

AGENDA

**Port Freeport
Port Commission
Regular Meeting
Thursday, February 9, 2023, 1:00 pm - 5:00 pm
In Person & Videoconference - Administration Building - 1100 Cherry Street - Freeport**

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

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

The videoconference is available online as follows:

Join Zoom Meeting

<https://us02web.zoom.us/j/87556395715?pwd=dFdwTjByL1pkN0d2dWpXV1NOK2oyZz09>

Meeting ID: 875 5639 5715

Passcode: 750912

Dial by your location

1 346 248 7799 US (Houston)

Meeting ID: 875 5639 5715

Find your local number: <https://us02web.zoom.us/u/kbMuTqn1TT>

1. CONVENE OPEN SESSION in accordance with Texas Government Code Section 551.001, et. seq., to review and consider the following:
2. Invocation.
3. Pledge of Allegiance: U.S. Flag & Texas Flag
4. Roll Call.
5. Safety Briefing.
6. Call to identify and discuss any conflicts of interest that may lead to a Commissioner abstaining from voting on any posted agenda item.
7. Public Comment. (Public comment on any matter not on this Agenda will be limited to 5 minutes per participant and can be completed in person or by videoconference)
8. Public Testimony. (Public testimony on any item on this Agenda will be limited to 5 minutes per agenda item to be addressed per participant and can be completed in person or by videoconference. The participant shall identify in advance the specific agenda item or items to be addressed.
9. Approval of minutes from the Regular Meeting held January 26, 2023.
10. Receive report from Executive Director/CEO and/or Port staff on activities and matters related to COVID-19 health safety matters, administrative affairs, financial results, facility engineering matters, operations and vessel activity, port safety matters, port security matters, Port tenant updates, USCOE, and other related port affairs.
11. Presentation of Economic Impact Study by Texas A&M Transportation Institute.
12. Acceptance of Port Freeport Economic Impact Study final report submitted by Texas A&M Transportation Institute.
13. Adoption of a Resolution Ordering an Election to be held May 6, 2023 for the purpose of electing two Port Commissioners, Positions 1 and 2.
14. Approval of a Joint Election Agreement and Contract for Election Services between Brazoria County and Port Freeport for the May 6, 2023 Election.

15. Approval of Executive Director/CEO travel for the month of February 2023.
16. EXECUTIVE SESSION in accordance with Subchapter D of the Open Meetings Act, Texas Government Code Section 551.001, et. seq., to review and consider the following:
 - A. Under authority of Section 551.071 (Consultation with Attorney):
 1. Consultation with attorney under Government Code Section 551.071(1) (to seek or receive attorney's advice on pending or contemplated litigation).
 2. Consultation with attorney under Government Code Section 551.071(2) (to seek or receive attorney's advice on legal matters that are not related to litigation).
 - B. Under authority of Section 551.087 (Economic Development Negotiations or Incentives):
 1. To discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations.
 2. To deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1).
 - C. Under authority of Section 551.072 (Deliberation of Real Property Matters) for discussion regarding:
 1. Discussion regarding the potential exchange, lease, or value of real property located in Freeport, Texas, including but not limited to the area known as the East End of Freeport and bordered by or adjacent to the following streets: FM 1495; East 2nd Street; Terminal Street and East 8th Street in Freeport, Texas.
 2. The potential purchase, exchange, lease or value of real property located at Port Freeport, including but not limited to the real property located at and contiguous to Berths 1, 2, 5, 7 and 8.
 3. The potential exchange, lease, or value of real property located at Port Freeport, including but not limited to Parcels 14, 19, 27, 34 and property on Quintana Island.
17. RECONVENE OPEN SESSION:
18. Adjourn.

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

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



Phyllis Saathoff, Executive Director/CEO

PORT FREEPORT

In compliance with the Americans with Disabilities Act, the District will provide for reasonable accommodations for persons attending its functions. Requests should be received at least 24 hours in advance.

Minutes of Port Commission Regular Meeting
January 26, 2023
In Person & Videoconference

A Regular Meeting of the Port Commission of Port Freeport was held January 26, 2023, beginning at 1:00 PM at the Administration Building, 1100 Cherry Street, Freeport, Texas.

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

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

Join Zoom Meeting

<https://us02web.zoom.us/j/82182204576?pwd=YS9SRHpnbzZvVURsUWFBcGVpVHhLQT09>

Meeting ID: 821 8220 4576

Passcode: 154148

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Find your local number: <https://us02web.zoom.us/u/kpxxZhsgY>

Commissioners present in person:

Mr. John Hoss, Chairman
Mr. Rudy Santos, Vice Chairman
Mr. Dan Croft, Secretary
Mr. Rob Giesecke, Asst. Secretary
Mr. Ravi Singhania, Commissioner
Mr. Shane Pirtle, Commissioner

Staff Members Present:

Ms. Megan Mikutis, Legal Counsel
Ms. Phyllis Saathoff, Executive Director/CEO
Mr. Rob Lowe, Director of Administration/CFO
Mr. Mike Wilson, Director of Economic Development & Freight Mobility
Mr. Jason Hull, Director of Engineering
Mr. Chris Hogan, Director of Protective Services
Mr. Jason Miura, Director of Business & Economic Development
Mr. Brandon Robertson, Network Systems Manager
Ms. Missy Bevers, Executive Assistant
Ms. Mary Campus, Controller
Mr. Cecil Booth, Project Engineer
Mr. Austin Seth, Operations Supervisor
Ms. Tricia Vela, Public Affairs Assistant
Ms. Christine Lewis, Safety Coordinator
Mr. Nick Malambri, Engineering Specialist
Ms. Vicki Smith, Accounting Manager
Ms. Tricia Gibson, Accounting Specialist
Ms. Emily Henderson, Marketing Specialist

Also, present:

Mr. Drew Masterson, Masterson Advisors
Mr. Jonathon Frels, Bracewell
Mr. Chris Moore, Texas Port Ministry
Mr. Walter Hall, P66
Mr. Stuart Herbst, Terracon and VDD Chairman
Mr. Chris Noble, Dole Fresh Fruit
Mr. Rick Stephanow, Gulf LNG Services
Ms. Barbara Fratila
Mr. Sammy Chambless

1. CONVENE OPEN SESSION in accordance with Texas Government Code Section 551.001, et. seq., to review and consider the following:
2. Invocation – Mr. Chris Moore, Texas Port Ministry
Mr. Moore also extended an invitation to everyone attending the meeting to TPM’s annual banquet to be held April 20.
3. Pledge of Allegiance – U.S. Flag and Texas Flag
4. Roll Call – Commissioner Hoss noted that all Commissioners were present in the board room.
5. Safety Briefing – Ms. Christine Lewis provided a safety moment regarding basic vehicle awareness.
6. Call to identify and discuss any conflicts of interest that may lead to a Commissioner abstaining from voting on any posted agenda item.

There were no conflicts noted from Commissioners.

7. Public Comment – There was no public comment from the public.
8. Public Testimony – Mr. Sammy Chambless addressed the Commission regarding Agenda #16 stating that he feels money would be better spent towards building jetties at the mouth of the San Bernard River rather than putting it towards dredging every few years.
9. Approval of minutes from the Regular Meetings held January 12, 2023.

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

10. Receive reports from Executive Staff on activities and matters related to COVID-19 health safety matters, administrative affairs, financial results, facility engineering matters, operations and vessel activity, port safety matters, port security matters, Port tenant updates, USCOE, and other related port affairs.

A. Executive Director/CEO

Ms. Saathoff attended a Meet & Greet with Texas Land Commissioner Dawn Buckingham and met her deputy director as well as other staff in the office. Agency visits are being

scheduled for Brazoria County Day with this office included as well as the GLO. Ms. Saathoff has sent out information regarding the visits asking Commissioners to indicate who will be attending. Texas Ports Day is another upcoming event. Staff will be working with Texas Ports Association, Carriage House Partners and others to ensure the Port has appropriate meetings scheduled. Ms. Saathoff gave an update to the Pearland Chamber and Economic Alliance Joint Transportation Committee January 23. Ms. Saathoff had the opportunity to visit with Maria Aponte, District Engineer for TxDOT noting that TxDOT has let all of their projects for the Highway 36 widening. Additionally, the Pine Steet Bridge project has received the Coast Guard permit needed but still lacks the Corps permit and railroad authorization permit. Once this project is let, it will be a six-month procurement period before the bridge is taken out of service. After raising pedestrian safety concerns near the shopping center and apartment complex on SH288 last year, Ms. Aponte followed-up and was able to secure funds that are allocated specifically for community safety issues adjacent to highway projects such as sidewalks. Additionally, she noted the City is also going after grant funds to put in bike paths as well. Ms. Saathoff also recommended that while the FM 1495 concrete replacement is taking place, Ms. Aponte should take a look at the railroad crossings on FM1495 to see if additional safety vices could be installed. The next quarterly meeting with TxDOT will be held February 14. Last year the Port participated in the Veterans of War Walk and Job Fair sponsored by BCPC. This year's event will be held February 11. The BCPC will be celebrating 30 years of community outreach with a reception in April. Ms. Saathoff recognized Stuart Herbst in the audience noting that the Velasco Drainage District is attempting to obtain state funding for the non-federal share for their project with the U.S. Army Corps of Engineers to improve the hurricane levy protection system, adding there is an item on the agenda in support these efforts for the Port Commission's consideration.

B. Chief Financial Officer

Mr. Lowe gave a presentation regarding the financial results for the month of December. Ms. Campus introduced Ms. Tricia Gibson who joined the accounting department in December.

C. Director of Engineering

In Mr. Hull's absence, Mr. Cecil Booth shared Mr. Hull's written report that showcased progress pictures for current Port projects, including Berth 8, Bend Easing and the Rail Expansion. He noted a pre-bid meeting was held earlier for the Parcel 14 Pump Station project which will be bid on February 16.

D. Director of Operations

In Mr. Durel's absence, Mr. Austin Seth provided an update on December statistics for the Port stating the Port experienced weather events that slightly delayed vessel traffic but overall, had very little effect to customers. The Port saw 9 container vessels, 13 RoRo, 3 steel vessels and 1 lay berth for a total of 26 vessel calls in the inner harbor. First quarter activity this fiscal year, the Port has a total of 27 container vessels, 35 RoRo, 7 steel, 1 rice, 1 lay berth and 1 project cargo vessel for a total of 73. When comparing the cargo tonnage, without bulk commodities, the Port is slightly higher than previous year, due to the RoRo and steel increase. January is expected to be an average month with the exception of an additional bagged rice vessel expected. Security worked closely with the Operations Team over the holidays during the freeze to ensure the port stayed open adding that the Port fared very well with the event. Safety conducted a safety walk-about with Chiquita finding very few issues which were corrected immediately. Additionally, safety hosted a quarterly tenant

safety meeting in early January. Mr. Seth also spoke on the RoRo Rodeo which is an event designed for labor at the Port to get hands on experience with the RoRo equipment. The Port will host a similar event with assistance from WGMA called the Gulf Coast RoRo Rodeo with a tentative date of March 2. Ms. Saathoff noted the inclement weather held earlier in the week with intense wind bursts taking place, knocking over a stack of containers. This event will be further reviewed with the stevedores.

E. Director of Business & Economic Development

Mr. Miura reported the department is receiving numerous inquiries for use of Port facilities with a new business opportunity starting in February. He also introduced Ms. Emily Henderson who recently joined his department as marketing specialist.

Commissioner Giesecke inquired about the status of the Texas Ports Association bills previously discussed. Ms. Saathoff stated that she still has not seen the language for the bill the Port Commission wanted to discuss further noting that when she receives it, it will go on the agenda. Port consultants know the Port Commission has not authorized support of this particular bill.

With regard to Freeport LNG, Commissioner Giesecke inquired how long it will take to load and ship the first cargo once they commence the cool down. Ms. Saathoff stated that she has been told 11 days if all goes smoothly.

11. Receive report from Commissioners on matters related to Port Commission related meetings or conferences, Port presentations and other Port related matters.

- A. January 26, 2023 Finance Advisory Committee – Commissioner Croft reported the committee reviewed the quarterly investment report and discussed the potential issuance of Port Freeport Port Improvement Bonds.
- B. Port Commission related meetings or conferences, Port presentations and other Port related matters.

Commissioner Giesecke reported attending the Angleton Chamber of Commerce Gala.

Commissioner Singhanian reported attending the CP Chem Port Visit in early January. He also reported attending various other events including Rotary, Boys and Girls Club Gala and MLK Dinner.

Commissioner Santos reported attending the Annual Fireman's Banquet in Angleton.

Commissioner Croft reported attending the Brazoria County Association for Children's Habitation 50th Anniversary Ribbon Cutting and the Highway 36A Coalition Luncheon. He also reported attending a ribbon cutting for a new company importing through the Port whose distributor (Alpha Omega) is in Van Vleck. He also attended the Brazoria County Economic Development Alliance Meeting, the Angleton Chamber Gala as well as the POWERS Summit in Tampa. He noted that POWERS stands for Port Opportunities with Energy, Resilience and Sustainability adding that they presented several different aspects that POWERS is looking at for the industry as a whole from drainage, hurricane response and the electrical grid. Presenters from ports as well as entrepreneurs who are coming up

with new technologies to achieve some of the standards the government is throwing out to everyone, not just ports.

Commissioner Pirtle reported also attending the POWERS Summit adding that everyone is trying to get part of the money the government is putting out including through the Omnibus Bill and Reduction Act with wind and solar being a part of it. Commissioner Croft added that part of the presentation was a new agency that received funding that is designed to mainstream applications and has been met with some success with those who have used the process. Commissioner Giesecke questioned if anything jumped out as an immediate opportunity for the Port. Commissioner Pirtle responded saying one of things that came up a lot was the ability to get enough power to a site to be able to switch over to electricity noting that Virginia has already done this reducing their fuel expense by 20%. Another idea included shore power. Staff would need to conduct an evaluation to see what we have, what's going on in the port and if we have clients interested in spending the money which could amount to approximately \$1 million per ship to set up for shore power. Ms. Saathoff noted that Galveston is looking into it with a cruise customer, adding that another aspect to look at is the amount of time a vessel is in berth. Commissioner Pirtle also reported attending the 36A Coalition Luncheon and Angleton Chamber Gala. 36A Coalition also met with Ed Emmett who is a fellow with the Baker Institute. The meeting focused on mobility and his insight on how to further promote 36A to get it done. Ms. Saathoff noted that Mr. Wilson lead the delegation from the Rosenberg EDC who visited the Port January 24.

12. Approval of financial reports presented for the period ending December 31, 2023.

A motion was made by Commissioner Singhania to approve the reports as presented. The motion was seconded by Commissioner Giesecke with all Commissioners present voting in favor of the motion.

13. Presentation of the Government Finance Officers Association Award of Financial Reporting Achievement for the FY 2021 Annual Comprehensive Financial Report.

Ms. Saathoff stated the Port recognizes the accounting staff and their achievement in receiving the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association (GFOA) for its 2021 Annual Comprehensive Financial Report (ACFR) for the 33rd consecutive year. Ms. Saathoff recognized Rob Lowe, CFO, and Mary Campus, Controller, and the finance department for the excellent work they do and congratulated them on obtaining the award.

14. Discuss and consider the Adoption of a Resolution Authorizing the Issuance of Port Freeport General Obligation Bonds, Series 2023 (Non-AMT); Levying a Tax and Providing for the Security and Payment Thereof; Providing for the Award of the Sale Thereof in Accordance with Specified Parameters; and Enacting Other Provisions Relating Thereto.

