



FY2025 ANNUAL FINANCIAL REPORT

**Responsive to:
C.G.S. § 1-123(a)**

**Concerning Fiscal Year
July 1, 2024 - June 30, 2025**

Connecticut Port Authority ("Authority") is a quasi-public agency, pursuant to [Section 1-120\(1\)](#) of the General Statutes of Connecticut ("CGS"), a body politic and corporate, constituting a public instrumentality and political subdivision of the State of Connecticut ("State" or "Connecticut") that is responsible for coordinating the development of the State's ports and harbors and maritime economy. *See generally* [CGS § 15-31b\(a\)](#). The creation of the CPA represents a major commitment by the State to invest in its port infrastructure to create jobs and attract private investment to the State.

Pursuant to [C.G.S. § 1-123\(a\)](#), "[t]he board of directors of each quasi-public agency shall annually submit a report to the Governor and the Auditors of Public Accounts. Such report shall include, but need not be limited to, the following: (1) A list of all bond issues for the preceding fiscal year, including, for each such issue, the financial advisor and underwriters, whether the issue was competitive, negotiated or privately placed, and the issue's face value and net proceeds; (2) a list of all projects other than those pertaining to owner-occupied housing or student loans receiving financial assistance during the preceding fiscal year, including each project's purpose, location, and the amount of funds provided by the agency; (3) a list of all outside individuals and firms receiving in excess of five thousand dollars in the form of loans, grants or payments for services, except for individuals receiving loans for owner-occupied housing and education; (4) a complete set of financial statements; (5) the cumulative value of all bonds issued, the value of outstanding bonds, and the amount of the state's contingent liability; (6) the affirmative action policy statement, a description of the composition of the agency's work force by race, sex, and occupation and a description of the agency's affirmative action efforts; and (7) a description of planned activities for the current fiscal year."

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I. List of Bond Issues

Not applicable. Since its inception, the CPA has yet to issue bonds.

List of Bond Authorizations:

Authorization Date	Public Act	Project Title	Grant Amount
April 11, 2025	PA 21-111	SHIPP 4	\$10,352,918.00

II. List of Projects Receiving Financial Assistance

Bond Funding authorized by CT State Bond Commission:
(See Section I.)

Grant Recipients of Small Harbor Improvement Project Program (SHIPP) Round 4

Municipality	Project	Amount
Branford	Stoney Creek Wharf	\$800,000.00
Clinton	Boat Ramp Facilities	\$143,000.00
Essex	Essex Harbor Channel Dredging	\$440,000.00
East Hartford	Boat Ramp Facilities	\$1,551,577.00
Hartford	Mortensen Riverfront Plaza	\$636,205.00
Middletown	Marina Construction	\$1,472,736.00
Norwalk	Veterans Park Marina	\$3,528,000.00
Norwich	Howard T. Brown Memorial Park	\$192,000.00
Norwich	Heritage-Riverfront Park & Walkway	\$480,000.00
Old Lyme	Town Dock	\$228,500.00
Old Lyme	Four Mile River Dredging	\$33,000.00
Stonington	Marina Construction	\$250,000.00
Westbrook	Duck Island Breakwater	\$200,000.00
Westbrook	Breakwater, Piers, & Other Construction	\$75,000.00
West Haven	April Street Boat Ramp	\$152,900.00
Westport	Compo Marina	\$170,000.00
Total		\$10,352,918.00

Federal funding received from U.S. Environmental Protection Agency (EPA)

Grant Date: December 18, 2024

Project Title: New London State Pier Shore Power Project

Total Project Amount	\$5,957,103.00
Non-Federal Sponsor: CT Port Authority	\$600,000.00
Grant Funding	\$5,357,103.00
Expenditure for FY 2025	\$97,016.00

III. List of Outside Individuals and Firms Receiving > \$5,000.00

A) General Operations Account

Vendor	Amount paid in FY 2025
American Association of Port Authorities	\$21,205.00
Business Network for Maryland Offshore Wind	\$6,065.00
Chubb Insurance	\$40,292.00
City of New London-Department of Finance	\$168,239.00
Cohn Reznick, LLP	\$60,000.00
Eversource	\$5,462.00
Flagship Management, LLC	\$50,000.00
Gateway New London, LLC	\$139,162.00
Gowrie Group	\$77,160.00
GZA Geo Environmental Inc	\$88,823.00
Orsted Wind Power North America	\$18,000.00
Regan Communications dba. Quinn & Hary	\$25,527.00
Robinson & Cole, LLP	\$179,354.00
Saybrook Junction, LLC	\$36,000.00
Sound Computers	\$35,963.00
State of Connecticut- Office of the Treasurer	\$78,173.00
Total Fence	\$15,000.00
WB Mason	\$5,918.00
Willscot	\$12,541.00
	\$1,062,884.00

B) Bond Account

Vendor	Amount paid in FY 2025
GZA Geo Environmental, Inc	\$57,844.00
Robinson & Cole	\$36,835.00
	\$94,679.00

**C) Harbor Development Agreement (HDA) Escrow Account
State Pier Infrastructure-Improvements Project**

Vendor	Amount paid in FY 2025
AECOM	\$1,210,165.00
Cisco, LLC	\$129,005.00
Department of Administrative Services	\$151,248.00
Kiewit Infrastructure Co.	\$1,615,383.00
New England Central Railroad	\$638,743.00
	\$3,744,544.00

IV. Balance Sheet - Revenues and Expenditures

See "Appendix A - [CohnReznick Audit Report - FY-Ended-June 30, 2025](#)"

V. Value of Bonds Issued, Outstanding, and State's Contingent Liability

Value of Bond Issues:

Not applicable. Since its inception, the CPA has yet to issue bonds.

Value of Authorized Bond Funding:

Project ID	Project Description	Amount
CPA000001700001	State Pier Economic Development Strategy	\$351,761.00
CPA000001700005	SHIPP: Round 1	\$65,603.00
CPA000001700007	Eastern Long Island Sound Planning & Studies	\$596,461.00
CPA000001700008	State Pier Redevelopment: HDA	\$7,304.00
CPA000001700009	New Haven Port Authority Master Plan Grant	\$108,529.00
CPA000001700010	Fort Trumbull State Park (Pier 7)	\$362,643.00
CPA000001700011	New Haven: Purchase of 4 DOT Properties	\$53,140.00
CPA000001700012-19	SHIPP: Round 2	\$1,492,366.00
CPA000001700020	New Haven Harbor Dredging	\$5,020,000.00
CPA000001700028	Long Island Sound Dredging Study	\$1,500,000.00
CPA000001700031-39	SHIPP: Round 3	\$4,327,708.00
Unassigned	SHIPP: Round 4	\$10,352,918.00
Total		\$24,238,433.00

VI. Affirmative Action Policy Statement / Workforce Composition / Efforts

A. EQUAL EMPLOYMENT OPPORTUNITY AND AFFIRMATIVE ACTION POLICY

[Approved December 15, 2020] It is the policy of the Connecticut Port Authority (the Authority) to provide equal employment opportunities to all applicants and employees regardless of race, color, religious creed, sex, sexual orientation, gender identity or expression, marital status, age, national origin, ancestry, mental disability, intellectual disability, learning disability, physical disability, veteran status, or any other characteristic protected by federal, state, or local law. It is also the policy of the Authority to take affirmative action to employ and to advance in employment, all persons regardless of race, color, religious creed, sex, sexual orientation, gender identity or expression, marital status, age, national origin, ancestry, mental disability, intellectual disability, learning disability, physical disability, veteran status, or any other characteristic protected by federal, state, or local law, and to base all employment decisions only on valid job requirements. This policy shall apply to all employment actions, including but not limited to recruitment, hiring, upgrading, promotion, transfer, demotion, layoff, recall, termination, rates of pay or other forms of compensation and selection for training, including apprenticeship, at all levels of employment.

Employees and applicants of the Authority will not be subject to harassment on the basis of race, color, religious creed, sex, sexual orientation, gender identity or expression, marital status, age, national origin, ancestry, mental disability, intellectual disability, learning disability, physical disability, veteran status, or any other characteristic protected by federal, state, or local law. Additionally, retaliation, including intimidation, threats, or coercion, because an employee or applicant has objected to discrimination, engaged or may engage in filing a complaint, assisted in a review, investigation, or hearing or have otherwise sought to obtain their legal rights under any federal, state, or local Equal Employment Opportunity law is prohibited. For information regarding the Authority's policy for addressing complaints of harassment, please refer to the Policy Against Sexual Harassment in the Authority's Employee Manual.

The Authority is committed to the principles of Equal Employment Opportunity and Affirmative Action. In order to ensure dissemination and implementation of Equal Employment Opportunity and Affirmative Action throughout the Authority, the Board of Directors of the Authority has the overall responsibility for the establishment of the affirmative action policies of the agency. The Chairperson of the board maintains ultimate responsibility for the implementation of the Equal Employment Opportunity and Affirmative Action Policy for all staff and the Executive Director is charged with the day-to-day responsibility.

Employees who feel they have been treated less favorably on the basis of any protected characteristic should contact the Authority's Executive Director or the Chairperson of the Board of Directors immediately. Retaliation for making a complaint or otherwise participating in an investigation of potential violations of this policy is not tolerated.

In furtherance of the Authority's policy regarding Equal Employment Opportunity and Affirmative Action, the Authority will present an annual internal workforce analysis to be distributed to the Board of Directors no later than June 30 of each fiscal year, to ensure that its policy of nondiscrimination and affirmative action for women, minorities, individuals with disabilities, and protected veterans is accomplished.

B. WORKFORCE COMPOSITION/ANALYSIS AS OF JUNE 30, 2025

Category/ Job Type	White		Black		Hispanic		Asian		Unreported/ Other	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Officials / Directors	1	0	0	0	0	0	0	0	0	0
Professionals	0	2	0	1	0	0	0	0	0	0
Administrative / Clerical	0	1	0	0	0	0	0	0	0	0
Intern / Educational	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	2	0
TOTALS:	1	3	0	1	0	0	0	0	2	0

**C. AFFIRMATIVE ACTION AND EQUAL EMPLOYMENT OPPORTUNITY EFFORTS
JULY 1, 2024 - JUNE 30, 2025**

On January 27, 2026, an Annual Internal Workforce Analysis for Fiscal Year 2025 (FY25) was distributed to the Board of Directors. In furtherance of the Authority's policy regarding Equal Employment Opportunity and Affirmative Action, the Executive Director prepared an annual internal workforce analysis to ensure that the Authority's policy of nondiscrimination and affirmative action for women, minorities, individuals with disabilities, and protected veterans is accomplished.

During FY25, there were vacancies in the Executive Director and Maritime Development Manager positions. The Authority filled two (2) vacant positions: Executive Director and Community Liaison. The Authority also filled two (2) Summer Intern positions.

The Authority's EEO statement is posted on its website under [CT Port Authority- Employment](#). "The Connecticut Port Authority is an equal opportunity/affirmative action employer. We welcome all candidates to apply regardless of race, color, religion, sex (including pregnancy, sexual orientation, or gender identity), national origin, age, disability, or genetic information."

The Authority's ADA statement is posted on the homepage of its website [CT Port Authority](#). "Connecticut Port Authority is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Please contact CPA by phone 860-577-5174 or email info@ctportauthority.com if you have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint."

The Authority intends to continue its efforts to maximize distribution to as diverse an applicant pool as possible, engaging [EmployDiversity.com](#)'s digital job board. This resource was highlighted by Connecticut Innovations (the Authority has a Memorandum of Understanding with Connecticut Innovations for Human Resources and CORE-CT support).

VII. Planned Activities for the Current Fiscal Year (July 1, 2025 – June 30, 2026)

New London Admiral Harold E. Shear State Pier Infrastructure Improvements Project

Project Overview

The New London State Pier (NLSP) redevelopment is complete and the pier is fully operational in support of the off-shore wind industry. The Authority continues to earn revenue through its contract with its terminal operator Gateway New London and partner Ørsted Wind Power North America, LLC (Formerly NEO) which brought in a combined amount of \$3.5M for FY2025.

