022, were as follows:

Description	Balance July 1, 2021	Additions	Deletions/ Transfers	Balance June 30, 2022
Non-depreciable assets:				
Land	$ 13,793,927	$ -	$ -	$ 13,793,927
Construction-in-process	20,729,210	3,105,031	(20,387,996)	3,446,245
Total non-depreciable assets	34,523,137	3,105,031	(20,387,996)	17,240,172
Depreciable assets:				
Wharves and docks	21,548,759	19,599,366	-	41,148,125
Warehouses	24,921,953	-	-	24,921,953
Land improvements	32,671,817	445,565	-	33,117,382
Buildings	4,644,648	-	-	4,644,648
Buildings and improvements	3,948,118	33,976	-	3,982,094
Vehicles and equipment	20,723,186	748,614	-	21,471,800
Total depreciable assets	108,458,481	20,827,521	-	129,286,002
Accumulated depreciation:				
Wharves and docks	(18,084,271)	(833,605)	-	(18,917,876)
Warehouses	(19,815,224)	(839,787)	-	(20,655,011)
Land improvements	(12,884,655)	(1,284,879)	-	(14,169,534)
Buildings	(2,405,028)	(158,384)	-	(2,563,412)
Buildings and improvements	(1,940,773)	(250,442)	-	(2,191,215)
Vehicles and equipment	(6,058,879)	(1,158,259)	-	(7,217,138)
Total accumulated depreciation	(61,188,830)	(4,525,356)	-	(65,714,186)
Total depreciable assets, net	47,269,651	16,302,165	-	63,571,816
Total capital assets, net	$ 81,792,788	$ 19,407,196	$ (20,387,996)	$ 80,811,988

NOTE 8 – COMPENSATED ABSENCES

Summary changes to compensated absences balances for the year ended June 30, 2023, were as follows:

Balance July 1, 2022	Additions	Deletions	Balance June 30, 2023	Due Within One Year	Due in More Than One Year
$ 929,075	$ 267,770	$ (212,671)	$ 984,174	$ 246,069	$ 738,106

Summary changes to compensated absences balances for the year ended June 30, 2022, were as follows:

Balance July 1, 2021	Additions	Deletions	Balance June 30, 2022	Due Within One Year	Due in More Than One Year
$ 845,825	$ 322,357	$ (239,107)	$ 929,075	$ 232,244	$ 696,831

NOTE 9 – LONG-TERM DEBT

Changes in long-term debt for the year ended June 30, 2023, were as follows:

Long-Term Debt	Balance July 1, 2022	Additions/ Adjustments	Payments/ Amortization	Balance June 30, 2023
Revenue bonds – Series 2011B	$ 5,090,000	$ -	$ (1,625,000)	$ 3,465,000
Revenue bonds – Series 2011B – discount	(22,250)	-	10,680	(11,570)
Total long-term debt	5,067,750	$ -	$ (1,614,320)	3,453,430
Less current portion	(1,625,000)			(1,700,000)
Non-current portion	$ 3,442,750			$ 1,753,430

Changes in long-term debt for the year ended June 30, 2022, were as follows:

Long-Term Debt	Balance July 1, 2021	Additions/ Adjustments	Payments/ Amortization	Balance June 30, 2022
Revenue bonds – Series 2011B	$ 6,645,000	$ -	$ (1,555,000)	$ 5,090,000
Revenue bonds – Series 2011B – discount	(32,930)	-	10,680	(22,250)
Total long-term debt	6,612,070	$ -	$ (1,544,320)	5,067,750
Less current portion	(2,470,000)			(1,625,000)
Non-current portion	$ 4,142,070			$ 3,442,750

NOTE 9 – LONG-TERM DEBT (continued)

Revenue Bonds
All of the District's revenue bond issues are secured by a lien on and pledge of net revenues of the District and contain certain covenants. One of the covenants requires the District to maintain a minimum debt service coverage ratio of 125%. The debt service coverage ratio is the ratio of net revenues (as defined in the bond trust agreement) to debt service payments. Net revenues as defined in the agreement were calculated as $16,434,168 and $11,880,826 for the years ended June 30, 2023 and 2022, respectively. The actual debt service coverage ratio was 954% and 458% for the years ended June 30, 2023 and 2022, respectively.

Revenue Bonds – Refunding Series 2011A and 2011B
In 2011, the District issued $24,690,000 in 10-year and 14-year Revenue Bonds, respectively, $17,470,000 Series 20011A (AMT) and $7,220,000 Series 2013B (Non-AMT). The proceeds were used to refund the District's total outstanding debt of $25,545,000. As a result, the District's total Revenue Bond debt of $25,545,000 from prior issuances is considered defeased and the liability for those obligations has been removed from the District's financial statements. The District completed the advance refunding to reduce the District's total debt service payments over the next ten to twelve years by a present-value amount of approximately $1.8 million and to obtain an economic gain of approximately $2.3 million. Also, the refunding issuance resulted in a deferred loss of $209,500 that will be amortized over the remaining life of the debt service.

Deferred Amount on Refunding of Revenue Bonds
Changes in deferred amount on refunding of revenue bonds, net for the year ended June 30, 2023, was as follows:

	Balance July 1, 2022	Additions	Amortization	Balance June 30, 2023
Deferred amount on refunding, net	$ 34,916	$ -	$ (16,760)	$ 18,156

Changes in deferred amount on refunding of revenue bonds, net for the year ended June 30, 2022, was as follows:

	Balance July 1, 2021	Additions	Amortization	Balance June 30, 2022
Deferred amount on refunding, net	$ 51,676	$ -	$ (16,760)	$ 34,916

Series 2011A (AMT)
The Series 2011A (AMT) bonds matured in fiscal year 2021.

Series 2011B (Non-AMT)
The bonds are scheduled to mature in fiscal year 2025. An interest rate discount in the amount of $133,500 was calculated on the issuance of the refunding revenue bonds and will be amortized over the life of the debt. Interest was payable semi-annually on August 1 and February 1 at rates ranging from 4.00% to 5.00% while principal installments ranging from $10,000 to $1,765,000 would be payable August 2013 through August 2024 as follows:

Fiscal Year	Principal	Interest	Total
2024	$ 1,700,000	$ 154,238	$ 1,854,238
2025	1,765,000	39,713	1,804,713
Total	$ 3,465,000	$ 193,951	$ 3,658,951

NOTE 10 – PENSION PLAN

Summary
The following balances on the balance sheet will be addressed in this footnote as follows:

Description	2023	2022
Pension related deferred outflows	$ 3,168,715	$ 1,380,306
Net pension liability	7,324,505	4,131,631
Pension related deferred inflows	688,828	3,759,459

Qualified employees are covered under a multiple-employer defined benefit pension plan maintained by agencies of the State of California known as the California Public Employees' Retirement System (CalPERS), or "The Plan".

A. General Information about the Pension Plan

The Plan
The District has engaged with CalPERS to administer the following pension plans for its employees (members):

The Plans

	Miscellaneous Plans	
	Classic Tier 1	PEPRA Tier 2
Hire date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2.5% @ 55	2.0 @ 62
Benefit vesting schedule	5-years or service	5-years or service
Benefits payments	monthly for life	monthly for life
Retirement age	50 - 67 & up	52 - 67 & up
Monthly benefits, as a % of eligible compensation	2.0% to 2.5%	1.0% to 2.0%
Required member contribution rates	8.00%	6.750%
Required employer contribution rates – FY 2022	11.590%	7.590%
Required employer contribution rates – FY 2021	11.742%	7.732%

NOTE 10 – PENSION PLAN (continued)

A. General Information about the Pension Plan (continued)

Plan Description

The District contributes to the California Public Employees' Retirement System (CalPERS), a cost-sharing multiple-employer defined benefit pension plan. CalPERS acts as a common investment and administrative agent for participating public entities within the State of California. A full description of the pension plan, benefit provisions, assumptions (for funding, but not accounting purposes), and membership information are listed in the June 30, 2022 and 2021 Annual Actuarial Valuation Reports, respectively. This report and CalPERS' audited financial statements are publicly available reports that can be obtained at CalPERS' website under Forms and Publications.

At June 30, 2022, (Measurement Date) the following members were covered by the benefit terms:

	Miscellaneous Plans		
Plan Members	**Classic Tier 1**	**PEPRA Tier 2**	**Total**
Active members	12	27	39
Transferred and terminated members	4	9	13
Retired members and beneficiaries	32	-	32
Total plan members	48	36	84

At June 30, 2021, (Measurement Date) the following members were covered by the benefit terms:

	Miscellaneous Plans		
Plan Members	**Classic Tier 1**	**PEPRA Tier 2**	**Total**
Active members	12	23	35
Transferred and terminated members	4	6	10
Retired members and beneficiaries	32	-	32
Total plan members	48	29	77

All qualified permanent and probationary employees are eligible to participate in the District's cost-sharing multiple-employer defined benefit pension plans administered by the California Public Employees' Retirement System (CalPERS). Benefit provisions under the Plans are established by state statute and District resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions, and membership information that can be found on the CalPERS website.

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments, and death benefits to Plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for nonindustrial disability benefits after five years of service. The death benefit is one of the following the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each Plan are applied as specified by the Public Employees' Retirement Law.

NOTE 10 – PENSION PLAN (continued)

A. General Information about the Pension Plan (continued)

Contributions
Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The District is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

Contributions for the fiscal year ended June 30, 2023, were as follows:

	Miscellaneous Plans		
Contribution Type	Classic Tier 1	PEPRA Tier 2	Total
Contributions – employer	$ 700,548	$ 198,967	$ 899,515
Contributions – members	119,565	173,310	292,875
Total contributions	$ 820,113	$ 372,277	$ 1,192,390

Contributions for the fiscal year ended June 30, 2022, were as follows:

	Miscellaneous Plans		
Contribution Type	Classic Tier 1	PEPRA Tier 2	Total
Contributions – employer	$ 645,638	$ 179,434	$ 825,072
Contributions – members	125,270	154,230	279,500
Total contributions	$ 770,908	$ 333,664	$ 1,104,572

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions

Proportionate Share of Net Pension Liability and Pension Expense
The District's net pension liability for each Plan is measured as the proportionate share of the net pension liability. The net pension liability of each of the Plans is measured as of June 30, 2022 and 2021, and the total pension liability for each Plan used to calculate the net pension liability was determined by actuarial valuations as of June 30, 2021, rolled forward to June 30, 2022, and as of June 30, 2020, rolled forward to June 30, 2021, respectively, using standard update procedures. The District's proportionate share of the net pension liability was based on a projection of the District's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined.