Mr. Lowe stated that with a combination of the Omnibus Appropriations Bill and U.S. Army Corps of Engineers 2022 Work Plan, the Port is able to carry the Freeport Harbor Channel Improvement Project to completion. In order to provide the match, the Port is at a point of issuing the remaining \$55.8 million of the \$130 million bond authorized by the district voters in 2018. Staff discussed with the Finance Advisory Committee how the bond would proceed with

one of two options, a competitive sale or negotiated sale. Explaining the difference between the two Mr. Lowe stated that in a competitive sale, the sale date would be advertised, underwriters submit their bids for that sale and the bonds would be awarded to the lowest bidder. In a negotiated sale, an underwriter is chosen from an approved list, the port then negotiates the rate with the underwriter with the sale occurring with the underwriters going to market with bonds on a given date. The Port chose to issue general obligation bonds previously through a competitive sale with a very active participant list. Currently, due to some legislation, the dynamic of the state of Texas has changed so a smaller list is expected but with the quality of bonds the Port is presenting, a competitive bid is the avenue forward for the \$55.8 million. Staff recommends approval of the resolution authorizing staff to execute, along with bond counsel and financial advisors, a sale of the remaining \$55.8 million. Mr. Lowe also noted that Mr. Jonathon Frels, bond counsel with Bracewell, and financial advisor Mr. Drew Masterson with Masterson Advisors were both in the audience and available for questions. Commissioner Croft noted that staff, bond counsel and advisors were very thorough in committee, noting that all were comfortable with supporting staff's recommendation. Commissioner Giesecke reiterated an item covered in committee with regard to Section 2.01(d) of the resolution where it says if there are funds in the Interest and Sinking Fund that can legally be used to repay debt, the Port could use them to pay the Debt Service for the coming year as long as its budgeted and would not have to set a tax rate to support the bonds. If other funds are available, those funds would be used to pay the debt service on the GO bonds and not set the full amount of the tax rate that would be necessary. Mr. Frels confirmed this was correct adding that the way the order is setup, the Port is levying the tax today for all the years they are going to pay debt service on the tax. When doing the levy and assessment on a year-by-year basis, if there are lawfully available funds that have been budgeted and set aside for that purpose, from other than taxes, you can take that into account in setting the tax rate. Commissioner Giesecke heard a misconception that you have to set the tax rate to pay and can't use other funds. Mr. Frels stated that you do have to use lawfully available funds, so you would have to go through the process to determine which funds would be available for that purpose. You have some limitations in your revenue system where funds can come out of your revenue system because they have to be maintained there to pay your revenue debt. So, there is an analysis that has to go on there when you're making that determination. In putting these bonds forward, Commissioner Croft questioned if the driving force in the rate is the fact that they are backed by taxes. Mr. Frels agreed stating these are being sold as ad valorem tax bonds backed by an unlimited ad valorem tax and that is the driving force behind the rating the Port will receive on the bonds and how the market accepts them. Commissioner Hoss asked Mr. Masterson what he expects the rate to be when they go to market. Mr. Masterson replied that the rate used in the offering document is 4.35% but half a percent (50 basis points) cushioned above current rates has been built in. Mr. Masterson did correct a statement made in committee with regard to an AMT penalty of 50 basis points stating its actually 49. These will be classified a tax-free bond to individuals. Commissioner Hoss noted that in the past, a push was made to get the bonds out to the local market and asked if this will happen again. Mr. Masterson explained that on the notice of sale for bidders they are required to place Brazoria County retail investors as top priority so that they come before any other institutional buyer. He also explained that the advisors call to make sure the bidder understands the priority and when awarded they further explain again and ask them report back with any success they've had.

A motion was made by Commissioner Croft to adopt the resolution. The motion was seconded by Commissioner Pirtle with all Commissioners present voting in favor of the motion.

15. Adoption of a Resolution of Support regarding the Appropriation of Funds for Velasco Drainage District's obligation on the Project Partnership Agreement for the Freeport Hurricane Flood Protection Project pursuant to the Local Cooperation Agreement with the Texas General Land Office.

The Port Commission invited Mr. Stuart Herbst, chairman of Velasco Drainage District (VDD), to speak about the project. Mr. Herbst explained the VDD got into an agreement where they proposed to sign an agreement with the General Land Office (GLO) to support their amount of the 35% (\$246,000,000) which is the 35% against the federal funds that had been allocated (\$450,000,000). When VDD took on the task of entertaining this project, the only way they would have agreed to enter into the agreement is if the GLO supported the financing on VDD's behalf as it was designated by Senator Huffman in a previous legislature for that purpose. With that assurance VDD entered in to a PPA with the U.S. Army Corps of Engineers (USCOE) to proceed with the project. As time when on the GLO had the opportunity to say they weren't going to fund the entire amount but instead only funded \$20 million to assist in the project engineering. Mr. Herbst was appointed to the VDD board last summer and as time went on was appointed as chairman. He took on the task as the Corps was going into the bid process with VDD realizing they needed a plan to come up with the shortfall. Mr. Herbst took it upon himself to create a coalition with industry leaders in southern Brazoria County. With the help of Ms. Saathoff, VDD met with Freeport LNG, SI Group, ME Global, Shintech, BASF, all members of Gulf Coast Chemical Council and many others including Brazoria County Judge Sebesta, with all responding with letters of support. Mr. Herbst said the tremendous amount of support received from the community, the industry and the government leaders is overwhelming. At this time, he noted that Cody Vasut is on board and submitted supporting documents that have gone to Representative Greg Bonnen and Representative Ed Thompson. Senator Huffman has agreed this needs to be looked at but has to convince others in committee. Mr. Herbst stated that this is an urgent matter adding that everyone knows that southern Brazoria County, with its industry, and Port Freeport are economic drivers for the state of Texas as well as the nation. Mr. Herbst thanked Port Freeport for their support adding he feels they will get this accomplished with the right momentum behind it to do what's right. Commissioner Singhanian, as an individual taxpayer, thanked Mr. Herbst for taking on this situation because otherwise, the \$246,000,000 would fall on the taxpayers. Commissioner Pirtle commented that there was an effort to back out of the commitment, but the Corps held ground saying no. Mr. Herbst stated that the total project runs from Orange, Port Arthur, Galveston to Port Freeport is a large undertaking and is broken up proportionally with Orange having little or no levy protection and Port Arthur having some. The Orange portion was \$2.3 billion, Port Arthur was around \$700 million, and Freeport was \$704 million. His goal is to continue to push this effort forward, legislate and get it over the finish line. They don't want the federal funds go to waste as they are already appropriated, just need the state legislature to do what's right to get it funded. Ms. Saathoff added that the project has full authorization from the federal government, the project partnership agreements are in place, and the federal government has the right to fund the non-federal portion and demand it be paid back over 30 years. This attempt is to get the state to fund it especially in a year where excess funds are available because the entire state benefits and relies on the industry along the coastline being protected. This way the repayment wouldn't fall 100% on Brazoria County taxpayers. Commissioner Hoss reminded everyone this is the same project they have been discussing that realigns the levy. Commissioner Croft asked about timing of the funds and whether it would be paid up front or over time. Ms. Saathoff stated it would be similar to how the Port handles their projects in that when a contract is awarded, the funds need to be available.

A motion was made by Commissioner Croft to adopt the resolution. The motion was seconded by Commissioner Singhania with all Commissioners present voting in favor of the motion.

16. Discuss and consider cost-share with Brazoria County for professional services provided by DEC, for the proposed modification of the San Bernard River dredging permit.

At the previous meeting, Ms. Saathoff gave an update on matters associated with the San Bernard River noting that dredging had been completed in April 2022, and shared pictures of the shoaling that had already taken place. The engineers conducted further analysis and based on the way the project was designed originally it had a straight shot from the mouth into the Gulf. It is their opinion that if it were flared more, it would help the flow into the Gulf of Mexico. The County went to the General Land Office (GLO) seeking permission to redirect the remaining RESTORE Act funds for the design work to create the flare, additional dredging and any maintenance dredging that occurred since the last project. The County is still awaiting response from the GLO on the RESTORE Act fund but do have community block grant funds they can access, all of which will take time. Commissioner Payne approached the Port to consider a cost-share with the County for amending the permit to allow for the redesigned flare into the Gulf. The total cost of the professional services of DEC is \$64,000 with the Port's cost-share portion \$32,000. While this may not follow totally under the Interlocal Agreement, Ms. Saathoff stated that there has been shoaling and additional dredging will be needed and part of this will address that. The Port agreed, for a 25-year period, to cost-share 50/50 in the maintenance dredging of the mouth of the San Bernard River. If there is not a change in design, the rate of siltation will continue to be aggressive with dredging occurring more frequently. Ms. Saathoff suggested these funds could be invested up front to improve the flow, reduce the frequency that dredging has to be done, and in the meantime, find out where other funds will be sourced for the additional work. Staff requests consideration of this cost-share to support the efforts of the permit modification. Commissioner Singhania commented that Ms. Saathoff was correct in saying the Interlocal Agreement called for a 50% cost-share with the County. Given the situation, this is going to reduce future maintenance costs, therefore \$32,000 is worth it because the maintenance dredging could be a lot more each year. He went on to say he supports this request with an agreement with the County for no more than \$32,000 or the County's match, noting the Port is making an exception to the Interlocal Agreement. Commissioner Pirtle doesn't have the confidence that this will defer the maintenance dredging stating that they don't state how deep they are going, just opening up the width of it. Watching the silting from the Brazos River, the whole area seems to be on the move but believes the biggest concern is siltation from the Intercoastal. He agrees to support the effort but wishes there was more detail on what the plans were. While Commissioner Singhania shares his concern, he feels it is worth it. Commissioner Hoss pointed out that the game plan was maintenance dredging would be done on a regular basis because dredging many times over for years would be cheaper than installing jetties. One of the issues they could not determine was how often dredging would be needed. Best guess was 2-7 years depending on different factors. One of the plans put forth was to dredge northward up the coast because they knew the mouth would shift down the coast, not anticipating it would actually close. While he is not approving or disapproving of the game plan to flare it out into the Gulf, he hears the concerns about conducting additionally environmental and why it wasn't looked at in the beginning, it is a small amount when you compare it with how much has been spent on dredging over the years. Commissioner Hoss is okay knowing the Port is splitting the cost 50/50 with the County who has done a great job obtaining funds to get the project. Commissioner Pirtle pointed out in the proposal that it does state "*there is no assurance this will be granted*" so they are doing the engineering and environmental while trying to get funding. Additionally, at the bottom of page 2 below the \$64,000 total, it states,

“The fees listed above will not be exceeded with authorization from the County.” It should read *“...will not be exceeded without authorization from the County”*, adding that this should be approved with that modification. Commissioner Croft inquired about a meeting that took place between the Corps, Port Freeport and the County where the Corps agreed that as they perform routine dredge maintenance on the Intercoastal Canal they would also dredge the opening, asking if a letter to that affect was ever manifested as a result of the meeting. Ms. Saathoff stated it is still being worked on with a follow-up meeting scheduled in February. Additionally, this may take another year and a half before the agreements are in place and maintenance dredging will begin in this area.

A motion was made by Commissioner Pirtle to cost-share professional service fees with Brazoria County with the modification mentioned to the proposal. The motion was seconded by Commissioner Singhania with all Commissioners present voting in favor of the motion.

Ms. Saathoff noted this will be on Brazoria County’s agenda at their next meeting.

17. EXECUTIVE SESSION in accordance with Subchapter D of the Open Meetings Act, Texas Government Code Section 551.001, et. seq., to review and consider the following:

A. Under authority of Section 551.071 (Consultation with Attorney) for discussion regarding:

1. Consultation with attorney under Government Code Section 551.071(1) (to seek or receive attorney’s advice on pending or contemplated litigation).
2. Consultation with attorney under Government Code Section 551.071(2) (to seek or receive attorney’s advice on legal matters that are not related to litigation).

B. Under authority of Section 551.087 (Economic Development Negotiations or Incentives):

1. To discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations.
2. To deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1).

C. Under authority of Section 551.072 (Deliberation Concerning Real Property Matters) for discussion regarding:

1. Discussion regarding the potential exchange, lease, or value of real property located in Freeport, Texas, including but not limited to the are known as the East End of Freeport and bordered by or adjacent to the following streets: FM1495; East 2nd Street; Terminal Street and East 8th Street in Freeport, Texas.
2. The potential purchase, exchange, lease, or value of real property located at Port Freeport, including but not limited to the real property located at and contiguous to Berths 1, 2, 5, 7 and 8.
3. The potential exchange, lease, or value of real property located at Port Freeport, including but not limited to Parcels 12, 13, 14, 19, 27, 34 and property on Quintana Island.

D. Under authority of Section 551.074 (Deliberation of Personnel Matters) for discussion regarding:

1. Deliberation regarding the appointment, employment, evaluation, reassignment, duties of a public officer or employee, including but not limited to: Executive Port Director/CEO.

18. RECONVENE OPEN SESSION:

19. Adjourn.

With no further business before the Commission, Commissioner made a motion to adjourn the meeting. Commissioner seconded the motion with all Commissioners present voting in favor of the motion.

The meeting adjourned at 5:46 PM

John Hoss, Chairman

Rudy Santos, Vice Chairman

Dan Croft, Secretary

Rob Giesecke, Asst. Secretary

Ravi K. Singhanian, Commissioner

Shane Pirtle, Commissioner

Port Freeport

2022 Economic Impact Analysis

Port Freeport 2022 Economic Impact Analysis

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EXECUTIVE SUMMARY

In 2019, the Texas A&M Transportation Institute (TTI) conducted an economic impact analysis for Port Freeport. The report used data from 2017 and found that Port Freeport has a substantial impact on the national, state, and local economies in terms of employment, labor income, tax revenues generated, and economic output (1). Since that report three years ago, the port has undergone hundreds of millions of dollars of new investments and has increased the amount of trade moving through the port. This new report estimates the economic impacts attributed to the port in 2022 using data collected from primary and secondary sources at Port Freeport. Based on this analysis, TTI estimates that Port Freeport generates the following economic impacts at the local, state, and national levels:

- **266,300** jobs supported nationally
 - **109,800** jobs supported statewide
 - **37,200** jobs supported within Brazoria County
 - **12,000** direct jobs
- **\$157.3 billion** in total national economic output
 - **\$84.3 billion** in total economic output statewide
 - **\$64.6 billion** in total output within Brazoria County
- **\$22.5 billion** in labor income nationally
 - **\$8.8 billion** in labor income statewide
 - **\$3.4 billion** in labor income within Brazoria County
- **\$5.3 billion** in local and state tax revenues nationally
 - **\$1.8 billion** in tax impact on local and state government entities in Texas
 - **\$1.0 billion** in local and state tax revenues generated within Brazoria County
 - **\$3.5 billion** in tax impact on local and state government entities outside of Texas
- **\$5.4 billion** in federal tax revenues nationally
 - **\$2.2 billion** in federal tax revenues statewide
 - **\$1.0 billion** in federal tax revenues generated within Brazoria County
 - **\$3.3 billion** in federal tax revenues generated from impacts outside of Texas

For this analysis, TTI researchers used the Impact Analysis for Planning (IMPLAN) model. The IMPLAN model is a widely used economic analysis tool that government agencies, universities, and private corporations have used for decades. A series of economic inputs used by the tool were collected from primary and secondary sources located at the port to conduct the analysis. These data were collected primarily through an online survey and phone interviews.

Freeport has experienced many changes since TTI completed the previous study in 2019. Since 2017, the largest increases in exports at Port Freeport have come from liquified natural gas (LNG). At the same time, the estimated number of heavy construction workers at the port has substantially decreased since the 2019 report. Much of the decrease in construction jobs is attributable to the completion of additional LNG facilities. The completion of these facilities resulted in additional LNG exports and additional long-term ongoing jobs, but a reduction in short term construction jobs. Because there were more short-term construction jobs than ongoing LNG related jobs, this resulted in fewer jobs overall and a lower statewide economic impact than the previous report. Because these construction jobs are temporary by nature, this does not give a true representation of the change in impacts year to year at the port. To account for this, the impact of ongoing non-construction jobs at the port was measured separately. When compared to the same types of non-construction jobs in the 2019 report, an increase in both jobs

and economic impacts is depicted. This shows that while there happens to be less construction ongoing at the time of this report, the true impact of Port Freeport has grown.

Through this study, researchers have shown that Port Freeport has a considerable impact not only on the local economy of Brazoria County but also on the state and national economies. These results, coupled with the billions of dollars of planned investments in facilities and infrastructure at the port, show that the area is likely to see continued economic growth.