A list of major operational projects at the State Pier and their status include:

- South Fork Wind: 12 Turbines (132MW): State of New York: Complete
- Revolution Wind: 65 Turbines (704MW): State of Connecticut (304 MW); State of New York (400MW): 91% Complete
- Sunrise Wind: 84 Turbines (880/924MW): State of New York: Commencing 2026

Federal government activity has halted offshore wind projects, outlined below, and related litigation is ongoing. Ørsted is currently considering potential future sub-sub leasing opportunities.

The U.S. Department of the Interior's Bureau of Ocean Energy Management (BOEM) on August 22, 2025, issued a stop-work order on the Revolution Wind offshore wind project citing national security interests. On September 22, 2025, Ørsted received a preliminary injunction allowing work on the project to continue while the government reviews its concerns.

On December 22, 2025, the U.S. Department of the Interior announced an immediate pause on leases for all five offshore wind projects under construction, including Ørsted's Revolution Wind project. The agency cited national security risks identified in recently completed classified reports as the basis for the suspension, and Ørsted confirmed they are complying with the federal stop-work directives while engaging with U.S. authorities. On January 1, 2026, Revolution Wind filed a preliminary injunction against the lease suspension order, and on January 12, 2026, a federal court granted the preliminary injunction allowing Revolution Wind activity to resume.

These developments leave NLSP in a comparatively strong position. Its newly built heavy-lift and deep-water capabilities make it far more versatile than a wind-only facility, allowing it to handle large industrial cargo, subsea cables, and offshore infrastructure work. Located near the U.S. Navy Submarine Base and Electric Boat, the pier is also well suited for defense, shipbuilding, and major construction logistics. With competing East Coast ports losing funding, State Pier now stands out as one of the few fully operational heavy-lift terminals in the Northeast. It is uniquely positioned to stay active and economically valuable even as offshore-wind activity fluctuates.

The Port Authority continues to hold talks with its partners Ørsted and Enstructure/ Gateway New London in keeping abreast of the changing landscape and planning ahead for future business opportunities for the State Pier. The pier was renovated to ensure it had the ability to manage offshore wind components. The work also positions the pier to handle many different types of cargo such as bulk and break-bulk operations and can accommodate roll-on/roll-off or lift-on/lift-off scenarios. Rail is available at the pier and can be utilized depending on regional and customer needs. The lease agreement with Ørsted is for ten years and runs through 2033.

Construction Update

Following substantial completion of the New London State Pier in June 2024, the Authority oversaw the completion and disposition of outstanding punchlist items and the closeout of contracts in 2025. The Construction Manager-at-Risk (CMR), Kiewit Infrastructure completed remediation work on the south wall transport corridor to meet contract requirements and provided extensions for the toe wall fenders to support future potential ship docking configuration needs.

The Authority issued its Certificate of Final Acceptance on October 20, 2025 and Certificate of Substantial Completion on October 21, 2025 with regards to the upgrades to the New London State Pier. The contract between the Authority and its CMR Kiewit Infrastructure was closed and paid in full on October 22, 2025.

EPA Clean Ports Program: Zero-Emission Technology Deployment Competition New London State Pier Shore Power Project

The EPA Clean Ports Program grant, which was awarded on December 18, 2024 to the Authority in collaboration with its tenant Gateway New London and sublessee Ørsted for the construction and installation of mobile shore power at New London State Pier (“NLSP”) is progressing as scheduled. The project aims to reduce the carbon footprint of port operations as well as decrease health risks and noise pollution for workers. The Authority was successful in the completion of major milestones which contribute to the fulfilment of the project’s scope of work.

The Authority executed a sub-award agreement with Ørsted Wind Power North America, LLC on June 2, 2025 with effect from January 1, 2025 for the provision of support services on the NLSP Shore Power Project inclusive of project management, permitting & compliance, engineering and technical support.

The Authority contracted with Mintz + Hoke on May 14, 2025 for Community Engagement services related to the project. This includes increasing awareness, facilitating public education and providing progress notifications in support of the project. Mintz + Hoke developed the webpage dedicated to this project (ctportauthority.com/shore-power/). The firm also produced a one-page summary of the project to date that is on display at the Authority’s headquarters and has and will be distributed at conferences and meetings by Authority team members, including:

- Connecticut Maritime Heritage Festival

- Junior Achievement Career Exploration Day in Bloomfield
- Council of Small Towns Annual Meeting
- Connecticut Conference of Municipalities

Mintz + Hoke created a communications plan for the project for 2026 which will help to increase awareness and public education around project specifics and engage with local businesses and community stakeholders to ensure they are aware of any upcoming relevant procurement and career opportunities.

The Authority executed a Professional Services Agreement (PSA) with Moffatt and Nichol (M&N) on June 11, 2025 after its successful proposal in response to the Authority's RFP for Engineering Services posted on March 5, 2025. M&N prepared the technical specification for the design of the Mobile Cable Management System (MCMS). A Request for Proposals (RFP) for the manufacture and installation of the mobile cable management system (MCMS) was issued on September 9, 2025. The original deadline for submission of proposals was extended from October 10, 2025 to October 24, 2025 to allow potential bidders to perform a site visit. At the Special Meeting of the Connecticut Port Authority Board of Directors held on November 18, 2025, the Board authorized the Executive Director to negotiate and enter into an agreement for a Mobile Cable Management System for the New London State Pier Shore Power Project. This is in progress with supplier selection completed and agreement finalization in process. M&N's development of the civil port infrastructure design spec is ongoing.

Statewide Small Harbor Improvement Projects Program (SHIPP)

The mission of the Authority is to grow the state's maritime economy by investing in its ports and harbors to maximize their economic potential. The Small Harbor Improvement Projects Program (SHIPP) was created to support this mission.

At its October 15, 2024 Board Meeting, the Authority selected seventeen (17) projects spanning fourteen (14) municipalities for submission to the State Bond Commission (Bond Commission) representing the fourth round of SHIPP. This Request for Funding amounted to \$10,352,918 in funds to be issued. The Bond Commission approved funding for SHIPP Round 4 at its April 11, 2025 meeting for the full funding amount. Grantees were notified of the Bond Commission's approval and provided grant agreements for execution. Some municipalities were in a position to commence projects thereafter.

Initiated in 2017, the four (4) rounds of the SHIPP grants have resulted in excess of \$22 million dollars being granted to 49 projects spanning 30 municipalities in the state of Connecticut. The result is a safer, more navigable, and better accessed coastline for all.

A summary of previous SHIPP grants is shown below:

SHIPP	Authorization Date	Number of Municipalities	Number of Projects	Amount Funded	Amount Expended
Round 1	11/29/2017	16	16	\$4,011,650	\$3,946,047
Round 2	4/16/2021	6	8	\$2,956,200	\$1,463,834
Round 3	4/06/2023	6	9	\$5,043,856	\$716,148
Round 4	4/11/2025	14	17	\$10,352,918	\$0.00

On June 23, 2025, [Public Act 25-65](#) was enacted which amended the language for SHIPP to include private entities in the applicant pool. In response to this expansion, the Authority sought to update SHIPP's Policies and Procedures. An initial draft was published in the Connecticut Law Journal [VOL. LXXXVII No. 7](#) on August 12, 2025 for a 30-day comment period. Public comments and further discussion by the SHIPP subcommittee resulted in an updated version of the Policies and Procedures language that was published in the Connecticut Law Journal [VOL. LXXXVII No. 23](#) on December 2, 2025 with comments due by January 5, 2026. It is anticipated that the proposed revisions to SHIPP Policies and Procedures will be considered by the Board at a Special Meeting on January 16, 2026.

[Public Act No. 25-65](#), "Sec. 33. Section 13b-55d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) As used in this section, "small harbor" means any harbor in the state not under the authority of the Connecticut Port Authority.

(b) The Connecticut Port Authority, established under section [15-31a](#), shall establish a competitive grant program to be known as the small harbor improvements projects grant program. Such program shall provide funding to municipalities and private entities for small harbor improvement projects for purposes of improving the economy and infrastructure of the state. Such projects may include federal and nonfederal dredging projects in small harbors and private maritime infrastructure projects in small harbors, provided all applicable permits and authorizations are obtained before such private maritime infrastructure projects receive any such grant award. With regard to federal and nonfederal dredging projects, grants may be awarded to (1) support, in full or in part, local and state matching requirements for such projects; (2) cover the incremental costs associated with applicable environmental regulatory requirements or management practices, including beneficial use; (3) cover part or all of the costs of such projects in the absence of adequate federal funds; and (4) provide reimbursement for such projects that were approved by the authority for funding or that commenced prior to the disbursement of such funds due to time considerations that impacted the flow of commerce at such small harbor."

To expedite and streamline SHIPP grant procedures, the Authority submitted a Request for Funding to the State Bond Commission for all available SHIPP funds in August 2025. The State Bond Commission approved this request at its special meeting on December 18, 2025. With funding now authorized in advance of the grant cycle, the Authority can move more efficiently from award to implementation, allowing municipalities and eligible private entities to proceed with approved projects without unnecessary delay. It is anticipated that a Request for Applications (RFA) for the next round of SHIPP will be

released in late January 2026. The RFA will be posted on the Authority's website as well as on the CTsource Bid Board.

Statewide Establishment of a Connecticut Dredging Team

A technical workgroup was established to assist participants in exchanging information and to streamline interaction with federal agencies. The workgroup is housed within the Connecticut Department of Energy and Environmental Protection (CT-DEEP) and is co-chaired by the Authority. Members include representatives from U.S. Environmental Protection Agency (EPA), Region 1; U.S. Army Corps of Engineers (USACE), North Atlantic Division; and the Connecticut Marine Trades Association, Connecticut Harbor Management Association; deep draft harbor port authorities (New Haven, New London, Bridgeport); consultants (dredging community); legislative contacts (state and federal); environmental groups; and local harbor management commissions.

The Long Island Sound Regional Dredging Team was formed and has representatives from USACE, EPA Regions 1 and 2, National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service, New York Department of State, New York Department of Environmental Conservation, Connecticut Department of Energy and Environmental Protection, Connecticut Port Authority and the Rhode Island Coastal Resources Management Council.

Dredging Team Purpose/Goals:

1. Provide a forum for State and Federal agencies to strategize and resolve issues related to the management of dredged material from the coastal waters of CT and Long Island Sound (LIS).
2. Reduce the reliance on open water disposal of dredged materials in LIS; promote beneficial use; seek lower cost alternatives to off-site disposal facilities for marginally contaminated sediments.
3. Enhance early planning and evaluation of information on dredged material placement alternatives submitted for projects to review under the LIS site designation rule.
4. Consider and plan for the reduction/mitigation of source of contamination in dredged sediment and contaminant source reduction from existing point source and nonpoint source water pollution.
5. Identify necessary ways to address obstacles; address regulatory issues including testing requirement standards.
6. Address management issues for open water disposal.
7. Address the requirement to resume production of an annual LIS Dredge Material Management Plan progress report to track dredge material beneficially reused vs. disposed of at open water sites.

Planning Assistance to States Study – Dredging

The US Army Corps of Engineers and the Authority executed a partnership cost-sharing agreement in March 2023 and later amended the agreement in September 2024 to conduct detailed investigations that were beyond federal cost share capabilities. The

study team has inventoried and assessed current and future dredging needs of non-federal entities in Connecticut, updated the non-federal dredging needs data from the 2015 Long Island Sound -Dredge Material Management Program, identified priority placement sites, scoped work for detailed investigations, begun to conduct stakeholder outreach and is currently conducting resource surveys and inventorying bathymetric conditions at priority placement sites. Public meetings with stakeholders to communicate plans and obtain feedback will begin in the first quarter of 2026. The final plan is on track for completion by December 2026.

Bridgeport Federal Navigation Project – Dredging of Black Rock Harbor & Bridgeport Harbors

The Bridgeport Harbor Channel will enter the design phase in 2026. It is estimated that a non-federal share payment of \$600,000 will be required to support this project by March of 2026. As the material is contaminated, a Confined Aquatic Discharge Cell (CAD) will be constructed during the 2027 dredge season. It will take two seasons to construct the CAD cell and channel dredging will occur in the fall of 2029. The non-federal share of this work scope will be approximately \$24 million.

The Black Rock Channel will enter the design phase in 2027. It is estimated that a non-federal share payment of \$800,000 will be required to support this project by March of 2027. As the material is contaminated, a Confined Aquatic Discharge Cell (CAD) will be constructed during the 2028 dredge season. It will take two seasons to construct the CAD cell and channel dredging will occur in the fall of 2030. The non-federal share of this work scope will be approximately \$20 million.