NOTE 10 – PENSION PLAN (continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (continued)

Proportionate Share of Net Pension Liability and Pension Expense (continued)
The following table shows the District's proportionate share of the risk pool collective net pension liability over the measurement period for the Miscellaneous Plan for the fiscal year ended June 30, 2022 (MD):

Plan Type and Balance Descriptions	Plan Total Pension Liability	Plan Fiduciary Net Position	Change in Plan Net Pension Liability
CalPERS – Miscellaneous Plan:			
Balance as of June 30, 2021 (Measurement Date)	$ 22,679,779	$ 18,548,148	$ 4,131,631
Balance as of June 30, 2022 (Measurement Date)	$ 24,135,426	$ 16,810,921	$ 7,324,505
Change in Plan Net Pension Liability	$ 1,455,647	$ (1,737,227)	$ 3,192,874

The following table shows the District's proportionate share of the risk pool collective net pension liability over the measurement period for the Miscellaneous Plan for the fiscal year ended June 30, 2021 (MD):

Plan Type and Balance Descriptions	Plan Total Pension Liability	Plan Fiduciary Net Position	Change in Plan Net Pension Liability
CalPERS – Miscellaneous Plan:			
Balance as of June 30, 2020 (Measurement Date)	$ 21,987,440	$ 15,680,068	$ 6,307,372
Balance as of June 30, 2021 (Measurement Date)	$ 22,679,779	$ 18,548,148	$ 4,131,631
Change in Plan Net Pension Liability	$ 692,339	$ 2,868,080	$ (2,175,741)

The District's proportionate share percentage of the net pension liability for the June 30, 2022, measurement date was as follows:

	Percentage Share of Risk Pool		
	Fiscal Year Ending June 30, 2023	Fiscal Year Ending June 30, 2022	Change Increase/ (Decrease)
Measurement Date	June 30, 2022	June 30, 2021	
Percentage of Risk Pool Net Pension Liability	0.156532%	0.217591%	-0.061059%
Percentage of Plan (PERF C) Net Pension Liability	0.063411%	0.076394%	-0.012983%

The District's proportionate share percentage of the net pension liability for the June 30, 2021, measurement date was as follows:

	Percentage Share of Risk Pool		
	Fiscal Year Ending June 30, 2022	Fiscal Year Ending June 30, 2021	Change Increase/ (Decrease)
Measurement Date	June 30, 2021	June 30, 2020	
Percentage of Risk Pool Net Pension Liability	0.217591%	0.149532%	0.068059%
Percentage of Plan (PERF C) Net Pension Liability	0.076394%	0.057970%	0.018424%

NOTE 10 – PENSION PLAN (continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (continued)

For the year ended June 30, 2023, the District recognized pension expense of $766,650. At June 30, 2023, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Account Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions made after the measurement date	$ 899,516	$ -
Difference between actual and proportionate share of employer contributions	-	(53,860)
Adjustment due to differences in proportions	29,906	(536,453)
Differences between expected and actual experience	147,090	(98,515)
Differences between projected and actual earnings on pension plan investments	1,341,655	-
Changes in assumptions	750,548	-
Total Deferred Outflows/(Inflows) of Resources	$ 3,168,715	$ (688,828)

For the year ended June 30, 2022, the District recognized pension expense of $2,236,204. At June 30, 2023, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Account Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions made after the measurement date	$ 825,072	$ -
Difference between actual and proportionate share of employer contributions	-	(64,163)
Adjustment due to differences in proportions	91,916	(88,601)
Differences between expected and actual experience	463,318	-
Differences between projected and actual earnings on pension plan investments	-	(3,606,695)
Changes in assumptions	-	-
Total Deferred Outflows/(Inflows) of Resources	$ 1,380,306	$ (3,759,459)

NOTE 10 – PENSION PLAN (continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (continued)

The deferred outflows of resources related to pensions resulting from District contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the subsequent fiscal year. The deferred outflows/(inflows) of resources related to the difference between projected and actual earnings on pension plan investments will be amortized over a closed five-year period. The deferred outflows/(inflows) of resources related to the net change in proportionate share of net pension liability, changes of assumptions, and differences between expected and actual experience in the measurement of the total pension liability will be amortized over the Expected Average Remaining Service Life (EARSL) of all members that are provided benefits (active, inactive, and retirees) as of the beginning of the measurement period. The EARSL for the measurement period is 3.8 years.

An amount of $899,516 and $825,072 for 2023, and 2022, respectively, were reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2024, and 2023, respectively.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions at June 30, 2023 will be recognized as a reduction to pension expense as follows:

Amortization Period Fiscal Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2024	$ 349,371
2025	271,262
2026	139,137
2027	820,601
Total	$ 1,580,371

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions at June 30, 2022 will be recognized as a reduction to pension expense as follows:

Amortization Period Fiscal Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2023	$ (665,405)
2024	(718,526)
2025	(823,590)
2026	(996,704)
Total	$ (3,204,225)

NOTE 10 – PENSION PLAN (continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (continued)

Actuarial Methods and Assumptions Used to Determine Total Pension Liability
For the measurement period ending June 30, 2022 and 2021 (the measurement dates), the total pension liability was determined by rolling forward the June 30, 2021 and 2020, total pension liability. The June 30, 2022 and 2021, total pension liability were based on the following actuarial methods and assumptions:

Actuarial Cost Method	Entry Age Normal in accordance with the requirement of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by Entry Age and Service
Investment Rate of Return	7.50% Net of Pension Plan Investment and Administrative Expenses; includes inflation
Mortality Rate Table	Derived using CalPERS' Membership Data for all Funds.
Post Retirement Benefit Increase	Contract COLA up to 2.30% until Purchasing Power Protection Allowance Floor on Purchasing

Long-term Expected Rate of Return
The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations. Using historical returns of all of the funds' asset classes, expected compound (geometric) returns were calculated over the next 20 years using a building-block approach. The expected rate of return was then adjusted to account for assumed administrative expenses of 10 Basis points. The expected real rates of return by asset class are as follows:

The table below reflects long-term expected real rate of return by asset class.

Asset Class	Assumed Asset Allocation	Real Return [1,2]
Global Equity - Cap-weighted	30.0%	4.54%
Global Equity - Non-Cap-weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Estate	15.0%	3.21%
Leverage	-5.0%	-0.59%
	100.0%	

[1] An expected inflation of 2.30% is used for this period.

NOTE 10 – PENSION PLAN (continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (continued)

Discount Rate
The discount rate used to measure the total pension liability was 6.90%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Subsequent Events
On July 12, 2021, CalPERS reported a preliminary 21.3% net return on investments for fiscal year 2020-21. Based on the thresholds specified in CalPERS Funding Risk Mitigation policy, the excess return of 14.3% prescribes a reduction in investment volatility that corresponds to a reduction in the discount rate used for funding purposes of 0.20%, from 7.00% to 6.80%. Since CalPERS was in the final stages of the four-year Asset Liability Management (ALM) cycle, the board elected to defer any changes to the asset allocation until the ALM process concluded, and the board could make its final decision on the asset allocation in November 2021.

On November 17, 2021, the board adopted a new strategic asset allocation. The new asset allocation along with the new capital market assumptions, economic assumptions and administrative expense assumption support a discount rate of 6.90% (net of investment expense but without a reduction for administrative expense) for financial reporting purposes. This includes a reduction in the price inflation assumption from 2.50% to 2.30% as recommended in the November 2021 CalPERS Experience Study and Review of Actuarial Assumptions. This study also recommended modifications to retirement rates, termination rates, mortality rates and rates of salary increases that were adopted by the board. These new assumptions will be reflected in the GASB 68 accounting valuation reports for the June 30, 2022, measurement date.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate
The following presents the net pension liability/(asset) of the Plan as of the measurement date, calculated using the discount rate of 6.90%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.90%) or 1 percentage-point higher (7.90%) than the current rate:

For the year ended June 30, 2023, (Measurement Date June 30, 2022) were as follows:

	Net Pension Liability at June 30, 2023		
Plan Type	Discount Rate - 1% 5.90%	Current Discount Rate 6.90%	Discount Rate + 1% 7.90%
CalPERS – Miscellaneous Plan	$ 10,614,598	$ 7,324,505	$ 4,617,574

NOTE 10 – PENSION PLAN (continued)

B. Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions (continued)

Sensitivity of the Net Pension Liability to Changes in the Discount Rate (continued)

For the year ended June 30, 2022, (Measurement Date June 30, 2021) were as follows:

	Net Pension Liability at June 30, 2022		
Plan Type	Discount Rate - 1% 6.15%	Current Discount Rate 7.15%	Discount Rate + 1% 8.15%
CalPERS – Miscellaneous Plan	$ 7,126,062	$ 4,131,631	$ 1,656,177

Pension Plan Fiduciary Net Position
Detailed information about the pension plan's fiduciary net position is available in the separately issued CalPERS financial report and can be obtained from CalPERS' website under Forms and Publications.

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB)

Summary
The following balances on the balance sheet will be addressed in this footnote as follows:

Description	2023	2022
OPEB related deferred outflows	$ 1,073,709	$ 1,024,973
Net other post-employment benefits obligation	4,862,188	4,588,803
OPEB related deferred inflows	1,064,089	1,341,929

A. General Information about the OPEB Plan

Plan description
The District provides other post-retirement health care, vision care, dental care and life insurance benefits, in accordance with the Board of Harbor Commissioners employee benefit resolutions, to all employees who retire from the District and meet the age and years of service requirements as specified in such resolutions. Retired Harbor Commissioners are subject to additional eligibility requirements as specified in Government Code Section 53201.

The District administers its post-employment benefits plan, a single-employer defined benefit plan. The following requirements must be satisfied in order to be eligible for lifetime post-employment medical benefits: (1) Attainment of age 50, and 5 years of full-time service, and (2) Retirement from CalPERS and from the District (the District must be the last employer prior to retirement). Former Harbor Commissioners must have served at least three 4-year terms (12 years) to qualify for medical benefits.

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

A. General Information about the OPEB Plan (continued)

Plan description (continued)
Lifetime dental and vision benefits are provided upon retirement (1) after age 55 with at least 10 years of service, or (2) upon retirement with 30 years of service after age 50 or (3) upon retirement with 10 years of service after age 62. Retiree life insurance benefits are provided upon retirement after either (1) age 50 with 30 years of service, (2) age 55 with 15 years of service, (3) age of 62 with 10 years of service. Former Harbor Commissioners must have served at least three 4-year terms (12 years) to qualify for lifetime dental, vision and life insurance benefits.

Benefits provided
The District offers lifetime post-employment medical to employees who satisfy the eligibility rules. Spouses and surviving spouses are also eligible to receive benefits. Eligible retirees may enroll in any plan available through the CalPERS medical program. Each year the District establishes a maximum monthly premium that the District will pay for medical benefits; the maximum monthly premium that the District will pay for fiscal year 2023 and 2022 was $1,350 and 1,350, respectively.