INTRODUCTION

Background

Port operations are a vital component of international and domestic transportation. According to the United Nations Conference on Trade and Development, global seaborne trade reached 10.6 billion tonsⁱ of goods in 2020 (2). This represented a 3.8 percent decrease from 2019, resulting from the COVID-19 pandemic and the subsequent supply chain issues. The United States accounted for nearly 1.34 billion tons in combined imports and exports in that same year (3). Moreover, Texas makes up a considerable percentage of this throughput, handling more than 464 million tons of those imports and exports and 143 million tons of domestic cargo in 2020 (4). Ports, and the waterborne trade they facilitate, have a critical role in both the global and domestic economies.

The investment in and continued operation of the port infrastructure needed to efficiently move these goods create not only direct economic impacts to the communities in which they are located, but also indirect and induced impacts to the regional, state, and national economies. These impacts come in several forms including jobs, output, labor income, and tax revenues. This economic impact analysis seeks to estimate these impacts in terms of total jobs, dollars, and tax revenues within Brazoria County, across the State of Texas, and across the United States.

Purpose of the Study

The purpose of this study was to estimate the total annual economic impact of operations located at Port Freeport proper and/or operations dependent on or along the Freeport Harbor Channel on the local (Brazoria County), state, and national economies. The impacts estimated in this report are provided as primary (direct) and secondary (indirect and induced) effects of the broader port's annual operations. These impacts are reported in terms of employment, production (output), labor income, and tax revenues at the local, statewide, and national scale.

In this study, researchers identified industries that were dependent on the Freeport Harbor Channel and/or dependent on existing port activities. This includes industries located on property Port Freeport owns and leases to others (e.g., Dole, Tenaris, AMPORTS, etc.) within the inner harbor, privately owned terminal facilities along the Freeport Harbor Channel (e.g., Dow and BASF), industries directly related to the movement of goods in and out of the port (i.e., auxiliary services), port administration and support services (e.g., Port Freeport staff and U.S. Customs and Border Protection), and those industries directly relying on waterborne trade that may be located away from the port.

ⁱ Loaded onto vessels.

TEXAS PORTS OVERVIEW

The Texas port system ranked first as the largest port system in the United States, handling about 607 million tons of imports, exports, and domestic cargo in 2020 (5). Louisiana followed with a total tonnage of 485 million, the majority of which was in domestic trade. California remained as the third largest port system with a movement of 214 million tons. As previously reported in the 2017 waterborne data, Texas continues to have the highest amount of international trade of any state in both shipping and receiving (5) (Table 1).

Table 1. Calendar Year 2020 Waterborne Tonnage by State (Top 10) (in Units of 1,000 Tons)

State	Totals	Shipping: Domestic	Shipping: Foreign	Receiving: Domestic	Receiving: Foreign	Intrastate
Total	2,226,442	492,230	845,511	492,230	637,601	251,100
Texas	607,805	46,801	346,068	26,099	118,158	70,680
Louisiana	485,439	73,648	178,966	125,065	61,139	46,620
California	214,920	3,171	52,943	18,546	131,300	8,960
New Jersey	131,877	27,457	15,876	7,326	72,237	8,981
Washington	109,703	10,778	60,774	10,413	19,318	8,419
Florida	90,297	5,146	13,931	36,036	35,005	180
Kentucky	76,730	39,129	0	22,178	0	15,422
Illinois	75,112	51,599	45	15,531	1,828	6,109
Ohio	68,511	13,425	6,710	36,993	4,235	7,148
Alabama	63,979	5,212	16,552	12,245	17,860	12,110

Source: (6)

The Gulf Coast region of waterborne trade is one of the major trade hubs in North America. The Texas port system is comprised of 11 deep-draft ports and numerous shallow-water ports moving a variety of goods and providing numerous services (Table 2). According to the U.S. Census Bureau, the Texas ports system had six of the top 25 ports in the United States by total tonnage in 2021(7). This included the ports of Beaumont, Corpus Christi, Freeport, Houston, Port Arthur, and Texas City. Port Freeport ranked 5th in Texas and 16th in the nation with 38.2 million tons. Table 2 gives a brief overview of the Texas ports.

Table 2. Overview of Texas Ports (2022)

Port	Characteristics*	Major Assets/Attributes	Top Commodities/ Specialties
Port of Orange	Draft class: deep Channel depth: 23 ft (authorized to 40ft) Channel width: 200 ft	Home to barges that service deep-water oil rigs 4 berths and 8 warehouses Used to service, repair, and maintain the military reserve fleet	Lay berthing vessel construction, repair, container-on-barge-shipping capabilities Timber Plastic
Port of Port Arthur	Draft class: deep Channel depth: 40 ft (authorized to 48 ft) Channel width: 450 ft	80 ft roll-on/roll-off dock 25 acres of open storage 5 transit sheds 550,000 sqft of storage	Bulk Cargo Petrochemical Products
Port of Beaumont	Draft class: deep Channel depth: 40 ft (authorized to 48 ft) Channel width: 400 ft	Served by 3 Class 1 rail lines Roll-on/roll-off ramp 11 public docks/wharves Over 105 acres of open storage Over 800 acres open for development Access to crude oil pipeline	Fertilizers and Chemicals Food and Agricultural Products Crude Materials
Port Houston	Draft class: deep Channel depth: 37.5 to 46.5 ft (authorized to 41.5 to 46.5 ft) Channel width: 530 ft	390 acres of liquid tank storage 450 acres of covered storage Access to 3 Class 1 Railroads Use of alternative fuels	Containerized cargo Food and drink Retail goods Plastic resins Chemicals/minerals Steel
Port of Galveston	Draft class: deep Channel depth: 41 to 46 ft Channel width: 1,200 ft	Roll-on/roll-off ramp Port-owned and -operated cruise terminals and facilities Served by 2 Class 1 rail lines Marine repair facility and shipyard Port-related short-line railroad	Bulk fertilizer Bulk liquids Food and agricultural products RORO cargoes Construction Equipment Project cargoes Wind power equipment
Port Freeport	Draft class: deep Channel depth: 46 to 48 ft (to be dredged to 51 to 56 ft) Channel width: 600 ft	18 berths 56-ft-deep channel following Freeport Harbor Channel Improvement Project Two post-Panamax cranes Deepwater ship berths Served by Union Pacific rail line	Liquefied natural gas Liquefied petroleum gas Crude oil Gasoline Petrochemical products Containerized cargo Resins and Plastics Agricultural Products
Port of Palacios	Draft class: shallow Channel depth: 14 ft	6 cargo docks	Seafood Shipbuilding Tourism

Port	Characteristics*	Major Assets/Attributes	Top Commodities/ Specialties
	Channel width: 125 ft	2 shipyards for repair, retrofit, and dry rock 900 acres of developable land	
Calhoun Port Authority	Draft class: deep Channel depth: 38 ft (authorized to 47 ft) Channel width: 200 ft	3 liquid cargo docks A dry bulk dock that can handle carriers up to 750 ft long Served by Point Comfort and Northern Railway	Petro chemicals Crude oil Manufactured equipment, machinery, and products
Port of West Calhoun	Draft class: shallow Channel depth: 12 ft Channel Width: 125 ft	Berths for seafood production, and oil and gas exploration Connections to Union Pacific and BNSF	Petroleum coke Chemicals Recreational boating
Port of Victoria	Draft class: shallow Channel depth: 12 ft Channel width: 125 ft	2 cargo docks and 3 liquid loading docks A center that can be used by chemical, construction, and steel fabrication and agribusiness industries Access to Union Pacific and BNSF	Energy Products Bulk Products Harbor of refuge
Port of Corpus Christi	Draft class: deep Channel depth: 47 ft (to be dredged to 54 ft) Channel width: 530 ft	13 public liquid docks 3 dry bulk docks Over 340,000 sqft of covered storage space Over 140 acres of open storage Access to 3 Class 1 rail lines, Union Pacific, BNSF, and Kansas City Southern de Mexico	Crude oil Fuel oil Gas oil Feedstock Aggregate Fertilizer and Chemicals Primary Manufactured Goods
Port of Harlingen	Draft class: shallow Channel depth: 12 ft Channel width: 120 ft	650-ft dry/liquid cargo wharf 100-ft dry bulk wharf 5 docks	Raw sugar Agricultural Refined petroleum
Port of Port Isabel	Draft class: deep Channel depth: 36 ft Channel width: 200 ft	Roll-on/roll-off 45 acres available for lease	Pipe for offshore oil and gas Shrimp Okra Spinach
Port of Brownsville	Draft class: deep Channel depth: 42 ft (authorized to 52 ft) Channel width: 400 ft	6 liquide cargo docks 12 general cargo docks 1 million sqft covered storage Access to 3 rail lines	Steel products Lubricants Gasoline Diesel

Port Freeport

Port	Characteristics*	Major Assets/Attributes	Top Commodities/ Specialties
			Jet fuel Grain Aluminum Windmill components
Port of Texas City	Draft class: deep Channel depth: 46 ft (authorized to 50 ft) Channel width: 1,200 ft	Privately owned by stakeholders, including Union Pacific and BNSF Railways 35 berths 2 barge fleeting areas	Crude petroleum oil Refined petroleum products Petrochemicals Fertilizers

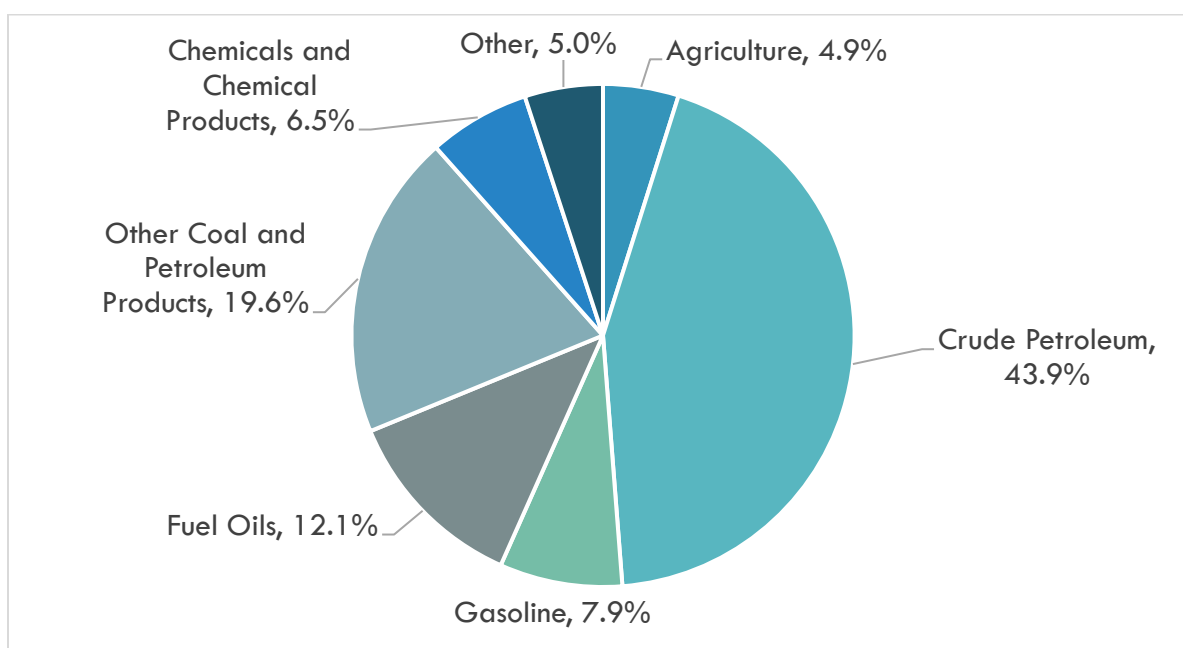
* Depth indicates Mean Lower Low Water (MLLW)

Sources: (8,9,10)

Economic Activity

A 2018 report prepared for the Texas Ports Association estimated that the Texas ports system supported over 128,000 direct jobs in Texas and generated \$8.7 billion in personal income. Additionally, the report estimated that the system supports 1.7 million indirect and induced jobs with an additional \$102 billion in personal income. It also estimated that the port system generated \$7.8 billion in direct federal, state, and local tax revenue in Texas (11). These economic impacts are created through the production and movement of goods that are reliant on waterway facilities.

Texas ports facilitate a substantial amount of foreign trade, with energy-related imports and exports making up an overwhelming majority of total tonnage. Figure 1 shows that crude petroleum alone makes up almost 44 percent of total imports and exports, with refined hydrocarbon products and other coal and petroleum products each making up another 20 percent. Base chemicals and chemical-related products make up the next largest sector at 6.5 percent, with agricultural goods accounting for another 4.9 percent of total imports and exports. Miscellaneous raw goods and products comprise the remaining 4.6 percent. This trade is vital to the Texan, American, and even the global economy.



Source: (12)

Figure 1. Percent of Total Import and Export Tons Handled by All Texas Ports in 2020

PORT FREEPORT OVERVIEW

Port Freeport is a comprehensiveⁱⁱ deep-water port located in Freeport, Texas. Classified as a Navigation District of the State of Texas, its jurisdiction covers about 85 percent of Brazoria County. Port Freeport is approximately 60 miles south of the downtown Houston. As a political subdivision within Texas, Port Freeport is governed by a port commission consisting of six members: five represent a geographic location, and the sixth represents an at-large position. Each commissioner is elected to serve a six-year term.



Figure 2. Port Freeport and Neighboring Ports (13)

The Freeport Harbor Channel is a deep-water channel with a 46-ft depth and is the shortest channel transit on the Texas coast. Figure 2 shows the location of Port Freeport and its neighboring ports on the Texas Coast. The 2014 Water Resources and Reform Development Act authorized by the U.S. Congress approved the deepening of the channel. The \$295 million Freeport Harbor Channel Improvement Project currently under construction will deepen the existing channel to a mean lower low-water level of 51-56 ft, making Port Freeport the deepest port in Texas. On May 5, 2018, voters approved a \$130 million bond referendum to fund the local sponsor portion of the Freeport Harbor Channel Improvement Project (14). The remaining funds required to complete the project are

ⁱⁱ TxDOT classifies a port as *comprehensive* if it can handle a wide variety of cargo generally at a high volume.

being provided through federal funding programs covering 60 percent of the total cost. Project dredging commenced in 2021 with project completion expected in 2025.

History

Port Freeport was first approved by voters as the Brazos River Harbor Navigation District in 1925, then established by the Texas Legislature in 1927. Since that time Port Freeport and its operations have expanded significantly. The port's first two docks were built in the 1950's through the issuance of a series of ad valorem tax and port revenue bonds (15). Construction on various buildings and facilities continued over the next two decades, and in 1980, most of the land that the port owns was acquired through the issuance of additional ad valorem tax bonds (\$20 million¹⁵). In 1988, the port established Foreign-Trade Zone (FTZ) No. 149, which enables businesses operating within the port's jurisdiction to postpone or eliminate customs duties on goods being imported. The FTZ includes Brazoria and Fort Bend counties. With the passage of House Bill 542 in 2007, the Brazos River Harbor Navigation District of Brazoria County, Texas was officially renamed Port Freeport.

Expansion of the port's facilities continued in the 2000s. In 2013, the construction of a new 800-foot berth (Berth 7) was completed, the first of a multi-phase development of the Port's container terminal. In 2014, Port Freeport acquired two post-Panamax gantry cranes which were commissioned at the container terminal, and in 2015, an automobile storage and processing facility was constructed at the port. In 2019, Port Freeport completed Phase 1 of the Parcel 14 Rail Development. Phase 2 of this project will commence in Q1 2023 and is being partially funded by a Consolidated Rail Infrastructure and Safety Improvements ("CRISI") grant from the United States Department of Transportation, Federal Railroad Administration. Several projects have been completed since the 2019 report and are discussed in more detail in the following sections. It is important to note that the COVID-19 pandemic affected project schedules, material availability, and costs nationally.