New Haven Federal Navigation Channel Deepening – Dredging

[Public Act 20-1, Section 32\(j\)](#) authorized bonds for Improvements to Deep Water Ports, Including Dredging. These funds were requested to finance New Haven Harbor Dredging and Navigational Improvements Design Component. On January 3, 2023, the Connecticut Port Authority signed a Design Agreement in the amount of \$3.92M with the US Army Corps of Engineers' New England District (USACE) for the Improvement of the New Haven Harbor Federal Navigation Project. The Project includes the deepening of the main shipping channel and turning basin from 35-ft deep to the congressionally authorized 40-ft deep below mean lower low water (MLLW). The design is expected to take approximately two (2) years to complete and will incorporate state-of-the-art ship simulations, subsurface exploration and geotechnical borings, and development of several beneficial use of dredged material areas within the harbor. Approximately 4.3 million cubic yards of sediment and rock will be removed over a two (2) year period starting the fall 2026 when time-of-year restrictions allow. The project will improve safety for the maritime community and allow larger vessels to call on the terminals within New Haven.

In advance of the start of the expected improvement project the navigation channel has had maintenance dredging performed in October of this year. This removed 850,000 cubic yards of material to eliminate the need for lightering ship contents and holding for high tide, support safe navigation and to prepare for the improvement project.

New London Pier No. 7 Fort Trumbull State Park

The Authority concluded its engagement with GZA Geo Environmental, Inc., in August 2025 when GZA shared their final 100% design solutions for repairs and modifications to the structure of Pier 7 located within Fort Trumbull State Park in New London.

Pier 7 was constructed in 1965 by the Navy and is now owned and operated by the State of Connecticut. To advance the growth of the State's maritime economy, the ultimate objectives are to improve the efficiency of current operations, provide services to support the U.S. Coast Guard and Navy vessels, and provide safe docking for large scale public events, such as the Connecticut Maritime Heritage Festival.

The goal of the project is to rehabilitate Pier 7 to improve its existing infrastructure. The proposed improvements will enable continued use as a "port of call" by U.S. Navy and U.S. Coast Guard vessels, including the accommodation of the U.S. Navy's Amphibious Transport Dock Class Vessel (LPD) during community and public events.

The Authority began hosting monthly meetings in January 2024 with stakeholders of the Fort Trumbull Pier 7 Rehabilitation Project in order to complete the design phase. Following a gap in meetings after October 2024, meetings resumed in August 2025 between all parties interested in rehabilitating Pier 7. All parties indicated an interest in rehabilitating the pier before significant deterioration occurs within 5-10 years. To expedite this process, the Authority and the Connecticut Department of Energy and Environmental Protection (DEEP) are currently engaged in discussions around establishing a Memorandum of Understanding (MOU). The intention of the MOU is to allow the Authority to actively engage in the fundraising and oversight of the rehabilitation of Pier 7 while DEEP remains as the owner of the site. It is anticipated that this will be fully executed in Q1 2026 and a project manager will be hired by the Authority to begin identifying potential funding sources.

Approved by the Connecticut Port Authority Board of Directors at the Regular Meeting held on January 27, 2026.

Appendix A

**Connecticut Port Authority
(A Component Unit of the State of Connecticut)**

**Financial Statements
(With Supplementary Information)
and Independent Auditor's Reports**

June 30, 2025



Connecticut Port Authority
(A Component Unit of the State of Connecticut)

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Independent Auditor's Report

To the Board of Directors
Connecticut Port Authority
Old Saybrook, Connecticut

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Connecticut Port Authority (the "Authority"), a component unit of the State of Connecticut, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the index.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Authority as of June 30, 2025, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and GAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of proportionate share of net pension liability and schedule of contributions, pension notes to required supplementary information, schedule of proportionate share of net OPEB liability and schedule of contributions and OPEB notes to required supplementary information on pages 5 through 9 and pages 33 through 36 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide

any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The schedule of project allocations is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The schedule of project allocations is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of project allocations is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 21, 2025 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.



Hartford, Connecticut
November 21, 2025

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Management's Discussion and Analysis
June 30, 2025

As management of the Connecticut Port Authority (the "Authority"), a component unit of the State of Connecticut (the "State"), we offer readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the year ended June 30, 2025. The Authority's financial statements, accompanying notes and supplementary information should be read in conjunction with the following discussion.

Introduction

The Authority was created by the State of Connecticut General Assembly pursuant to Public Act 14-222. The Authority constitutes a body corporate and politic and a public instrumentality of the State having a distinct legal existence from the State.

The purposes of the Connecticut Port Authority shall be to coordinate port development, with a focus on private and public investments, pursue federal and state funds for dredging and other infrastructure improvements to increase cargo movement through Connecticut ports, market the advantages of such ports to the domestic and international shipping industry, coordinate the planning and funding of capital projects promoting the development of such ports, and develop strategic entrepreneurial initiatives that may be available to the State.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's financial statements.

The Authority engages only in business-type activities, that is, activities that are financed in whole or in part by charges to external parties for services. As a result, the Authority's basic financial statements include the statement of net position; the statement of revenues, expenses and changes in net position; the statement of cash flows; and the notes to the financial statements. These basic financial statements are designed to provide readers with a broad overview of the Authority's finances, in a manner similar to a private-sector business.

The statement of net position presents detail on the Authority's assets and deferred outflows of resources, and liabilities and deferred inflows of resources, with the difference between the two reported as net position. Changes in the Authority's net position serve as a useful indicator of whether the Authority's net position is improving or deteriorating. Readers should also consider other nonfinancial factors when evaluating the Authority's net position. The statement of revenues, expenses and changes in net position presents information on how the Authority's net position changed during the year.

All assets, liabilities, deferred inflows, deferred outflows and changes in net position are reported as soon as the underlying event affecting the asset or liability and resulting change in net position occurs, regardless of the timing of when the cash is received or paid (accrual basis of accounting for governmental entities). Consequently, certain revenues and expenses reported in the statement of revenues, expenses and changes in net position will result in cash flows in future periods.

2025 Financial Highlights

Total assets exceeded total liabilities by \$301,382,162 (net position) at June 30, 2025 due primarily to the capitalization of the Harbor Development Project net of associated construction payables and lease liabilities.

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Management's Discussion and Analysis
June 30, 2025

Operating loss for 2025 was \$4,319,403, which was primarily attributed to \$5,977,755 of depreciation and \$426,134 of amortization expenses. Nonoperating net revenues were \$496,542, capital contributions were \$2,226,243 and the change in net position was (\$1,596,618).

Governmental Accounting Standards Board Statement No. 87 requires that substantial lease contracts that are longer than 12 months and do not transfer ownership to the lessee during the period of the contract should be treated as purchases of the assets on credit by the lessee. The lessee is required to recognize a right to use asset and the related lease liability is measured at the present value of the fixed minimum lease payments. The related asset will be amortized over the lease term or the life of the asset and the lease liabilities will be treated as a financing lease and interest expense will be recognized. The office space sub-lease owned by Saybrook Realty Partners, LLC and the land and track lease owned by New England Central Railroad, Inc. have been recognized as right to use assets. The net balance of the right to use asset in fiscal year 2025 was \$3,953,560.

In fiscal year 2023, Gateway New London, LLC, North East Offshore, LLC (NEO) and the Authority entered into a Sublease agreement dated May 19, 2023, whereby NEO committed to an annual lease payment in the amount of \$2,000,000 to be paid to the Authority. This agreement is for a period of ten years and quarterly installment in the amount of \$500,000 were received in fiscal year 2025. The Authority has recorded a lease receivable and deferred inflow of resources in the amount of \$14,498,115 as of June 30, 2025.

The Authority reported net pension liability of \$1,252,124 and net OPEB liability of \$1,464,157 as of June 30, 2025. In addition, deferred inflows and outflows of resources related to pension and OPEB were reported accordingly.

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Management's Discussion and Analysis
June 30, 2025

Condensed Information

The following table reflects a summary of certain balances in the statements of net position and revenues, expenses and changes in net position:

Statements of Net Position			
June 30, 2025 and 2024			
	<u>June 30, 2025</u>	<u>June 30, 2024</u>	<u>Increase/decrease 2025 versus 2024</u>
Assets			
Current assets	\$ 27,476,571	\$ 28,407,526	\$ (930,955)
Capital assets (net)	291,349,619	290,893,766	455,853
Lease receivable (net)	12,714,161	14,498,115	(1,783,954)
Right to use assets (net)	<u>3,953,560</u>	<u>4,305,260</u>	<u>(351,700)</u>
Total assets	<u>335,493,911</u>	<u>338,104,667</u>	<u>(2,610,756)</u>
Deferred outflow of resources	<u>170,909</u>	<u>850,406</u>	<u>(679,497)</u>
Current liabilities	13,273,596	12,046,677	1,226,919
Noncurrent liabilities	<u>6,209,228</u>	<u>7,085,066</u>	<u>(875,838)</u>
Total liabilities	<u>19,482,824</u>	<u>19,131,743</u>	<u>351,081</u>
Deferred inflow of resources	<u>14,799,834</u>	<u>16,844,550</u>	<u>(2,044,716)</u>
Net position			
Net investment in capital assets	291,674,316	291,188,823	485,493
Net position, restricted	6,944,426	10,612,688	(3,668,262)
Net position, unrestricted	<u>2,763,420</u>	<u>1,177,269</u>	<u>1,586,151</u>
Total net position	<u>\$ 301,382,162</u>	<u>\$ 302,978,780</u>	<u>\$ (1,596,618)</u>

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Management's Discussion and Analysis
June 30, 2025

Statements of Revenues, Expenses and Changes in Net Position
Years Ended June 30, 2025 and 2024

	June 30, 2025	June 30, 2024	Increase/decrease 2025 versus 2024
Changes in net position			
Operating revenues			
Lease revenue	\$ 1,762,916	\$ 1,737,203	\$ 25,713
State Pier operating fees	1,524,064	1,254,738	269,326
Pilotage and licensing fees	106,788	110,928	(4,140)
Interest income - lease	240,804	267,321	(26,517)
Miscellaneous - other	82,806	81,182	1,624
Total operating revenues	<u>3,717,378</u>	<u>3,451,372</u>	<u>266,006</u>
Operating expenses			
Salaries and related expense	712,361	3,705,975	(2,993,614)
Contractual services	734,517	479,007	255,510
Administrative and general	186,014	108,590	77,424
Depreciation	5,977,755	5,673,908	303,847
Amortization	426,134	396,596	29,538
Total operating expenses	<u>8,036,781</u>	<u>10,364,076</u>	<u>(2,327,295)</u>
Operating loss	<u>(4,319,403)</u>	<u>(6,912,704)</u>	<u>2,593,301</u>
Nonoperating revenues (expenses)			
Appropriations from State	2,712,327	3,042,916	(330,589)
Interest expense	(230,344)	(61,392)	(168,952)
Investment income	319,496	317,179	2,317
Grant awards	(2,304,937)	(2,541,295)	236,358
Total nonoperating revenues	<u>496,542</u>	<u>757,408</u>	<u>(260,866)</u>
Capital contributions	<u>2,226,243</u>	<u>21,523,757</u>	<u>(19,297,514)</u>
Change in net position	<u>\$ (1,596,618)</u>	<u>\$ 15,368,461</u>	<u>\$ (16,965,079)</u>

2025 Financial Analysis

Total assets of the Authority were \$335,493,911 at June 30, 2025, which represents a decrease of \$2,610,756 over the prior year. Net capital assets of \$291,349,619 represents the largest asset. This is an increase of \$455,853 related primarily to the Harbor Development Project. The Authority has entered into commitments with contractors to spend a total of \$276,226,146 on the harbor development and other projects with a balance of \$1,500,000 as of June 30, 2025.

Total liabilities of the Authority at June 30, 2025 were \$19,482,824, which represents an increase of \$351,081 over the prior year primarily due to an increase in construction payables. As of June 30, 2025, there were construction payables including retainage of \$11,343,296.

