ROBERT SPRAGUE

OHIO TREASURER

September 28, 2022

To: Municipal Securities Rulemaking Board
www.emma.msrb.org

RE: Annual Information Filing for the SIB State Transportation Infrastructure Bond Fund Program

In accordance with the continuing disclosure agreement made pursuant to SEC Rule 15c2-12(b), the State of Ohio herein provides annual financial information and operating data regarding the State Economic Development Revenue Bonds (State Bond Fund Program) as of and for the Fiscal Year ended June 30, 2022. This information is based in part on information received from the Ohio Department of Transportation. No representation is made as to the materiality or completeness of that information. Other information relating to Fiscal Year 2022 or to subsequent periods may exist that an investor would consider to be important when making an investment decision. No representation is made that this 2022 Annual Filing is indicative of financial or operating results of the State Bond Fund Program after June 30, 2022, or of future financial or operating results. **Please refer to Appendix I for a list of all the outstanding bonds and CUSIPs associated with this program.**

Any questions concerning this filing should be directed to the Office of Debt Management at (614) 466-7752.

Sincerely,

Robert Sprague

Robert Cole Sprague
Ohio Treasurer

30 EAST BROAD STREET · 9TH FLOOR · COLUMBUS, OHIO 43215
PHONE: (614) 466-2160 · WWW.OHIOTREASURER.GOV · FAX: (614) 644-7313

OHIO DEPARTMENT OF TRANSPORTATION
STATE TRANSPORATION INFRASTRUCTURE
BOND FUND PROGRAM
STATEMENT OF ANNUAL INFORMATION

TABLE OF CONTENTS

APPENDICES

Information included in the Statement of Annual Information has been provided by the Ohio Department of Transportation ("ODOT") from its records, except for information expressly attributed to other sources. The presentation of information is intended to show recent historical information and is not intended to indicate future or continuing trends in the financial position or other affairs of ODOT or the State. No representation is made that past experience, as illustrated by the financial and other information, will necessarily continue to be repeated in the future. Reference should be made to laws, reports or documents referred to for more complete information regarding their contents.

INTRODUCTORY STATEMENT

The Ohio Treasurer (the "Treasurer") of the State of Ohio (the "State") has issued Bonds[1] within the State Transportation Infrastructure Bond Fund Program (the "State Program") identified in Appendix I, pursuant to the Trust Indenture dated as of September 1, 2006, between the State and The Huntington National Bank as Trustee (the "Indenture") as supplemented and amended. In connection with the issuance of the Bonds and pursuant to Securities and Exchange Commission Rule 15c2-12 (the "Rule") and the Indenture, the State agreed to provide or cause to be provided financial information and operating data (the "Annual Information"), audited financial statements and notices in such manner as may be required for purposes of paragraph (b)(5)(i) of the Rule (the "Continuing Disclosure Agreement"). The State has prepared and is providing this Statement of Annual Information in accordance with its Continuing Disclosure Agreement of the type included in the disclosure document relating to each series of the Bonds.

FINANCIAL STATEMENTS OF THE STATE

The audited financial statements for the State for its fiscal year ending June 30, 2021 are publicly available on the Ohio Auditor of State website at https://www.ohioauditor.gov.

[1] Any terms not defined herein have the meaning provided in the General Bond Order.

SUMMARY STATUS OF THE STATE PROGRAM
As of June 30, 2022

Purpose of the Program
The State Program was created to promote the development of roadway, rail, aviation, water, intermodal, transit and other transportation facilities. The State intends to accomplish this goal by enabling borrowers to benefit from the State's access to the national capital markets through the issuance of Bond Fund Bonds. The Bond Fund Bonds provide long-term and fixed-rate financing to the Contracting Parties. As the issuer for the State Program, the Treasurer issues bonds on a project-by-project basis.

Current Rating
The State Program is currently rated "AA+" by Standard & Poor's.

Key Facts
- No Common Fund Bonds are in default.
- No Common Fund Bonds have ever been in default.
- No Program Reserves have ever been accessed to cure a Borrower default.
- Pledge of State Infrastructure Bank – GRF:
    - Encumbered cash of $6,089,128;
    - Unencumbered cash of $9,926,605; and
    - Scheduled GRF Loan Repayments of $35,819,442 over calendar years 2022 through 2044.
- Program Reserve of $5,206,461.[2]
- Total Outstanding Bonds of $60,560,000.
- Bondholders are paid semi-annually.

History of Bond Issues
Since 2006, the State Program has completed thirteen bond issues totaling $86,310,000.

Past Payment Issues
No Contracting Party has ever failed to make their scheduled monthly payments.

[2] Program Reserve investments were marked to market on June 30, 2022.

SUMMARY DESCRIPTION OF SECURITY & RESERVES FOR THE STATE PROGRAM
As of June 30, 2022

State Infrastructure Bank – General Revenue Fund

Amounts in the State Infrastructure Bank (“SIB”) General Revenue Fund (“GRF”) may be used to pay Bond Service Charges. However, amounts in the SIB GRF may be expended or encumbered for any purpose consistent with and permitted by the Ohio Revised Code and may therefore not be available to pay Bond Service Charges on the Bond Fund Bonds.

Since inception, the SIB GRF Loan Program has made 86 loans totaling $107,456,421. As of June 30, 2022, 35 SIB GRF Loans totaling $29,014,938 of principal were outstanding. The SIB GRF Loan Program Repayments are expected to be used to make future SIB GRF Loans.

As of June 30, 2022, the SIB GRF assets included:

1. Cash balance of $16,015,733, of which approximately $6,089,128 is encumbered to identified borrowers; and,
2. Scheduled loan repayments of $35,819,442 from calendar years 2022 through 2044.

State Program Reserve Fund

The State Program Reserve Fund was initially funded in the amount of $5,000,000 by the State with proceeds from the State of Ohio Taxable Transportation Project Revenue Bonds (State Transportation Infrastructure Bond Fund) Series 2006-1. As a condition to the issuance of any series of Bond Fund Bonds, the Program Reserve Fund balance must be equal to the Program Reserve Requirement. The Program Reserve Requirement is the greater of (a) $5,000,000 or (b) five percent (5%) of the Outstanding Bonds.

State Covenant Relating to the Rating

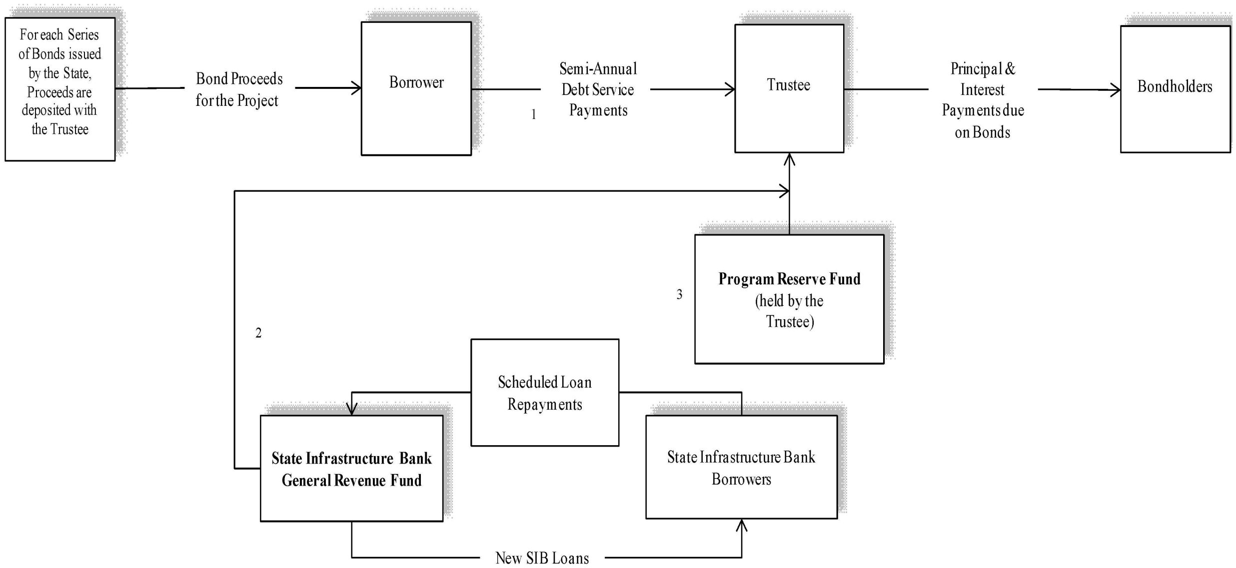
The State has covenanted to maintain a ratio of “Total Annual Cash Flows” to “Total Annual Debt Service” of not less than 1.20:1 while a Rating Service maintains a rating on any series of Bond Fund Bonds.