Economic Profile

The port has a variety of public and private terminals which handle millions of tons of cargo of various types with billions of dollars invested in operations and infrastructure. According to the National Oceanic and Atmospheric Administration (NOAA) in 2022, Port Freeport was the fastest-growing port in Texas (16). In 2021, Port Freeport's imports and exports exceeded 38 million tons, a large increase from 2019. Since 2019 several public and private investments have made this possible, prompting large increases in liquified natural gas. This is credited to the investments made by both public and private sectors in the area, especially the completion of the Freeport LNG liquefaction trains.

Port Freeport is supported by several modes of land transportation nearby that facilitate the movement of goods to and from the port, including State Highway 36, State Highway 288, and a rail line operated by the Union Pacific Railroad. In addition, Port Freeport has direct access to the Gulf Intracoastal Waterway (GIWW), which facilitates intrastate and interstate barge traffic.

TTI has researched Port Freeport's economic impact throughout the years, most recently in 2017 and 2019. After the completion of the 2017 study, Port Freeport ventured into new investments and has seen continued economic growth, as noted in the 2019 TTI Port Freeport Economic Impact Analysis. At the state and local levels, it was found that in 2019 Port Freeport supported about 16,000 direct jobs, of which about 6,200 were construction related, and 150,000 statewide-related jobs (1). Additionally, the port generated about \$99 million statewide in economic output, \$2.5 billion in local and state tax revenue, and \$3.2 billion in federal tax revenues. In this report, TTI identified over 10,200 jobs associated with the port activity from port tenants, private terminal owners, and other businesses dependent on operations along the Freeport Harbor Channel. This report identified another 1,800 construction jobs, resulting in about 12,000 direct jobs. Overall, jobs associated with business activity at the port increased, while construction jobs decreased, simply because there is less ongoing construction at the time of this report than in the 2019 report.

This section gives a brief overview of the current industries, economic activity, and planned development occurring at the port.

Tenants and Private Terminals

The industries currently located at Port Freeport are primarily those dealing in chemical manufacturing, oil shipments and refinement, produce, and automobiles.

Port tenants are companies that lease land or facilities owned by Port Freeport. These companies are directly related to maritime freight shipping through the Port Freeport ship channel. Tenants present at Port Freeport include:

- Riviana Foods, Inc.
- Chiquita Fresh North America.
- Dole Fresh Fruit Company
- Freeport LNG
- G&H Towing Company
- Ports America, Inc.
- Tenaris
- Vulcan Materials
- Gulf Stream Marine
- Kirby Inland Marine
- US Customs and Border Protection
- AMPORTS
- Freeport LNG
- Enterprise Products (Seaway Marine terminal)

In addition to tenants located on port property, several private terminal owners and various other companies rely on the existence of the port to conduct their business. These companies use the ship channel and GIWW for shipments but do not lease land from Port Freeport. These companies are included in the analysis because not only do they provide economies of densityⁱⁱⁱ in the region, but they would also be directly impacted by positive or negative changes in ship channel availability. The following are the companies with a private terminal at the port:

- BASF Corporation
- Phillips 66
- The Dow Chemical Company
- Vopak

ⁱⁱⁱ *Economies of density* refers to the benefit resulting from spatial proximity of suppliers or providers.

Commodities

Port Freeport handles a large variety of commodities, primarily liquid bulk for the energy industry. Major commodities include hydrocarbon and petroleum products, crude petroleum, other organic and inorganic chemicals, agricultural products including fresh fruit and rice, plastics, steel products, aggregate, construction equipment, high and heavy cargo, and autos. In 2020, Freeport moved approximately 38.2 million total shorts tons, ranking 5th in the State of Texas and 16th of all ports in the United States in terms of tonnage (7). Figure 3 below shows the percentage breakdown of commodities at Port Freeport.

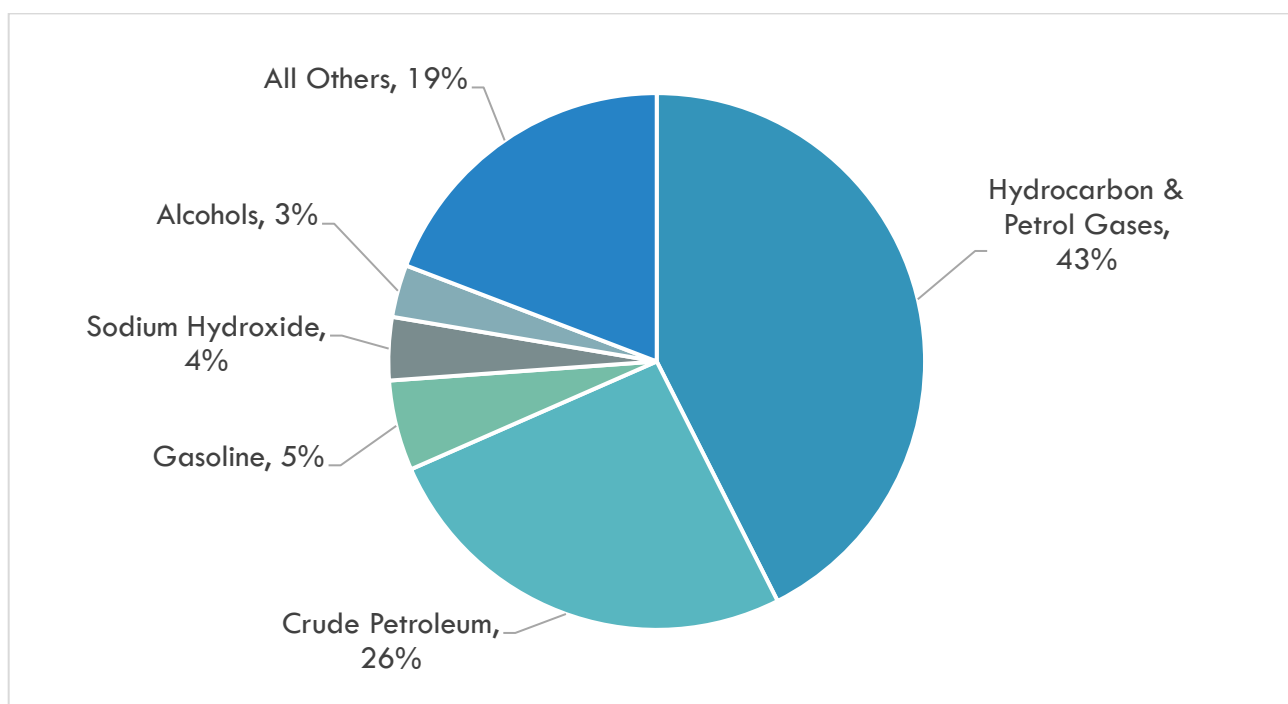


Figure 3. Port Freeport Commodity Breakdown 2020 (17)

Development

Port Freeport and the surrounding region have experienced several billion dollars in public and private investment since the 2019 report, which has expanded the production capabilities and workforce of industries in the region and helped sustain the economic growth and competitiveness of the port. These expansions represent additional economic benefits, in terms of direct, indirect, and induced impacts.

This section highlights recently completed and ongoing^{iv} development projects. These projects do not represent all investments at or near Port Freeport but include substantial investments made with a clear link to port activity.

^{iv} At the time of this report.

Recently Completed Projects

Since the 2019 report, the broader port-dependent area has experienced several billion dollars of infrastructure and operational investments. These investments have come from both Port Freeport and local industry. Since 2019, these projects have brought in over \$16.7 billion in capital investments, created 290 new direct jobs at the port, and support up to 1,129 total jobs in the region.

BASF Corporation – Distribution and Blending Warehouse

In 2020, BASF Corporation completed the construction of a distribution and blending warehouse. The project brought in \$90 million in capital investments and created 45 new jobs at the site. The project is estimated to support up to 74 total jobs in the area (18).

Freeport LNG—Liquefaction Facility (“LQF”): Trains 1–3

In 2019, Freeport LNG completed the construction of three Liquefaction units (“trains”) to support the existing regasification terminal on Quintana Island (19). Freeport LNG Train 1 opened in the second half of 2019, with the second and third trains following in early 2020 (20). The last train, Train 4, received approval from the Federal Energy Regulatory Commission (FERC) and is currently pending construction. When fully operational, these trains will have the combined capacity to liquefy over 2.1 billion cubic feet of natural gas per day. The capital investment from the three LNG trains was \$14 billion plus \$4.5 billion for a Pretreatment Facility (“PTF”) in Oyster Creek, TX. At the peak of construction, approximately 4,000 workers were employed across the various trains. (21). Moreover, Trains 1 through 3 created 163 new direct company jobs and support 603 additional indirect jobs, for a total of 766 jobs supported (1818).



Figure 4. Freeport LNG – 2 of 3 Liquefaction Trains (Source: Freeport LNG Development, L.P.)

Linde—Air Separation Unit

In 2020, Linde PLC (formerly Praxair) announced the completion of the air separation unit in Freeport, which supplies oxygen and nitrogen to MEGlobal’s ethylene glycol plant (22). Additionally, this plant will supply the

company's industrial gas pipeline as well as increase the capacity of argon. The air separation unit contributed \$104 million in capital investment to the Freeport area. The project employed about 70 construction workers at the peak of construction and resulted in 15 new company hires plus 55 additional estimated indirect jobs (1818).

Linde – Hydrogen Plant

In 2021, Linde completed a hydrogen plant at their Old Ocean, TX facility. The project was estimated to bring in \$232 million in capital investments and 300 construction jobs during the construction period. Located along the company's U.S. Gulf Coast Pipeline, this expansion increased Linde's production capacity to up to 1.5 billion cubic feet per day (23). It created 10 new jobs at the facility and 23 jobs total in the area (1818).

MEGlobal Oyster Creek—Mono-ethylene Glycol Plant

MEGlobal completed the construction of a mono-ethylene glycol (MEG) manufacturing plant in Oyster Creek. This project was completed in mid-2019 and provides MEG to Dow Chemical based on a supply agreement, with most of the product slated for export (24). This new facility brought \$1 billion in capital investment to the Oyster Creek area. At the peak of construction, it employed up to 2,000 construction workers (25). The plant is estimated to employ 35 direct company jobs and more than 172 direct and indirect jobs (1818).

Parcel 14 Rail Development – Phase 1

Construction of the first phase of the Parcel 14 rail development project began in 2017 with the awarding of a \$21 million contract to James Construction. The project was completed in June 2019. The second phase of the project includes four additional tracks adjacent to the tracks developed in the first phase. This phase was awarded \$6.3 million from the U.S. Department of Transportation Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program.

Phillips 66 Old Ocean / Sweeny – NGL Fractionators

In 2020, Phillips 66 completed the construction of two natural gas liquids fractionators at their Sweeny, TX facility. This increased capacity at the facility from 100,000 barrels per day to 400,000 barrels per day (26). This project brought in \$1.3 billion in capital investments. The project created 12 new jobs at the Phillips 66 facility and supports up to 22 total jobs in the region (1818).

Shintech/K-Bin Freeport—PVC Compounding Expansion

In 2019, Shintech and K-Bin completed a project to increase their polyvinyl chloride (PVC) compounding capabilities in Freeport. The project brought \$17 million in capital investments to the region. During construction, the project employed 25 construction workers. The project created 10 new jobs at the site and is estimated to support up to 17 total jobs in the community (18).

Ongoing Projects

In addition to the completion of billions of dollars of industry investments in production, terminal, and transportation facilities, Port Freeport and the broader port-dependent area have several infrastructure projects underway that contribute to not only the current economic impact of port operations, but also to facilitate growth, additional personal income, and economic activity for years to come. Once completed, these projects will bring in \$275 million in capital investments, create over 3,100 new direct jobs, and support over 8,900 total jobs in the region.

Chevron Phillips Chemical – 1-Hexene Plant

In 2021, Chevron Phillips Chemical began construction of a 1-Hexene plant at their Old Ocean Facility (27). It is expected to be completed by 2023 and will expand its 1-Hexene production by 266 thousand metric tons per year to 650 thousand metric tons per year while taking advantage of current technological advancements to meet emission standards. The project is expected to bring in \$230 million in capital investment and support up to 500 construction jobs during the two-year construction period. Additionally, the facility will house 15 new jobs at the facility and support up to 48 total new jobs in the community. This project is slated for a completion date of 2023 (18).

Velasco Terminal-Berths 8, 9, and 10 (RORO Ramp)

The Velasco Terminal will be expanded to support the growth in container, Roll-on Roll-off (“RORO”) and other cargo opportunities. Berth 8, an extension of Berth 7, is under construction, and is planned to complete in Q2 2023. Berth 8 will feature a 927-foot dock plus an 85-foot RORO platform. Berth 9 will be constructed in the future, as well as the installation of additional gantry cranes. On completion, Velasco Terminal will provide over 2,400 linear feet of berth with the capability to receive Neo-Panamax containerships. This expansion project is estimated to cost \$140 million but will generate \$424 million in state and local taxes. Additionally, this project can create 3,100 direct jobs, 2,300 induced jobs, and 3,500 indirect jobs as well as increase local business earnings by \$405 million (28).



Figure 5. Existing Velasco Terminal (Source: Port Freeport)

METHODOLOGY

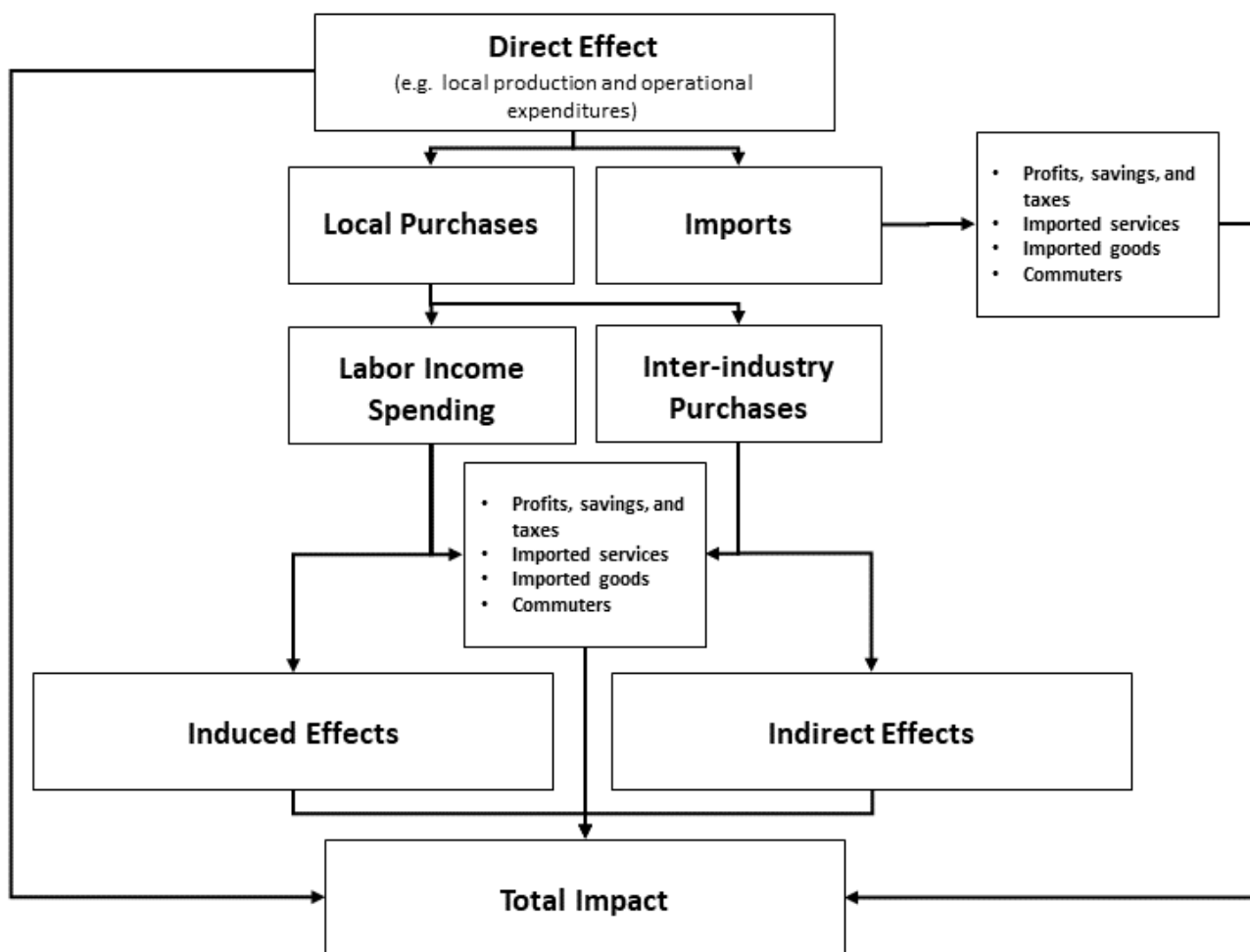
The methodology used in this analysis uses primary and secondary sourced data as input into the Impact Analysis for Planning (IMPLAN) economic impact modeling tool to generate a snapshot of economic activity and impacts. Data were collected using a variety of methods, including an electronically distributed survey; phone/email interviews; published federal, state, and local data sources; and figures from local agencies.