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Management's Discussion and Analysis
June 30, 2025

2025 Operating Activity

Operating revenues of the Authority were \$3,717,378, an increase of \$266,006 when compared to the prior year. The largest sources of revenue in fiscal year 2025 were lease revenue and State Pier operating fee revenue.

Total operating expenses were \$8,036,781. The majority of the expenses were related to salaries, fringe benefits, contractual services, depreciation and amortization. The decrease in salaries and related expenses over prior year was \$2,993,614 as a result of initially recognizing net pension liability, net OPEB liability and related net deferred inflows and outflows of resources in the prior year.

Operating expenses exceeded operating revenues by \$4,319,403. This is primarily attributed to \$5,977,755 of depreciation and \$426,134 of amortization expenses.

2025 Nonoperating Activity

Capital contributions decreased from \$21,523,757 to \$2,226,243 for the year ended June 30, 2024 and June 30, 2025, respectively, due to the significant contributions in the prior year for the Harbor Development Project.

Appropriations from the State of Connecticut decreased from \$3,042,916 to \$2,712,327 for the year ended June 30, 2024 and June 30, 2025, respectively.

Investment income of \$319,496 is reported in nonoperating revenues for the year ended June 30, 2025, an increase of \$2,317 compared to the prior period due to interest income earned. In addition, interest expense related to the leases payable of \$230,344 was reported for the year ended June 30, 2025.

Requests for Information

This financial report is designed as a general overview of the Authority's financial picture for external and internal stakeholders. Questions concerning any of the information provided in this report or public requests for information should be addressed to the Finance Director, Connecticut Port Authority, 455 Boston Post Rd., Suite 204, Old Saybrook, CT 06475.

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Statement of Net Position
June 30, 2025

Assets and Deferred Outflows of Resources

Assets

Current assets

Cash and cash equivalents	\$ 2,641,607
Restricted cash	19,154,641
Unrestricted investments	3,090,753
Accounts receivable	567,805
Lease receivable	1,783,954
Due from State of Connecticut	13,744
Deposits and prepaid expenses	224,067

Total current assets	27,476,571
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Noncurrent assets

Lease receivable, noncurrent	12,714,161
Capital assets, net of accumulated depreciation	291,349,619
Right to use assets, net	3,953,560

Total noncurrent assets	308,017,340
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Deferred outflows of resources

Differences between expected and actual experience - pension	103,927
Changes in proportional share of employer - pension	3,705
Changes in proportional share of employer - OPEB	63,277

Total deferred outflows of resources	170,909
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Total assets and deferred outflows of resources	\$ 335,664,820
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Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Statement of Net Position
June 30, 2025

Liabilities, Deferred Inflows of Resources and Net Position

Liabilities

Current liabilities

Accounts payable	\$ 224,345
Construction payable	4,204,366
Retainage payable	7,138,930
Unearned revenue	401,332
Due to North East Offshore, LLC	479,331
Due to Orsted Wind Power North America, LLC	169,719
Due to State of Connecticut	331,283
Lease liability, current portion	140,732
Accrued compensated absences, current portion	22,870
Accrued expenses and other	160,688

Total current liabilities	13,273,596
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Noncurrent liabilities

Lease liability, noncurrent portion	3,488,131
Accrued compensated absences, noncurrent portion	4,816
Net pension liability	1,252,124
Net OPEB liability	1,464,157

Total noncurrent liabilities	6,209,228
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Total liabilities	19,482,824
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Deferred inflows of resources

Leases	14,498,115
Net difference between projected and actual earnings on pension plan investments - pension	31,567
Changes in assumptions - pension	795
Differences between expected and actual experience - OPEB	77,314
Net difference between projected and actual earnings on OPEB plan investments - OPEB	672
Changes in assumptions - OPEB	191,371

Total deferred inflows of resources	14,799,834
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Net position

Net investment in capital assets	291,674,316
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Restricted

Harbor development	3,630,763
Other bond funded projects	3,313,663

Total restricted	6,944,426
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Unrestricted	2,763,420
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Total net position	301,382,162
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Total liabilities, deferred inflows of resources and net position	\$ 335,664,820
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See Notes to Financial Statements.

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Statement of Revenues, Expenses and Changes in Net Position
Year Ended June 30, 2025

Operating revenues	
Lease revenue	\$ 1,762,916
State Pier operating fees	1,524,064
Pilotage and licensing fees	106,788
Interest income - lease	240,804
Miscellaneous - other	82,806
	<hr/>
Total operating revenues	3,717,378
	<hr/>
Operating expenses	
Salaries and related expense	712,361
Contractual services	734,517
Administrative and general	186,014
Depreciation	5,977,755
Amortization	426,134
	<hr/>
Total operating expenses	8,036,781
	<hr/>
Operating loss	(4,319,403)
	<hr/>
Nonoperating revenues (expenses)	
Appropriations from State	2,712,327
Interest expense	(230,344)
Investment income	319,496
Grant awards	(2,304,937)
	<hr/>
Net nonoperating revenues	496,542
	<hr/>
Capital contributions - harbor development revenue	2,226,243
	<hr/>
Change in net position	(1,596,618)
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Net position, beginning of year	302,978,780
	<hr/>
Net position, end of year	\$ 301,382,162
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See Notes to Financial Statements.

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Statement of Cash Flows
Year Ended June 30, 2025

Cash flows from operating activities	
Cash received for services	\$ 1,392,259
Cash payments for customers	(622,679)
Cash payments to employees	(804,613)
	<u>(35,033)</u>
Net cash used in operating activities	<u>(35,033)</u>
Cash flows from noncapital financing activities	
State of Connecticut appropriations and bond funding received	2,712,327
Grants awarded	(2,304,937)
	<u>407,390</u>
Net cash provided by noncapital financing activities	<u>407,390</u>
Cash flows from capital and related financing activities	
State of Connecticut appropriations and bond funding received	2,225,426
Due to North East Offshore, LLC	27,108
Due to Orsted Wind Power North America, LLC	169,719
Due to State of Connecticut	331,283
Principal payments on lease	(455,774)
Interest payments on lease	(230,344)
Acquisition of capital assets	(4,069,670)
	<u>(2,002,252)</u>
Net cash used in capital and related financing activities	<u>(2,002,252)</u>
Cash flows from investing activities	
Purchase of investments	(1,090,653)
Interest on investments	319,496
	<u>(771,157)</u>
Net cash used in investing activities	<u>(771,157)</u>
Net decrease in cash, cash equivalents and restricted cash	(2,401,052)
Cash, cash equivalents and restricted cash, beginning of year	24,197,300
Cash, cash equivalents and restricted cash, end of year	<u>\$ 21,796,248</u>
Reconciliation of operating loss to net cash used in operating activities	
Operating loss	\$ (4,319,403)
Adjustments to reconcile operating loss to net cash used in operating activities	
Depreciation	5,977,755
Amortization of right to use asset	426,134
Net amortization of deferred inflows/outflows	393,977
Changes in assets and liabilities	
Accounts receivable	(362,611)
Deposits and prepaid expenses	8,742
Accounts payable and accrued expenses	289,110
Accrued compensated absences	7,813
Unearned revenue	(1,962,508)
Net pension liability	(107,265)
Net OPEB liability	(386,777)
	<u>(35,033)</u>
Net cash used in operating activities	<u>\$ (35,033)</u>
Noncash capital and related financing activities	
Acquisition of capital assets in accounts payable	<u>\$ 11,343,296</u>
Right to use asset and lease liability modification	<u>\$ 74,434</u>

See Notes to Financial Statements.

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Notes to Financial Statements
June 30, 2025

Note 1 - Summary of significant accounting policies

The accompanying financial statements of Connecticut Port Authority (the "Authority") have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed in pronouncements of the Governmental Accounting Standards Board ("GASB"). Following is a summary of significant accounting policies of the Authority.

Reporting entity

The Authority was created by the State of Connecticut General Assembly pursuant to Public Act 14-222. The Authority constitutes a body corporate and politic and a public instrumentality of the State having a distinct legal existence from the State.

The purposes of the Connecticut Port Authority shall be to coordinate port development, with a focus on private and public investments, pursue federal and state funds for dredging and other infrastructure improvements to increase cargo movement through Connecticut ports, market the advantages of such ports to the domestic and international shipping industry, coordinate the planning and funding of capital projects promoting the development of such ports, and develop strategic entrepreneurial initiatives that may be available to the State of Connecticut (the "State").

The Authority is exempt from federal and state income taxes.

Financial statement presentation, measurement focus and basis of accounting

The Authority engages only in business-type activities. Business-type activities are activities that are financed in whole or in part by fees charged to external parties.

The Authority uses the economic resources measurement focus and accrual basis of accounting.

The Authority distinguishes between operating and nonoperating revenues and expenses. Operating revenues and expenses generally result from providing services relating to the Authority's principal ongoing operations. Operating expenses include the cost of services provided and administrative expenses. All other revenues and expenses are reported as nonoperating revenues and expenses.

Net pension liability

Eligible employees of the Authority participate in the State Employees Retirement System ("SERS"). The Authority's contributions are based on a percentage of eligible compensation. The net pension liability is measured as the portion of the actuarial present value of projected benefits that is attributed to past periods of employee service (total pension liability), net of the pension plan's fiduciary net position. The pension plan's fiduciary net position is determined using the same valuation methods that are used by the pension plan for the purpose of preparing its statement of fiduciary net position. The net pension liability is measured as of a date (measurement date) no earlier than the end of the employer's prior fiscal year, consistently applied from period to period.

Other post-employment benefits

For the purpose of measuring the net other postemployment benefit ("OPEB") liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the State of Connecticut State Employee OPEB Plan (SEOPEBP) and additions to/deductions from SEOPEBP's fiduciary net position have been determined on the same basis as they are reported by SEOPEBP. SEOPEBP uses the economic resources measurement focus and the full accrual basis of accounting. For this purpose, SEOPEBP

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Notes to Financial Statements
June 30, 2025

recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Cash, cash equivalents and restricted cash

The Authority considers all highly-liquid investments with a maturity of three months or less when purchased to be cash equivalents.

Investments

Investments in external investment pools consist of money market mutual funds, including the State of Connecticut Short-Term Investment Fund ("STIF"), which is managed by the State of Connecticut's Treasurer's Office. Investments in money market mutual funds and STIF are reported at the net assets' value per share as determined by the pool.

Leases

In accordance with GASB Statement No. 87, Leases, the Authority determines if an arrangement is a lease at inception. Leases are included in lease receivables and deferred inflows of resources in the statement of net position. Lease receivables represent the Authority's claim to receive lease payments over the lease term, as specified in the contract, in an exchange or exchange-like transaction. Lease receivables are recognized at commencement date based on the present value of expected lease payments over the lease term, reduced by any provision for estimated uncollectible amounts. Interest revenue is recognized over the contract term.

Deferred inflows of resources related to leases are recognized at the commencement date based on the initial measurement of the lease receivable, plus any payments received from the lessee at or before the commencement of the lease term that relate to future periods, less any lease incentives paid to, or on behalf of, the lessee at or before the commencement of the lease term. The deferred inflows related to leases are recognized as lease revenue in a systematic and rational manner over the lease term.

The Authority has elected to recognize payments received for short-term leases with a lease term of 12 months or less as revenue as the payments are received. The leases are not included as lease receivables or deferred inflows on the statement of net position.

A lease receivable and a deferred inflow of resources is recognized for long-term leases. Total leases receivable and deferred inflow of resources was \$14,498,115 as of June 30, 2025.

In addition, the Authority has executed leases whereby they are the lessee. A lessee is required to recognize a right to use asset and lease liability upon execution of the long-term lease. The right to use asset is amortized over the shorter of the useful life or the lease term. The lease liability is reduced by the lease payments less amounts related to interest expense.

Capital assets and depreciation

Capital assets are stated at cost except for capital assets conveyed to the Authority by the State which are stated at acquisition value as of the date of contribution. Expenditures in excess of \$5,000 which substantially increase the useful lives of existing assets are capitalized; routine maintenance and repairs are expensed as incurred. Depreciation of capital assets is calculated using the straight-line method over the estimated useful lives of the assets.