Covenant Relating to Insufficiency of Pledged Revenues

In the event the Pledged Revenues are insufficient to make payment of any Bond Service Charges when due and payable, or to maintain the Program Reserve Requirement in the Program Reserve Fund, the Ohio Department of Transportation ("ODOT") Director will notify the Governor of the State (the “Governor”) of such insufficiency and will determine to what extent, if any, payment of Bond Service Charges may be made, or moneys may be restored to the Program Reserve Fund from lawfully available moneys previously appropriated to ODOT. If payment of Bond Service Charges are not made or the moneys are not immediately and fully restored to the Program Reserve Fund from such moneys, the ODOT Director is required to promptly submit to the Governor and to the Director of the Ohio Department of Budget and Management a written request for either or both of the following: (1) the biennial budget submitted by the Governor to the General Assembly include an amount to be appropriated from lawfully available moneys to ODOT for the purpose of and sufficient for the payment in full of Bond Service Charges previously due and for the full replenishment of the Program Reserve Fund; or (2) the General Assembly be requested to increase appropriations from lawfully available moneys for ODOT in the current biennium sufficient for the purpose of and for the payment in full of Bond Service Charges previously due and to come due in the biennium and for the full replenishment of the Program Reserve Fund.

SIMPLIFIED FLOW OF FUNDS

OHIO DEPARTMENT OF TRANSPORTATION
State Infrastructure Bank
Bond Fund Program



FLOW OF FUNDS

1. Borrower makes semi-annual debt service payments to the Trustee

IF A DEFAULT OCCURS

2. State Infrastructure Bank General Revenue Fund will be utilized.

3. Program Reserve Fund will be utilized.

Note: Collateral Proceeds Account, if any, will be used prior to all other funds.

SCHEDULED STATE TRANSPORTATION INFRASTRUCTURE REPAYMENTS

The SIB GRF Loan Repayments shown below are being generated from SIB GRF Loans made under the SIB GRF Loan Program. This repayment stream is pledged to the State Program.

The following table sets forth the scheduled SIB GRF Loan Repayments expected to be deposited in the State Infrastructure Bank from all loans outstanding under the SIB GRF Loan Program as of June 30, 2022. No assurance is given that all repayments will be received as scheduled.

Scheduled Repayments of the Existing SIB GRF Loan Portfolio[3]

As of June 30, 2022

Calendar Year	Repayments
2022	$ 2,137,597
2023	4,065,721
2024	4,025,916
2025	3,379,109
2026	2,623,467
2027	2,371,751
2028	2,145,207
2029	2,145,207
2030	2,126,446
2031	2,049,264
2032	1,971,207
2033	1,857,263
2034	1,462,771
2035	907,291
2036	765,507
2037	520,380
2038	316,653
2039	244,838
2040	143,062
2041	140,364
2042	140,140
2043	140,140
2044	140,140
Total:	**$ 35,819,441**

[3] Represents principal, interest, and administrative fee repayments from SIB GRF Loans. See Appendix IV – "Ohio Department of Transportation Existing SIB GRF Loan Borrower Description as of June 30, 2022" for further information regarding expected future Program Receipts. Total amount may not foot due to rounding.

APPENDIX I

SUMMARY OF OUTSTANDING BONDS
As of June 30, 2022

Contracting Party	Series	Purpose	CUSIP	Level of Government	Original Principal	Outstanding Principal	% of Bonds Outstanding	% of Total Bond Fund	Primary Reserve[4]	Final Maturity	Net Interest Cost	Maximum Annual Debt Service
City of Dayton	2014-1	Parking Facilities	67759TEN4 67759TEP9 67759TEQ7 67759TER5 67759TES3 67759TET1 67759TEU8 67759TEV6 67759TEW4 67759TEX2 67759TEY0	City	$ 3,540,000.00	$ 2,640,000.00	74.58%	4.36%	$ -	11/15/2036	3.49%	$ 239,831
City of Cincinnati	2014-2	Road Improvements Parking Facilities	67759TDU9 67759TDV7 67759TDW5 67759TDX3 67759TDY1 67759TDZ8	City	$ 2,940,000.00	$ 2,440,000.00	82.99%	4.03%	$ -	5/15/2039	3.75%	$ 201,438
City of Lorain	2014-3	Road Improvements	67759TCJ5 67759TCK2 67759TCL0 67759TCM8 67759TCN6 67759TCP1 67759TCQ9 67759TCZ9 67759TDA3 67759TDB1	City	$ 7,165,000.00	$ 4,880,000.00	68.11%	8.06%	$ -	11/15/2034	3.40%	$ 490,981

(continued on next page)

[4] Does not include Program Reserve balance of $5,206,461 as of June 30, 2022.

APPENDIX I

SUMMARY OF OUTSTANDING BONDS
As of June 30, 2022 (continued)

Contracting Party	Series	Purpose	CUSIP	Level of Government	Original Principal	Outstanding Principal	% of Bonds Outstanding	% of Total Bond Fund	Primary Reserve[4]	Final Maturity	Net Interest Cost	Maximum Annual Debt Service
City of Ashtabula	2014-4	Road Improvements	67759TDH8 67759TDJ4 67759TDK1 67759TDL9 67759TDM7 67759TDN5 67759TDP0 67759TDQ8	City	$ 4,010,000.00	$ 2,555,000.00	63.72%	4.22%	$ -	5/15/2030	3.07%	$ 366,568
City of Columbus	2016-1	Road Improvements	67759TFJ2 67759TFK9 67759TFL7 67759TFM5 67759TFN3 67759TFP8 67759TFQ6 67759TFR4	City	$ 7,900,000.00	$ 6,430,000.00	81.39%	10.61%	$ -	5/15/2036	2.91%	$ 583,225
Licking County TID	2017-1	Road Improvements	67759TFW3 67759TFX1 67759TFY9 67759TFZ6 67759TGA0 67759TGB8 67759TGC6 67759TGD4 67759TGE2	Transportation Improvement District	$ 4,745,000.00	$ 2,835,000.00	59.75%	4.68%	$ 352,507	11/15/2041	3.57%	$ 283,838

(continued on next page)

[5] Does not include Program Reserve balance of $5,206,461 as of June 30, 2022.

APPENDIX I

SUMMARY OF OUTSTANDING BONDS
As of June 30, 2022 (continued)

Contracting Party	Series	Purpose	CUSIP	Level of Government	Original Principal	Outstanding Principal	% of Bonds Outstanding	% of Total Bond Fund	Primary Reserve[4]	Final Maturity	Net Interest Cost	Maximum Annual Debt Service
Akron-Canton Regional Airport Authority	2018-1	Airport Gate Expansion	67759TGG7 67759TGH5 67759TGJ1 67759TGK8 67759TGL6 67759TGM4 67759TGN2 67759TGP7	Regional Airport Authority	$ 15,680,000.00	$ 15,050,000.00	95.98%	24.83%	$ -	5/15/2043	4.07%	$ 1,114,250
Port of Greater Cincinnati Development Authorit	2019-1	Parking Facilities	67759TGW2 67759TGX0 67759TGY8 67759TGZ5 67759THA9 67759THB7 67759THC5 67759THD3 67759THE1 67759THF8 67759THG6 67759THH4 67759THJ0 67759THL5 67759THM3 67759THN1 67759THP6	Port Authority	$ 15,245,000.00	$ 14,040,000.00	92.10%	23.16%	$ -	11/15/2043	3.38%	$ 940,700

(continued on next page)

[6] Does not include Program Reserve balance of $5,206,461 as of June 30, 2022.