The Board of Harbor Commissioners of the District approved Resolution No. 1116 modified July 1, 2013 establishing the employment benefits for all employees except as otherwise provided for by the SEIU Local 721 MOU. The Retirement Program – Section 2.A.1 states that the District shall provide medical or alternative medical insurance benefits for retired employees up to the maximum monthly contribution set for the year the employee retires. CalPERS medical or alternative medical insurance benefits for retired employees shall be subject to each retired employee's specific length of service with the District. Each retired employee's length of service with the District (excluding any other CalPERS creditable service prior to joining the District) shall determine the type of benefit for which a retired employee is eligible. There is a different percentage of District contributions for retirement medical benefits for employees hired prior to July 1, 2008, and employees hired after July 1, 2008 as follows:

District Years of Service	Hired Prior to July 1, 2008 % of Maximum Benefit	Hired After July 1, 2008 % of Maximum Benefit
5 years	50%	0%
6 years	60%	0%
7 years	70%	0%
8 years	80%	0%
9 years	90%	0%
10 or more	100%	50%
15 or more	100%	100%

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

A. General Information about the OPEB Plan (continued)

Benefits provided (continued)
A Memorandum of Understanding (MOU) was entered into between the District and the Service Employees International Union Local 721 (SEIU Local 721) for the period of July 1, 2013 – June 30, 2019. SEIU Local 721 representing the job classifications of the District's Clerical Unit, Harbormaster Unit, and the Maintenance Unit. The Retirement Program – Article 1.29 states that during the term of the MOU the District shall provide the following retirement medical benefits up to the maximum monthly contribution: Medical insurance shall be subject to each retired bargaining unit employee's specific length of service with the District. Each bargaining unit employee's length of service with the District (excluding any other PERS creditable service prior to joining the District) shall determine the type of benefit for which each retired bargaining unit employee is eligible. There is a different percentage of District contributions for retirement medical benefits for employees hired prior to July 1, 2013, and employees hired after July 1, 2013 as follows:

District Years of Service	% of Maximum Benefit
5 years	50%
6 years	60%
7 years	70%
8 years	80%
9 years	90%
10 or more	100%

Employees covered by benefit terms
At June 30, the following employees were covered by the benefit terms:

	2023	2022
Inactive plan members or beneficiaries currently receiving benefit payments	30	30
Inactive plan members entitled to but not yet receiving benefit payments	-	-
Active plan members	38	38
Total	68	68

Contributions
The District will pay 100% of the cost of the post-employment benefit plan for employees hired before December 31, 2012. For employees hired after December 31, 2012, the employee will pay 100% of employee portion of contribution to the CalPERS retirement plan. The District funds the plan on a pay-as-you-go basis and maintains reserves with the Classified Employees Retiree Benefits Trust (CERBT) administered by CalPERS. The CERBT was established by Chapter 331 of the 1988 California Statutes, and employers elect to participate in the CERBT to pre-fund health, dental, and other non-pension post-employment benefits for their retirees and survivors. The CERBT has pooled administrative and investment functions, while separate employer accounts are maintained to prefund and pay for health care or other post-employment benefits in accordance with the terms of the participating employers' plans.

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

B. Net OPEB Liability

The District's net OPEB liability was measured as of June 30, 2022, and 2021, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date.

Actuarial assumptions

The total OPEB liability in the June 30, 2022, and 2021 actuarial valuations were determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry age normal, level percentage of payroll
Asset Valuation Method	Market value of assets as of the measurement date
Actuarial Assumptions:	
Discount Rate	
Long-Term Expected	
Rate of Return on Investments	7.00%
Inflation	3.00%
Payroll increases	2.75%
Healthcare Trend Rates	Pre-65 - 8.00% trending down 0.25% annually to 6.0% by 2029 and later Post-65 - 6.50% trending down 0.25% annually to 5.0% by 2029 and later
Morbidity	CalPERS 2013 Study
Mortality	CalPERS 2014 Study
Disability	Not valued
Retirement	2014 CalPERS Public Agency Miscellaneous experience study; 2.0% @55 and 2.0% @62
Percent Married	80% of future retirees would enroll a spouse

Discount Rate

The discount rate used to measure the total OPEB liability was 7.0 percent. The projection of cash flows used to determine the discount rate assumed that contributions would be sufficient to fully fund the obligation over a period not to exceed 30 years. Based on this assumption, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees. The discount rate used historic 27-year real rates of return for each asset class along with an assumed long-term inflation assumption to set the discount rate. The expected investment return was offset by investment expenses of 25 basis points. The Bond Buyer 20 Bond Index was used.

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

B. Net OPEB Liability (continued)

Discount Rate (continued)

The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Percentage of Portfolio	Assumed Gross Return
Global Equities	59.0%	5.500%
Global Debt Securities	25.0%	2.350%
Inflation Protected Securities	5.0%	1.500%
REITs	8.0%	3.650%
Commodities	3.0%	1.750%

Rolling periods of time for all asset classes were used in combination to appropriately reflect correlation between asset classes. That means that the average returns for any asset class don't necessarily reflect the averages over time individually, but reflect the return for the asset class for the portfolio average. Geometric means were used.

C. Changes in the Net OPEB Liability

The changes in the total OPEB liability for June 30, 2023, were as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance at July 1, 2022	$ 7,245,771	$ 2,656,968	$ 4,588,803
Changes for the year:			
Service cost	307,467	-	307,467
Interest	512,252	-	512,252
Changes in assumptions	-	-	-
Changes in experience	-	-	-
Changes in benefit terms	-	-	-
Employer contributions	-	978,812	(978,812)
Actual investment income	-	(431,733)	431,733
Administrative expense	-	(745)	745
Benefit payments	(478,812)	(478,812)	-
Net changes	340,907	67,522	273,385
Balance at June 30, 2023	$ 7,586,678	$ 2,724,490	$ 4,862,188

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

C. Changes in the Net OPEB Liability (continued)

The changes in the total OPEB liability for June 30, 2022, were as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance at July 1, 2021	$ 7,621,059	$ 1,663,030	$ 5,958,029
Changes for the year:			
Service cost	310,332	-	310,332
Interest	538,267	-	538,267
Changes in assumptions	(149,939)	-	(149,939)
Changes in experience	(581,888)	-	(581,888)
Changes in benefit terms	-	-	-
Employer contributions	-	992,060	(992,060)
Actual investment income	-	494,610	(494,610)
Administrative expense	-	(672)	672
Benefit payments	(492,060)	(492,060)	-
Net changes	(375,288)	993,938	(1,369,226)
Balance at June 30, 2022	$ 7,245,771	$ 2,656,968	$ 4,588,803

Sensitivity of the net OPEB liability to changes in the discount rate
The following presents the net OPEB liability of the District, as well as what the District's net OPEB 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 discount rate:

Sensitivity of the Net OPEB liability to changes in the discount rate for the fiscal year ended June 30, 2023:

	1% Decrease 6.0%	Discount Rate 7.0%	1% Increase 8.0%
District Plan	$ 5,720,784	$ 4,862,188	$ 4,139,270

Sensitivity of the Net OPEB liability to changes in the discount rate for the fiscal year ended June 30, 2022:

	1% Decrease 6.0%	Discount Rate 7.0%	1% Increase 8.0%
District Plan	$ 5,402,158	$ 4,588,803	$ 3,903,907

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

C. Changes in the Net OPEB Liability (continued)

Sensitivity of the net OPEB liability to changes in the healthcare cost trend rates

The following presents the net OPEB liability of the District, as well as what the District's net OPEB liability would be if it were calculated using healthcare cost trend rates that are one percentage-point lower or one percentage-point higher than the current healthcare cost trend rates:

Sensitivity of the Net OPEB liability to changes in the healthcare trend rate for June 30, 2023:

	1% Decrease 4.0%	Healthcare Cost Trend Rates 5.0%	1% Increase 6.0%
District Plan	$ 4,006,090	$ 4,862,188	$ 5,912,807

Sensitivity of the Net OPEB liability to changes in the healthcare trend rate for June 30, 2022:

	1% Decrease 4.0%	Healthcare Cost Trend Rates 5.0%	1% Increase 6.0%
District Plan	$ 3,840,115	$ 4,588,803	$ 5,503,061

OPEB plan fiduciary net position

Detailed information about the OPEB plan's fiduciary net position is available in the separately issued Classified Employees Retirement Benefits Trust (CERBT) financial report.

D. OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2023 and 2022, the District recognized OPEB expense of $481,184 and $455,384, respectively. At June 30, 2023, the District reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

Account Description	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB contributions made after the measurement date	$ 537,342	$ -
Changes in assumptions	-	(208,691)
Differences between expected and actual experience	-	(638,701)
Differences between projected and actual earnings on OPEB plan investments	536,367	(216,697)
Total Deferred Outflows/(Inflows) of Resources	$ 1,073,709	$ (1,064,089)

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

D. OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

At June 30, 2022, the District reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

Account Description	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB contributions made after the measurement date	$ 981,779	$ -
Changes in assumptions	-	(262,509)
Differences between expected and actual experience	-	(790,491)
Differences between projected and actual earnings on OPEB plan investments	43,194	(288,929)
Total Deferred Outflows/(Inflows) of Resources	$ 1,024,973	$ (1,341,929)

The differences between projected and actual earnings on plan investments is amortized over five years. The District reported $537,342 and $981,779 in 2023 and 2022, respectfully, as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the year ending June 30, 2024 and 2023, respectfully.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as OPEB expense in fiscal year 2024 as follows:

Amortization Period Fiscal Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2024	$ (135,540)
2025	(139,061)
2026	(150,194)
2027	27,394
2028	(100,251)
Thereafter	(30,070)
Total	$ (527,722)

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS (OPEB) (continued)

D. OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as OPEB expense in fiscal year 2023 as follows:

Amortization Period Fiscal Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2023	$ (260,439)
2024	(263,183)
2025	(266,701)
2026	(277,837)
2027	(100,251)
Thereafter	(130,324)
Total	$ (1,298,735)

NOTE 12 – NET INVESTMENT IN CAPITAL ASSETS

Net investment in capital assets consisted of the following as of June 30:

Description	June 30, 2023	June 30, 2022
Net investment in capital assets:		
Capital assets – not being depreciated	$ 26,991,518	$ 17,240,172
Capital assets, net – being depreciated	58,219,903	63,571,816
Deferred loss on refunding of revenue bonds, net	18,156	34,916
Revenue bonds payable – current	(1,700,000)	(1,625,000)
Revenue bonds payable, net – non-current	(1,753,430)	(3,442,750)
Total net investment in capital assets	$ 81,776,147	$ 75,779,154

NOTE 13 – RESTRICTED NET POSITION

Restricted net position consisted of the following as of June 30:

Description	June 30, 2023	June 30, 2022
Restricted – cash and cash equivalents	$ 6,023,473	$ 5,458,348
Total restricted – cash and investments	6,023,473	5,458,348
Accrued revenue sharing payables	(3,608,773)	(3,355,429)
Accrued interest payable	(77,963)	(189,622)
Total restricted net position for debt service	$ 2,336,737	$ 1,913,297

NOTE 14 – DEFERRED COMPENSATION SAVINGS PLAN

For the benefit of its employees, the District participates in a 457 Deferred Compensation Program. The purpose of this Program is to provide deferred compensation for public employees that elect to participate in the Program. Generally, eligible employees may defer receipt of a portion of their salary until termination, retirement, death, or unforeseeable emergency. Until the funds are paid or otherwise made available to the employee, the employee is not obligated to report the deferred salary for income tax purposes.

Federal law requires deferred compensation assets to be held in trust for the exclusive benefit of the participants. Accordingly, the District is in compliance with this legislation. Therefore, these assets are not the legal property of the District, and are not subject to claims of the District's general creditors.

The District has implemented GASB Statement No. 32, *Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans*. Since the District has little administrative involvement and does not perform the investing function for this plan, the assets and related liabilities are not shown on the accompanying financial statements.

NOTE 15 – RISK MANAGEMENT

The District is exposed to various risks of loss related to torts, theft of, damage to and destruction of assets; errors and omissions; injuries to employees; natural disasters; and terrorism. The District has purchased various commercial and marine insurance policies to manage the potential liabilities that may occur from the previously named sources. At June 30, 2023, the District held the following commercial and marine insurance policies:

Property loss is paid at the replacement cost for scheduled property to a combined total of $200 million per occurrence (with certain sub-limits), subject to a $100,000 deductible per occurrence, except for $10,000 per occurrence for contractor's equipment. Flood coverage is provided at a limit of $5,000,000 subject to a $100,000 deductible per occurrence, with a $500,000 deductible applying in special flood hazard areas.