Deferred outflows/inflows of resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Notes to Financial Statements
June 30, 2025

resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The Authority reports the deferred outflows related to pension and OPEB in this category. The deferred outflows related to pension include those for the differences between expected and actual experience and changes in proportional share. The deferred outflows related to OPEB include those for changes in proportional share. The deferred outflows will be amortized over a four-year period.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until then. The Authority reports the deferred inflows related to pension and OPEB in this category. The deferred inflows related to pension include the net difference between projected and actual earnings and changes in assumptions. The deferred inflows related to OPEB include those for the differences between expected and actual experience, net difference between projected and actual earnings and changes in assumptions. The deferred inflows will be amortized over a four-year period.

Unearned revenue

Unearned revenue is comprised of unspent proceeds from external sources related to the Harbor Development Project; these amounts will be recognized as revenue in subsequent years as the Project expenditures are incurred. Funding received from the State of Connecticut is not considered unearned revenue if unspent, but rather revenue upon receipt of funds.

Application of restricted resources

The Authority will first apply restricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position are available.

Net position

Net investment in capital assets

This category presents the net position that reflects capital assets net of only the debt and lease liabilities applicable to the acquisition or construction of these assets and accumulated depreciation.

Restricted net position

Restricted net position results when constraints placed on net position are either externally imposed by creditors, grantors, contributors, and others, or are imposed by law through constitutional provisions or enabling legislation. When an expenditure is incurred for purposes for which both restricted and unrestricted net position is available, the Authority considers restricted funds to have been spent first.

Unrestricted net position

This category presents the net position of the Authority, which is not restricted.

Revenues

Revenue recognition policies are as follows:

Appropriations from State

The State of Connecticut provides operational and capital support to the Authority based on legislative action. Revenue is recognized upon receipt of funds.

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Harbor Development revenue

Harbor Development revenues includes initial funding of \$53,750,000 from North East Offshore, LLC ("NEO"), \$15,000,000 from fiscal year 2020 from the Clean Energy Purchase Power Award, and \$7,500,000 from fiscal year 2020 from the Zero Carbon Award for a cumulative initial funding of \$76,250,000 from sources other than State bond funds.

In fiscal year 2024, \$23,750,000 was received from NEO for the Harbor Development Project (the "Project"). These funds were awarded to the Authority as part of the Harbor Development Agreement and are to be used exclusively on the Project expenditures. This revenue is recognized when earned. Any amounts unspent are reported as unearned revenue. As of June 30, 2025, \$2,226,243 was recognized as revenue on the statement of revenues, expenses and changes in net position, and there is no unearned revenue on the statement of net position associated with this funding.

Total cumulative funding from non State bond funds for the Project was \$100,000,000.

Connecticut State Pier operating fee revenues

Operating fees are generated by an operation and management agreement that was assigned to the Authority by the State of Connecticut. Operating fee revenue is recognized based on reported assessable revenues as outlined in the operation and management agreement.

Other revenue

All other types of revenues are recognized when earned.

Compensated absences

Employees of the Authority are considered State employees for purposes of employee benefits. The liability for compensated absences reported consists of leave that has not been used that is attributable to services already rendered, accumulates and is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. The liability also includes amounts for leave that have matured, for example, as a result of employee resignations and retirements.

Allocation of expenses

The financial statements include certain allocations of expenses incurred jointly by the Authority and the State. Fringe benefits costs, which are incurred at the State level, are charged to the Authority based on each employee's actual benefit costs. Total fringe benefit charges to the Authority were \$213,705 for the year ended June 30, 2025.

Use of estimates

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

Changes in accounting principle

Effective July 1, 2024, the Authority implemented GASB Statement No.101, *Compensated Absences*. This statement updated the recognition and measurement guidance for compensated absences and associated salary-related payments and amended certain previously required

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disclosures. There were no adjustments to beginning net position necessary as a result of the implementation of this standard.

Note 2 - Cash and investments

Custodial credit risk - deposits

In the case of deposits, this represents the risk that, in the event of a bank failure, the Authority's deposits may not be returned to it. The Authority does not have a policy for custodial credit risk on deposits.

As of June 30, 2025, \$18,612,125 of the Authority's cash bank balance of \$21,824,271 was exposed to custodial credit risk as follows:

Uninsured and uncollateralized	\$ 16,429,698
Uninsured and collateral held by the pledging bank's trust department, in the Authority's name	<u>2,182,427</u>
Total amount subject to custodial credit risk	<u><u>\$ 18,612,125</u></u>

Interest rate risk

The Authority manages its exposure to declines in fair value by limiting the average maturity of its cash and cash equivalents to no more than one year. The Authority does not have a formal policy relating to a specific investment related risk.

As of June 30, 2025, the Authority's total investment in the Short-Term Investment Fund ("STIF") included unrestricted amounts of \$3,090,753. STIF is an investment pool of short-term money market instruments that may include adjustable-rate federal agency and foreign government securities whose interest rates vary directly with short-term money market indices and are generally reset daily, monthly, quarterly, and semi-annually. The adjustable-rate securities have similar exposures to credit and legal risks as fixed-rate securities from the same issuers. The balance in the pool is reported at net asset value, which is representative of the Authority's pool shares. With respect to interest rate risk, the Authority's investment policy follows Connecticut General Statutes.

As of June 30, 2025, STIF had a weighted average maturity of less than 60 days, and as such the investment in STIF is considered to have a maturity of less than one year as of June 30, 2025.

Credit risk

Connecticut General Statutes permit the Authority to invest any funds not needed for immediate use or disbursement in obligations issued or guaranteed by the United States of America or the State of Connecticut including STIF and in other obligations which are legal investments for savings banks in the State and in time deposits or certificates of deposit or other similar banking arrangements secured in such manner as the Authority determines. With respect to credit risk, the Authority's investment policy follows Connecticut General Statutes.

As of June 30, 2025, STIF had an AAAM rating from Standard & Poor's.

Custodial credit risk

For an investment, custodial credit risk is the risk that, in the event of a failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are

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in the possession of an outside party. The Authority does not invest in securities that are held by counterparties and, as such, no custodial credit risk disclosures are required.

Concentrations of credit risk

With respect to concentrations of credit risk, the Authority's investment policy follows Connecticut General Statutes. As of June 30, 2025, the Authority was 100% invested in STIF, which is rated in the highest rating category by Standard & Poor's and provides daily liquidity.

Statement of cash flows

The following table provides a reconciliation of cash and restricted cash reported within the statement of net position that sum to the total of the same such amounts in the statement of cash flows:

Cash and cash equivalents	\$ 2,641,607
Restricted cash	<u>19,154,641</u>
	<u><u>\$ 21,796,248</u></u>

The amount included in restricted cash consists of funds restricted for the Harbor Development Project and balance of bond funds reserved for other small harbor projects.

Note 3 - Capital assets

	Depreciable life	Balance July 1, 2024	Increases	Decreases	Balance June 30, 2025
Capital assets not being depreciated					
Construction in progress		\$ -	\$ 1,263,009	\$ 1,263,009	\$ -
Capital assets being depreciated					
Infrastructure improvements	50	297,934,238	6,410,643	-	304,344,881
Leasehold improvements	5	13,203	-	-	13,203
Furniture and fixtures	15	60,940	-	-	60,940
Computer equipment	10	-	11,700	-	11,700
Equipment	5	10,170	11,265	-	21,435
Right to use asset - building	9	155,365	50,644	-	206,009
Right to use asset - land and track	12	5,227,290	-	-	5,227,290
Total capital assets being depreciated		<u>303,401,206</u>	<u>6,484,252</u>	<u>-</u>	<u>309,885,458</u>
Less accumulated depreciation for					
Infrastructure improvements		7,082,808	5,968,924	-	13,051,732
Leasehold improvements		7,347	2,640	-	9,987
Furniture and fixtures		25,043	3,939	-	28,982
Computer equipment		-	780	-	780
Equipment		9,587	1,472	-	11,059
Right to use asset - building		90,039	25,684	(23,790)	91,933
Right to use asset - land and track		987,356	400,450	-	1,387,806
Total accumulated depreciation		<u>8,202,180</u>	<u>6,403,889</u>	<u>(23,790)</u>	<u>14,582,279</u>
Total capital assets being depreciated, net		<u>295,199,026</u>	<u>80,363</u>	<u>23,790</u>	<u>295,303,179</u>
Total capital assets, net		<u><u>\$ 295,199,026</u></u>	<u><u>\$ 1,343,372</u></u>	<u><u>\$ 1,239,219</u></u>	<u><u>\$ 295,303,179</u></u>

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Construction commitments

The Authority has an active construction project as of June 30, 2025. At year end, the Authority's commitments with contractors are as follows:

Project Name	Total Contracts	Expenditures through June 30, 2025	Balance of Contracts
Harbor Development Project	\$ 276,226,146	\$ 274,726,146	\$ 1,500,000

Note 4 - Lease receivable

Lease receivable agreements are summarized as follows:

Lessee	Description	Payment terms	Expiration date	Renewal options	Quarterly payment at June 30, 2025	Deferred inflow of resources balance at June 30, 2025	Lease receivable balance at June 30, 2025
Gateway/NorthEast Offshore	Port Facilities	10 years	4/22/2033	Initial extension period of 7 years	\$ 500,000	\$ 14,498,115	\$ 14,498,115
						<u>\$ 14,498,115</u>	<u>\$ 14,498,115</u>

On May 19, 2023, Gateway New London, LLC and NEO entered into a 10 year sublease agreement to govern the operation of certain offshore wind turbine generator and nonwind turbine generator uses of the completed modification of the Site and the Port Facilities, which are State of Connecticut assets with property characteristics suitable for a wide variety of marine activities, including staging for off-shore wind development. The agreement is through April 22, 2033 with an initial extension period of seven years. In 2025, the Authority received a total of \$2,000,000 from NEO in lease payments. The Authority has applied an imputed interest rate of 4.2% on the lease. Interest income as of June 30, 2025 was \$240,804.

Annual revenues and requirements to amortize the long-term receivables are as follows:

Year ending June 30,	Lease revenue principal	Lease revenue interest	Total lease receipts
2026	\$ 1,783,954	\$ 216,046	\$ 2,000,000
2027	1,809,061	190,939	2,000,000
2028	1,833,225	166,775	2,000,000
2029	1,860,321	139,679	2,000,000
2030	1,886,503	113,497	2,000,000
2031-2033	<u>5,325,051</u>	<u>174,949</u>	<u>5,500,000</u>
Total	<u>\$ 14,498,115</u>	<u>\$ 1,001,885</u>	<u>\$ 15,500,000</u>

Note 5 - State appropriations and allocations

During the year ended June 30, 2025, the Authority was appropriated \$400,000 by the General Assembly of the State to fund operating expenses. The appropriation is made in connection with the State's annual budgetary process and is nonlapsing. The Authority is dependent upon such annual appropriations to fund its capital and operating expenses.

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The State Bond Commission has approved and allocated funding to the Authority for several purposes as noted on the Schedule of Project Allocations in this report. As of June 30, 2025, \$317,767,137 was expended by the Authority on the projects noted, including the Harbor Development Project.

Note 6 - Harbor Development Agreement

On February 11, 2020, the Authority entered into the Harbor Development Agreement (the "Agreement") with Gateway New London, LLC ("Gateway") and NEO. The Agreement sets forth the terms and conditions of the redevelopment of the New London State Pier Facility (the "Facility") to be utilized as an offshore wind turbine generator hub (the "Project"), as well as the future long-term operations and lease agreements related to the Facility. Gateway, a fully licensed and bonded deep-water marine terminal operator in the business of operating ports, is expected to subcontract and operate the redeveloped site. NEO is an off-shore wind developer providing funding to support the Authority's execution of the Project and it is anticipated that in the future will enter into a sublease agreement with Gateway upon redevelopment of the site.

In fiscal year 2020, the Authority received \$22,500,000 of funding from the Deepwater Wind Funding Commitment paid pursuant to the Connecticut Clean Energy and Connecticut Zero Carbon Requests for Proposals. The funding was paid to the Authority by NEO as of June 30, 2020. This funding was designated to pay wind-down costs of the Facility as well as pre-development and development costs as outlined in the Agreement. In addition, funding from NEO per the Agreement, including amendments to the Agreement, total \$77,500,000 as of June 30, 2024. In 2024, the Authority received \$23,750,000 of the total amount from NEO for Project costs and \$2,000,000 in lease payments. As of June 30, 2025, the Authority reported \$2,226,243 as revenue and there is no remaining unearned revenue associated with this funding.