APPENDIX I

SUMMARY OF OUTSTANDING BONDS
As of June 30, 2022 (continued)

Contracting Party	Series	Purpose	CUSIP	Level of Government	Original Principal	Outstanding Principal	% of Bonds Outstanding	% of Total Bond Fund	Primary Reserve[7]	Final Maturity	Net Interest Cost	Maximum Annual Debt Service
Toledo-Lucas County Port Authority	2019-2	Seaport Foreign Trade Zone Improvement	67759THR2 67759THS0 67759THT8 67759THU5 67759THV3 67759THW1	Port Authority	$ 5,225,000.00	$ 4,710,000.00	90.14%	7.78%	$ -	5/15/2039	3.79%	$ 394,750
Toledo-Lucas County Port Authority	2021-1	Parking Facility	67759THY7 67759THZ4 67759TJA7 67759TJB5 67759TJC3 67759TJD1 67759TJE9 67759TJF6 67759TJG4 67759TJH2 67759TJJ8 67759TJK5 67759TJL3 67759TJM1 67759TJN9 67759TJP4 67759TJQ2 67759TJR0 67759TJS8	Port Authority	$ 5,180,000.00	$ 4,980,000.00	96.14%	8.22%	$ -	11/15/2031	1.50%	$ 668,100
Totals					$ 71,630,000.00	$ 60,560,000.00	84.55%	100.00%				

[7] Does not include Program Reserve balance of $5,206,461 as of June 30, 2022.

APPENDIX II

DEBT SERVICE REQUIREMENTS ON OUTSTANDING BONDS

The total of all Common Fund Bonds currently outstanding is $60,560,000. The following table sets forth the debt service requirements for all outstanding Common Fund Bonds as of June 30, 2022.[8]

Date	Total Principal	Total Interest	Total Debt Service
11/15/2022	1,420,000.00	1,188,536.89	2,608,536.89
5/15/2023	1,455,000.00	1,164,336.89	2,619,336.89
11/15/2023	1,480,000.00	1,136,311.89	2,616,311.89
5/15/2024	1,520,000.00	1,107,761.89	2,627,761.89
11/15/2024	1,540,000.00	1,080,143.14	2,620,143.14
5/15/2025	1,570,000.00	1,052,099.39	2,622,099.39
11/15/2025	1,600,000.00	1,019,483.77	2,619,483.77
5/15/2026	1,630,000.00	986,205.64	2,616,205.64
11/15/2026	1,655,000.00	954,933.76	2,609,933.76
5/15/2027	1,700,000.00	923,127.51	2,623,127.51
11/15/2027	1,725,000.00	885,716.88	2,610,716.88
5/15/2028	1,775,000.00	847,706.26	2,622,706.26
11/15/2028	1,805,000.00	809,025.01	2,614,025.01
5/15/2029	1,850,000.00	769,690.63	2,619,690.63
11/15/2029	1,870,000.00	734,250.01	2,604,250.01
5/15/2030	1,935,000.00	698,428.13	2,633,428.13
11/15/2030	1,765,000.00	663,396.88	2,428,396.88
5/15/2031	1,815,000.00	631,303.13	2,446,303.13
11/15/2031	1,825,000.00	596,481.25	2,421,481.25
5/15/2032	1,545,000.00	561,525.01	2,106,525.01
11/15/2032	1,575,000.00	533,465.63	2,108,465.63
5/15/2033	1,595,000.00	504,825.00	2,099,825.00
11/15/2033	1,610,000.00	475,493.75	2,085,493.75
5/15/2034	1,645,000.00	446,015.63	2,091,015.63
11/15/2034	1,670,000.00	415,831.25	2,085,831.25
5/15/2035	1,455,000.00	385,200.00	1,840,200.00
11/15/2035	1,480,000.00	357,365.63	1,837,365.63
5/15/2036	1,510,000.00	329,046.88	1,839,046.88
11/15/2036	1,250,000.00	300,909.38	1,550,909.38
5/15/2037	1,045,000.00	276,543.75	1,321,543.75
11/15/2037	1,060,000.00	255,925.00	1,315,925.00
5/15/2038	1,085,000.00	235,021.88	1,320,021.88
11/15/2038	1,110,000.00	213,609.38	1,323,609.38
5/15/2039	1,125,000.00	191,678.13	1,316,678.13
11/15/2039	855,000.00	167,237.50	1,022,237.50
5/15/2040	875,000.00	149,112.50	1,024,112.50
11/15/2040	895,000.00	130,312.50	1,025,312.50
5/15/2041	915,000.00	111,050.00	1,026,050.00
11/15/2041	935,000.00	91,362.50	1,026,362.50
5/15/2042	955,000.00	71,212.50	1,026,212.50
11/15/2042	975,000.00	50,637.50	1,025,637.50
5/15/2043	995,000.00	29,600.00	1,024,600.00
11/15/2043	465,000.00	8,137.50	473,137.50
Total	**$60,560,000**	**$23,540,058**	**$84,100,058**

[8] Total amount may not foot due to rounding.

APPENDIX III

SUMMARY OF SECURITY AND DESCRIPTION OF PROJECTS

Contracting Party	Reserve[9]	Description of Security and Lien Position	Physical Description of the Project
City of Dayton **2014-1**		Pledge Non-Tax revenues Special Assessments payments are not pledged	Acquisition, construction, equipment and installation of a 428-space public parking facility.
City of Cincinnati **2014-2**		Pledge of TIF service payments Pledge of Non-Tax revenues of the City of Cincinnati	Acquisition, construction, equipment and installation of street improvements, a 240-space public parking facility and other public infrastructure associated with the Keystone Parke Development.
City of Lorain **2014-3**		Pledge of Street Repair Levy fund Other legally available funds will be used in the event of a payment shortfall	Resurfacing and reconstructing roadways as well as adding curbs, sidewalks, and other related improvements to 28 streets that have been graded low by the City of Lorain's engineering department.

(continued on next page)

[9] Does not include Program Reserve balance of $5,206,461 as of June 30, 2022.

APPENDIX III

SUMMARY OF SECURITY AND DESCRIPTION OF PROJECTS (continued)

Contracting Party	Reserve[10]	Description of Security and Lien Position	Physical Description of the Project
City of Ashtabula			Construction, repair, and installation of street improvements on various roadways and alleyways within the City of Ashtabula limits. The project will encompass several streets throughout the entire City of Ashtabula.
2014-4		Pledge of the City of Ashtabula's Permanent Improvement Fund	The project included milling of existing asphalt, repairs to the street base if required, sewer manhole and storm catch basin repairs where required and relaying of asphalt. These streets will also be striped as a part of the Project.
			Additional curbing and sidewalk apron work will be performed where required.
City of Columbus		Pledge of unvoted general obligation and full faith and credit	Construction of an "S" curve on Hamilton Road.
2016-1		Pledge of TIF Service Payments	Various improvements to State Route 161 including reconfiguring and improving the exit and entry ramps and relocation a portion of the road.
Licking County Transportation Improvement District		Pledge of income tax revenues	Street improvements, including the acquisition, construction, equipping, and installation of road improvements, right-of-way purchases and issuance costs associated with the widening of State Route 310 from Interstate 70 to US 40.
2017-1	**$352,507**	Pledge of the TIF service payments	
		Pledge of Non-Tax revenues from Licking County and Etna Township	

(continued on next page)

[10] Reserve amounts marked to market as of June 30, 2022.

Appendix III

SUMMARY OF SECURITY AND DESCRIPTION OF PROJECTS (continued)

Contracting Party	Reserve	Description of Security and Lien Position	Physical Description of the Project
Akron-Canton Reginal Airport Authority 2018-1		Pledge of Airport Revenues	Acquisition, construction, improvement, renovation, and equipping of nine boarding gates, passenger boarding bridges, a concrete aircraft parking apron and other airport facilities.
Port of Greater Cincinnati Development Authority 2019-1		Pledge of Plum Street Garage Revenues Pledge of Elm Street Garage Revenues Pledge of Non-Tax Revenues from Port of Greater Cincinnati Development Authority	Acquisition, construction, improvement and installation of two parking facilities with 890 and 680 parking spaces, respectively.
Toledo-Lucas County Port Authority 2019-2		Pledge of Non-Tax revenues of Toledo-Lucas County Port Authority	Construction, renovation, equipping and installation of improvements including replacement of waterlines, hydrants and service connections. Construction, installation and equipping of two buildings located in the Foreign Trade Zone.