- Boiler and machinery coverage for the replacement cost up to $100 million per occurrence, subject to a $50,000 deductible.
- Marine general liability coverage up to $1,000,000, per occurrence, and $3,000,000, general aggregate, for any one policy period subject to a $10,000 deductible.
- Liability coverage on District vehicles up to $1,000,000, with physical damage deductibles of $500/$500 as elected; the same deductibles apply to hired automobiles.
- Protection and indemnity including collision and tower's liability for $1,000,000 subject to a $5,000 deductible. Hull and machinery for scheduled vessels subject to a $2,500 deductible.
- Public officials' liability coverage up to $10 million, each occurrence and in the aggregate, with a $100,000 retention each claim.
- Excess liability coverage up to $150 million per occurrence including terrorism.
- Terrorism property coverage up to $600 million per occurrence and in aggregate subject to a $100,000 deductible.
- Workers' compensation insurance up to California statutory limits for all work-related injuries/illnesses covered by California law.

NOTE 15 – RISK MANAGEMENT (continued)

All coverage and limits are subject to the terms, conditions and exclusions provided in each insurance policy.

Settled claims have not exceeded any of the coverage amounts in any of the last three fiscal years and there were no reductions in the District's insurance coverage during the years ending June 30, 2023, 2022 and 2021. Liabilities are recorded when it is probable that a loss has been incurred and the amount of the loss can be reasonably estimated net of the respective insurance coverage. Liabilities include an amount for claims that have been incurred but not reported (IBNR). There were no IBNR claims payable as of June 30, 2023, 2022 and 2021.

NOTE 16 – COMMITMENTS AND CONTINGENCIES

Excluded Leases – Short-Term Leases and De Minimis Leases
The District does not recognize a lease receivable and a deferred inflow of resources for short-term leases. Short-term leases are certain leases that have a maximum possible term under the lease contract of 12 months (or less), including any options to extend, regardless of their probability of being exercised.

Also, d*e minimis* lessor or lessee leases are certain leases (i.e., room rental, copiers, printers, postage machines) that regardless of their lease contract period are *de minimis* with regards to their aggregate total dollar amount to the financial statements as a whole.

Long-Term Revenue Sharing Contracts with Customers
The District has contractual agreements with major customers which offer annual revenue sharing incentives based upon cargo activity. Some of these customers guarantee the District minimum revenue as defined.

Contracts with the City of Port Hueneme
Pursuant to an agreement dated October 20, 1983, the District compensates the City of Port Hueneme (City) for certain services provided by the City to the District. Compensation is based on 3.33% of the District's gross operating revenues. Amounts allocated to the City for the fiscal years ended June 30, 2023 and 2022 totaled $800,301 and $656,850, respectively.

Pursuant to an agreement dated March 18, 1987, the District compensates the City to mitigate the environmental impacts of the District's Wharf 2 project. Compensation is based on 1.67% of the District's gross operating revenues. Amounts allocated to the City for the fiscal years ended June 30, 2023 and 2022 totaled $421,584 and $376,266, respectively.

Additionally, the District compensates the City a cost per unit of $3.50 for the first 50,000 automobiles and an additional $0.93 for each automobile over 50,000 less a credit-back to the District of $0.25 for every dollar paid to the City for each automobile conveyed on the City's streets during the fiscal year. Amounts allocated to the City for the fiscal years ended June 30, 2023 and 2022 totaled $551,517 and $407,623.

NOTE 16 – COMMITMENTS AND CONTINGENCIES

Contracts with the City of Port Hueneme (continued)

Pursuant to the Memorandum of Understanding (MOU) between the City, Port Hueneme Surplus Property Authority, and the District dated December 21, 1995, for the acquisition and use of the Naval Civil Engineering Laboratory (NCEL) property. Compensation is based on the District's gross operating revenues. Amounts allocated to the City for the fiscal years ended June 30, 2023 and 2022 totaled $694,224 and $470,796, respectively.

Pursuant to an agreement dated October 5, 2015, the District will pay Community Benefit Fund if the District's Gross Operating Revenue exceeds certain threshold amount. The Community Benefit Fund is a separate and distinct fund which may only be spent on approved projects that benefit both the District and City, and the communities they serve. The total amount allocated to the Community Benefit Fund for the fiscal years ended June 30, 2023 and 2022 totaled $124,945 and $116,322, respectively.

Navy Joint Use Agreement

In 2002, the District entered into a 15-year agreement with the Navy that provides for joint use of the Navy's Wharf 3 and associated real property comprising up to 25 acres of the Naval Base Ventura County. The District has the ability to use this property for loading, unloading and the storage of vehicles and cargo in a manner consistent with Navy operations. As consideration for the District's use of Wharf 3 and associated real property, the District pays 39.5% of the tariff revenue attributable to District use to the Navy.

The Navy joint use agreement includes three five-year options to extend the term. As of June 30, 2023 and 2022, the amount payable to the Navy for long-term maintenance of Wharf 3 and associated real property is $3,847,886 and $3,517,925, respectively.

Grant Awards

Grant funds received by the District are subject to audit by the grantor agencies. Such audit could lead to requests for reimbursements to the grantor agencies for expenditures disallowed under terms of the grant. Management of the District believes that such disallowances, if any, would not be significant.

Litigation

In the ordinary course of operations, the District is subject to claims and litigation from outside parties. After consultation with legal counsel, the District believes the ultimate outcome of such matters, if any, will not materially affect its financial condition.

NOTE 17 – SUBSEQUENT EVENTS

In accordance with the provisions surrounding subsequent events, the District's management has evaluated events and transactions for potential recognition or disclosure through December 18, 2023, the date the financial statements were available to be issued.

Required Supplementary Information

OXNARD HARBOR DISTRICT

Schedule of the District's Proportionate Share of the Plan's (PERF C) Net Pension Liability
For the Year Ended June 30, 2023

Last Ten Fiscal Years*

California Public Employees' Retirement System (CalPERS) Miscellaneous Plan

Measurement Date	District's Proportion of the Net Pension Liability	District's Proportionate Share of the Net Pension Liability	District's Covered Payroll	District's Proportionate Share of the Net Pension Liability as a Percentage of Covered	Plan's Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability
June 30, 2014	0.052552%	$ 3,270,037	$ 2,225,867	146.91%	80.36%
June 30, 2015	0.055024%	3,776,823	2,203,593	171.39%	78.63%
June 30, 2016	0.055128%	4,770,307	2,421,225	197.02%	74.54%
June 30, 2017	0.544820%	5,436,346	2,576,254	211.02%	73.45%
June 30, 2018	0.055600%	5,357,632	2,661,054	201.33%	74.62%
June 30, 2019	0.056956%	5,836,299	3,038,068	192.11%	73.38%
June 30, 2020	0.057970%	6,307,372	3,288,612	191.79%	71.31%
June 30, 2021	0.076394%	4,131,631	3,360,761	122.94%	81.78%
June 30, 2022	0.063411%	7,324,505	3,930,663	186.34%	69.65%

Notes to Schedule:

Benefit Changes:
There were no changes in benefits.

Changes in Assumptions:
From fiscal year June 30, 2015 and June 30, 2016:

GASB 68, paragraph 68 states that the long-term expected rate of return should be determined net of pension plan investment expense but without reduction for pension plan administrative expense. The discount rate of 7.50% used for the June 30, 2014, measurement date was net of administrative expenses. The discount rate of 7.65% used for the June 30, 2015, measurement date is without reduction of pension plan administrative expense.

From fiscal year June 30, 2016 to June 30, 2017:
There were no changes in assumptions.

From fiscal year June 30, 2017 to June 30, 2018:
The discount rate was reduced from 7.65% to 7.15%.

From fiscal year June 30, 2018 to June 30, 2019:
There were no significant changes in assumptions.

From fiscal year June 30, 2019 to June 30, 2020:
There were no significant changes in assumptions.

From fiscal year June 30, 2020 to June 30, 2021:
There were no significant changes in assumptions.

From fiscal year June 30, 2021 to June 30, 2022:
There were no significant changes in assumptions.

From fiscal year June 30, 2022 to June 30, 2023:
The discount rate was reduced from 7.15% to 6.90% and inflation from 2.50% to 2.30%.

*Fiscal year 2014 was the first measurement date year of implementation; therefore, only nine years are shown.

Last Ten Fiscal Years*

California Public Employees' Retirement System (CalPERS) Miscellaneous Plan

Fiscal Year	Actuarially Determined Contribution	Contributions in Relation to the Actuarially Determined Contribution	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
June 30, 2015	$ 305,666	$ (695,192)	$ (389,526)	$ 2,203,593	13.87%
June 30, 2016	446,756	(446,756)	-	2,421,225	18.45%
June 30, 2017	410,473	(410,473)	-	2,576,254	15.93%
June 30, 2018	452,473	(452,473)	-	2,661,054	17.00%
June 30, 2019	538,764	(538,764)	-	3,038,068	17.73%
June 30, 2020	656,794	(656,794)	-	3,288,612	19.97%
June 30, 2021	706,892	(706,892)	-	3,360,761	21.03%
June 30, 2022	825,072	(825,072)	-	3,930,663	20.99%
June 30, 2023	899,516	(899,516)	-	4,158,156	21.63%

Notes to Schedule:

Fiscal Year	Valuation Date	Actuarial Cost Method	Asset Valuation Method	Inflation	Investment Rate of Return
June 30, 2015	June 30, 2013	Entry Age	Fair Value	2.75%	7.65%
June 30, 2016	June 30, 2014	Entry Age	Fair Value	2.75%	7.65%
June 30, 2017	June 30, 2015	Entry Age	Fair Value	2.75%	7.65%
June 30, 2018	June 30, 2016	Entry Age	Fair Value	2.75%	7.15%
June 30, 2019	June 30, 2017	Entry Age	Fair Value	2.50%	7.15%
June 30, 2020	June 30, 2018	Entry Age	Fair Value	2.50%	7.15%
June 30, 2021	June 30, 2019	Entry Age	Fair Value	2.50%	7.15%
June 30, 2022	June 30, 2020	Entry Age	Fair Value	2.50%	7.15%
June 30, 2023	June 30, 2021	Entry Age	Fair Value	2.30%	6.90%

Amortization Method	Level percentage of payroll, closed
Salary Increases	Depending on age, service, and type of employment
Investment Rate of Return	Net of pension plan investment expense, including inflation
Retirement Age	50 years (2.0%@55), 52 years (2.0%@62)
Mortality	Mortality assumptions are based on mortality rates resulting from the most recent CalPERS Experience Study adopted by the CalPERS Board.

*Fiscal year 2015 was the first implementation year; therefore, only nine years are shown.