The IMPLAN Model

To estimate the total economic impact of operations at Port Freeport, TTI research staff used the IMPLAN model, an economic impact assessment model that uses the standard input-out (IO) modeling technique with 528 different industry-sector multipliers. This model uses a diverse database of economic factors, established sector multipliers, and area demographics. These data, in combination with user inputs, are used to measure the initial change (**direct impact**) in a local economy.

From these direct impacts, the model also generates estimated indirect and induced impacts. **Indirect impacts** are the effects of purchasing goods and materials used in the production of the direct impacts. These represent money exchanging hands between producers both in the local economy and outside the region. These typically represent the raw materials and goods needed in a specific sector's production. Companies producing goods make purchases that indirectly support another business. **Induced impacts** are the impacts in a local economy from employees spending their wages. This supports local services and stores. For example, an employee at the local shipping company purchases a television for his personal use from the local electronics store. This supports employment and wages at local businesses, which creates additional induced impacts. These impacts reoccur until all the money is leaked^v from the local economy. See Figure 6 for an overview of the modeling process. An IO model tracks economic impacts in two directions: backward linkages and forward linkages. Backward linkages represent the upstream impacts in the supply chain from purchases of goods and materials required for a change in production. This is the impact on the supplying industries. Forward linkages represent the impacts downstream of the supply chain. These are the predicted impacts resulting from a change in production.

^v *Leaked* refers to the money being spent on goods produced outside the study region.



This figure is illustrative and does not fully detail the complexities of the IO modeling process.

Source: Adapted from (29, 30)

Figure 6. Input-Output Modeling Process

Inputs

The IMPLAN model requires a set of inputs to determine the direct, indirect, and induced impacts of a set of economic activities. The most common inputs into the model include employment, revenue, and payroll. These inputs were collected through various forms of communications with port tenants and private terminal owners located at or near Port Freeport. Employment at facilities directly related to port activity, such as chemical production plants and oil refineries, was also included in this study because of the facilities' relationship to the operations located at the port. While the terminal operations themselves are ongoing at the port, the manufacturing and sale of goods at those plants are directly dependent on the import and export process. While not all these private companies rely directly on Port Freeport facilities, the Brazos River, or the harbor, these companies are tied to the economic activity present in the region.

Any business outside the inner harbor area, excluding the petroleum and chemical manufacturing plants previously mentioned, was not included in this study unless the business was dependent on the port for its

business operations. Companies benefiting from proximity to operations using the waterway (e.g., chemical manufacturing using a product or by-product of a company receiving shipments via the waterway) are indirect impacts because they are purchasing a product to be used in their production. These economic sectors are included in the results but not as direct impacts. Additional details on these economic sectors are in the “Results” section of this report.

Data Collection Methods

Researchers primarily used two data collection methods for the analysis: a survey administered at the beginning of the project and phone interviews with company representatives. Both the survey and interviews focused primarily on determining the economic sector of the company and collecting employment estimates.

Survey

The primary data collection method for this analysis was a survey sent to Port Freeport tenants, private terminal owners, and other major industries located at the port. This brief survey was intended to obtain the following:

- The primary economic sector of the business
- Economic characteristics (one or more of the following)
 - Total employment
 - Annual payroll
 - Annual revenue
 - Transportation totals (e.g., annual vessel calls, trucks, and railcars)

Additional space in the survey allowed respondents to provide additional details about their operation at or related to Port Freeport. This was intended to give TTI researchers more insight into the type and scale of each business’s operation. In addition, details on the current economic activity helped researchers determine how businesses relate to each other as primary or supporting operations.

Interviews

TTI researchers called and emailed any company that did not complete the survey before the latter months of the analysis. These interviews were informal and generally lasted less than five minutes. The goal of the calls and emails was to ascertain basic employment data necessary for the analysis. As opposed to the online survey, which contained ample opportunity for respondents to provide detailed descriptions of a company’s operations at the port, calls were designed to be as brief as possible. Researchers found that informal conversations allowed for the collection of the baseline information needed for the analysis while imposing less of a burden on the respondent.

Secondary Sources

TTI researchers used a variety of secondary sources to collect data on employment, business operations, and construction projects occurring at the port. The Economic Development Alliance of Brazoria County and the Port Freeport administration were particularly helpful in providing data. Other resources included press releases and news stories. These sources helped fill in gaps in the analysis and, more importantly, these sources helped researchers gain a clearer picture of the complexity and inner workings of the day-to-day activities in and around Port Freeport.

Multipliers

Multipliers in the IMPLAN model are used to determine the output of the analysis. Multipliers in economic IO models are factors applied to an initial value. These multipliers are used to derive a total output, employment, labor income, and value-added. For each category, the multiplier seeks to identify the multiplier effect based on one unit of the corresponding direct impact. For example, if the employment multiplier in an economic sector within a region is 2.6, then for every 1 direct job in that sector, an additional 1.6 jobs are added within the region.

Multipliers at the single-county level are typically smaller than those at the multi-county or state levels, due to leakage. As previously mentioned, leakage in an economy is when money is spent outside of the study region. An example is a company in the study area of Brazoria County buying a product from a supplier in Harris County. That money is now with a Harris County company, and the money paid is used for the Harris County company's operations and employees. If the study region were increased to the entire state, multipliers would increase in value because now there is less leakage from the model. Only money leaving the state, as opposed to Brazoria County, would be accounted for.

For this analysis, researchers used Type Regional Social Accounting Matrices (SAM) multipliers through the IMPLAN model. SAM "provides information on non-market financial flows. IMPLAN inter-industry models provide information on market transactions between firms and consumers, and they capture payments of taxes by individuals and businesses, transfers of government funds to people and businesses, and transfer of funds from people to people" (31). In short, type SAM multipliers add the effects of household income (induced impacts) into the multiplier calculations. This helps track monetary flows in, out of, and within a region. This provides a more accurate calculation of the indirect and induced impacts stemming from a change in the local economy (direct impacts).

For tax impacts, the IMPLAN model provides an extensive breakdown of each type of tax paid within the analyzed region type. The values estimated are created using the SAM framework. Tax amounts are calculated using publicly available data from government data sources, including the Bureau of Economic Analysis and Census of Government Finances.

Further details on the IMPLAN model, its capabilities, multiplier data, and assumptions can be found through the extensive online knowledge base at <https://support.implan.com/hc/en-us/community/topics>.

Multi-regional Input-Output Analysis

The IMPLAN model can conduct analyses that examine impacts and linkages between multiple regions Multi-Regional Input-Output (MRIO). MRIO allows the user to determine how production within the study region affects production and household spending in any other region within the United States without the loss of individual region details. In the case of Port Freeport, researchers used local multipliers (Brazoria County) to examine the direct impacts of production in Brazoria and to determine the indirect impacts and induced impacts in both the local region and the rest of Texas.

A limitation of the MRIO functionality is the type of geographies that can be joined. Therefore, national impacts are shown using only national multipliers. This methodology disregards local industry details in favor of averaged multipliers. This provides some loss of accuracy in the results but provides an estimate of the overall national impact.

Output Definitions

Using the inputs and the various multipliers, IMPLAN produces a series of results that comprise the total economic impact of a market change. These include both summary impacts and tax impacts.

Summary Impacts

Summary impacts are the typical impacts associated with production in an economic impact analysis. These represent the jobs and dollars that are produced and/or supported in some way by production. The results include direct, indirect, and induced impacts and are reported in terms of the following impact types:

- **Employment** numbers represent the total annual average number of jobs, which is different from a full-time equivalent job. Instead, IMPLAN reports jobs as job-years, which includes self-employed and wage and salary employees. Full-time, part-time, and seasonal job estimates are based on a count of full-time/part-time averages over 12 months (32).
- **Labor income** is the amount paid to workers or take-home pay. This includes both employee and proprietor income. Labor income provides the basis for induced impact calculations, which are the impacts of workers spending their wages inside and outside the local economy.
- **Value added** is the summation of labor income, property income, and indirect business taxes. Value added demonstrates the difference in the value of produced goods over the costs to produce that good. These costs include purchasing services and input materials used during production.
- **The output** represents the total value added, plus the value of the intermediate expenditures, such as purchases that go into production. Because there is a value generated on business-to-business transactions, the IMPLAN model accounts for these in addition to the value of production for a specific industry.

Tax Impacts

In addition to the summary impacts, researchers also used IMPLAN to derive tax impacts based on the data inputs. These taxes are separated into two categories: state and local tax revenues, and federal tax revenues. Listed values are the estimated taxes paid to all local, state, and federal units of government within the analyzed region.

RESULTS

Results from this analysis are presented in four forms: local impacts to Brazoria County, business-only impacts in Brazoria County, statewide impacts (including Brazoria County), and national impacts (including Texas). Business-only impacts are the impacts of ongoing operations at the port, not including temporary construction impacts. Impacts from construction are removed from this final category to show the impacts that can be reasonably expected to continue over time, rather than construction impacts which greatly fluctuate from year to year and only last for a short period. The results are reported in terms of employment, labor income, value-added, and total output. In addition, local, state, and federal tax impacts at the local, state, and national levels are provided.

Brazoria County

The ongoing operations involving water transportation, truck transportation, petrochemical production, petroleum refining, administration, construction, and other economic sectors have an estimated economic output of \$64.6 billion within Brazoria County (Table 3). Activities at the port support about 12,000 direct jobs, \$1.8 billion in direct labor income, and a total direct output of \$52.8 billion. These activities also generate indirect and induced impacts which support another 25,000 jobs, \$1.6 billion in labor income, and an output of \$11.8 billion. Combined, the total impacts of port activities in the county are estimated at \$64.6 billion in output, supporting 37,000 jobs with a total labor income of \$3.4 billion.

Table 3. Brazoria County Estimated Total Impact Summary

Impact Type	Employment	Labor Income (in \$Billions)	Total Value Added (in \$Billions)	Output (in \$Billions)
Direct effect	12,048	\$1.8	\$12.7	\$52.8
Indirect effect	17,275	\$1.3	\$3.5	\$10.7
Induced effect	7,859	\$0.3	\$0.6	\$1.1
Total effect	37,183	\$3.4	\$16.8	\$64.6

The analysis was also conducted with construction-related impacts removed, examining only the regular ongoing business impacts. This was done because construction impacts can vary greatly from year to year and only exist for a short time, while these ongoing business impacts can be reasonably expected to continue in the longer term. These ongoing non-construction activities directly account for more than 10,000 jobs, \$1.7 billion in labor income, and a total economic output of \$52.6 billion in the county (Table 4). Indirect and induced effects support another 24,600 jobs, resulting in 34,800 total jobs, \$3.2 billion in labor income, and \$64.3 billion in total output.

Table 4. Brazoria County Estimated Business Impacts Summary

Impact Type	Employment	Labor Income (in \$Billions)	Total Value Added (in \$Billions)	Output (in \$Billions)
Direct effect	10,211	\$1.7	\$12.6	\$52.6
Indirect effect	17,088	\$1.2	\$3.5	\$10.7
Induced effect	7,481	\$0.3	\$0.6	\$1.0
Total effect	34,780	\$3.2	\$16.7	\$64.3

Direct impacts from port operations are estimated to generate about \$493 million in state and local taxes and \$650 million in federal taxes, within the county (Table 5). When the indirect and induced impacts are included, this increases to a total of \$1.0 billion in state and local taxes and \$1.0 billion in federal taxes generated within the county.

Table 5. Brazoria County Total Estimated Tax Impacts (in 2022 Dollars)

Description	Sub County General Tax (in \$Millions)	Sub County Specialty Districts Tax (in \$Millions)	County Tax (in \$Millions)	State Tax (in \$Millions)	Total State and Local Tax (in \$Millions)	Federal Tax (in \$Millions)
Direct	\$68	\$159	\$52	\$215	\$493	\$650
Indirect	\$60	\$142	\$47	\$191	\$440	\$297
Induced	\$9	\$21	\$7	\$29	\$67	\$63
Total	\$137	\$322	\$105	\$435	\$1,000	\$1,009

Tax impacts were again calculated for ongoing non-construction business impacts. Direct impacts from non-construction port operations are estimated to generate about \$492 million in state and local taxes and \$626 million in federal taxes, within the county (Table 6). When indirect and induced impacts are included, this increases to a total of \$994 million in state and local taxes and \$980 million in federal taxes, within the county.

Table 6. Brazoria County Estimated Tax from Business Impacts (in 2022 Dollars)

Description	Sub County General Tax (in \$Millions)	Sub County Specialty Districts Tax (in \$Millions)	County Tax (in \$Millions)	State Tax (in \$Millions)	Total State and Local Tax (in \$Millions)	Federal Tax (in \$Millions)
Direct	\$67	\$158	\$52	\$214	\$492	\$626
Indirect	\$60	\$141	\$46	\$191	\$438	\$294
Induced	\$9	\$20	\$7	\$28	\$63	\$60
Total	\$136	\$320	\$105	\$432	\$994	\$980

Statewide

The impacts of operations at Port Freeport extend outside Brazoria County and have a considerable impact at the state level. Using the MRIO analysis tools within the IMPLAN software, researchers determined the indirect and induced impacts of Port Freeport throughout Texas. There are no direct impacts outside of Brazoria County because all jobs directly related to the port activity are located within Brazoria County. Therefore, the additional state analysis adds only indirect and induced impacts. In total these impacts support 72,600 jobs in Texas, outside Brazoria County, with a labor income of \$5.4 billion and a total output of \$19.8 billion (Table 7).

Table 7. Statewide (Excluding Brazoria County) Estimated Total Impact Summary (in 2022 Dollars)

Impact Type	Employment	Labor Income (in \$Billions)	Total Value Added (in \$Billions)	Output (in \$Billions)
Indirect effect	33,312	\$3.3	\$5.9	\$13.3
Induced effect	39,329	\$2.1	\$3.6	\$6.4
Total effect	72,641	\$5.4	\$9.5	\$19.8

Again, there are no direct tax impacts outside of Brazoria County because all direct jobs are located within Brazoria County. The additional statewide indirect and induced impacts generate \$814 million in state and local taxes across Texas and \$1.1 billion in federal taxes across the state (Table 8).

Table 8. Statewide (Excluding Brazoria) Total Estimated Tax Impacts (in 2022 Dollars)

Description	Sub County General Tax (in \$Millions)	Sub County Specialty Districts Tax (in \$Millions)	County Tax (in \$Millions)	State Tax (in \$Millions)	Total State and Local Tax (in \$Millions)	Federal Tax (in \$Millions)
Indirect	\$72	\$150	\$50	\$252	\$524	\$690
Induced	\$40	\$83	\$28	\$140	\$290	\$451
Total	\$111	\$233	\$78	\$392	\$814	\$1,141

Table 9 shows the total statewide impacts when Brazoria County is combined with the rest of the state. In total, across the State of Texas, Port Freeport activities support about 110,000 jobs, generate \$8.8 billion in labor income, and have a total output of \$84.3 billion.