(continued on next page)

Appendix III

SUMMARY OF SECURITY AND DESCRIPTION OF PROJECTS (continued)

Contracting Party	Reserve	Description of Security and Lien Position	Physical Description of the Project
Toledo-Lucas County Port Authority **2021-1**		Pledge of all Net Operating Income generated from the Parking Garage Revenues Pledge of all Net Operating Income generated from the Meter and Violation Revenues Pari Passu First Mortgage Non-Tax Revenues of Port Authority	Proceeds used by the Toledo-Lucas County Port Authority to refund previously issued bonds, the proceeds of which were used to acquire the Parking Facilities from the City of Toledo. The Parking Facilities include: (1) Port Lawrence Parking Garage, which is a 661 space parking garage; (2) Superior Street Parking Garage, which is a 1,030 space parking garage; and (3) Vistula Street Parking Garage, which is a 970 space parking garage. In addition, the Port Authority will purchase approximately 900 metered parking spaces throughout the downtown Toledo area. The Port Authority has engaged Republic Parking System, which is a third party parking consultant, who has recommended various improvements, which should improve the operating efficiencies of the Parking Facilities.

APPENDIX IV

Ohio Department of Transportation
EXISTING SIB GRF LOAN BORROWER DESCRIPTION
As of June 30, 2022

Loan	Borrower	GO Rating	Security or Repayment Sources	Outstanding Principal
1	City of Toledo	A2	Pledge of General Revenues	$ 1,085,317
2	City of East Liverpool	N/R	Motor vehicle gasoline taxes and motor vehicle license taxes	213,805
3	City of Westlake	Aaa	All TIF revenues, motor vehicle gasoline taxes, registration taxes, permissive taxes	4,542,589
4	City of Lorain	Aaa	Income taxes and property taxes	56,864
5	Twinsburg Township	N/R	General revenue fund	169,449
6	Erie Ottawa Regional Airport, Ottawa County	Aa2	All legally available non-tax revenues	1,069,252
7	City of Dayton	Aa2	City non-tax revenues	1,953,486
8	City of Cincinnati	Aa2	All TIF Revenues, non-tax revenues in the event of a shortfall	2,182,142
9	City of Huber Heights	Aa2	TIF fund revenues, non-tax revenues in the event of a shortfall	2,765,289
10	Village of Ottawa	N/R	Income taxes	47,011
11	City of Warrensville Heights	Baa1	Hotel/Motel Tax receipts & Motor vehicle gasoline taxes	620,968
12	Village of Hopedale	N/R	General obligation, Motor vehicle gasoline taxes & motor vehicle registration taxes	422,035
13	City of Lorain	Aaa	Motor vehicle registration taxes & Street Levy Fund	99,819
14	City of Lorain	Aaa	Motor vehicle registration taxes & Street Levy Fund	525,998
15	Ottawa Village	N/R	Income Tax Fund	171,510
16	Twinsburg Township	N/R	JEDD Revenue & General Revenue Fund	1,261,556
17	City of Brookville, Montgomery County TID	A1	Motor vehicle gasoline taxes, TIF revenues, & non-tax revenues in the event of a shortfall	1,715,623
18	Toledo-Lucas County Port Authority	A3	Non-tax revenues of the Port Authority	1,571,310
19	City of Munroe Falls	N/R	Road and Bridge Fund	226,652
20	City of Lorain	Aaa	Permissive License Tax and Street Levy Fund	1,007,384
21	Hambden Township	N/R	Road & Bridge Fund Receipts and General Fund Revenues	72,223
22	City of New Philadelphia	A2	Hangar Rent Revenues	381,565
23	City of Conneaut	A1	Permit Fees, Street Department's portion of Income Tax, Gas License Tax, and General Fund Transfer	752,873
24	City of Huber Heights	Aa2	Special Assessments and Non-Tax Revenues	1,084,057
25	City of Conneaut	A1	Municipal Income Tax	125,111
26	City of Norton	AA	Municipal Income Tax	379,443
27	City of Huber Heights	Aa2	Special Assessments and Non-Tax Revenues	766,745
28	Village of Roseville	N/R	Municipal Income Tax	68,099
29	Village of Camden	N/R	Municipal Income Tax	511,822
30	Village of New Straitsville	N/R	Gas Tax	75,473
31	Twinsburg Township	N/R	General Fund	736,649
32	City of Deer Park	A1	Gas Tax	246,795
33	Village Johnstown	A3	Municipal Income Tax	6,000
34	Toledo-Lucas County Port Authority	A3	Non-tax revenues of the Port Authority	6,000
35	City of Zanesville	A1	Property Taxes and Storm Water Fund Charges	2,094,028
				$ 29,014,938

APPENDIX V
SIB GRF LOAN PORTFOLIO HISTORY
As of June 30, 2022

For the Period:	CY 2022 Through 6/30/2022	CY 2021	CY 2020	CY 2019	CY 2018	Total Since Inception (1996)
Principal Collected	$1,632,340.64	$3,170,501.81	$2,770,861.53	$2,522,389.85	$2,655,372.21	$64,617,727.88
Interest Collected	$477,751.66	$951,718.15	$903,511.67	$849,334.36	$949,623.86	$13,985,561.99
Total P & I Collected:	$2,110,092.30	$4,122,219.96	$3,674,373.20	$3,371,724.21	$3,604,996.07	$78,603,289.87
New Loans Originated:						
Number:	0	5	2	6	4	86
Principal Authorized:	$0	$5,221,045	$698,363	$3,903,800	$2,666,007	$107,456,421
Average Loan Amount:	N/A	$1,044,209	$349,182	$650,633	$666,502	$1,249,493
Principal Released - Will not be Drawn:[1]						($8,435,755)
Matured Loans:						
Number:	0	2	0	6	2	26
Original Principal:	$0	$595,450	$0	$6,873,215	$2,473,200	$30,221,348
Prepaid Loans:						
Number:	0	1	3	0	0	23
Original Principal:	$0	$122,000	$586,327	$0	$0	$22,249,047
Loans Written Off:[2]						
Number:	0	0	0	0	0	2
Principal:	$0	$0	$0	$0	$0	$2,903,555
Total Outstanding Loans:						
Number:	35	35	33	34	34	
Outstanding Principal:	$29,014,938	$ 30,511,711	$ 32,539,845	$ 33,657,790	$ 30,953,931	
Principal Not Drawn Yet - Active Loans:[3]	$5,388,000					
Current Loans:						
Number:	35	35	33	34	34	
Outstanding Principal:	$29,014,938	$30,511,711	$32,539,845	$33,657,790	$30,953,931	
Delinquent Loans (60-120 days) as of End of Calendar Year:						
Number:	0	0	0	0	0	
Outstanding Principal:	$0	$0	$0	$0	$0	
Delinquent Loans (Over 120 days) as of End of Calendar Year:						
Number:	0	0	0	0	0	
Outstanding Principal:	$0	$0	$0	$0	$0	

[1] **Total Loan Principal on all loans that has been released (cancelled). Will not be drawn.**

[2] **Loan Defaults - Two Eastlake Land Development Co. loans written off as uncollectable in 2005. SIB policy no longer permits loans to private entities.**

[3] **Total Loan Principal obligated to outstanding loans that has not been drawn down as of 6/30/2022.**

APPENDIX VI

AUDITED FINANCIAL STATEMENTS OF SIGNIFICANT OBLIGORS
Available as of June 30, 2022

[REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES

SINGLE AUDIT

FOR THE YEAR ENDED DECEMBER 31, 2020

OHIO AUDITOR OF STATE
KEITH FABER

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES
DECEMBER 31, 2020 AND 2019

TABLE OF CONTENTS

This page intentionally left blank.