OXNARD HARBOR DISTRICT

Schedule of Changes in the District's Net OPEB Liability and Related Ratios
For the Year Ended June 30, 2023 and 2022

Last Ten Fiscal Years*

Fiscal Year Ended	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018
Measurement Date	**June 30, 2022**	**June 30, 2021**	**June 30, 2020**	**June 30, 2019**	**June 30, 2018**	**June 30, 2017**
Total OPEB liability:						
Service cost	$ 307,467	$ 310,332	$ 244,579	$ 237,323	$ 244,464	$ 237,921
Interest	512,252	538,267	553,362	524,313	397,916	377,672
Changes in assumptions	-	(149,939)	(199,666)	-	(1,728,734)	-
Differences between expected and actual experience	-	(581,888)	(432,472)	-	(607,247)	-
Changes of benefit terms	-	-	-	-	649,545	-
Benefit payments	(478,812)	(492,060)	(403,843)	(310,791)	(291,593)	(297,416)
Net change in total OPEB liability	340,907	(375,288)	(238,040)	450,845	(1,335,649)	318,177
Total OPEB liability - beginning	7,245,771	7,621,059	7,859,099	7,408,254	8,743,903	8,425,726
Total OPEB liability - ending	7,586,678	7,245,771	7,621,059	7,859,099	7,408,254	8,743,903
Plan fiduciary net position:						
Contributions - employer	978,812	992,060	403,843	810,791	791,593	797,416
Net investment income	(431,733)	494,610	56,778	72,342	38,554	(2,700)
Administrative expense	(745)	(672)	(785)	(227)	(931)	(1)
Benefit payments	(478,812)	(492,060)	(403,843)	(310,791)	(291,593)	(297,416)
Net change in plan fiduciary net position	67,522	993,938	55,993	572,115	537,623	497,299
Plan fiduciary net position - beginning	2,656,968	1,663,030	1,607,037	1,034,922	497,299	-
Plan fiduciary net position - ending	2,724,490	2,656,968	1,663,030	1,607,037	1,034,922	497,299
District's net OPEB liability	$ 4,862,188	$ 4,588,803	$ 5,958,029	$ 6,252,062	$ 6,373,332	$ 8,246,604
Plan fiduciary net position as a percentage of the total OPEB liability	35.91%	36.67%	21.82%	20.45%	13.97%	5.69%
Covered payroll	$ 4,134,978	$ 3,360,761	$ 3,228,038	$ 2,875,755	$ 2,791,995	$ 1,578,831
District's net OPEB liability as a percentage of covered payroll	117.59%	136.54%	184.57%	217.41%	228.27%	522.32%

Notes to Schedule:

Benefit Changes:

Measurement Date June 30, 2017 – There were no changes of benefits terms.
Measurement Date June 30, 2018 – There were no changes of benefits terms.
Measurement Date June 30, 2019 – There were no changes of benefits terms.
Measurement Date June 30, 2020 – There were no changes of benefits terms.
Measurement Date June 30, 2021 – There were no changes of benefits terms.
Measurement Date June 30, 2022 – There were no changes of benefits terms.

Changes in Assumptions:

Measurement Date June 30, 2017 – There were no changes in assumptions.
Measurement Date June 30, 2018 – There were no changes in assumptions except change in discount rate.
Measurement Date June 30, 2019 – There were no changes in assumptions.
Measurement Date June 30, 2020 – Mortality tables and health care trend rates were updated and/or reset.
Measurement Date June 30, 2021 – Inflation rate changed to 3.00%
Measurement Date June 30, 2022 – There were no changes in assumptions.

* Fiscal year 2018 was the first year of implementation; therefore, only six years are shown.

OXNARD HARBOR DISTRICT

Schedule of the District's Contributions to the OPEB Plan
For the Year Ended June 30, 2023 and 2022

	Last Ten Fiscal Years*					
Fiscal Year Ended	**June 30, 2023**	**June 30, 2022**	**June 30, 2021**	**June 30, 2020**	**June 30, 2019**	**June 30, 2018**
Actuarially determined contribution* (Pay-as-you-go funding with No Plan Assets)	$ 684,287	$ 675,541	$ 765,530	$ 1,562,759	$ 1,548,164	$ 1,121,220
Contributions in relation to the actuarially determined contributions	(978,812)	(992,060)	(903,843)	(810,791)	(791,593)	(797,416)
Contribution deficiency (excess)	$ (294,525)	$ (316,519)	$ (138,313)	$ 751,968	$ 756,571	$ 323,804
Covered payroll	$ 4,158,156	$ 3,930,663	$ 3,360,761	$ 3,228,038	$ 2,875,755	$ 2,791,995
Contributions as a percentage of covered payroll	23.54%	25.24%	26.89%	25.12%	27.53%	28.56%

Notes to Schedule:

Valuation Date	June 30, 2021	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017
Methods and Assumptions Used to Determine Contribution Rates:						
Actuarial cost method Entry age normal	Entry Age	Entry Age	Entry Age	Entry Age	Entry Age	Entry Age
Amortization method Closed period, level percent of pay	(1)	(1)	(1)	(1)	(1)	(1)
Amortization period	20-years	20-years	20-years	20-years	20-years	20-years
Asset valuation method	Fair Value	Fair Value	Fair Value	Fair Value	Fair Value	Fair Value
Discount rate	7.00%	7.00%	7.00%	7.00%	7.00%	4.50%
Inflation	2.75%	2.75%	2.75%	2.75%	2.75%	2.75%
Payroll increases	2.75%+Merit	2.75%+Merit	2.75%+Merit	2.75%+Merit	2.75%+Merit	2.75%
Mortality	(2)	(2)	(2)	(2)	(2)	(2)
Morbidity	Not Valued	Not Valued	Not Valued	Not Valued	Not Valued	Not Valued
Disability	Not Valued	Not Valued	Not Valued	Not Valued	Not Valued	Not Valued
Retirement	(3)	(3)	(3)	(3)	(3)	(3)
Percent Married - Spouse Support	80%	80%	80%	80%	80%	80%
Healthcare trend rates	(4)	(4)	(4)	(4)	(4)	(4)

(1) Closed period, level percent of pay
(2) SOA Pub-2010 using Scale MP-2020 or MP-2018
(3) CalPERS Public Agency Miscellaneous 2.0% @55 and 2.0% @62
(4) Pre-65 - 8.00% trending down 0.25% annually to 6.00% in 2029 and later
Post-65 - 6.50% trending down 0.25% annually to 4.50% in 2029 and later

* Fiscal year 2018 was the first year of implementation; therefore, only six years are shown.

Supplementary Information

OXNARD HARBOR DISTRICT

Schedule of Expenditures of Federal Awards

For the Years Ended June 30, 2023

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-Through Entity Identifying Number	Federal Expenditures
Federal Programs:			
U.S. Department of Homeland Security:			
Port Security Grant Program	97.056	N/A	878,727
Total Expenditures of Federal Awards			$ 878,727

Of the Federal expenditures in the schedule, the District provided no Federal awards to subrecipients.

OXNARD HARBOR DISTRICT

Schedule of Operating Expenses

For the Years Ended June 30, 2023 and 2022

	June 30, 2023	June 30, 2022
Salaries and benefits:		
Commissioner salaries	$ 36,000	$ 36,000
Administrative salaries	2,771,958	2,598,730
Maintenance salaries	812,979	750,003
Operations salaries	646,812	616,950
Temporary employee salaries	24,359	53,386
Sick and safety leave	195,849	180,902
Vacation	382,775	299,138
Payroll taxes	364,671	334,465
Workers' compensation	129,368	63,481
Insurance:		
Dental	56,854	48,958
HRA	184,254	180,319
Life	64,929	60,713
Medical	565,713	514,754
Vision	21,222	20,257
457 matching	70,321	65,440
CalPERS pension expense	(647,371)	2,361,363
Other post-employment benefits expense	367,022	313,282
Total salaries and benefits	6,047,715	8,498,141
Governmental contractual agreements:		
1983 Contract	800,301	656,850
1987 Contract	421,584	376,266
1995 Memorandum of understanding	694,224	470,796
Contracts – automobiles	551,517	407,623
Ventura County Fire District	2,000	10,000
Ventura County LAFCO	12,055	12,714
Community benefit fund contribution	124,945	116,322
Total governmental contractual agreements	2,606,626	2,050,571
Security:		
Guards and traffic control	336,946	268,683
Security training and exercises	-	1,300
Security plan and equipment	19,767	28,656
Total security	356,713	298,639

OXNARD HARBOR DISTRICT

Schedule of Operating Expenses (continued)

For the Years Ended June 30, 2023 and 2022

	June 30, 2023	June 30, 2022
Facilities and maintenance:		
Gas and oil	$ 51,364	$ 79,662
Repair and maintenance	677,172	646,581
Landscape services	11,283	10,423
Supplies	279,844	187,406
Supplies – computer	323,281	218,703
Internet connectivity	38,014	30,119
Safety supplies	21,421	29,775
Outside services	200,512	92,955
Miscellaneous	13,844	-
Utilities:		
Water and sewer	102,028	122,555
Electricity	711,259	764,834
Telephone	42,664	35,616
Natural gas	4,875	2,352
Trash disposal	31,123	34,426
Hazardous waste disposal	3,119	(493)
Total facilities and maintenance	2,511,803	2,254,914
Professional and legal:		
Professional fees	690,547	862,705
Legal services	470,960	305,142
Total professional and legal	1,161,507	1,167,847
Materials and services:		
Business meeting expense	137,712	29,784
Discounts	174	75
Miscellaneous	3,720	-
Publications and subscriptions	40,440	36,783
Publications – legal notices	-	1,266
Permits and licenses	113,291	65,491
Postage	3,903	3,450
Recruitment	16,074	10,549
Strategic plan	43,673	44,768
Temporary positions	35,369	59,115
Training	169,703	75,283
Total materials and services	564,059	326,564
Port promotions:		
Advertising	328,119	255,401
Trade relations	579,312	327,110
Memberships and dues	202,045	137,671
Travel	69,573	54,891
Total port promotions	1,179,049	775,073
Insurance:		
General liability	123,664	118,302
Property	404,147	332,418
Other	3,020	4,500
Total insurance	530,831	455,220
Total operating expenses	$ 14,958,303	$ 15,826,969

OXNARD HARBOR DISTRICT

Schedule of Non-Operating Revenues and Expenses

For the Years Ended June 30, 2023 and 2022

	June 30, 2023	June 30, 2022
Non-operating revenue:		
Reimbursements	$ 1,360	$ 9,698
Ventura County Railway Co., LLC	7,000	7,000
FTZ Fee	10,000	5,500
COVID fiscal recovery funds	-	2,544,287
Non-operating deferred revenue	214,261	-
Miscellaneous receipts	5,388	11,629
Total non-operating revenue	238,009	2,578,114
Non-operating expense:		
Special Event – Banana Festival – expenses	95,000	28,935
Prior year expenses	-	(302)
Election expense	450	-
Bank and trust fees	3,616	8,153
Total non-operating expense	99,066	36,786
Total non-operating revenue(expense), net	$ 138,943	$ 2,541,328

Intentionally Left Blank

Statistical Information

Intentionally Left Blank

Oxnard Harbor District

Statistical Section

The Statistical Section provides ten-year trends of detailed information as a context for understanding the financial statements, note disclosures, and the required supplementary information. The information is presented in these categories:

Table of Contents

Sources: Unless otherwise noted, the information in these schedules is derived from the Comprehensive Annual Financial Reports for the relevant years.