Table 9. Statewide Estimated Total Impact Summary (in 2022 Dollars)

Impact Type	Employment	Labor Income (in \$Billions)	Total Value Added (in \$Billions)	Output (in \$Billions)
Direct effect	12,048	\$1.8	\$12.7	\$52.8
Indirect effect	50,588	\$4.6	\$9.4	\$24.0
Induced effect	47,188	\$2.4	\$4.2	\$7.5
Total effect	109,824	\$8.8	\$26.3	\$84.3

Table 10 shows the total tax impacts across the state and Brazoria County. In total, across the State of Texas, Port Freeport activities generate \$1.81 billion in state and local taxes and \$2.15 billion in federal taxes.

Table 10. Statewide Estimated Total Tax Impacts (in 2022 Dollars)

Description	Sub County General Tax (in \$Millions)	Sub County Specialty Districts Tax (in \$Millions)	County Tax (in \$Millions)	State Tax (in \$Millions)	Total State and Local Tax (in \$Millions)	Federal Tax (in \$Millions)
Direct	\$68	\$159	\$52	\$215	\$493	\$650
Indirect	\$132	\$292	\$97	\$444	\$964	\$986
Induced	\$49	\$104	\$35	\$169	\$357	\$514
Total	\$248	\$555	\$183	\$827	\$1,814	\$2,150

National

The impacts of the port were also estimated at the national level. Just as with the statewide impacts, there are no direct impacts outside of Texas, because all direct impacts occur in Brazoria County. The additional national analysis shows that Port Freeport supports an additional 156,500 jobs outside of Texas, accounting for \$13.7 billion in labor income, and a total additional output of \$72.9 billion (Table 11). When added to the statewide impacts, in total, Port Freeport supports 266,300 jobs nationally, generating \$22.5 billion in labor income, with a total national economic impact of \$157.3 billion.

Table 11. National Estimated Total Impact Summary (in 2022 Dollars)

Region	Employment	Labor Income (in \$Billions)	Total Value Added (in \$Billions)	Output (in \$Billions)
National (Excluding Texas)	156,492	\$13.7	\$29.5	\$72.9
Total National	266,316	\$22.5	\$55.9	\$157.3

Table 12 shows the additional tax impacts from the national analysis. Nationally, outside of Texas, Port Freeport generates \$3.5 billion in state and local tax revenues and \$3.3 billion in federal tax revenues. When combined with the tax revenues generated in Texas, this results in Port Freeport generating \$5.3 billion in state and local taxes and \$5.4 billion in federal taxes nationally.

Table 12. National Estimated Total Tax Impacts (in 2022 Dollars)

Region	Sub County General Tax (in \$Millions)	Sub County Specialty Districts Tax (in \$Millions)	County Tax (in \$Millions)	State Tax (in \$Millions)	Total State and Local Tax (in \$Millions)	Federal Tax (in \$Millions)
National (Excluding Texas)	\$704	\$387	\$447	\$1,972	\$3,510	\$3,274
Total National	\$952	\$942	\$631	\$2,799	\$5,323	\$5,424

Discussion of Results

The previous 2019 analysis estimated about 15,800 direct jobs associated with the port, \$61.8 billion in output in Brazoria County, \$98.6 billion in statewide output, and \$149 billion in output nationally. The 2022 analysis estimated 12,048 direct jobs, \$64.6 billion in output in Brazoria County, \$84.3 billion in output statewide, and \$157.3 billion in output nationally. While overall output is higher, there was a reduction in jobs and statewide output. This seeming reduction is entirely related to temporary construction jobs at the port in 2019. In 2019, there were 6,200 construction jobs associated with the port and only 1,800 in 2022. Because these are real jobs that exist at the port and contribute to the economic impact, they should not be discounted; however, they are temporary jobs with temporary impacts and can cause the results to have large swings from year to year.

To get a clearer picture of the ongoing impacts at the port that can reasonably be expected to continue over time, impacts were also calculated for all non-construction jobs. These are jobs that will remain at the port long term and are much more consistent from year to year. Simply looking at the total jobs gives the impression that port activity has decreased since 2019; however, this is not the case. While total jobs decreased from about 15,800 to 12,000, non-construction jobs increased from about 9,400 to 10,200, or by about 8.5 percent. The non-construction impact for Brazoria County in 2019 was \$60.4 billion, compared to \$64.2 billion in 2022. This number gives a more accurate picture of the true impact of port activities.

Aside from construction jobs decreasing in 2022, there were some minor changes in other sectors. As noted previously, overall non-construction jobs increased by about 8.5 percent. Jobs in the water transportation sector increased by about 23 percent, jobs in trucking increased by about 22 percent, jobs in petrochemical manufacturing increased by about 3 percent, and petroleum refining jobs decreased by about 6 percent.

STRATEGIC OPPORTUNITIES

The economic impact analysis shows that Port Freeport has substantial economic impacts on the local, state, and national economies, in terms of jobs supported, labor income, and tax revenues generated. These impacts are generated by businesses that rely on Port Freeport to operate. Without the trade facilitated by the port, these impacts would not exist. In addition to the ongoing development at the port, several other strategic opportunities were identified, including developable land at the port and possible future expansions at the port and at port-dependent businesses which will further enhance trade activity.

Developable Land

Port Freeport maintains several thousand acres of open land. Over 500 acres have been mitigated and are ready for development, with over 1,800 additional acres available for future development (33). Since the 2019 report, Port Freeport has acquired an additional 100 contiguous acres directly adjacent to the Velasco Terminal for future expansion.

In addition to the available Port property, the City of Freeport maintains long-term planning documents that are designed to revitalize the existing housing stock and redevelopment of underdeveloped and vacant lots within the city (34). These land use goals coincide with the increased economic development and workforce needs of the growing operations at Port Freeport. While this land use does not directly impact port operations, it does help support the indirect and induced impacts produced by the port. Figure 7 provides a view of Port Freeport's property.

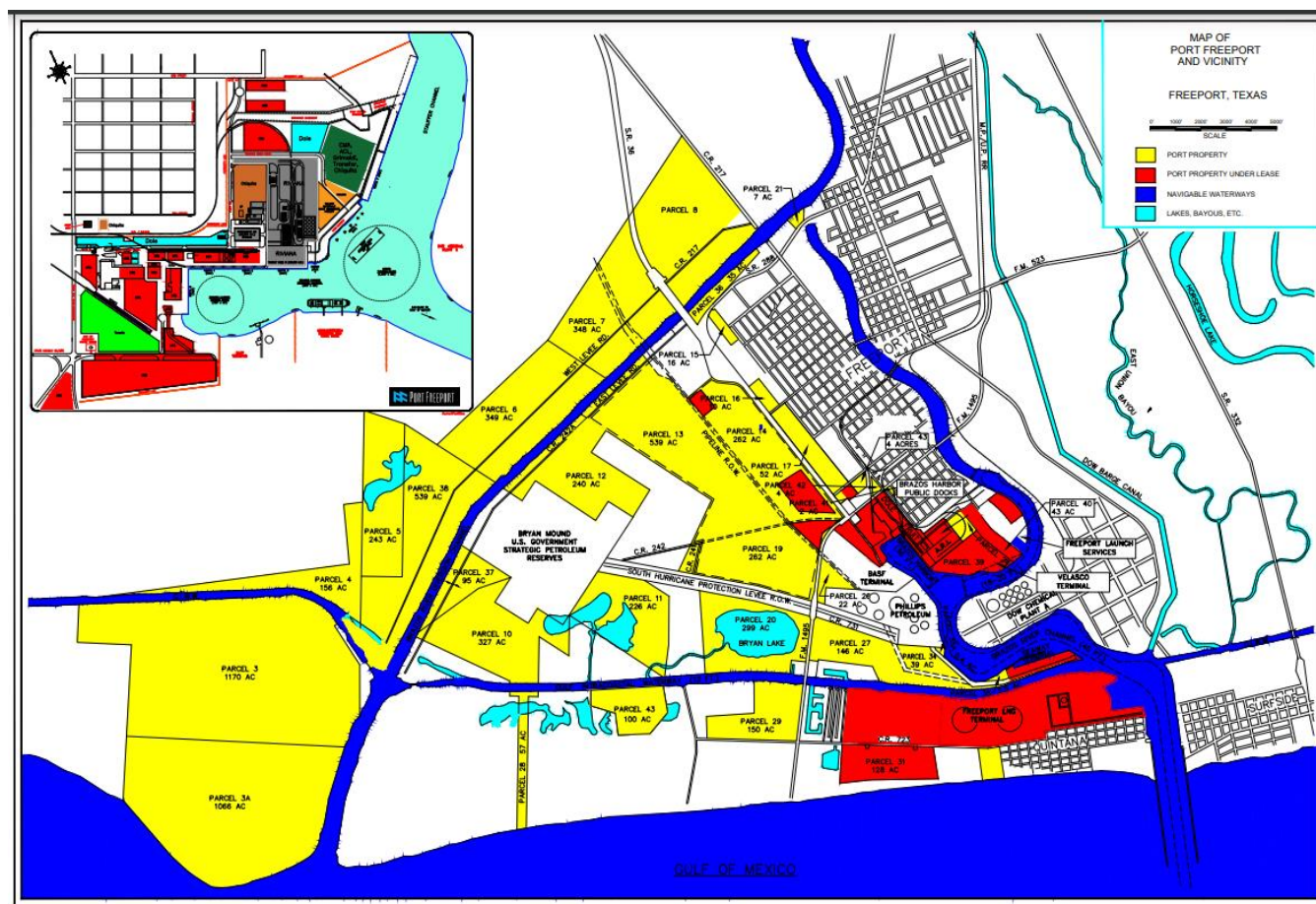


Figure 7. Port Freeport Facility Map (35)

Future Development

The Economic Development Alliance of Brazoria County (EDA) regularly updates a list of investments in the county. In addition to the information on the ongoing and recently completed projects, the group also examines announced projects and serious prospects. Port Freeport also expects to conduct its plan to enhance port facilities. Once completed, these projects will bring in over \$3.5 billion in capital investment, create 101 new direct jobs, and support up to 288 total jobs in the region.

Dow Chemical Co. – MDI Plant

One announced future project is The Dow Chemical Methylene Diphenyl Diisocyanate (MDI) Plant. This plant will be in Freeport and completed in 2023. The plant would replace the existing plant in La Porte and increase MDI capacity by 30 percent (36). Construction of the plant will bring in \$157 million in capital investment and employ 270 construction workers at its peak. Once complete the plant is expected to generate 16 new direct company jobs and support 71 total jobs (37).

Dow Chemical Co. – Polyethylene Plant

Dow Chemical will potentially construct a Polyethylene plant in Freeport, with construction beginning in 2023 and completion in 2025. The project would bring in \$715 million in capital investment and employ 900

construction workers during the peak construction period. If completed, the plant would create 40 new direct company jobs and support up to 130 total jobs (38).

Freeport LNG – Natural Gas Liquefaction Train 4

Originally receiving an extension until 2026, Freeport LNG requested 2022 an additional extension to complete Train 4. A new completion date of 2028 is waiting for the approval of FERC (39). Project construction will bring in \$2.4 billion in capital investments and employ 1,200 construction workers at its peak. When completed it is expected to create 45 new direct company jobs and support 87 total jobs (40).

Freeport Harbor Channel Improvement Project

The Freeport Harbor Channel Improvement Project commenced in 2021 and is planned to complete in 2025, a head of Port Freeport's centennial anniversary. The project will deepen the federal channel from 46 feet to 51-56 feet. The project has also widened the narrowest portion of the channel from 275 feet to 400 feet to provide a greater safety margin for modern vessels arriving to Velasco Terminal. (41). This project will bring in \$295 million in capital investment, of which the federal government will provide \$165 million, and Port Freeport will provide \$130 million (42).

SUMMARY

This report begins with a brief overview of the importance of the Texas Ports System, including the types of volumes of commodities moving through the system. Following this overview, the report identified the types of commodities moving through Port Freeport, the existing operations at the port, as well as an update of project completions at the port since 2019.

The methodology section of the report discusses how data was gathered for the analysis and how the IMPLAN analysis was conducted. Researchers first developed an online survey to send out to Port Freeport tenants, companies with private terminals, and other relevant companies that were identified. Follow-up telephone interviews with these companies were conducted as necessary, with other data being provided by the Brazoria County EDA and Port Freeport staff. Once the data was collected, it was used as inputs to the IMPLAN model, which estimated local, statewide, and national impacts of Port Freeport Operations, in terms of employment, labor income, tax revenues, and total economic output.

The results estimated that nationally, Port Freeport supports about 12,000 direct jobs, 266,300 total jobs, including direct, indirect, and induced, \$22.5 billion in labor income, \$5.3 billion in state and local tax revenue, \$5.4 billion in federal tax revenue and \$157.3 billion in economic output. Within Texas, the Port supports about 12,000 direct jobs, 37,200 total jobs, including indirect and induced, \$8.8 billion in labor income, \$1.8 billion in state and local tax revenue, \$2.2 billion in federal tax revenue, and \$84.3 billion in total economic output.

Since the previous 2019 study, the estimated number of heavy construction workers at the port decreased resulting in a lower statewide economic impact and number of jobs than the previous report. To account for this the impact of ongoing non-construction jobs at the port was measured separately. When compared to the same types of non-construction jobs in the 2019 report, this shows an increase in both jobs and economic impact. This shows that while there happens to be less construction ongoing at the time of this report, the true impact of ongoing operations at the port has grown.

Throughout this study, researchers have shown that Port Freeport has a considerable impact not only on the local economy of Brazoria County but also on the state economy. These results, coupled with the billions of dollars of planned investments in facilities and infrastructure at the port, show that the area is likely to see continued economic growth.

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**PORT FREEPORT
RESOLUTION ORDERING AN ELECTION**

RESOLUTION ORDERING AN ELECTION FOR PORT COMMISSIONERS FOR POSITION NO. 1 AND POSITION NO. 2, RESPECTIVELY, TO BE HELD ON SATURDAY, MAY 6, 2023; PROVIDING FOR SAID ELECTION TO BE CONDUCTED BY BRAZORIA COUNTY AND HELD JOINTLY WITH THE NAMED POLITICAL SUBDIVISIONS; SETTING DAYS AND HOURS FOR EARLY IN-PERSON VOTING AT THE POLLING PLACES DESIGNATED; APPOINTING ELECTION OFFICERS AND AUTHORIZING PUBLICATION OF NOTICE OF SAID ELECTION.

At a regular meeting of the Port Commissioners of Port Freeport held at the office of said Port at 1100 Cherry Street, Freeport, Texas, at 1:00 p.m. on the 9th day of February 2023, among other business came on to be considered the following resolution, which upon motion duly made and seconded, was adopted by vote of all Port Commissioners present:

FINDINGS

1. Due and proper notice of the date, time, place, and purpose of this meeting has been duly given in accordance with the provisions of the Texas Open Meetings Act, and such meeting has been conducted in accordance with said Open Meetings Act.

2. The Port Commission finds that an election for two Port Commissioners for Position No. 1 and Position No. 2, respectively, should be (i) held on the 1st Saturday in May, namely, May 6, 2023, (ii) conducted by the Brazoria County Elections Division of the Office of the County Clerk of Brazoria County and (iii) held jointly with each of the several political subdivisions herein named, and that the Port should enter into an agreement with the County Clerk of Brazoria County to hold the May 6, 2023 election jointly with each of the several political subdivisions herein named in the election precincts, as herein designated, and that otherwise the election should be held as herein specified.

The Port Commission further finds:

3. That said election should be held jointly with the following tentatively scheduled political subdivisions, both as to election day voting and in-person early voting during the permitted early voting period for such election, namely:

- a. City of Alvin
- b. Alvin ISD
- c. Angleton-Danbury Hospital District
- d. Angleton ISD
- e. City of Angleton
- f. Village of Bailey's Prairie
- g. Village of Bonney
- h. City of Brazoria
- i. Brazosport ISD
- j. Brookside Village
- k. Columbia-Brazoria ISD

- l. City of Clute
- m. City of Danbury
- n. Danbury ISD
- o. City of Freeport
- p. Port Freeport
- q. Hillcrest Village
- r. Town of Holiday Lakes
- s. City of Iowa Colony
- t. Village of Jones Creek
- u. City of Lake Jackson
- v. City of Liverpool
- w. City of Manvel
- x. City of Oyster Creek
- y. City of Pearland
- z. Pearland ISD
- aa. Town of Quintana
- bb. City of Richwood
- cc. Village of Surfside Beach
- dd. City of Sweeny
- ee. Sweeny ISD
- ff. Sweeny Hospital District
- gg. City of West Columbia

4. That said joint election is to be conducted as provided by Chapter 271 of the Texas Election Code, and other applicable election laws, and that the election precincts and polling places for election day voting and in-person early voting locations be as more fully set forth in the notice of election, attached hereto and incorporated herein.