OHIO AUDITOR OF STATE
KEITH FABER

Conference Center, Suite 154
6000 Frank Ave. NW
North Canton, OH 44720
EastRegion@ohioauditor.gov
(800) 443-9272

INDEPENDENT AUDITOR'S REPORT

Akron-Canton Regional Airport Authority
Stark and Summit Counties
5400 Lauby Road Box 23
North Canton, Ohio 44720

To the Board of Trustees:

Report on the Financial Statements

We have audited the accompanying financial statements of the Akron-Canton Regional Airport Authority, Stark and Summit Counties, Ohio (the Airport), as of and for the years ended December 31, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for preparing and fairly presenting these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes designing, implementing, and maintaining internal control relevant to preparing and fairly presenting financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to opine on these financial statements based on our audit. We audited in accordance with auditing standards generally accepted in the United States of America and the financial audit standards in the Comptroller General of the United States' *Government Auditing Standards*. Those standards require us to plan and perform the audit to reasonably assure the financial statements are free from material misstatement.

An audit requires obtaining evidence about financial statement amounts and disclosures. The procedures selected depend on our judgment, including assessing the risks of material financial statement misstatement, whether due to fraud or error. In assessing those risks, we consider internal control relevant to the Airport's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not to the extent needed to opine on the effectiveness of the Airport's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of management's accounting policies and the reasonableness of their significant accounting estimates, as well as our evaluation of the overall financial statement presentation.

We believe the audit evidence we obtained is sufficient and appropriate to support our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Airport, as of December 31, 2020 and 2019, and the changes in financial position and its cash flows, for the year then ended in accordance with the accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 13 to the financial statements, the financial impact of COVID-19 and the continuing emergency measures may impact subsequent periods of the Airport. We did not modify our opinion regarding this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require this presentation to include *management's discussion and analysis*, and schedules of net pension and other post-employment benefit liabilities and pension and other post-employment benefit contributions listed in the table of contents, to supplement the basic financial statements. Although this information is not part of the basic financial statements, the Governmental Accounting Standards Board considers it essential for placing the basic financial statements in an appropriate operational, economic, or historical context. We applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, consisting of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, to the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not opine or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to opine or provide any other assurance.

Supplementary and Other Information

Our audit was conducted to opine on the Airport's basic financial statements taken as a whole.

The Schedule of Receipts and Expenditures of Federal Awards and the Schedule of Expenditures of Passenger Facility Charges presents additional analysis as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and the Passenger Facility Charge Audit Guide for Public Agencies (the Guide), issued by the Federal Aviation Administration, respectively, and are not a required part of the financial statements.

The schedules are management's responsibility, and derives from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. We subjected this information to the auditing procedures we applied to the basic financial statements. We also applied certain additional procedures, including comparing and reconciling this information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves in accordance with auditing standards generally accepted in the United States of America. In our opinion, this information is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 3, 2021, on our consideration of the Airport's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. That report describes the scope of our internal control testing over financial reporting and compliance, and the results of that testing, and does not opine on 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 Airport's internal control over financial reporting and compliance.

Keith Faber

Keith Faber
Auditor of State
Columbus, Ohio

December 3, 2021

This page intentionally left blank.

The Airport

The Akron – Canton Regional Airport Authority, (the "Airport") was dedicated in 1946 and commercial air service began in 1948, when the Airport served 43,042 passengers. Today the Airport is the second entry portal to Northeast Ohio for air travelers. In 2020 the Airport suffered a significant reduction in passengers served due to the COVID-19 Pandemic. In 2020, the Airport served nearly 292,000 passengers which was a 65% decrease from 2019.

Pre-pandemic, the Airport offered 22 daily flights to 10 non-stop destinations and had one stop service to virtually anywhere in the world. The Airport continually updates and improves its facilities to ensure our passengers have a great experience. The Airport is currently completing a passenger gate replacement project to modernize our facility by replacing five older gates.

Overview of Financial Statements

The financial statements are presented in accordance with the accounting principles generally accepted in the United States of America, including GASB Statement No. 34. The statements are:

- Statement of Net Position
- Statement of Revenues, Expenses, and Changes in Net Position
- Statement of Cash Flows

The statements are prepared on the accrual basis and present all assets, deferred outflows of resources, liabilities, and deferred inflows of resources of the Airport, both financial and capital, and short and long – term. They also present revenues and expenses of the Airport during the year, regardless of when cash was received or paid. Collectively, the statements provide information regarding the Airport's financial condition as of December 31, 2020 and 2019 and the results of its operations and cash flows for the years then ended. Accompanying the statements are notes and required supplemental information that are integral parts to understanding the Airport's net position.

Financial Highlights

As of December 31, 2020, Operating Revenues decreased significantly from the prior year due to the COVID -19 pandemic effect on air travel. Parking revenues, which is one of the airport's largest revenue sources declined 76% from the prior year. Despite this reduction in revenue the Airport was able to meet all its debt service and financial obligations. Operating Expenses were reduced by 5% or $1,003,030 as compared to the prior year in response to the reductions in revenue.

Statement of Net Position

The Statement of Net Position includes all assets, deferred outflows of resources, liabilities, and deferred inflows of resources of the Airport using the accrual basis of accounting, which is similar to the accounting used by most private – sector institutions. Condensed information from the Airport's statements of net position, including comparative data from 2019 and 2018 is as follows:

(Table 1)

Net Position

	2020	2019	2018
Assets			
Current Assets	$ 711,073	$ 1,623,286	$ 1,546,225
Restricted Assets	17,992,586	27,301,992	37,269,592
Noncurrent Assets	177,269,723	171,199,517	163,822,482
Total Assets	195,973,382	200,124,795	202,638,299
Deferred Outflows of Resources			
OPEB	401,212	207,498	147,040
Pension	597,834	1,608,087	758,288
Total Deferred Outflow of Resources	999,046	1,815,585	905,328
Liabilities			
Current Liabilities	2,307,342	1,383,147	1,619,914
Noncurrent Liabilities	41,364,916	43,942,635	41,651,689
Total Liabilities	43,672,258	45,325,782	43,271,603
Deferred Inflows of Resources			
OPEB	403,795	40,927	214,650
Pension	886,637	123,626	858,596
Total Deferred Inflows of Resources	1,290,432	164,553	1,073,246
Net Position			
Net Investment in Capital Assets	144,203,988	146,003,351	149,515,395
Restricted Net Position	17,992,586	27,301,992	37,269,590
Unrestricted Net Position	(10,186,836)	(16,855,298)	(27,586,209)
Total Net Position	$152,009,738	$ 156,450,045	$ 159,198,776

An analysis of significant changes in assets, liabilities and net position for the year ended 2020 is as follows:

Assets

Total assets decreased $4,151,413 from 2019 due primarily to the following factors.

- Decrease in Cash and Cash Equivalents, Accounts Receivable and Prepaid expense.
- Decrease in Assets Restricted for Airport Improvement less offsetting increase in capital assets.

Liabilities

Total liabilities decreased $1,653,524 due primarily to the following factors.

- Decrease in Net Pension Liability
- Decrease in Bonds Payable

An analysis of significant changes in assets, liabilities and net position for the year ended 2019 is as follows:

Assets

Total assets decreased $2,513,502 from 2018 primarily due to the following factor.

- Decrease in Assets Restricted for Airport Improvement

Liabilities

Total liabilities increased $2,054,179 due primarily to the following factors.

- Increase in Net Pension Liability
- Increase in Net OPEB Liability.

Deferred Inflow of Resources and Deferred Outflows

The net pension liability (NPL) is reported by the Airport at December 31, 2020 and 2019, and is reported pursuant to GASB Statement No. 68, "Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement No. 27." In 2018, the Airport adopted GASB Statement No. 75, "Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions," which significantly revised accounting for costs and liabilities related to other postemployment benefits (OPEB). For reasons discussed below, many end users of this financial statement will gain a clearer understanding of the Airport's actual financial condition by adding deferred inflows related to pension and OPEB, the net pension liability, and the net OPEB liability to the reported net position and subtracting the net pension asset and deferred outflows related to pension and OPEB.

Governmental Accounting Standards Board standards are national and apply to all government financial reports prepared in accordance with generally accepted accounting principles. Prior accounting for pensions (GASB 27) and postemployment benefits (GASB 45) focused on a funding approach. This approach limited pension and OPEB costs to contributions annually required by law, which may or may not be sufficient to fully fund each plan's *net pension liability* or *net OPEB liability*. GASB 68 and 75 take an earnings approach to pension and OPEB accounting; however, the nature of Ohio's statewide pension/OPEB plans and state law governing those systems requires additional explanation in order to properly understand the information presented in these statements.