Port of Hueneme
OXNARD HARBOR DISTRICT
Net Position by Component - Fiscal Years Ended June 30, 2014 through 2023

	2014	2015	2016	2017	2018
Net Investment in Capital Asset	$53,756,789	$52,428,819	$56,408,302	$56,078,201	$59,588,353
Restricted	$5,248,654	$4,583,681	$4,289,139	$4,784,765	$5,206,784
Unrestricted	$9,007,627	$10,267,730	$9,967,418	$10,233,336	$6,479,610
Total Net Position	$68,013,070	$67,280,230	$70,664,859	$71,096,302	$71,274,747

	2019	2020	2021	2022	2023
Net Investment in Capital Asset	$70,607,900	$78,242,850	$75,232,393	$75,779,153	$81,776,147
Restricted	$6,731,840	$5,443,892	$2,119,205	$1,913,297	$2,336,737
Unrestricted	$3,251,197	$2,300,113	$17,688,697	$25,405,193	$34,933,710
Total Net Position	$80,590,937	$85,986,855	$95,040,295	$103,097,643	$119,046,594

Port of Hueneme

OXNARD HARBOR DISTRICT

Summary of Revenues, Expenses, and Change in Net Position
Fiscal Years Ended June 30, 2012 through 2021

FISCAL YEAR ENDED:	2014	2015	2016	2017	2018
Operating Revenues:					
Auto Cargo	$8,030,334	$8,858,545	$9,428,157	$8,287,701	$8,602,727
Fresh Produce Cargo	3,149,246	3,365,727	2,913,365	3,308,916	4,164,692
Offshore Oil	735,383	715,990	390,292	313,126	278,982
Property Management	1,922,304	2,152,661	2,179,308	2,260,603	2,236,024
Other	472,662	774,735	769,498	1,305,676	1,946,039
Total	$14,309,929	15,867,658	15,680,620	15,476,022	17,228,464
Operating Expenses:					
Salaries & Benefits	$4,790,826	5,076,772	4,890,710	5,744,114	5,452,161
Governmental Contractual Agreements	1,344,943	1,491,856	1,668,846	1,663,439	1,688,017
Security	247,855	280,056	382,686	539,170	315,561
Facilities and Maintenance	625,315	866,147	1,119,343	1,109,273	1,153,636
Professional and Legal	931,653	1,134,145	1,065,889	1,035,257	1,044,717
Materials and Services	35,757	48,468	56,575	56,405	109,992
Port Promotion	411,942	514,776	579,344	631,323	675,558
Insurance	280,562	304,518	283,286	265,617	264,136
Total	$8,668,853	9,716,738	10,046,679	11,044,598	10,703,778
Operating Profit (Loss) before depreciation:	$5,641,076	6,150,920	5,633,941	4,431,424	6,524,686
Depreciation Expense	$3,539,818	3,874,064	3,803,302	4,201,098	4,235,321
Net Operating Profit (Loss)	$2,101,258	$2,276,856	$1,830,639	$230,326	$2,289,365
Nonoperating Income (Expense)					
and Capital Contributions:					
Investment earnings	$71,252	$129,080	$162,769	$205,245	$343,901
Interest expense – long-term debt	(1,029,120)	(912,231)	(812,027)	(706,890)	(647,213)
Amortization of deferred charges	41,061	-			
CalPERS side-fund	-	-			
Change in membership in Ventura County Railway Co, LLC	216,002	230,225	208,967	257,480	180,057
Other revenue, net	-	(87,978)	(46,391)	(82,626)	(58,457)
Net Contributed Capital/Grants	(58,460)	1,515,942		527,908	1,219,518
Net Nonoperating Income (Expense)					
and Capital Contributions	$(759,265)	875,038	(1,586,682)	201,117	1,037,806
Change in Net Position	$1,341,993	$3,151,894	$243,957	$431,443	$3,327,171
Net investment in capital assets	$53,756,783	$53,756,783	$56,408,302	$56,078,201	$59,588,353
Restricted for construction projects and debt service	**5,248,654**	**4,191,747**	**4,289,139**	**4,784,765**	**5,206,784**
Unrestricted	**9,007,627**	**9,007,627**	**9,967,418**	**10,233,336**	**6,479,610**
Net Position, end of year	**$68,013,064**	**$66,956,157**	**$70,664,859**	**$71,096,302**	**$71,274,747**

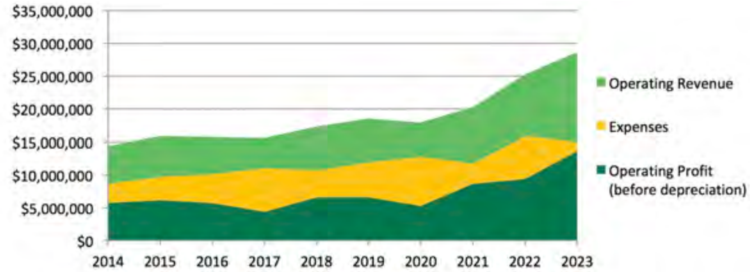
Statistical Information

Port of Hueneme

OXNARD HARBOR DISTRICT

Summary of Revenues, Expenses, and Change in Net Position (Continued)

Fiscal Years Ended June 30, 2014 through 2023



FISCAL YEAR ENDED:	2019	2020	2021	2022	2023
Operating Revenues:					
Auto Cargo	$9,876,137	$8,239,180	$9,169,825	$9,407,345	$13,447,795
Fresh Produce Cargo	3,953,248	4,828,808	5,886,949	8,164,780	8,512,054
Offshore Oil	410,715	525,974	374,116	312,036	586,213
Property Management	1,969,558	2,121,954	2,240,679	2,611,273	3,026,114
Other	2,202,835	2,217,666	2,739,223	4,749,171	3,077,143
Total	18,412,493	17,933,582	20,410,792	25,244,605	28,649,319
Operating Expenses:					
Salaries & Benefits	5,462,643	6,246,630	5,930,179	8,498,141	6,047,715
Governmental Contractual Agreements	1,893,023	1,915,325	1,964,946	2,050,571	2,606,626
Security	519,623	419,783	289,793	298,639	356,713
Facilities and Maintenance	1,448,525	1,575,256	1,310,507	2,254,914	2,511,803
Professional and Legal	1,299,932	1,165,125	1,030,530	1,167,847	1,161,507
Materials and Services	241,689	451,367	328,271	326,564	564,059
Port Promotion	649,839	630,323	443,307	775,073	1,179,049
Insurance	279,638	309,312	366,700	455,220	530,831
Total	11,794,912	12,713,121	11,664,233	15,826,969	14,958,303
Operating Profit (Loss) before depreciation:	6,617,581	5,220,461	8,746,559	9,417,636	13,691,016
Depreciation Expense	4,007,757	4,552,974	4,168,301	4,525,356	6,596,114
Net Operating Profit (Loss)	$2,609,824	$667,487	$4,578,258	$4,892,280	$7,094,902
Nonoperating Income (Expense)					
and Capital Contributions:					
Investment, Interest earnings	$347,288	$375,939	$82,453	$(363,075)	$842,002
Interest expense – long-term debt	(469,964)	(316,007)	(560,437)	(124,690)	(108,268)
Amortization of deferred charges					
Covid Relief Fund				2,544,287	
Gain from Sale of Capital Asset			1,568,690		713,313
Change in membership in Ventura County Railway Co, LLC	72,158	200,217	109,314	77,174	864,544
Other revenue, net	704,282	394,939	390,958	204,804	358,943
Net Contributed Capital/Grants	6,052,602				
Net Nonoperating Income (Expense)					
and Capital Contributions	6,706,366	655,088	1,590,978	2,338,500	2,670,534
Change in Net Position	$9,316,190	$1,322,575	$6,169,236	$7,230,780	$9,765,436
Net investment in capital assets	$70,607,900	$78,242,850	$75,232,393	$75,779,153	$81,776,147
Restricted for construction projects and debt service	6,731,840	5,443,892	2,119,205	1,913,297	2,336,737
Unrestricted	3,251,197	2,300,113	17,688,696	25,405,193	34,933,710
Net Position end of year	$80,590,937	$85,986,855	$95,040,295	$103,097,643	$119,046,594

Port of Hueneme
OXNARD HARBOR DISTRICT
Revenue Bond Coverage
Fiscal Years Ended June 30, 2014 through 2023

FISCAL YEAR ENDED:	2014	2015	2016	2017	2018
Gross Revenues (1)	$14,560,049	$16,363,576	$16,134,133	$16,014,135	$17,781,016
Operating Expenses (2)	8,168,853	9,941,329	11,274,847	11,202,612	10,790,829
Net Revenue Available for Debt Service	$6,391,196	$6,422,247	$4,859,286	$4,811,523	$6,990,187
Debt Service Requirements: (3)					
Principal	$1,893,625	$1,994,239	$2,025,000	$2,230,000	$2,350,000
Interest	$1,029,120	$912,231	$878,245	$722,395	$527,213
Totals:	$2,922,745	$2,906,470	$2,903,245	$2,952,395	$2,877,213
Outstanding Debt	$21,220,000	$19,456,009	$17,389,947	$15,223,886	$12,952,825
Debt Ratio Coverage	218.67%	220.96%	167.37%	162.97%	242.95%
Debt Covenant Requirement	125.00%	125.00%	125.00%	125.00%	125.00%
OVER (UNDER)	93.67%	95.96%	42.37%	37.97%	117.95%

All of the revenue bond issues are secured by a lien on and pledge of net revenues of the District and contain certain covenants. One of the covenants requires the District to maintain a minimum debt service coverage ratio of 125%. The debt service coverage ratio is the ratio of net revenues (as defined in the bond trust agreement) to debt service payments. Net revenues as defined in the agreement were calculated as $13,691,016 and $9,417,636 for the years ended June 30, 2023, and 2022, respectively. The actual debt service coverage ratios were 613% and 409% for the years ended June 30, 2023, and 2022, respectively.

The District is in compliance with its bond covenants for fiscal year 2023.

The Long-Term Debt balance on Revenue Bonds as of June 30, 2023:
– Series 2011(A) – Fully Retired on 8/1/2021.
– Series 2011(B) - $3,465,000.

NOTES:

(1) Total revenues include interest but exclude the contributed capital and grant funds that were generated by donated property (GASB 33).

(2) Total operating expenses exclusive of depreciation, OPEB accrual and debt service interest expense.

(3) Includes principal and interest of revenue bonds only.

Source: OXNARD HARBOR DISTRICT – Accounting/Finance Department

The Port OF HUENEME Oxnard Harbor District

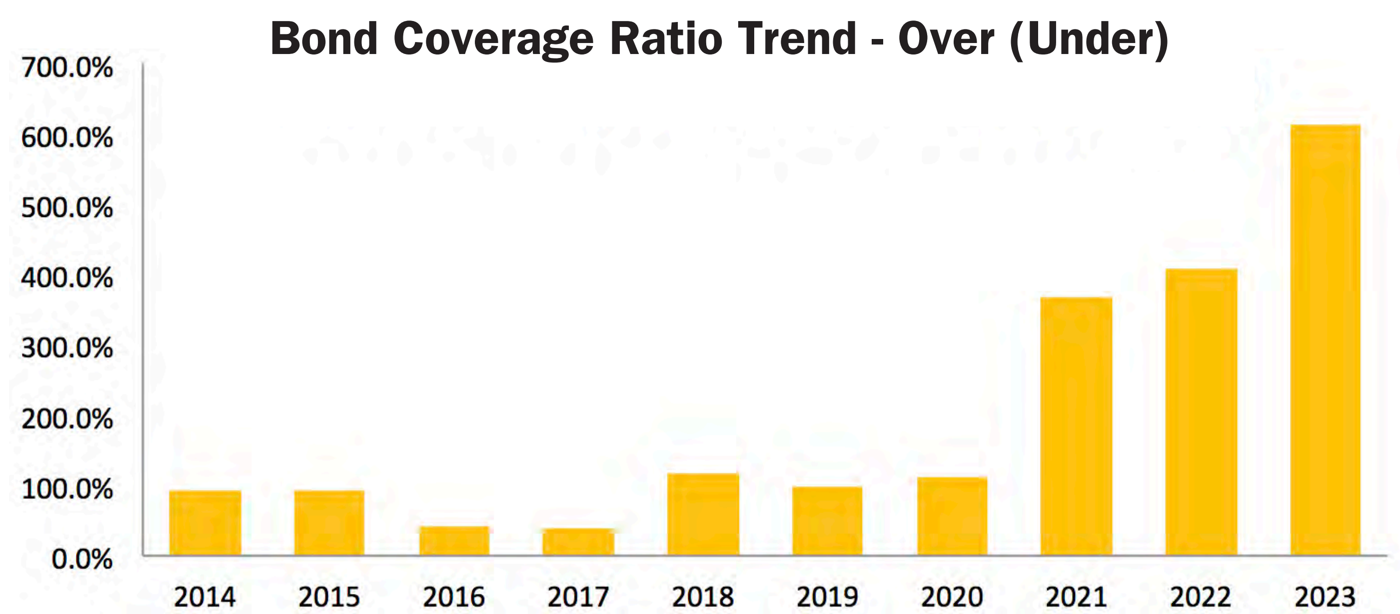
Port of Hueneme

OXNARD HARBOR DISTRICT

Revenue Bond Coverage (Continued)