The Agreement also includes \$20,000,000 of lease payments to be funded in equal installments of \$2,000,000 for a 10 year term. Gateway, NEO and the Authority entered into a Sublease agreement dated May 19, 2023 whereby NEO committed to an annual lease payment in the amount of \$2,000,000 to the Authority. This agreement is for a period of ten years and four quarterly installments in the amount of \$500,000 was received in fiscal year 2025 for a total of \$2,000,000 as described in Note 4 - Lease receivable.

The Authority received from the State \$55,000,000 to fund this Project in fiscal year 2020. In fiscal years 2022 and 2023, the Authority received \$125,000,000 and \$30,000,000 in funding for Project costs, respectively. There was no additional funding from the State for this project in 2024 or 2025.

The Facility reached substantial completion in June 2024. The construction costs of the Project were capitalized as the Project reached full completion for a total cost of \$303,033,161 and was fully operational. Operations are currently supporting offshore wind project Revolution Wind, which is 80% complete through tenant Orsted. Sunrise Wind is to follow and is anticipated to commence in 2026.

The Authority's Concession Agreement with Gateway (executed in January of 2019) remains active, with certain exclusions or modifications as outlined in the Agreement. The Concession Agreement has a 20-year term, with two additional 10 year options for a total maximum term of 40 years.

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Note 7 - Related party transactions

The State is responsible for processing the Authority's payroll, including related benefits. Funds are applied against the Authority's annual appropriation on a biweekly basis as the payroll is processed.

Amounts due from the State as presented in the statement of net position totaled \$13,744 at June 30, 2025. Amounts due to the State as presented in the statement of net position totaled \$331,283 at June 30, 2025, which was for reimbursement of payroll expenses in excess of State of Connecticut Department of Transportation appropriations.

Note 8 - Leases

Lease liability agreements are summarized as follows:

<u>Lessor</u>	<u>Description</u>	<u>Payment terms</u>	<u>Expiration date</u>	<u>Renewal options</u>	<u>Monthly payment at June 30, 2025</u>	<u>Right to use asset balance at June 30, 2025</u>	<u>Lease liability balance at June 30, 2025</u>
Saybrook Junction	Office Sublease	9 years	6/14/2029	Two successive periods of 3 years each (none remaining)	\$ 3,000	\$ 114,076	\$ 114,076
New England Central Railroad	Land and Track	12 years	3/31/2032	One successive period of 10 years	51,707	<u>3,839,484</u>	<u>3,514,787</u>
						<u>\$ 3,953,560</u>	<u>\$ 3,628,863</u>

On June 12, 2017, the Authority entered into a three-year sub-lease agreement with Saybrook Junction, LLC, an unrelated third party, for 850 square feet of office space located in Old Saybrook, Connecticut being used by the Authority for additional office space. The original lease commenced on June 15, 2017. The lease provided for a base annual rent of \$13,600 payable in monthly installments of \$1,333. Effective June 15, 2018, the lease agreement was amended to extend the term of the lease until June 14, 2020 and modify the lease base annual rent to \$24,768 payable in monthly installments of \$2,064. Effective May 1, 2021, the lease agreement had a second amendment to extend the term of the lease until June 14, 2023 and modify the lease base annual rent for the period of May 15, 2021 through June 14, 2023 to be \$32,400 payable in monthly installments of \$2,850.

Effective June 15, 2023, the Authority exercised the first option to extend the lease agreement for an additional three years through June 14, 2026. The extended lease base annual rent for the period of June 15, 2023 to June 14, 2026 is modified to \$36,000 payable in monthly installments of \$3,000. The Authority may cancel the lease at any time after June 14, 2023 with six months' prior written notice to the Landlord. The Authority may extend the initial term of the lease for one additional successive periods of three years each, provided it is not then in default of the lease terms and it gives proper notice. The imputed interest rate on this lease is 3.6%. For the year ended June 30, 2025, interest expense amounted to \$10,316.

As of June 30, 2025, the Authority was reasonably certain the second option to extend the lease agreement for an additional three years through June 14, 2029 would be exercised. The extended lease base annual rent for the period of June 15, 2026 to June 14, 2029 is modified to \$36,000 payable in monthly installments of \$3,000. The Authority may cancel the lease at any time after June 14, 2026 with six months' prior written notice to the Landlord. The imputed interest rate on this lease is modified to 5%.

A Land and Track lease agreement with New England Central Railroad was entered into in March 2020 for the lease of property near the State Pier in the City of New London, Connecticut through March 31, 2032. The agreement requires annual payments of \$525,000 in advance and will

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increase by 4% annually. An additional 1.5% per month is due if the fee is not received within 30 days of the due date. The lease contains an option to renew for 10 years. The imputed interest rate on this lease is 3.6%. For the year ended June 30, 2025, interest expense amounted to \$220,028.

Effective April 1, 2023, the Authority entered into a lease agreement with State of Connecticut Department of Transportation to lease a motor vehicle parking lot. The term of the lease is ten years with payments of \$300 per month for the first year and increasing up to \$376 per month in the final year. Due to the insignificant balance of the lease, these amounts are recognized as expenses when incurred and not part of the long-term liability.

The beginning balance of the lease liability as of July 1, 2024 was \$4,010,203. During fiscal year 2025, the increases to the liability were \$74,434 and the payments against the liability were \$455,774. The ending balance of the lease liability as of June 30, 2025 was \$3,628,863. The imputed interest rate on these leases is 5% and 3.6%. For the year ended June 30, 2025, interest expense amounted to \$230,344.

Future lease payments are offset by prepaid rent paid as a result of annual payments being made according to the lease agreement start date. Future minimum lease payments including the prepayment offset are as follows:

Year ending June 30,	Lease principal
2026	\$ 140,732
2027	512,899
2028	560,549
2029	605,330
2030	628,932
2031-2032	<u>1,180,421</u>
Total	<u>\$ 3,628,863</u>

Note 9 - Compensated absences

Employees are paid by prescribed formula for vacation, sick leave and personal time at termination. The amount of the outstanding accumulated obligation related to such compensated absences reported by the programs was:

Balance at June 30, 2024	\$ 19,873
Current year increase	<u>7,813</u>
Balance at June 30, 2025	<u>\$ 27,686</u>

The current year increase is an increase in net activity for compensated absences for the year ended June 30, 2025. As of June 30, 2025, accrued compensated absences in the amount of \$22,870 was reflected as current liabilities and the remaining balance of \$4,816 was reflected as noncurrent liabilities on the accompanying statement of net position.

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Note 10 - Pension Plan

Plan description

Eligible employees of the Authority participate in the State Employees' Retirement System ("SERS" or "Plan"). SERS is the single employer defined benefit pension plan of the State's primary government and its component units, covering substantially all of the full-time employees who are not eligible for another state-sponsored retirement plan. The Plan is administered by the State Employees' Retirement Commission and governed by Sections 5-152 to 5-192 of the Connecticut General Statutes.

The Authority's employees are employees of the State of Connecticut. The State charges the Authority for its share of the pension obligation under a cost-sharing methodology in which pension obligations for employees are pooled and plan assets are available to pay the benefits of the employees of all participating employers, regardless of the status of the employers' payment of their pension obligations to the plan.

SERS issues a publicly available financial report that includes financial statements and required supplementary information for the plans. The report may be obtained at osc.ct.gov/rbsd/reports.

As of June 30, 2025, five Authority employees were participants in the Plan.

Benefits provided

SERS provides retirement, disability, and death benefits. Employees are covered under one of four tiers, depending on when they were hired. Tier I employees who retire at or after age 65 with 10 years of credited service or at or after age 55 with 25 years of service are eligible for an annual retirement benefit payable monthly for life, in the amount of 2% of the annual average earnings (which are based on the 3 highest years of service), subject to adjustment on receipt of Social Security benefits. Employees at age 55 with 10 years but with less than 25 years of service or at age 70 with 5 years of service are entitled to a reduced benefit.

Tier II and Tier IIA employees who retire at or after age 60 with 25 years of service, at age 65 with 10 years of service, at age 70 with 5 years of service, or at age 55 with 10 years of service with reduced benefits are entitled to an annual retirement benefit payable monthly for life in the amount of 1.40% of the final average earnings ("FAE") plus 0.433% of the FAE in excess of the salary breakpoint in the year of retirement for each year of credited service. In addition, any years of service over 35 would be at 1.625%.

For Tier III employees, full retirement benefits are attained at age 63 with 25 years of service or at age 65 with 10 years of service and are payable monthly for life in the amount equal to 1.40% of the FAE plus 0.433% of the FAE in excess of the salary breakpoint in the year of retirement for each year of credited service. In addition, any years of service over 35 would be at 1.625%.

SERS Tier IV consists of a defined benefit ("DB") and defined contribution ("DC") plan. For Tier IV employees, full retirement benefits under the DB plan are attained at age 63 with 25 years of service or at age 65 with 10 years of service and are payable monthly for life in the amount of 1.30% of the FAE times years of service. Employees at age 58 with 10 years of service are entitled to a reduced benefit. Employees pay a mandatory 1% into the DC plan, and the State contributes 1% to the account. Employee contributions are vested immediately; employer contributions are 100% vested after completing three years of service.

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Contributions

Tier I requires an employee contribution of either 4% of earnings up to Social Security Taxable Wage Base plus 7% of earnings above that level or 7% of earnings, depending on the plan. Tier II requires an employee contribution of 2% of earnings. Tier IIA and Tier III require an employee contribution of 4% of earnings, and Tier IV requires an employee contribution of 5% of earnings. The Authority's contribution is determined by applying a state-mandated percentage to eligible salaries and wages. The Authority contributed \$172,362. There were no changes in benefit terms in the valuation for the year ended June 30, 2025. Payroll for employees of the Authority for the year ended June 30, 2025 was \$445,659.

The Authority has made total pension payments in the amount of \$172,362 to the State, which are recorded in the Authority's salaries and related expense in the accompanying statement of revenues, expenses and changes in net position for the year ended June 30, 2025.

Administrative costs of the Plan are funded by the State.

Net pension liability

At June 30, 2024, the total net pension liability of the SERS was \$18.969 billion, the most recent available reporting provided by the Plan. The portion that was associated with the Authority totaled \$1,252,124. The net pension liability was measured as of June 30, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2024, which used update procedures to roll forward the estimated liability to the measurement date. The Authority's proportion of the net pension liability was based on the Authority's actuarially required contribution for the year ended June 30, 2024, relative to all other contributing employers. At June 30, 2024, the Authority's proportion was 0.00660% of the total estimated net pension liability, which was an increase of 0.00005% from its proportion measured as of June 30, 2023. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2024. The portion of the net pension liability associated with the Authority was based on a projection of the long-term share of contributions to the Plan related to the Authority relative to the projected contributions of all participants, actuarially determined.

As of June 30, 2024, the latest measurement date for which Plan information is currently available, the Authority's proportionate share is as follows:

Total SERS contributions	Contribution rate	Covered payroll	Authority contributions	Authority proportionate share
\$2,611,118,000	58.54%	\$ 445,659	\$ 172,362	0.00660%

The components of the net pension liability of the Authority is based on the Authority's proportionate share of 0.00660% as of June 30, 2024, the latest measurement date for which Plan information is currently available, and is as follows:

Total pension liability	\$ 2,829,835
Plan fiduciary net position	<u>1,577,711</u>
Net pension liability	<u><u>\$ 1,252,124</u></u>

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Plan fiduciary net position as a percentage of the total pension liability was 55.75% as of June 30, 2024.

The total pension liability in the June 30, 2024 actuarial valuation was determined using the following actuarial assumptions, applied to all periods in the measurement:

Inflation	2.50%
Salary increases	3.00% - 11.50% (includes inflation)
Investment rate of return	6.90% (includes inflation)

Mortality rates are based on the Pub-2010 Above Median Mortality Tables (Amount-weighted) projected generationally with MP-2020 improvement scale. These assumptions were applied to all periods included in the measurement and are based on an experience study conducted for the period from July 1, 2015, through June 30, 2020.