5. That the election officers as appointed by Brazoria County should be appointed election officers for Port Freeport for the May 6, 2023 election held jointly with the political subdivisions listed above for both the election day voting locations as well as in-person early voting locations; and that said officers should be authorized to appoint a sufficient number of clerks to assist them in performing their duties as same.

6. That Port Freeport shall share the cost of administering the May 6, 2023 joint election based on the cost per polling place and the allocation of costs, unless specifically stated otherwise, is mutually agreed to be shared according to a formula which is based on the cost per polling place. The normal rental rate charged for Brazoria County's rental equipment used on election day shall be divided equally among the participants utilizing a polling place. Costs for early voting by personal appearance will be divided by all participating political subdivisions as follows: The total cost of all locations will be divided by all participants in the joint election and each participant's cost share will be based on registered voters.

7. That notice of said election as set forth on the form of Notice attached be published as required by law.

NOW THEREFORE, BE IT RESOLVED AND ORDERED by the Port Commission of Port Freeport that an election for two Port Commissioners for Position No. 1 and Position No. 2,

respectively, be held on the 1st Saturday in May, namely, May 6, 2023, that said election be conducted by the Brazoria County Elections Division of the Office of the County Clerk of Brazoria County and that said election be held jointly with each of the following tentatively named political subdivisions (as set forth above):

- a. City of Alvin
- b. Alvin ISD
- c. Angleton-Danbury Hospital District
- d. Angleton ISD
- e. City of Angleton
- f. Village of Bailey's Prairie
- g. Village of Bonney
- h. City of Brazoria
- i. Brazosport ISD
- j. Brookside Village
- k. Columbia-Brazoria ISD
- l. City of Clute
- m. City of Danbury
- n. Danbury ISD
- o. City of Freeport
- p. Port Freeport
- q. Hillcrest Village
- r. Town of Holiday Lakes
- s. City of Iowa Colony
- t. Village of Jones Creek
- u. City of Lake Jackson
- v. City of Liverpool
- w. City of Manvel
- x. City of Oyster Creek
- y. City of Pearland
- z. Pearland ISD
- aa. Town of Quintana
- bb. City of Richwood
- cc. Village of Surfside Beach
- dd. City of Sweeny
- ee. Sweeny ISD
- ff. Sweeny Hospital District
- gg. City of West Columbia

and be conducted as provided in Chapter Section 271 of the Election Code, and other applicable election laws; and that the election precincts and polling places be as more fully set out in the notice of election attached hereto for election day voting locations and in-person early voting locations.

BE IT FURTHER RESOLVED AND ORDERED that the election officers as appointed by Brazoria County are hereby appointed election officers for Port Freeport for said election for both the election day voting locations as well as in-person early voting locations; and that said

officers should be authorized to appoint a sufficient number of clerks to assist them in performing their duties as same.

BE IT FURTHER RESOLVED AND ORDERED that Port Freeport pay a share of the cost of administering the May 6, 2023 joint election based on the cost per polling place and the allocation of costs, unless specifically stated otherwise, is mutually agreed to be shared according to a formula which is based on the cost per polling place. The normal rental rate charged for Brazoria County's rental equipment used on election day shall be divided equally among the participants utilizing a polling place. Costs for early voting by personal appearance will be divided by all participating political subdivisions as follows: The total cost of all locations will be divided by all participants in the joint election and each participant's cost share will be based on registered voters.

BE IT FURTHER RESOLVED AND ORDERED that notice of said election as set forth in the form attached be published as required law.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Port Commission be, and they are hereby authorized to execute such orders and agreements with the County Clerk of Brazoria County and/or the other political subdivisions with which the joint election is being held as are necessary to the conducting of the May 6, 2023 joint election.

John Hoss, Chairman

ATTEST: _____
Dan Croft, Secretary

JOINT CONTRACT FOR ELECTION SERVICES

THIS CONTRACT (this "Agreement") is made effective as of the Effective Date (as defined below), by and between the PORT FREEPORT, TEXAS, acting by and through its governing body, hereinafter referred to as "Political Subdivision," and County Clerk of Brazoria County, Texas, hereinafter referred to as "County," and by authority of Section 31.092(a), Texas Election Code, and Chapter 791, Texas Local Government Code, for the conduct and supervision of the Political Subdivision's election to be held on MAY 6, 2023. Political Subdivision and County may be referred to individually as a "Party" and collectively as "the Parties."

This contract is made by and between the PORT FREEPORT, TEXAS, acting by and through its governing body, hereinafter referred to as "Political Subdivision," and the County Election Officer of Brazoria County, defined by statute as the County Clerk through the authority set forth in Texas Election Code §§31.091 and 31.092. The purpose of this contract is for the performance of election services as authorized by statute. This contract shall serve as the general contract for each election for which the Political Subdivision requests the assistance of the County Clerk. Provisions specific to each particular election will be included as an attachment to the original contract. Political Subdivision and County Clerk may be referred to individually as "Party" or collectively as "Parties."

RECITALS

The County Clerk has care, custody, and control over the electronic voting system, the Hart InterCivic Verity Voting System (Version 2.5.3), which has been duly approved by the Secretary of State pursuant to Texas Election Code Chapter 122, as amended, and is compliant with the accessibility requirements set forth by Texas Election Code Section 61.012. Political Subdivision desires to use the electronic voting system and to compensate the County Clerk for such use and to share in certain other expenses connected with joint elections in accordance with the applicable provisions of Chapters 31 and 271 of the Texas Election Code.

NOW, THEREFORE, in consideration of the mutual covenants, agreements, and benefits to the parties, IT IS AGREED as follows:

I. ADMINISTRATION

The Parties agree to hold a "Joint Election" in accordance with Chapter 271 of the Texas Election Code and this Agreement. The County Clerk shall coordinate, supervise, and handle all aspects of administering the Joint Election as provided in this Agreement. Political Subdivision agrees to pay County Clerk for equipment, supplies, services, and administrative costs as provided in this Agreement. The County Clerk shall serve as the administrator for the Joint Election; however, the Political Subdivision shall remain responsible for the decisions and actions of its officers necessary for the lawful conduct of its election. The County Clerk shall provide advisory services in connection with decisions to be made and actions to be taken by the officers of the Political Subdivision.

It is understood that other political subdivisions may wish to participate in the use of the electronic voting system and polling places, and it is agreed that the County Clerk may enter into

other joint election agreements and contracts for election services for those purposes on terms and conditions set forth in the Election Code. Political Subdivision agrees that County Clerk may enter into joint election agreements with other political subdivisions that may have territory located partially or wholly within the boundaries of Political Subdivision, and, in such case, all parties sharing common territory shall share a joint ballot on the electronic voting system at the applicable polling places. In such cases, total costs shall be divided among the participants.

At each polling location, joint participants shall share voting equipment and supplies to the extent possible. The participating parties shall share a mutual ballot in those precincts where jurisdictions overlap. However, in no instance shall a voter be permitted to receive a ballot containing an office or proposition stating a measure on which the voter is ineligible to vote. Multiple ballot styles shall be available in those shared polling places where jurisdictions do not overlap.

II. LEGAL DOCUMENTS

Political Subdivision shall be responsible for the preparation, adoption, and publication of all required election orders, resolutions, notices, and any other pertinent documents required by the Texas Election Code or Political Subdivision's governing body, charter, or ordinances. With reference to publications, the County Clerk will publish the "Notice of Test of Automatic Tabulating Equipment" and the "Notice of Election." If a Political Subdivision is holding any type of Special Election, the Political Subdivision may have to publish their own "Notice of Election" in order to meet additional requirements. Please advise the County Clerk's Elections Office if the Political Subdivision must publish a separate notice so the Political Subdivision's notice is not included in the Notice published by the County Clerk.

Preparation of the necessary materials for notices and the official ballot shall be the responsibility of each participating authority, including translation to languages other than English. Each participating authority shall provide a copy of their respective election orders and notices to the County Clerk's Election Department.

III. STATUTORY COMPLIANCE

Political subdivisions shall follow all applicable State and Federal laws related to elections, including, but not limited to, Section 52.072 of the Election Code, which states in part, "A proposition shall be printed on the ballot in the form of a single statement."

Failure to do so may prohibit the political subdivision's participation in a Joint Election.

IV. VOTING LOCATIONS

The County Clerk's Election Office shall select and arrange for the use of and payment for all election day voting locations. Voting locations will be, whenever possible, the usual voting location for each election precinct in elections conducted by the county. The proposed voting locations will be provided once the final candidate filing deadline has been met and will be listed as Attachment "A". In the event a voting location is not available, the Elections Department will arrange for use of an alternate location with the approval of the Political Subdivision. The Elections Department shall notify the Political Subdivision of any changes from the locations listed as Attachment "A".

If polling places for the joint election in Attachment "A" are different from the polling place(s) used by Political Subdivision in its most recent election, Political Subdivision agrees to post a notice no later than the date of the election described in Attachment "A", at the entrance to any previous polling places in the jurisdiction, stating that the polling location has changed, and stating the political subdivision's polling place name(s) and address(s) in effect for the election described in Attachment "A". Any changes in voting location from those that were used in the most recent COUNTYWIDE JOINT election will be posted by the County Clerk's Election Office.

V. ELECTION JUDGES, CLERKS, AND OTHER ELECTION PERSONNEL

The Brazoria County Commissioners Court shall be responsible for the appointment of the presiding judge and alternate judge for each polling location in accordance with Chapter 32 of the Texas Election Code. In the event an emergency appointment is necessary, appointment shall be made in accordance with Election Code §32.007, which authorizes the presiding officer of the Brazoria County Commissioners Court to make an emergency appointment. Should that officer not be available, the County Clerk's office shall make emergency appointments of election officials. Upon request by the County Clerk, Political Subdivision agrees to assist in recruiting polling place officials who are bilingual (fluent in both English and Spanish).

The County's Elections Department shall notify all election judges of the eligibility requirements of Subchapter C of Chapter 32 of the Texas Election Code, and will take the necessary steps to ensure that all election judges appointed for the Joint Election are eligible to serve.

The County Clerk shall arrange for the training and compensation of all election judges and clerks. The Elections Department shall arrange for the date, time, and place for the presiding election judge to pick up their election supplies. Each presiding election judge will be sent a letter from the Elections Department notifying him of his appointment, the time and location of training and distribution of election supplies, and the number of election clerks that the presiding judge may appoint.

Each election judge will receive compensation at an hourly rate of \$14.00. Each election clerk will receive compensation at an hourly rate of \$12.00. The election judge will receive an additional sum of \$25.00 for picking up the election supplies prior to Election Day and for returning the supplies and equipment to the central counting station after the polls close. All judges and clerks who attend training will be compensated at an hourly rate of \$8.00 as compensation for same.

It is agreed by all Parties that at all times and for all purposes hereunder, all election judges, clerks, and all other personnel involved in this election are temporary part-time employees subject only to those benefits available to such employees.

VI. PREPARATION OF SUPPLIES AND VOTING EQUIPMENT

The County Clerk Elections Department shall arrange for all election supplies and voting equipment including, but not limited to, official ballots, sample ballots, voter registration lists, and all forms, signs and other materials used by the election judges at the voting locations. At each polling location, joint participants shall share voting equipment and supplies to the extent possible. The participating parties shall share a mutual ballot in those precincts where jurisdictions overlap. However, in no instance shall a voter be permitted to receive a ballot containing an office or proposition stating a measure on which the voter is ineligible to vote. Multiple ballot styles shall be available in those shared polling places where jurisdictions do not overlap. The County Clerk Elections Department shall provide the necessary voter registration information, instructions, and other information needed to enable the election judges in the voting locations that have more than one ballot style to conduct a proper election. If special maps are needed for a particular Political Subdivision, the County Clerk Election Department will order the maps and pass that charge on to that particular Political Subdivision.

Political Subdivision shall furnish the County Clerk a list of candidates and/or propositions showing the order and the exact manner in which the candidate names and/or proposition(s) are to appear on the official ballot (including titles and text in each language in which the authority's ballot is to be printed). THE POLITICAL SUBDIVISION SHALL ALSO PROVIDE A COPY OF EACH CANDIDATE'S APPLICATION TO THE COUNTY CLERK ELECTIONS OFFICE. This list shall be delivered to the County Clerk Elections Department as soon as possible after ballot positions have been determined by each of the participating authorities. Each participating authority shall be responsible for proofreading and approving the ballot insofar as it pertains to that authority's candidates and/or propositions. If any error or changes are discovered after the Logic and Accuracy test has been conducted and ballots prepared then the Political Subdivision will be responsible for all cost.

VII. EARLY VOTING

The Parties agree to conduct joint early voting and to appoint the County Clerk as the Early Voting Clerk in accordance with Sections 31.097 and 271.006 of the Texas Election Code. Political Subdivision agrees to appoint the County Clerk's permanent county employees as deputy early voting clerks. The Parties further agree that each Early Voting Location will have an "Officer in Charge" who will receive compensation at an hourly rate of \$14.00. The clerks at each location will receive compensation at an hourly rate of \$12.00. Early Voting by personal appearance will be held at the locations, dates, and times listed in Attachment "B" of this document. Any qualified voter of the Joint Election may vote early by personal appearance at any one of the joint early voting locations.

As Early Voting Clerk, the County Clerk shall receive applications for early voting ballots to be voted by mail in accordance with Chapter 86 of the Texas Election Code. Any requests for early voting ballots to be voted by mail received by the Political Subdivision shall be forwarded immediately by fax or courier to the Elections Department for processing.

The County Clerk Elections Department shall, upon request, provide the Political Subdivision a copy of the early voting report on a daily basis and a cumulative final early voting report following the election.

VIII. EARLY VOTING BALLOT BOARD

The County Clerk shall appoint an Early Voting Ballot Board (EVBB) to process early voting results from the Joint Election. The Presiding Judge, with the assistance of the County Clerk Elections Department, shall appoint three or more additional members to constitute the EVBB. The County Clerk Elections Department shall determine the number of EVBB members required to efficiently process the early voting ballots.

IX. CENTRAL COUNTING STATION AND ELECTION RETURNS

The County shall be responsible for establishing and operating the central counting station to receive and tabulate the voted ballots in accordance with the provisions of the Texas Election Code and of this agreement.

The participating authorities hereby, in accordance with Section 127.002, 127.003, and 127.005 of the Texas Election Code, appoint the following central counting station officials:

Counting Station Manager:	Lisa Mujica
Alternate Counting Station Manager:	Brandy Pena
Tabulation Supervisor:	Susan Cunningham
Alternate Tabulation Supervisor:	Johnathan Escamilla
Presiding Judge:	Tamara Reynolds
Alternate Presiding Judge:	Dottie Cornett

The County Clerk Elections Department will prepare the unofficial canvass reports after all precincts have been counted, and will deliver a copy of the unofficial canvass to the Political Subdivision as soon as possible after all returns have been tabulated. All participating authorities shall be responsible for the official canvass of their respective elections.

The County Clerk Elections Department shall be responsible for conducting the post-election manual recount required by Section 127.201 of the Texas Election Code unless a waiver is granted by the Secretary of State. Notification and copies of the recount, if waiver is denied, will be provided to each participating authority and the Secretary of State's Office.

The County Clerk Elections Department shall submit all Cities' precinct by precinct returns to the Texas Secretary of State's Office electronically.

The County Clerk Elections Department shall post all election night results to County website on election night. <https://www.brazoriacountyclerktx.gov>.

X. ELECTION EXPENSES AND ALLOCATION OF COSTS

The Parties agree to share the costs of administering the Joint Election. Allocation of costs, unless specifically stated otherwise, is mutually agreed to be shared. The County participates in "Vote Centers," therefor all political subdivisions can vote at any location.