Fiscal Years Ended June 30, 2014 through 2023

FISCAL YEAR ENDED:	2019	2020	2021	2022	2023
Gross Revenues (1)	$18,412,493	$17,933,582	$20,293,975	$25,244,605	$28,649,319
Operating Expenses (2)	11,794,912	12,713,121	11,664,233	15,826,969	14,958,303
Net Revenue Available for Debt Service	$6,617,581	$5,220,461	$8,629,742	$9,417,636	$13,691,016
Debt Service Requirements: (3)					
Principal	$2,470,000	$1,445,000	$1,445,000	$1,555,000	$1,700,000
Interest	$494,265	$768,115	$301,235	$209,725	$154,238
Totals:	$2,964,265	$2,213,115	$1,746,235	$1,764,725	$1,854,238
Outstanding Debt	$10,561,764	$8,050,702	$6,612,071	$5,067,750	$3,453,430
Debt Ratio Coverage	223.25%	235.89%	494.19%	533.66%	738.36%
Debt Covenant Requirement	125.00%	125.00%	125.00%	125.00%	125.00%
OVER (UNDER)	98.25%	110.89%	369.19%	408.66%	613.36%



Port of Hueneme

OXNARD HARBOR DISTRICT

LARGEST REVENUE CUSTOMERS (Net of Revenue Sharing)
Last Ten Fiscal Years

	FISCAL YEAR ENDED:	2014	
	CUSTOMER		
1	Global Auto Processing Services, Inc.	$2,780,005	19.4%
2	Wallenius Wilhelmsen Logistics, Inc.	2,699,334	18.9%
3	BMW of North America, LLC	2,439,876	17.1%
4	Del Monte Fresh Produce W.A. Inc.	1,799,492	12.6%
5	Cool Carriers Shipping USA, Inc.	1,460,875	10.2%
6	YARA North America, Inc.	553,783	3.9%
7	Channel Islands Logistics	369,448	2.6%
8	EXXON Co. USA	355,217	2.5%
9	General Steamship, Corp., Ltd.	323,525	2.3%
10	PORTS AMERICA	305,192	2.1%
	Sub-total Top Ten	$13,086,748	91.5%
	All Other	1,223,181	8.5%
	Total Revenue	$14,309,929	100.0%

	FISCAL YEAR ENDED:	2015	
	CUSTOMER		
1	BMW of North America, LLC	$2,981,824	18.8%
2	Glovis America, Inc	2,928,498	18.5%
3	Wallenius Wilhelmsen Logistics, Inc.	2,890,735	18.2%
4	Del Monte Fresh Produce W.A. Inc.	1,765,642	11.1%
5	Cool Carriers Shipping USA, Inc.	1,690,508	10.7%
6	YARA North America, Inc.	611,487	3.9%
7	EXXON Co. USA	391,388	2.5%
8	Channel Islands Logistics	388,130	2.4%
9	PORTS AMERICA	372,649	2.3%
10	Irwin Holdings Company	282,866	1.8%
	Sub-total Top Ten	$14,303,726	90.1%
	All Other	1,563,932	9.9%
	Total Revenue	$15,867,658	100.0%

	FISCAL YEAR ENDED:	2016	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$3,444,299	22.3%
2	BMW of North America, LLC	3,049,905	19.7%
3	Glovis America, Inc	2,843,567	18.4%
4	Del Monte Fresh Produce W.A. Inc.	1,601,553	10.3%
5	Cool Carriers Shipping USA, Inc.	1,378,930	8.9%
6	YARA North America, Inc.	679,178	4.4%
7	PORTS AMERICA	408,015	2.6%
8	Channel Islands Logistics	379,776	2.5%
9	Freeport McMorran	154,061	1.0%
10	Irwin Holdings Company	141,454	0.9%
	Sub-total Top Ten	$14,080,738	89.8%
	All Other	1,599,882	10.2%
	Total Revenue	$15,680,620	100.0%

	FISCAL YEAR ENDED:	2017	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$3,480,767	18.9%
2	Glovis America, Inc	2,546,598	13.8%
3	BMW of North America, LLC	2,117,657	11.5%
4	Del Monte Fresh Produce W.A. Inc.	1,671,805	9.1%
5	Cool Carriers Shipping USA, Inc.	1,515,977	8.2%
6	YARA North America, Inc.	689,738	3.7%
7	Sealand, Inc	495,453	2.7%
8	Channel Islands Logistics	369,330	2.0%
9	PORTS AMERICA	272,808	1.5%
10	Hambrug Sud North America	255,537	1.4%
	Sub-total Top Ten	$13,415,670	86.7%
	All Other	2,060,352	13.3%
	Total Revenue	$15,476,022	100.0%

	FISCAL YEAR ENDED:	2018	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$3,830,309	20.8%
2	Glovis America, Inc	2,556,615	13.9%
3	Chiquitam Fresh/ Cool Carriers	2,497,150	13.6%
4	BMW of North America, LLC	2,476,465	13.4%
5	Del Monte Fresh Produce W.A. Inc.	1,967,994	10.7%
6	Sealand, Inc	1,018,044	5.5%
7	YARA North America, Inc.	732,839	4.0%
8	Ports America	466,792	2.5%
9	Stellar Biotech, Inc	106,068	0.6%
10	Freeport McMoran	90,770	0.5%
	Sub-total Top Ten	$15,743,043	85.5%
	All Other	1,485,421	8.6%
	Total Revenue	$17,228,464	100.0%

	FISCAL YEAR ENDED:	2019	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$4,108,519	22.3%
2	Glovis America, Inc	3,601,413	19.6%
3	Chiquita Fresh North America, LLC.	2,509,456	13.6%
4	BMW of North America, LLC	2,322,887	12.6%
5	Del Monte Fresh Produce W.A. Inc.	1,874,445	10.2%
6	Sealand, Inc	925,661	5.0%
7	YARA North America, Inc.	767,223	4.2%
8	Ports America	490,692	2.7%
9	SSA Marine, Inc.	137,850	0.7%
10	DCOR, LLC.	122,669	0.7%
	Sub-total Top Ten	$16,860,815	91.6%
	All Other	1,551,678	8.4%
	Total Revenue	$18,412,493	100.0%

Port of Hueneme

OXNARD HARBOR DISTRICT

LARGEST REVENUE CUSTOMERS (Net of Revenue Sharing) (Continued)

Last Ten Fiscal Years

	FISCAL YEAR ENDED:	2020	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$3,533,213	19.7%
2	Glovis America, Inc	2,912,590	16.2%
3	Chiquita Fresh North America, LLC.	1,976,922	11.0%
4	Del Monte Fresh Produce W.A. Inc.	1,907,213	10.6%
5	BMW of North America, LLC	1,663,579	9.3%
6	Sealand, Inc	1,445,964	8.1%
7	YARA North America, Inc.	791,179	4.4%
8	NYK Lines	517,148	2.9%
9	Ports America	467,465	2.6%
10	DCOR, LLC.	238,202	1.3%
	Sub-total Top Ten	$15,453,475	86.2%
	All Other	2,480,107	13.8%
	Total Revenue	$17,933,582	100.0%

	FISCAL YEAR ENDED:	2023	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$4,926,015	17.2%
2	Glovis America, Inc	4,469,065	15.6%
3	Del Monte Fresh Produce W.A. Inc.	4,068,062	14.2%
4	Sealand, Inc	3,628,042	12.7%
5	Chiquita Fresh North America, LLC.	2,762,207	9.6%
6	BMW of North America, LLC	2,237,059	7.8%
7	NYK Lines	1,702,020	5.9%
8	YARA North America, Inc.	808,296	2.8%
9	Ports America	672,424	2.3%
10	United Cargo Management, Inc.	477,764	1.7%
	Sub-total Top Ten	$25,750,954	89.9%
	All Other	2,898,365	10.1%
	Total Revenue	$28,649,319	100.0%

	FISCAL YEAR ENDED:	2021	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$4,010,503	19.8%
2	Glovis America, Inc	3,721,206	18.3%
3	Sealand, Inc	2,900,055	14.3%
4	Chiquita Fresh North America, LLC.	2,798,499	13.8%
5	BMW of North America, LLC	1,915,698	9.4%
6	Del Monte Fresh Produce W.A. Inc.	1,705,391	8.4%
7	YARA North America, Inc.	822,501	4.1%
8	Ports America	601,109	3.0%
9	NYK Lines	409,137	2.0%
10	DCOR, LLC.	238,591	1.2%
	Sub-total Top Ten	$19,122,690	94.2%
	All Other	1,171,285	5.8%
	Total Revenue	$20,293,975	100.0%

	FISCAL YEAR ENDED:	2022	
	CUSTOMER		
1	Wallenius Wilhelmsen Logistics, Inc.	$4,230,017	16.8%
2	Sealand, Inc	3,870,520	15.3%
3	Del Monte Fresh Produce W.A. Inc.	3,693,029	14.6%
4	Chiquita Fresh North America, LLC.	3,638,090	14.4%
5	Glovis America, Inc	3,329,127	13.2%
6	BMW of North America, LLC	1,687,018	6.7%
7	NYK Lines	906,672	3.6%
8	YARA North America, Inc.	890,162	3.5%
9	Ports America	680,346	2.7%
10	Norton Lilly International	418,417	1.7%
	Sub-total Top Ten	$23,343,399	92.5%
	All Other	1,901,206	7.5%
	Total Revenue	$25,244,605	100.0%

Port of Hueneme

OXNARD HARBOR DISTRICT

Ten Year Trend – Cargo Revenue Tons
Fiscal Years Ended: June 30, 2014 through 2018

FISCAL YEAR ENDED:	2014	2015	2016	2017	2018
COMMODITY TYPE:					
AUTOMOBILES					
Imports	261,870	300,161	290,410	287,467	288,660
Exports	28,494	20,922	37,873	31,109	19,590
OTHER VEHICLES					
Imports/Exports	44,358	43,553	44,451	53,394	68,867
BANANAS					
Imports	655,589	655,643	571,842	599,601	630,283
FRESH FRUIT					
Imports	103,806	116,673	108,389	170,433	261,849
Exports	11,451	37,909	8,718	20,585	29,223
GENERAL CARGO					
Imports/Exports	111,616	176,133	133,129	131,540	107,320
FISH					
Coastwise	14,942	15,825	8,071	4,550	9,174
OFFSHORE OIL CARGO					
Coastwise	55,507	55,512	33,862	32,506	33,582
TOTAL	1,287,633	1,422,329	1,236,745	1,331,185	1,448,548
BULK LIQUID					
Import	123,947	140,000	160,145	150,845	152,209
VESSEL FUEL					
Coastwise	12,313	12,576	6,333	9,442	3,695
TOTAL	136,260	152,576	166,478	160,287	155,904
GRAND TOTAL	**1,423,893**	**1,574,905**	**1,403,223**	**1,491,472**	**1,604,452**