GASB 68 and 75 require the net pension liability (asset) and the net OPEB liability to equal the Airport's proportionate share of each plan's collective:

1. Present value of estimated future pension/OPEB benefits attributable to active and inactive employees' past service.
2. Minus plan assets available to pay these benefits.

GASB notes that pension and OPEB obligations, whether funded or unfunded, are part of the "employment exchange" – that is, the employee is trading his or her labor in exchange for wages, benefits, and the promise of a future pension and other postemployment benefits. GASB noted that the unfunded portion of this pension and OPEB promise is a present obligation of the government, part of a bargained-for benefit to the employee and should accordingly be reported by the government as a liability since they received the benefit of the exchange. However, the Airport is not responsible for certain key factors affecting the balance of this liability. In Ohio, the employee shares the obligation of funding pension benefits with the employer. Both employer and employee contribution rates are capped by State statute. A change in these caps requires action of both Houses of the General Assembly and approval of the Governor. Benefit provisions are also determined by State statute. The Ohio Revised Code permits, but does not require, the retirement systems to provide healthcare to eligible benefit recipients. The retirement systems may allocate a portion of the employer contributions to provide for OPEB benefits.

The employee enters the employment exchange with the knowledge that the employer's promise is limited not by contract but by law. The employer enters the exchange also knowing that there is a specific, legal limit to its contribution to the retirement system. In Ohio, there is no legal means to enforce the unfunded liability of the pension/OPEB system *as against the public employer.* State law operates to mitigate/lessen the moral obligation of the public employer to the employee, because all parties enter the employment exchange with notice as to the law. The retirement system is responsible for the administration of the pension and OPEB plans.

Most long-term liabilities have set repayment schedules or, in the case of compensated absences (i.e. sick and vacation leave), are satisfied through paid time-off or termination payments. There is no repayment schedule for the net pension liability or the net OPEB liability. As explained previously, changes in benefits, contribution rates, and return on investments affect the balance of these liabilities, but are outside the control of the local government. In the event that contributions, investment returns, and other changes are insufficient to keep up with required payments, State statute does not assign/identify the responsible party for the unfunded portion. Due to the unique nature of how the net pension liability and the net OPEB liability are satisfied, these liabilities are separately identified within the long-term liability section of the statement of net position.

In accordance with GASB 68 and GASB 75, the Airport's statements prepared on an accrual basis of accounting include an annual pension expense and annual OPEB expense for their proportionate share of each plan's *change* in net pension liability (asset) and net OPEB liability, respectively, not accounted for as deferred inflows/outflows.

As a result of implementing GASB 75, the Airport is reporting a net OPEB liability and deferred inflows/outflows of resources related to OPEB on the accrual basis of accounting. This implementation also had the effect of restating net position at January 1, 2018, from $166,749,148 to $164,820,176.

Statement of Revenues, Expenses and Changes in Net Position

The Statement of Revenues, Expenses, and Changes in Net Position present the operating results of the Airport, as well as the non - operating revenues and expenses. Federal Grant, Car Rental Facility Charge, Passenger Facility Charge and Interest income are considered non – operating revenues. Condensed information from the Airport's Statement of Revenues, Expenses, and Changes in Net Position, including comparative data from 2019 and 2018 is as follows:

(Table 2)
Change in Net Position

	2020	2019	2018
Operating Revenues	$ 5,179,656	$ 8,996,343	$ 9,660,664
Operating Expenses (Including Depreciation)	18,638,299	19,641,329	18,561,962
Operating Income (Loss)	(13,458,643)	(10,644,986)	(8,901,298)
Net Non-Operating Revenues (Expenses)	9,018,336	7,896,255	3,279,898
Change in Net Position	(4,440,307)	(2,748,731)	(5,621,400)
Net Position Beginning of the Year (2018 restated)	156,450,045	159,198,776	164,820,176
Net Position End of Year	$152,009,738	$156,450,045	$159,198,776

Prior to 2019 Payroll Fringe Benefits and Interest Expense were included in Operating Expenses within the Administrative Expense figure. In 2020 and 2019 these expenses were classified separately.

An analysis of significant changes in revenues and expenses for the year ended 2020 is as follows:

Operating Revenues

The Airport had a decrease in annual passenger traffic of 65% compared to 2019 due to significant air service disruptions caused by the COVID -19 pandemic. As a result, the Airport experienced severe declines in Parking Revenues and Charges for Services Revenues which encompass scheduled landing fees, rental car concession, terminal restaurant concessions, airline rental fees and passenger hold room rental fees.

Operating Expenses

Operating expenses less depreciation, OPEB expense and pension expense adjustments decreased 4% from 2019. Due to the COVID 19 pandemic, the airport made deliberate efforts to reduce expenses within all departments to maintain financial discipline to the extent possible.

Non-Operating Revenues

In 2020, the Airport received significantly more federal funding compared to the previous year. The increase was due an ongoing Gate Replacement Project as well as funding associated with COVID-19 relief. The Airport was awarded slightly more than $11 million in federal funds in 2018 towards the Gate Replacement Project and was awarded $7.6 million through the Coronavirus Aid, Relief & Economic Security Act (CARES) in 2020. These federal funds are authorized by federal grants received by the Airport. Passenger Facility Charge (PFC) and Car Rental Facility Charge (CFC) funds decreased drastically compared to 2019 due to the decrease in passenger levels.

An analysis of significant changes in revenues and expenditures for the year ended 2019 is as follows:

Operating Revenues

The Airport had a decrease in annual passenger traffic of 9.7% compared to 2018 due to continued significant air service changes. Annual passenger traffic decreased over 27% the previous fiscal year. As a result, the Airport experienced declines in Parking and Rent Revenue as well as Charges for Services including scheduled landing fees, rental car concession, terminal restaurant concessions, airline rental fees and passenger hold room rental fees. The Airport had budgeted for the significant decline in revenues that transpired during the year.

Operating Expenses

Operating expenses less depreciation, OPEB expense and pension expense adjustments increased 0.89% from 2018. Due to continued anticipated reduction in annual revenues all departments made conscious efforts to maintain financial discipline while adapting to new air service realities. The depreciation expense increased by 3% due to the capitalization of a few large completed projects.

Non-Operating Revenues

In 2019, the Airport received significantly more federal funding compared to the previous year. The increase was due to the commencement of a Gate Replacement Project. The Airport was awarded slightly more than $11 million in federal funds in 2018 towards this project. These federal funds are authorized by federal grants received by the Airport. The project was well underway at the end of 2019. The Airport made a significant drawdown of these grant funds throughout the year.

Budget Summary

The annual budget is the main document used to estimate revenues and expenses for the year and helps track the actual progress. The Airport is not required to follow the budgetary requirements of the Ohio Revised Code.

Capital Asset and Long-Term Debt Activity

The Airport's capital asset acquisitions during the year were for equipment replacements and facility enhancements. The Airport completed projects associated with taxiway and roadway improvements as well as the construction of a new maintenance storage facility. The Airport's long-term debt was comprised of three revenue bond agreements one with the Ohio Department of Transportation (ODOT) and two with S & T Bank at the end of the year. During 2018, the Airport was issued $15,680,000 in debt via Airport Revenue Bonds with the Ohio Department of Transportation (ODOT) and issued $6,184,000 in debt via Airport Revenue Bonds with S&T Bank. These bonds were issued to fund a terminal concourse gate replacement project. The Airport issued $14,027,150 in revenue bonds with S&T Bank to refinance long-term debt in the amount of $13,155,251 which was originally held by the Huntington National Bank. As of December 31, 2020, the Airport had $35,051,558 in Airport Revenue Bonds outstanding. See notes 8 and 11 in the Notes to the Financial Statements for further information related to debt and capital assets, respectively.

Current Issues

The United States and the State of Ohio declared a state of emergency in March 2020 due to the COVID-19 pandemic. The financial impact of COVID-19 and the ensuing emergency measures will impact subsequent periods of the Akron – Canton Regional Airport Authority. In addition, the impact on the Akron – Canton Regional Airport Authority's future operating costs, revenues, and any recovery from emergency funding, either federal or state, cannot be estimated.