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

<u>Asset class</u>	<u>Target allocation</u>	<u>Long-term expected real rate of return</u>
Domestic Equity Fund	20.0%	5.4%
Developed Market Intl. Stock Fund	11.0%	6.4%
Emerging Market Intl. Stock Fund	9.0%	8.6%
Core Fixed Income Fund	13.0%	0.8%
Emerging Market Debt Fund	5.0%	3.8%
High Yield Bond Fund	3.0%	3.4%
Real Estate Fund	19.0%	5.2%
Private Equity	10.0%	9.4%
Private Credit	5.0%	6.5%
Alternative Investments	3.0%	3.1%
Liquidity Fund	2.0%	-0.4%

Pension expense and deferred inflows/outflows of resources related to pensions

For the year ended June 30, 2025, the Authority recognized pension expense of \$88,937.

Deferred inflows and outflows of resources represent an acquisition of net position that applies to a future period(s) and such amounts will not be recognized as an inflow or outflow of resources until that time. The State recognizes deferred inflows and outflows of resources in its government-wide statement of net position for deferred amounts on pension benefits resulting from changes in the components of the SERS's net pension liability. These amounts are deferred and amortized as a component of pension expense.

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The Authority's share of deferred outflows and inflows of resources for the difference between expected and actual experience, the net difference between projected and actual investment earnings on the Plan's investments, changes in assumptions, changes in proportion and differences between employer contributions and proportionate share of contributions total a net deferred outflow of \$75,270 as of June 30, 2024.

The net deferred outflows are expected to be amortized over the next five years in the amounts of \$23,467, \$39,622, \$11,848, \$(907) and \$1,240, respectively.

Discount rate

The discount rate used to measure the total pension liability of the SERS was 6.90%. The projection of cash flows used to determine the discount rate assumed plan member contributions will be made at the current contribution rate and that the State contributes at rates equal to the actuarially determined contribution rates. For this purpose, only employer contributions that are intended to fund benefits of current Plan members and their beneficiaries are included. Projected employer contributions that are intended to fund the service costs of future Plan members and their beneficiaries, as well as projected contributions from future Plan members, are not included. Based on those assumptions, the SERS Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current Plan members. Therefore, the long-term expected rate of return on pension Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the net pension liability to changes in the discount rate

The following presents the net pension liability of the Authority's proportionate share of the Plan, calculated using the discount rate of 6.90% as well as what the Authority's proportionate share of the Plan's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.90%) or 1-percentage-point higher (7.90%) than the current rate:

	1% Decrease 5.90%	Current discount rate 6.90%	1% Increase 7.90%
Net Pension Liability As of June 30, 2025	\$ 1,587,029	\$ 1,252,124	\$ 972,657

Detailed information about the Plan's fiduciary net position is included in the State of Connecticut's basic financial statements.

Note 11 - Other post-employment benefits

Plan description

Employees of the Authority participate in the State of Connecticut State Employees' Other Post-employment Benefits Plan ("SEOPEBP" or "Plan"), which is administered by the State Comptroller's Healthcare Policy and Benefits Division under the direction of the Connecticut State Employees' Retirement Commission. Actuarial valuations are performed on the SEOPEBP as a whole. Information about the funding status and progress, annual required contributions and trend information can be found in the State of Connecticut's Annual Comprehensive Financial Report. Information regarding the Plan as it relates to the Authority and its proportionate share as it relates to GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefits Other than Pensions, for the June 30, 2024 valuation for the reporting period June 30, 2025 is as follows.

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June 30, 2025

The SEOPEBP provides various insurance benefits for retired participants under this single-employer defined benefit OPEB Plan. The Plan provides healthcare and life insurance benefits to eligible retired State employees and their spouses.

Benefits provided

When employees retire, the State pays up to 100% of their health care insurance premium cost (including dependents' coverage) depending upon the Plan. The State currently pays up to 20% of the cost for retiree dental insurance (including dependents' coverage) depending upon the Plan. In addition, the State pays 100% of the premium cost for a portion of the employees' life insurance continued after retirement. The amount of life insurance, continued at no cost to the retiree, is determined based on the number of years of service that the retiree had with the State at time of retirement as follows: (a) if the retiree had 25 years or more of service, the amount of insurance will be one-half of the amount of insurance for which the retiree was insured immediately prior to retirement, but the reduced amount cannot be less than \$10,000; (b) if the retiree had less than 25 years of service, the amount of insurance will be the proportionate amount that such years of service is to 25, rounded to the nearest \$100. The State finances the cost of postemployment health care and life insurance benefits on a pay as you go basis through an appropriation in the State's General Fund.

Contributions

In accordance with the Revised State Employees Bargaining Agent Coalition (SEBAC) 2011 Agreement between the State of Connecticut and SEBAC, all employees shall pay the 3% retiree health care insurance contribution for a period of 10 years or retirement, whichever is sooner. In addition, participants of Tier III and Tier IV shall be required to have 15 years of actual state service to be eligible for retirement health insurance. Deferred vested retirees who are eligible for retiree health insurance shall be required to meet the rule of 75, which is the combination of age and actual state service equaling 75 in order to begin receiving retiree health insurance based on applicable SEBAC agreement. The Authority's portion of the contributions was \$69,790 for the year ended June 30, 2025.

Net OPEB liability

The total net OPEB liability of the SEOPEBP as of June 30, 2024 was \$16.152 billion, the most recent available reporting provided by the Plan. The portion that was associated with the Authority totaled \$1,464,157. The Authority's proportion measured as of June 30, 2024 was 0.009065% of the total estimated net OPEB liability, which was a decrease of 0.002801% from its proportion measured as of June 30, 2023. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2024. The portion of the net OPEB liability associated with the Authority was based on a projection of the long-term share of contributions to the Plan related to the Authority relative to the projected contributions of all participants, actuarially determined.

OPEB Expense and deferred inflows/outflows of resources related to OPEB

For the year ended June 30, 2025, the Authority recognized OPEB benefit of \$53,148.

Deferred inflows and outflows of resources represent an acquisition of net position that applies to a future period(s) and such amounts will not be recognized as an inflow or outflow of resources until that time. The State of Connecticut recognizes deferred inflows and outflows of resources in its government-wide statement of net position for deferred amounts on OPEB benefits resulting from changes in the components of the net OPEB's liability. These amounts are deferred and amortized as a component of OPEB expense. The Authority's share of deferred outflows and inflows of

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resources for the net difference between projected and actual investment earnings on the Plan's investments, changes in assumptions, changes in proportion and differences between expected and actual experience total a net deferred inflow of (\$206,080) as of June 30, 2024. The net deferred inflows are expected to be amortized over the next five years in the amounts of (\$63,929), (\$27,821), \$17,823, (\$80,501) and (\$51,652), respectively.

Discount rate

The discount rate used to measure the total OPEB liability was 6.90%. The projection of cash flows used to determine the discount rate assumed that the Authority's contributions will be made at rates equal to the actuarially determined contribution rates.

Based on those assumptions, the OPEB Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Actuarial methods and assumptions

The total OPEB liability in the June 30, 2024 actuarial valuation was determined using an inflation assumption of 2.5%; assumed salary increases (including inflation) of 3%; an investment rate of return (net of investment expenses) of 6.9%; a health care cost trend of 4.5%; and the Pub-2010 General, Above-Median, Healthy Retiree Headcount-weighted Mortality Table projected generationally using Scale MP-2020 for healthy participants and the PUB-2010 General, Disabled Retire Headcount-weighted Mortality Table projected generationally using Scale MP-2020 for disabled participants. These assumptions were applied to all periods included in the measurement,

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

Asset class	Target allocation	Long-term expected real rate of return
Global Equity	37.0%	6.8%
Public Credit	2.0%	2.9%
Core Fixed Income	13.0%	0.4%
Liquidity Fund	1.0%	-0.4%
Risk Mitigation	5.0%	0.1%
Private Equity	15.0%	11.2%
Private Credit	10.0%	6.1%
Real Estate	10.0%	6.2%
Infrastructure and Natural Resources	7.0%	7.7%

Projections for benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing benefit costs between the employer and

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Notes to Financial Statements
June 30, 2025

plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

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

The following presents the Authority's proportional share of the net OPEB liability, calculated using the discount rate of 6.90%, as well as what the net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.90%) or 1-percentage-point higher (7.90%) than the current rate:

	1% Decrease 5.90%	Current discount rate 6.90%	1% Increase 7.90%
Net OPEB Liability As of June 30, 2025	\$ 1,703,231	\$ 1,464,157	\$ 1,268,110

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

The following presents the Authority's proportional share of the net OPEB liability, calculated using the healthcare cost trend rate of 4.50%, as well as what the net OPEB liability would be if it were calculated using a healthcare cost trend rate that is 1-percentage-point lower (3.50%) or 1-percentage-point higher (5.50%) than the current rate:

	1% Decrease 3.50%	Current trend rate 4.50%	1% Increase 5.50%
Net OPEB Liability	\$ 1,251,771	\$ 1,464,157	\$ 1,725,860

Note 12 - Concentrations

The Authority recognized 8% of revenues from State Appropriations and 86% of revenues from NEO as funding for the Harbor Development and other projects as well as lease rent payments and State Pier operating fee payments during the year ended June 30, 2025.

Note 13 - Risk management

The Authority is subject to normal risks associated with its operations, including property damage, personal injury and employee dishonesty. Risks are managed through the purchase of commercial insurance. There have been no losses exceeding insurance coverage during the last year.

Note 14 - Commitments and contingency

During the year ended June 30, 2025, the Authority experienced a cyber security incident in which data may have been compromised. The Authority has performed an investigation and believes that the matter is resolved and has recorded a loss of \$2,500. The Authority has not accrued for additional expenditures, or loss contingencies, related to the cybersecurity incident. Given general risks and uncertainties, it is reasonably possible that management's estimate may change in the next year and the effect could be material to the financial statements.

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Notes to Financial Statements
June 30, 2025

Note 15 - Subsequent events

On October 14, 2025, the Authority and Kiewit, its Construction Manager at Risk, agreed to close out Kiewit's contract including all change orders, reflecting the completion of construction of the Harbor Development Project. The agreement provided for the release of \$7,138,930 in retainage, payment of \$204,366 towards the completion of the existing contract and \$4,000,000 for additional work, for a total of \$11,343,296. As of June 30, 2025, \$11,343,296 was recorded as liabilities included in retainage payable and construction payable on the statement of net position. In addition, these costs were capitalized as part of the Harbor Development Project. There are no other amounts due to Kiewit.

Required Supplementary Information

Connecticut Port Authority
Connecticut State Employees' Retirement System
Required Supplementary Information
Schedule of Proportionate Share of Net Pension Liability
June 30, 2025

	2025	2024	2023	2022	2021	2020*
CPA's proportion of the collective net pension liability	0.00660%	0.00655%	0.00587%	0.00761%	0.00519%	0.00835%
CPA's proportionate share of the collective net pension liability	\$ 1,252,124	\$ 1,359,389	\$ 1,294,084	\$ 1,617,325	\$ 1,231,154	\$ 1,904,138
CPA's covered payroll	\$ 445,659	\$ 420,674	\$ 460,816	\$ 354,676	\$ 319,085	\$ 229,885
CPA's proportionate share of the collective net pension liability as a percentage of its covered payroll	280.96%	323.15%	280.82%	456.00%	385.84%	828.30%
Plan fiduciary net position as a percentage of the total pension liability	55.75%	50.59%	45.76%	44.55%	35.84%	36.79%

*Note: This schedule is intended to present information for 10 years. Additional years will be presented as they become available. The first available information was reporting date June 30, 2020 measured at June 30, 2019.

Schedule of Contributions

	2025	2024	2023	2022	2021	2020*
Contractually required contribution	\$ 172,362	\$ 213,746	\$ 167,177	\$ 135,909	\$ 83,884	\$ 137,908
Contributions in relation to the contractually required contribution	172,362	213,746	167,177	135,909	83,884	137,908
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CPA's covered payroll	\$ 445,659	\$ 420,674	\$ 460,816	\$ 354,676	\$ 319,085	\$ 229,885
Contributions as a percentage of covered payroll	38.68%	50.81%	36.28%	38.32%	26.29%	59.99%

*Note: This schedule is intended to present information for 10 years. Additional years will be presented as they become available. The first available information was reporting date June 30, 2020 measured at June 30, 2019.