Source: OXNARD HARBOR DISTRICT – Maritime Operations Department

Measurements:
Metric Ton = 1000 kgs or Cubic Meter
Auto = One Unit

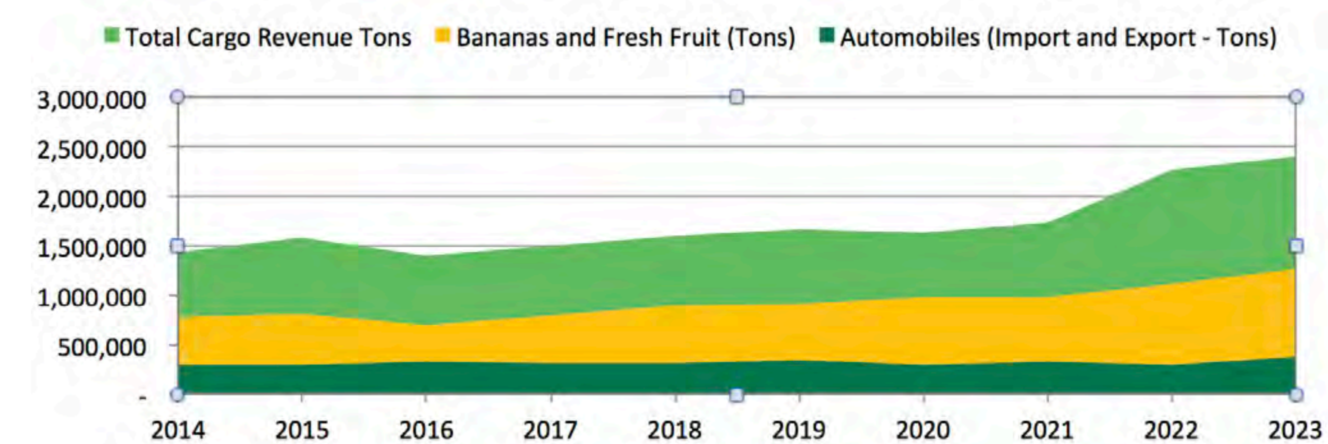
Port of Hueneme

OXNARD HARBOR DISTRICT

Ten Year Trend – Cargo Revenue Tons

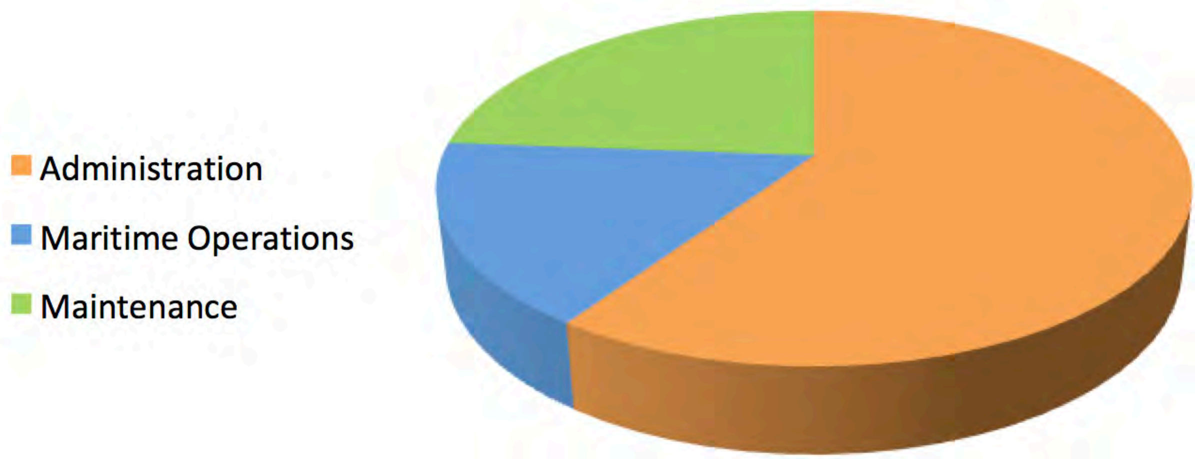
Fiscal Years Ended: June 30, 2019 through 2023

FISCAL YEAR ENDED:	2019	2020	2021	2022	2023
COMMODITY TYPE:					
AUTOMOBILES					
Imports	326,585	281,516	310,369	275,130	361,038
Exports	15,925	13,122	15,510	11,529	15,636
OTHER VEHICLES					
Imports/Exports	66,613	78,855	93,409	116,792	131,608
BANANAS					
Imports	633,201	575,658	567,970	634,302	619,814
FRESH FRUIT					
Imports	257,589	324,790	334,536	386,625	568,022
Exports	48,574	81,293	79,219	88,763	72,190
GENERAL CARGO					
Imports/Exports	103,741	66,413	154,299	562,515	503,410
FISH					
Coastwise	5,155	3,165	2,155	9,538	12,788
OFFSHORE OIL CARGO					
Coastwise	38,956	49,156	36,778	35,980	36,525
TOTAL	1,496,339	1,473,968	1,594,245	2,121,175	2,321,031
BULK LIQUID					
Import	156,284	149,079	140,540	151,064	81,697
VESSEL FUEL					
Coastwise	5,258	5,362	4,960	4,152	3,920
TOTAL	161,542	154,441	145,500	155,216	85,617
GRAND TOTAL	**1,657,881**	**1,628,409**	**1,739,745**	**2,276,390**	**2,406,648**

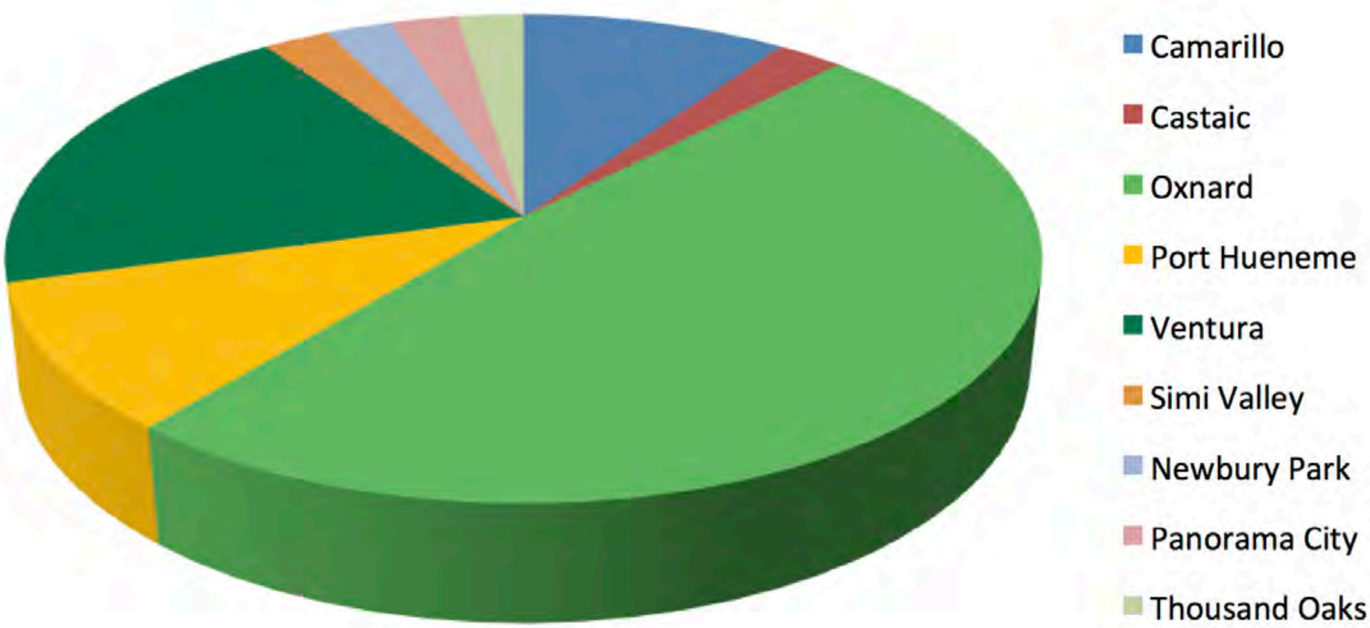


Port of Hueneme
OXNARD HARBOR DISTRICT
Employee Statistics - June 30, 2023

Staffing by Department - June 30, 2023



Staffing by City of Residence - June 30, 2023



Source: OXNARD HARBOR DISTRICT - Finance Department

Port of Hueneme
OXNARD HARBOR DISTRICT
Demographic and Economic Statistics,
Ventura County, California
Last Ten Fiscal Years

Year	Population (a)	Per Capita Personal Income (b)	Unemployment Rate (c)
2013	839,620	48,683	7.00%
2014	846,178	50,545	6.70%
2015	850,536 (d)	55,594	5.50%
2016	849,738 (d)	57,136	5.60%
2017	854,223 (d)	58,761	4.40%
2018	850,967 (d)	60,238	3.80%
2019	846,006 (d)	63,833	3.60%
2020	843,843 (d)	68,647	11.90%

Sources:
(a) State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, January 1, 2001-2010, with 2000 and 2010 census counts, as of August 2011.
(b) US Department of Commerce, Bureau of Economic Analysis, Regional Economic Accounts, CA1-3-Personal Income. All dollar estimates are in current dollars (not adjusted for inflation).
(c) State of California, Employment Development Department, Labor Market Information Division, June 2020, unemployment rates and Labor force.
(d) United State Census Bureau, Quick facts Ventura County, California

VENTURA COUNTY'S TOP EMPLOYERS

Employers with 5,000 to 9,999 Employees

Employer	Location	Industry
U.S. Navy Base	Point Mugu/Port Hueneme	National Security
County of Ventura	Countywide	Government
Amgen, Inc.	Thousand Oaks	Biotechnology

Employers with 1,000 to 4,999 Employees

Employer	Location	Industry
Anthem Blue Cross of CA	Westlake Village	Healthcare
Baxter Healthcare	Westlake Village	Pharmaceutical
Boskovich Farms	Oxnard	Agriculture
Community Memorial Hospital	Ventura	Hospital
Farmers Insurance Group of Companies	Simi Valley	Insurance
Harbor Freight Tools	Camarillo	Hardware Stores
Los Robles Hospital & Medical Center	Thousand Oaks	Hospital
Sheriff's Department & Jails	Thousand Oaks	Public Safety
St. John's Regional Medical Center	Oxnard	Hospital
City of Oxnard	Oxnard	Government

Employers with 500 to 999 Employees

Employer	Location	Industry
CSU Channel Islands	Camarillo	Education
Haas Automation	Oxnard	Machinery
Moorpark College	Moorpark	Education
Nancy Reagan Breast Center	Simi Valley	Diagnostic Imaging Center
Oxnard College	Oxnard	Education
Simi Valley Hospital	Simi Valley	Hospital
Ventura College	Ventura	Education

Printed on Recycled Paper

Designed by: Channel Islands Design