Contacting the Airport's Management

This financial report is designed to provide our users, investors and creditors with a general overview of the Airport's finances and to show the Airport's accountability for the money it receives. If you have questions about this report or need additional financial information contact James Krum, Vice President of Finance and Administration, at the Akron Canton Regional Airport, 5400 Lauby Road NW, Box 9, North Canton, OH. 44720.

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES

STATEMENT OF NET POSITION
AS OF DECEMBER 31, 2020 and 2019

	2020	2019
ASSETS:		
Current Assets:		
Cash and Cash Equivalents	$ 275,333	$ 963,859
Accounts Receivable	383,893	595,626
Prepaid Expenses	51,847	63,801
Total Current Assets	711,073	1,623,286
Assets Restricted for Airport Improvement Projects:		
Cash and Cash Equivalents	14,930,058	15,712,314
Restricted Revenue Bond Project Funds	3,013,083	11,367,856
Passenger Facility Charges Receivable	49,445	221,822
Total Assets Restricted for Airport Improvement Projects	17,992,586	27,301,992
Noncurrent Assets:		
Capital Assets:		
Airport Improvement Projects-In-Progress	36,305,235	21,456,702
Land and Land Improvements	52,821,716	52,821,716
Paving	116,017,131	116,017,131
Buildings	96,622,985	96,097,382
Vehicles and Equipment	25,638,281	24,529,228
Utility Systems	713,594	677,294
Less Accumulated Depreciation	(150,849,219)	(140,399,936)
Total Noncurrent Assets	177,269,723	171,199,517
TOTAL ASSETS	$ 195,973,382	$ 200,124,795
DEFERRED OUTFLOW OF RESOURCES:		
Total Deferred Outflows of Resources - OPEB	$ 401,212	$ 207,498
Total Deferred Outflows of Resources - Pension	597,834	1,608,087
Total Deferred Outflow of Resources	$ 999,046	$ 1,815,585
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	**$ 196,972,428**	**$ 201,940,380**

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

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES

STATEMENT OF NET POSITION (Continued)
AS OF DECEMBER 31, 2020 and 2019

	2020	2019
LIABILITIES:		
Current Liabilities:		
Accounts Payable	$ 405,107	$ 135,868
Projects Payable	0	1,250
Accrued Payroll Expenses	884,100	743,314
Accrued Real Estate Taxes	63,215	63,215
Debt Due Within One Year	954,920	439,500
Total Current Liabilities	2,307,342	1,383,147
Long-Term Liabilities:		
Long-term Bonds Payable	35,123,898	36,124,474
Net OPEB Liability	2,484,748	2,426,565
Net Pension Liability	3,756,270	5,391,596
Total Long-Term Liabilities	41,364,916	43,942,635
TOTAL LIABILITIES	$ 43,672,258	$ 45,325,782
DEFERRED INFLOWS OF RESOURCES:		
Total Deferred Inflows of Resources - OPEB	403,795	40,927
Total Deferred Inflows of Resources - Pension	886,637	123,626
Total Deferred Inflows of Resources	1,290,432	164,553
Net Position:		
Net Investment in Capital Assets	144,203,988	146,003,351
Restricted for Airport Improvement Projects	17,992,586	27,301,992
Unrestricted Net Position	(10,186,836)	(16,855,298)
TOTAL NET POSITION	152,009,738	156,450,045
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	**$ 196,972,428**	**$ 201,940,380**

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

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES

STATEMENTS OF REVENUE, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED DECEMBER 31, 2020 and 2019

	2020	2019
Operating Revenues:		
Charges for Services	$ 2,415,364	$ 3,787,114
Rent	968,739	921,084
Parking	795,134	3,435,106
Other Operating Revenues	1,000,419	853,039
Total Operating Revenues	5,179,656	8,996,343
Operating Expenses:		
Salaries	2,900,855	2,905,240
Payroll Fringe Benefits	1,331,406	1,928,799
Contract Services	1,578,074	1,477,991
Materials and Supplies	446,396	620,050
Utilities	717,681	733,819
Fuel	46,927	58,893
Insurance	101,796	88,844
Administrative	1,065,881	1,263,392
Depreciation	10,449,283	10,564,301
Total Operating Expenses	18,638,299	19,641,329
Operating (Loss)	(13,458,643)	(10,644,986)
Nonoperating Revenues (Expenses):		
Federal Funds	8,092,306	5,162,088
Car Rental Facility Charge Revenue	256,348	514,072
Passenger Facility Charge Revenue	636,967	1,766,292
Interest	99,983	334,866
Non Operating Airport Revenue	158,908	-
Gain on Sale of Capital Assets	-	5,530
Insurance Proceeds	-	327,780
Interest Expense	(226,176)	(214,373)
Total Non-operating Revenues (Expenses)	9,018,336	7,896,255
Change in Net Position	(4,440,307)	(2,748,731)
Net Position - January 1	156,450,045	159,198,776
Net Postion - December 31	**$ 152,009,738**	**$ 156,450,045**

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

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED DECEMBER 31, 2020 and 2019

	2020	2019
Cash Flows from Operating Activities:		
Cash Received from Customers	$ 5,391,389	$ 8,992,621
Cash Payments to Suppliers for Goods and Services	(3,676,813)	(4,551,733)
Cash Payments to Employees for Services	(3,726,200)	(3,927,583)
Net Cash Provided by Operations	**(2,011,624)**	**513,305**
Cash Flows from Capital and Related Financing Activities:		
Receipts from Passenger Facility Charge	809,344	1,762,402
Receipts from Car Rental Facility Charge	256,348	514,072
Grants	4,938,577	5,162,088
Grants - CARES	3,153,729	-
Non Operating Revenue	158,908	-
Acquisition of Construction of Capital Assets	(15,209,884)	(16,845,785)
Debt Principal Paid	(439,500)	(321,793)
Gain of Sale of Equipment	-	5,530
Interest Paid	(1,581,436)	(1,355,497)
Insurance Proceeds	-	327,780
Net Cash (Provided by) Capital and Related Financing Activities	(7,913,914)	(10,751,203)
Cash Flows from Investing Activities:		
Interest Received	99,983	334,866
Net Cash Provided by Investing Activities	99,983	334,866
Net Increase (Decrease) in Cash and Cash Equivalents	(9,825,555)	(9,903,032)
Cash and Cash Equivalents - January 1	28,044,029	37,947,061
Cash and Cash Equivalents - December 31	**18,218,474**	**28,044,029**
Statement of Net Position Classification		
Cash and Cash Investments	$ 15,205,391	$ 16,676,173
Restricted Cash	3,013,083	11,367,856
Total Cash and Cash Equivalents	**$ 18,218,474**	**$ 28,044,029**
Cash Flows from Operating Activities:		
Operating (Loss)	(13,458,643)	(10,644,986)
Adjustments to Reconcile Operating Income to Cash Flows from Operating Activities:		
Depreciation	10,449,283	10,564,301
(Increase) Decrease in Accounts Receivable	211,733	(3,722)
(Increase) Decrease in Prepaid Assets	11,954	(4,883)
(Increase) Decrease in Deferred Outflows Related to Pension	1,010,253	(849,799)
(Increase) Decrease in Deferred Outflows Related to OPEB	(193,714)	(60,458)
Increase (Decrease) in Accounts Payable	269,238	(99,404)
Increase (Decrease) in Project Payable	(1,250)	(204,457)
Increase (Decrease) in Payroll related Liabilities	140,786	(50,696)
Increase (Decrease) in Net Pension Liability	(1,635,326)	2,347,641
Increase (Decrease) in OPEB Liability	58,183	428,461
Increase (Decrease) in Deferred Inflows Related to Pension	763,011	(734,970)
Increase (Decrease) in Deferred Inflows Related to OPEB	362,868	(173,723)
Total Adjustments	11,447,019	11,158,291
Net Cash Provided by Operating Activities	**$ (2,011,624)**	**$ 513,305**

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

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. DESCRIPTION OF THE ENTITY

Akron-Canton Regional Airport (the Airport) was founded in 1946, as a governmental entity, for the purpose of operating an airport facility serving commercial carriers and industrial concerns. The Akron-Canton Regional Airport Authority was created by resolution of the County Commissioners of Stark and Summit Counties of Ohio in 1964. The Airport is governed by a Board of Trustees consisting of representatives from both Stark and Summit Counties.