Connecticut Port Authority

Connecticut State Employees' Retirement System

Pension Notes to Required Supplementary Information

June 30, 2025

Changes of benefit terms	None
Changes in assumptions	<p>2025 - None</p> <p>2024 - None</p> <p>2023 - None</p> <p>2022 - None</p> <p>2021 - Wage Inflation assumed rate changed from 3.5% to 3.00%. Assumed Salary Scale changed to reflect experience in wage inflation rates of increase. Assumed rates of mortality have been revised to the Pub-2010 Above Median Mortality Tables (Amount-weighted) projected generationally with MP-2020 improvement scale. Assumed rates of withdrawal, disability, and retirement have been adjusted to reflect experience more closely.</p> <p>2020 - None</p>
Actuarial Cost Method	Entry age normal
Amortization Method	Level dollar, closed
Single equivalent amortization period	23.7 years
Asset valuation method	5-year smoothed market
Inflation	2.50%
Salary increases	3.50% - 11.50%, including inflation
Investment rate of return	6.90%, net of investment related expense

Required Supplementary Information

**Schedule of Proportionate Share of Net OPEB Liability
June 30, 2025**

	2025	2024	2023	2022	2021	2020*
CPA's proportion of the collective net OPEB liability	0.00907%	0.01187%	0.00854%	0.00799%	0.00611%	0.01042%
CPA's proportionate share of the collective net OPEB liability	\$ 1,464,157	\$ 1,850,934	\$ 1,323,985	\$ 1,559,753	\$ 1,438,830	\$ 2,154,432
CPA's covered payroll	\$ 445,659	\$ 420,674	\$ 460,816	\$ 354,676	\$ 319,085	\$ 229,885
CPA's proportionate share of the collective net OPEB liability as a percentage of its covered payroll	328.54%	439.99%	287.31%	439.77%	450.92%	937.18%
Plan fiduciary net position as a percentage of the total OPEB liability	16.22%	14.60%	12.63%	10.12%	6.13%	5.47%

*Note: This schedule is intended to present information for 10 years. Additional years will be presented as they become available. The first available information was reporting date June 30, 2020 measured at June 30, 2019.

Schedule of Contributions

	2025	2024	2023	2022	2021	2020*
Contractually required contribution	\$ 69,790	\$ 100,922	\$ 72,437	\$ 69,337	\$ 53,005	\$ 78,432
Contributions in relation to the contractually required contribution	69,790	100,922	72,437	69,337	53,005	78,432
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CPA's covered payroll	\$ 445,659	\$ 420,674	\$ 460,816	\$ 354,676	\$ 319,085	\$ 229,885
Contributions as a percentage of covered payroll	15.66%	23.99%	15.72%	19.55%	16.61%	34.12%

*Note: This schedule is intended to present information for 10 years. Additional years will be presented as they become available. The first available information was reporting date June 30, 2020 measured at June 30, 2019.

Connecticut Port Authority

Other Post-Employment Benefit Plan

OPEB Notes to Required Supplementary Information

June 30, 2025

Changes of Benefit Terms.	None
Changes of Assumptions.	<p>2024: The discount rate for non-contributory members was updated to 3.93% as of June 30, 2024. The Medicare medical and prescription drug trend rates were updated to reflect the impact of the Inflation Reduction Act and known premium rates and guarantees through 2026.</p> <p>2023: The discount rate was updated to 6.90% as of June 30, 2023 for contributory members and 3.65% as of June 30, 2023 for non-contributory members. The per capita health costs, administrative expenses and retiree contributions were updated for recent experience. The actuarial factors used to estimate individual retiree and spouse costs by age and gender were updated. The health care cost trend rates and the retiree contribution increase rates were revised to reflect current experience and future expectations. The Medicare prescription drug trend rates were updated to reflect an estimate for the impact of the Inflation Reduction Act.</p> <p>2022: The discount rate was updated in accordance with GASB Statement No. 75 to 3.90% as of June 30, 2022.</p> <p>2021: The discount rate has been changed from 2.38% to 2.31%.</p> <p>2020: The discount rate was updated in accordance with GASB Statement No. 75 to 2.38% as of June 30, 2020. The trends for Medicare-eligible retiree costs were updated to reflect final negotiated changes in Medicare Advantage rates for calendar year 2022.</p>

The following actuarial methods and assumptions were used to determine contribution rates reported in that schedule:

Valuation date	June 30, 2023
Actuarial cost method	Entry age normal - level percentage of payroll
Amortization method	Payments increase 3.00% per year
Remaining amortization period	14 years
Asset valuation method	Market value
Investment rate of return	6.90%
Payroll growth rate	3.00%

Supplementary Information

Connecticut Port Authority
(A Component Unit of the State of Connecticut)

Schedule of Project Allocations
Year Ended June 30, 2025

Project Name	Allocated as of June 30, 2025	Expended through June 30, 2024	Expended July 1, 2024 through June 30, 2025	Cumulative Expenditures through June 30, 2025	Remaining Accrual Allocation as of June 30, 2025
State Appropriated Bond Allocations					
Small Harbor Improvement Projects Program (SHIPP)	\$ 4,011,650	\$ 3,492,550	\$ 453,497	\$ 3,946,047	\$ 65,603
State Pier - Infrastructure Improvement and Long-Term Capital Maintenance	4,560,000	4,311,299	-	4,311,299	248,701
Pier 7 Design	750,000	269,397	124,401	393,798	356,202
East Shore Properties Purchase	751,000	697,860	-	697,860	53,140
New Haven Port Authority Freight Study	500,000	-	391,471	391,471	108,529
Improvements at the State Pier in New London	210,500,000	198,848,760	4,184,401	203,033,161	7,466,839
Eastern LI Sound Planning	641,106	44,644	-	44,644	596,462
Piping Plovers	99,465	99,465	-	99,465	-
Statewide Economic Development Strategies	522,821	189,410	-	189,410	333,411
SHIPP 2: Clinton-Update Harbor Management Plan/Study Harbor	40,000	-	-	-	40,000
SHIPP 2: West Haven-Boat Ramp Feasibility Study	184,000	-	-	-	184,000
SHIPP 2: Norwich-Municipal Marina	544,020	-	-	-	544,020
SHIPP 2: Stamford-West Beach Boat Ramp and Docks	163,847	163,847	-	163,847	-
SHIPP 2: Groton City-Access to Municipal Dock Study	75,000	-	-	-	75,000
SHIPP 2: Groton City - New Thames Street Dock	649,333	-	-	-	649,333
SHIPP 2: Stamford-Westcott Cove Channel Dredging	1,200,000	1,200,000	-	1,200,000	-
SHIPP 2: Chester-Chester Creek Dredging	100,000	99,987	-	99,987	13
New Haven Harbor Dredging	5,000,000	980,000	-	980,000	4,020,000
SHIPP 3: Branford-Point Wharf	1,000,000	213,560	455,572	669,132	330,868
SHIPP 3: Stonington-Town Dock North Pier	250,000	-	-	-	250,000
SHIPP 3: Stratford-Emergency Service Dock Project	63,346	-	-	-	63,346
SHIPP 3: Norwich-Brown Memorial Park Dock Replacement	289,490	-	-	-	289,490
SHIPP 3: Stamford-Cove Island Park Marina Channel Dredging	3,095,520	14,036	14,140	28,176	3,067,344
SHIPP 3: Stamford-Cummings Marina Final Design and Permitting	236,500	-	-	-	236,500
SHIPP 3: Stamford-Harbor Boat Launch Feasibility Study	20,000	-	18,840	18,840	1,160
SHIPP 3: Norwich-Heritage Riverfront Walkway Overlook Enhancement Project	45,000	-	-	-	45,000
SHIPP 3: Norwalk-Harbor Access Study	44,000	-	-	-	44,000
Army Corp Study Dredging	1,500,000	-	-	-	1,500,000
Long Island Study Dredging	1,500,000	750,000	750,000	1,500,000	-
SHIPP 4: Branford - Stoney Creek Wharf	800,000	-	-	-	800,000
SHIPP 4: Clinton - Boat Ramp Facilities	143,000	-	-	-	143,000
SHIPP 4: Essex - Essex Harbor Channel Dredging	440,000	-	-	-	440,000
SHIPP 4: East Hartford - Boat Ramp Facilities	1,551,577	-	-	-	1,551,577
SHIPP 4: Hartford - Mortensen Riverfront Plaza	636,205	-	-	-	636,205
SHIPP 4: Middletown - Marina Construction	1,472,736	-	-	-	1,472,736
SHIPP 4: Norwalk - Veterans Park Marina	3,528,000	-	-	-	3,528,000
SHIPP 4: Norwich - Howard T. Brown Memorial Park	192,000	-	-	-	192,000
SHIPP 4: Norwich - Heritage Riverfront Park & Walkway	480,000	-	-	-	480,000
SHIPP 4: Old Lyme - Town Dock	228,500	-	-	-	228,500
SHIPP 4: Old Lyme - Four Mile River Dredging	33,000	-	-	-	33,000
SHIPP 4: Stonington - Marina Construction	250,000	-	-	-	250,000
SHIPP 4: Westbrook - Duck Island Breakwater	200,000	-	-	-	200,000
SHIPP 4: Westbrook - Breakwater, Piers, and Other Construction	75,000	-	-	-	75,000
SHIPP 4: West Haven - April Street Boat Ramp	152,900	-	-	-	152,900
SHIPP 4: Westport - Compo Marina	170,000	-	-	-	170,000
Total State Appropriated Bond Allocations	\$ 248,689,016	\$ 211,374,815	\$ 6,392,322	\$ 217,767,137	\$ 30,921,879
Other Projects					
Harbor Development Project (DWW Funded)	\$ 22,500,000	\$ 22,500,000	\$ -	\$ 22,500,000	\$ -
Harbor Development Project (NEO Funded)	77,500,000	75,273,757	2,226,243	77,500,000	-
Total Other Projects	\$ 100,000,000	\$ 97,773,757	\$ 2,226,243	\$ 100,000,000	\$ -

This schedule reports cumulative expenditures on the accrual basis and, therefore, the remaining allocation amount may not agree to the State of Connecticut CORE system.

See Independent Auditor's Report.

Independent Auditor's Report on Internal Control over Financial Reporting and on
Compliance and Other Matters Based on an Audit of Financial Statements
Performed in Accordance with *Government Auditing Standards*

To the Board of Directors
Connecticut Port Authority
Old Saybrook, Connecticut

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the business-type activities of the Connecticut Port Authority (the "Authority"), a component unit of the State of Connecticut, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated November 21, 2025.

Report on Internal Control over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified a certain deficiency in internal control, described in the accompanying schedule of findings and responses as Finding 2025-001 that we consider to be a material weakness.

Report on Compliance and Other Matters

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

Authority's Response to Findings

Government Auditing Standards requires the auditor to perform limited procedures on the Authority's response to the finding identified in our audit and described in the accompanying schedule of findings and responses. The Authority's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

Purpose of this Report

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



Hartford, Connecticut
November 21, 2025

Connecticut Port Authority
Schedule of Findings and Responses
Year Ended June 30, 2025

Finding 2025-001– Vendor Management Internal Control - Material Weakness

Criteria

Management is responsible for the design, implementation, and maintenance of internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Condition

The lack of internal controls around vendor management may result in cash disbursements to fraudulent vendors.

Cause

The Authority did not perform sufficient verification of information provided by a fraudulent third-party resulting in cybersecurity fraud.

Effect or Potential Effect

The Authority adhered to all existing policies however was unable to detect the cybersecurity fraud and processed an ACH payment to the fraudulent third-party. This condition may lead to inaccurate financial reporting and potential misstatement of the financial statements such that they are not in accordance with accounting principles generally accepted in the United States of America.

Recommendation

We recommend that the Authority strengthen policies, procedures, and controls to ensure that all modifications to vendor payment terms are verified with the appropriate party.

Views of Responsible Officials

The Authority has implemented additional internal controls which enhance the process for administering changes to vendor information. These include incorporating phone calls for the confirmation of any changes as well as the performance of penny tests for the verification of bank accounts. Increased focus on cybersecurity has also been addressed with a new IT Managed Service Provider which integrates training and testing along with heightened passwords using Multi-Factor Authentication in an effort to more effectively detect phishing attempts.



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