It is agreed that the normal rental rate charged for the County's voting equipment used on election day shall be calculated per polling locations and among the participants utilizing each polling location. (See "Exhibit 1" for rental rates.) Total cost will be calculated, and then multiplied by the Political Subdivisions percentage number of registered voters or with the minimum of \$2000.00, for those with lesser amount, additional cost associated will be itemized and billed.

Costs for Early Voting by Personal Appearance will also be charge with the same formula as Election Day. Those political subdivisions with the percentage of registered voters less than amount equal to \$2000.00 will be a minimum amount of \$2000.00 for the early voting period.

Political Subdivision contracting for a runoff shall be responsible for all associated costs.

XI. WITHDRAWAL FROM CONTRACT DUE TO CANCELLATION OF ELECTION

Political Subdivision may withdraw from this agreement and the Joint Election should it cancel its election in accordance with Sections 2.051 - 2.053 of the Texas Election Code, or should it be later ruled that the election is not needed. Political Subdivision is fully liable for any expenses incurred by County Clerk on behalf of the Political Subdivision. Any monies deposited with the county by the withdrawing authority shall be refunded, minus the aforementioned expenses.

XII. RECORDS OF THE ELECTION

The County Clerk is hereby appointed general custodian of the voted ballots and all records of the Joint Election as authorized by Section 271.010 of the Texas Election Code.

Access to the election records shall be available to each participating authority, as well as to the public, in accordance with applicable provisions of the Texas Election Code and the Texas Public Information Act. The election records shall be stored at the offices of the County Clerk or at an alternate facility used for storage of county records. The County Clerk Elections Department shall ensure that the records are maintained in an orderly manner so that the records are clearly identifiable and retrievable.

Records of the election shall be retained and disposed of in accordance with the provisions of Section 66.058 of the Texas Election Code. If records of the election are involved in any pending election contest, investigation, litigation, or open records request, the County Clerk shall maintain the records until final resolution or until final judgment, whichever is applicable. It is the responsibility of each participating authority to bring to the attention of the County Clerk any notice of pending election contest, investigation, litigation or open records request which may be filed with the participating authority.

XIII. RECOUNTS

A recount may be obtained as provided by Title 13 of the Texas Election Code. Political Subdivision agrees that any recount shall take place at the offices of the County Clerk and that the County Clerk shall serve as Recount Supervisor and the Political Subdivision's official or employee who performs the duties of a secretary under the Texas Election Code shall serve as Recount Coordinator.

The County Clerk Elections Department agrees to provide advisory services to the Political Subdivision as necessary to conduct a proper recount and cost of the recount depends on the size of the election and number of precincts to be recounted.

XIV. MISCELLANEOUS PROVISIONS

1. It is understood that to the extent space is available, that other districts and political subdivisions may wish to participate in the use of the election equipment and voting places; it is agreed that the County Clerk may contract with such other districts or political subdivisions for such purposes, and that in such event, there may be an adjustment of the pro-rata share to be paid to the County by the participating authorities.
2. The County Clerk shall file copies of this document with the County Treasurer and the County Auditor in accordance with Section 31.099 of the Texas Election Code.
3. In the event that legal action is filed contesting the Political Subdivision's election under Title 14 of the Texas Election Code, Political Subdivision shall choose and provide, at its own expense, legal counsel for the County, the County Clerk, and additional election personnel as necessary.
4. Nothing in this contract prevents any party from taking appropriate legal action against any other party and/or other election personnel for a breach of this contract or a violation of the Texas Election Code; however, any action taken is subject to any immunity provided by statute or common law to governmental entities. For purposes of this contract, the County Clerk's office is acting as a governmental entity covered by any immunity available to Brazoria County.
5. The parties agree that under the Constitution and laws of the State of Texas, neither Brazoria County nor Political Subdivision can enter into an agreement whereby either party agrees to indemnify or hold harmless another party; therefore, all references of any kind, if any, to indemnifying or holding or saving harmless for any reason are hereby deleted.
6. This agreement shall be construed under and in accord with the laws of the State of Texas, and all obligations of the parties created hereunder are performable in Brazoria County, Texas.
7. In the event of one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity,

illegality, or unenforceability shall not affect any other provision hereof and this agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

8. All parties shall comply with all applicable laws, ordinances, and codes of the State of Texas, all local governments, and any other entities with local jurisdiction.
9. The waiver by any party of a breach of any provision of this agreement shall not operate as or be construed as a waiver of any subsequent breach.
10. Any amendments of this agreement shall be of no effect unless in writing and signed by all parties hereto.
11. **Authorization of Agreement**. This Agreement has been approved and authorized by the governing body of the Political Subdivision.
12. **Purpose, Terms, Rights, and Duties of the Parties**. The purpose, terms, rights, and duties of the Parties shall be as set forth in this Agreement.
13. **Payments from Current Revenues**. Each Party paying for the performance of governmental functions or services must make those payments from current revenues available to that paying Party.
14. **Fair Compensation**. The Parties acknowledge and agree that each of the payments contemplated by this Agreement fairly compensate the performing Party.
15. **Termination**. At any time and for any reason, either Party may terminate this Agreement by providing thirty (30) days' written notice of termination to the other Party.
16. **Funding**. The Parties understand and acknowledge that the funding of this Agreement is contained in each Party's annual budget and is subject to the approval of each Party in each fiscal year. The Parties further agree that should the governing body of any Party fail to approve a budget that includes sufficient funds for the continuation of this Agreement, or should the governing body of any Party fail to certify funds for any reason, then and upon the occurrence of such event, this Agreement shall automatically terminate as to that Party and that Party shall then have no further obligation to the other Party. When the funds budgeted or certified during any fiscal year by a Party to discharge its obligations under this Agreement are expended, the other Party's ***sole and exclusive remedy*** shall be to terminate this Agreement.
17. **No Joint Enterprise**. The Agreement is not intended to, and shall not be construed to, create any joint enterprise between or among the Parties.
18. **Public Information**. This Agreement is public information. To the extent, if any, that any provision of this Agreement is in conflict with Texas Government Code Chapter 552, et seq., as amended (the "Texas Public Information Act"), such provision shall be void and have no force or effect.

19. **No Third-Party Beneficiaries**. This Agreement is entered solely by and between, and may be enforced only by and among the Parties. Except as set forth herein, this Agreement shall not be deemed to create any rights in, or obligations to, any third parties.
20. **No Personal Liability**. Nothing in this Agreement shall be construed as creating any personal liability on the part of any employee, officer, or agent of any Party to this Agreement.
21. Nothing in this Agreement requires that either the Political Subdivision or County incur debt, assess or collect funds, or create a sinking fund.
22. **Sovereign Immunity Acknowledged and Retained**. **THE PARTIES EXPRESSLY ACKNOWLEDGE AND AGREE THAT NO PROVISION OF THIS AGREEMENT IS IN ANY WAY INTENDED TO CONSTITUTE A WAIVER BY ANY PARTY OF ANY IMMUNITY FROM SUIT OR LIABILITY THAT A PARTY MAY HAVE BY OPERATION OF LAW. THE CITY AND THE COUNTY RETAIN ALL GOVERNMENTAL IMMUNITIES.**

XV. COST ESTIMATES AND DEPOSIT OF FUNDS

It is estimated that the Political Subdivision's obligation under the terms of this agreement shall be DETERMINED AFTER THE ELECTION. Political Subdivision agrees to pay to County a deposit of \$10,000.00. This deposit shall be paid to County within 10 business days after the final candidate filing deadline. The final candidate filing deadline is February 17, 2023. Therefore, Deposit is due by March 3, 2023. The exact amount of the Political Subdivision's obligation under the terms of this Agreement shall be calculated after the May 6, 2023, election; and if the amount of the Political Subdivision's obligation exceeds the amount deposited, the Political Subdivision shall pay to County the balance **due within thirty (30) days after receipt of the final invoice from the County's Election Department**. However, if the amount of the Political Subdivision's obligation is less than the amount deposited, County shall refund to the Political Subdivision the excess amount paid within thirty (30) days after final costs are calculated.

IN TESTIMONY HEREOF, this agreement, its multiple originals all of equal force, has been executed on behalf of the parties.

(1) On the _____ day of _____, 2023 been executed on behalf of the County Clerk by the County Clerk pursuant to the Texas Election Code;

(2) On the _____ day of _____, 2023 been executed on behalf of the Political Subdivision by its Mayor or authorized representative, pursuant to an action of the Political Subdivision.

BRAZORIA COUNTY, COUNTY CLERK by

Joyce Hudman, County Clerk

ATTEST:

PORT FREEPORT, TEXAS

_____ By _____
Presiding Officer or Authorized Representative
PORT FREEPORT

	ATTACHMENT "A" SUBJECT TO CHANGE
Home Pct #	Polling Place
1	East Annex (Old Walmart), 1524 E Mulberry, Angleton
2	Precinct 4 Building #2, 121 N 10th St, West Columbia
4	Brazoria Library, 620 S Brooks, Brazoria
7	Freeport Library, 410 Brazosport Blvd, Freeport
12	Drainage District No. 4 Building, 4813 W Broadway, Pearland
14	Sweeny Community Center, 205 W Ashley Wilson Rd, Sweeny
15	Danbury Community Center, 6115 5th St, Danbury
19	Clute Event Center, 100 Parkview Dr, Clute
20	Jones Creek Comm House, 7207 Stephen F Austin Rd, Jones Creek
23	Lake Jackson Civic Center, 333 Hwy 332 East, Lake Jackson
29	West Pearland Community Center, 2150 Countryplace Pkwy, Pearland
37	Pearland Recreation Center, 4141 Bailey Rd, Pearland
39	Alvin Library, 105 S Gordon, Alvin
44	Silverlake Recreation Center, 2715 Southwyck Pkwy, Pearland
46	Tom Reid Library, 3522 Liberty Dr, Pearland
50	West Pearland Library, 11801 Shadow Creek Pkwy, Pearland
65	North Annex, 7313 Corporate Dr, Manvel
75	Richwood City Hall, 1800 N Brazosport Blvd, Richwood
TENTATIVE, DEPENDING ON WHETHER THE CITY HAS AN ELECTION:	
6	Liverpool City Hall, 8901 CR 171, Liverpool
8	Oyster Creek City Hall, 3210 FM 523, Oyster Creek
9	Bonney Annex Building, 19025 FM 521, Bonney
25	Hillcrest Village Municipal Building, 200 W Timberlane, Alvin
26	Brookside Village Community Center, 6243 Brookside Rd, Brookside Village
38	Surfside Beach City Hall, 1304 Monument Dr, Surfside Beach

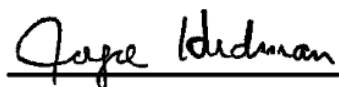
NOTICE OF EARLY VOTING AT BRANCH POLLING PLACES

Early voting by personal appearance will be conducted at the following locations:

Angleton (Main)East Annex, 1524 E Mulberry
AlvinAlvin Library, 105 S Gordon
BrazoriaBrazoria Library, 620 S Brooks
FreeportFreeport Library, 410 Brazosport Blvd
Lake Jackson.....Lake Jackson Civic Center, 333 Hwy 332 East
ManvelNorth Annex, 7313 Corporate Dr
Pearland EastTom Reid Library, 3522 Liberty Dr
Pearland West.....West Pearland Community Center, 2150 Countryplace Pkwy
Shadow CreekWest Pearland Library, 11801 Shadow Creek Pkwy
Sweeny.....Sweeny Community Center, 205 W Ashley Wilson Rd
West Columbia.....Precinct 4 Building #2, 121 N 10th St

DATES AND HOURS:

April 24-28.....8 AM – 5 PM
April 297 AM – 7 PM
May 1-27 AM – 7 PM



Early Voting Clerk

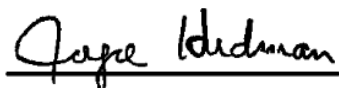
AVISO DE VOTACIÓN ADELANTADA EN LOS SITIOS DE VOTACIÓN AUXILIARES

La votación adelantada en persona se llevará a cabo en los siguientes sitios de esta manera:

Angleton (Ubicación Principal)East Annex, 1524 E Mulberry
AlvinAlvin Library, 105 S Gordon
BrazoriaBrazoria Library, 620 S Brooks
FreeportFreeport Library, 410 Brazosport Blvd
Lake JacksonLake Jackson Civic Center, 333 Hwy 332 East
ManvelNorth Annex, 7313 Corporate Dr
Pearland EsteTom Reid Library, 3522 Liberty Dr
Pearland OesteWest Pearland Community Center, 2150 Countryplace Pkwy
Shadow CreekWest Pearland Library, 11801 Shadow Creek Pkwy
SweenySweeny Community Center, 205 W Ashley Wilson Rd
West ColumbiaPrecinct 4 Building #2, 121 N 10th St

FECHAS Y HORAS

24-28 de abril.....8 AM – 5 PM
29 de abril7 AM – 7 PM
1-2 de mayo7 AM – 7 PM



Secretaria de la Votación Adelantada

RATE SHEETS FOR BRAZORIA COUNTY ELECTIONS:

MAY (COUNTYWIDE JOINT)

EQUIPMENT RENTAL

CONTROLLER	\$350.00 each
SCANNER UNIT (additional 2023).....	\$425.00 each
ACCESS WITH TOUCH UNIT (DOU).....	\$375.00 each
TOUCH UNITS	\$325.00 each
POLLPADS	\$50.00 each
MI-FI/ HOTSPOT	\$50.00 each

This is not a daily charge. This price is for the entire election even if it is for 12days of voting.

OTHER CHARGES

Programming (increase 2023)	\$ 450.00
Tabulating.....	\$150.00
Equipment Delivery and Pickup	
Truck Rental (per delivery location)	\$25.00
Labor (Per delivery location)	\$75.00
Supply tubs EV-ED (see attached list for contents)	\$75.00
Mail Ballots will be billed per entity kits including postageDomestic...\$1.74...Overseas...\$2.36	
Publications charged based on % of registered voters.....	
Ballot Paper size 8.5 x 11.....	18 cents per sheet
Ballot Paper size 8.5 x 14.....	24 cents per sheet

Workers-Judges	\$14.00 per hour -Overtime rate \$21.00 per hour
Clerks	\$12.00 per hour- Overtime rate \$18.00 per hour

ELECTION DAY (increase 2023)

For Election Day, we will calculate the cost for each location (see Exhibit ‘A2’) the total cost for Election Day will then calculated per percentage of registered voters of each political subdivision. All political subdivisions in Brazoria County less than 1000 registered voters, charges will be the minimum of \$2000.00 for Election Day.

EARLY VOTING (increase 2023)

For Early Voting we also calculate worksheets for each of the 10-11 early voting locations. Once we have the total cost for all locations, we do a spreadsheet that divides the cost between all political subdivisions based on the percentage of registered voters in each. Since we have large and small cities in our county, the minimum charge for early voting will be \$2000.00.

OVERTIME

We keep a record of our overtime for the May Elections and the staff gets paid overtime. Since we charge for programming and tabulations that money goes towards the employee’s overtime. If we have more overtime than covered by a calculated programming and tabulation fees, we will add in the additional overtime when sending the final bills.

RATE SHEETS FOR BRAZORIA COUNTY ELECTIONS:

NOVEMBER (COUNTYWIDE JOINT)

For November Elections, the Election Day and Early voting charges are just like the countywide joint in May. If the only political subdivisions at a location are Brazoria County and one entity, total cost calculated will be per percentage of registered voters for the entity.

Runoffs Elections will be the responsibility of whichever entity will be conducting a runoff election.

Any errors or changes related to a Political Subdivision oversight and if it results in reprogramming the entirety election, will be responsible for all associated cost.



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WWW.PORTFREEPORT.COM

**EXECUTIVE DIRECTOR/CEO
COMMISSIONER
TRAVEL ARRANGEMENTS
February 2023**

*Port Authority Advisory Committee Meeting
February 14, 2023
Austin, TX
Hotel: \$255/night
Attendees: Saathoff*