The Airport's financial reporting entity has been defined in accordance with Governmental Accounting Standards Board (GASB) Statement No. 14, "*The Reporting Entity*," as amended by GASB Statement No. 39, "*Determining Whether Certain Organizations Are Component Units.*" The financial statements include all departments and operations for which the Airport is financially accountable. Financial accountability exists if a primary government/component unit appoints a majority of an organization's governing board and is able to impose its will on that organization. Financial accountability may also be deemed to exist if there is a potential for the organization to provide financial benefit to, or impose financial burdens on, the primary government/component unit. On this basis, no governmental organizations other than the Airport itself are included in the financial reporting entity.

B. BASIS OF ACCOUNTING

The Airport uses "fund accounting" to report on its financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain Airport functions or activities.

A fund is defined as a fiscal and accounting entity with a self - balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities or balances, and changes therein, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

For financial statement presentation purposes, the Airport has one fund which is categorized as a proprietary fund. Proprietary funds are used to account for the Airport's ongoing activities which are similar to those found in the private sector. The following is the Airport's proprietary fund type:

Enterprise Fund - A fund used to account for operations that are financed and operated in a manner similar to private business enterprises where the intent is that costs (expenses, including depreciation) of providing services to the general public on a continuing basis be financed or recovered primarily through user charges or where it has been decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability or other purposes. The accounting and financial reporting treatment applied to the Airport's fund is determined by their measurement focus. The Airport's enterprise fund, uses a flow of economic resources measurement focus. This measurement focus emphasizes the determination of net income. The Airport uses the accrual basis of accounting, which records revenue when earned and measurable and expenses when the liability is incurred. Revenues subject to accrual are charges for services.

Property and Equipment

Property and Equipment – The Airport's capitalization threshold is $3,000. Substantially all of the Airport's grounds and runways were contributed by the U.S. Government at the time the Airport was founded. These assets were recorded at their estimated fair value as of the date the contributions were made. Property and equipment acquired subsequent to the Airport's inception is carried at cost.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

B. BASIS OF ACCOUNTING (Continued)

Renewals and betterments are capitalized. The cost of maintenance and repairs are charged to expense accounts as incurred.

Depreciation is computed using the straight-line method over the following estimated useful lives:

Paving	2-30 years
Buildings	3-30 years
Vehicles and equipment	3-20 years
Utility systems	3-20 years

Compensated Absences – The Airport accounts for compensated absences in accordance with GASB Statement No. 16. Sick leave and other compensated absences with similar characteristics are accrued as a liability based on the sick leave accumulated at the Statement of Net Position date by those employees who currently are eligible to receive termination payments. To calculate the liability, those accumulations are reduced to the maximum amount allowed as a termination payment. All employees who meet the termination policy of the Authority for years of service are included in the calculation of the Accrued Payroll Expenses liability amount.

Vacation leave and other compensated absences with similar characteristics are accrued as a liability as the benefits are earned by the employees if both of the following conditions are met:

1. The employees' rights to receive compensation are attributable to services already rendered and are not contingent on a specific event that is outside the control of the employer and employee.
2. It is probable that the employer will compensate the employees for the benefits through paid time off or some other means, such as cash payments at termination or retirement.

Assets Restricted for Airport Improvement Projects – Cash and cash equivalents, and investments funded by federal grant monies, along with passenger facility charges receivable, are restricted for use in various Airport Improvement Projects. Such deposits, along with passenger facility charges receivable, are not available for use in the general operations of the Airport. When both restricted and unrestricted are available for use, it is the Airport's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash and Cash Equivalents –The Airport considers all highly liquid investments with a maturity of three months or less to be cash equivalents. STAR Ohio (the State Treasury Asset Reserve of Ohio), is an investment pool managed by the State Treasurer's Office which allows governments within the State to pool their funds for investment purposes. STAR Ohio is not registered with the Securities and Exchange Commission (SEC) as an investment company, but has adopted Governmental Accounting Standards Board (GASB), Statement No. 79, Certain External Investment Pools and Pool Participants. The Airport measures their investment in STAR Ohio at the net asset value (NAV) per share provided by STAR Ohio. The NAV per share is calculated on an amortized cost basis that provides a NAV per share that approximates fair value. For 2020 and 2019, there were no limitations or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates. However, twenty-four hours advance notice is appreciated for deposits and withdrawals for $100 million or more during 2020 and $25 million or more during 2019. Star Ohio reserves the right to limit the transactions to $100 million per day, requiring the excess amount be transacted the following business day(s), but only to the $100 million limit. All account participants will be combined for these purposes.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

B. BASIS OF ACCOUNTING (Continued)

Pensions/Other Postemployment Benefits (OPEB)
For purposes of measuring the net pension/OPEB liability, deferred outflows of resources and deferred inflows of resources related to pensions/OPEB and Pension/OPEB Expense, information about the fiduciary net position of the pension/OPEB plans and additions to/deductions from their fiduciary net position have been determined on the same basis as they are reported by the pension/OPEB plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. The pension/OPEB plans report investments at fair value.

Accounting and Reporting for Nonexchange Transactions – The Airport accounts for nonexchange transactions in accordance with GASB Statement No. 33, Accounting and Financial Reporting for Nonexchange Transactions. Nonexchange transactions occur when the Airport receives (or gives) something of value without giving (or receiving) equal value in return. As such, and in conformity with GASB Statement No. 33, the Airport has recognized grant funds expended for capitalizable property and equipment as revenues and the related depreciation thereon, as expenses in the accompanying financial statements.

Deferred Outflows / Inflows of Resources – In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. Deferred outflows of resources, represents a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until then. For the Airport, there were no deferred outflows of resources to report other than OPEB and pension deferred outflows. In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. Deferred inflows of resources represent an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time. For the Airport, there were no deferred inflows of resources to report other than OPEB and pension deferred inflows.

Operating Revenues and Expenses – Operating revenues are those revenues that are generated directly from primary activities. For the Airport, these revenues are charges for services, lease rents, parking and other operating revenues. Operating expenses are necessary costs incurred to provide the goods or services that are the primary activity of the Airport. Revenues and expenses which do not meet these definitions are reported as non-operating.

Net Position – Net position represents the difference between all other elements of the statement of net position. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for the acquisition, construction, or improvement of those assets. Net position is reported as restricted when there are limitations imposed on their use either through external restrictions imposed by creditors, grantors, or laws or regulations of other governments. Net position restricted for other Airport Improvement Projects include resources from federal and state grants restricted for specified purposes.

Use of Accounting Estimates – Management uses estimates and assumptions in preparing financial statements in accordance with Generally Accepted Accounting Principles (GAAP). These estimates and assumptions affect the reported amounts in the financial statements and accompanying notes. Actual results could vary from the estimates that were used.

2. CASH AND CASH EQUIVALENTS

The investment and deposit of Airport monies are governed by the provisions of the Ohio Revised Code. In accordance with these statutes, only financial institutions located in Ohio and domestic building and loan associations are eligible to hold public deposits. The statutes also permit the Airport to invest its monies in certificates of deposit, commercial paper, savings accounts, money market accounts, the State Treasurer's Asset Reserve investment pool (STAR Ohio) and obligations of the United States government or certain agencies thereof. The Airport may also enter into repurchase agreements with any eligible depository or any eligible dealer who is a member of the National Association of Securities Dealers for a period not exceeding thirty days. The Airport is prohibited from investing in any financial instrument, contract, or obligation whose value or return is based upon or linked to another asset or index, or both, separate from the financial instrument, contract, or obligation itself (commonly known as a derivative). The Airport is also prohibited from investing in reverse repurchase agreements.

Deposits with Financial Institutions

At December 31, 2020 and 2019, the carrying amount of the Airport's deposits was $15,125,061 and $16,596,409 respectively, excluding petty cash deposits of $116 and $116. The bank balance was $15,489,574 and $18,447,608 at December 31, 2020 and 2019, respectively. Additionally, in 2018, the Airport received restricted Revenue Bond proceeds for the Airport Improvement project. The carrying amount of the Airport's proceeds and bank balance at December 31, 2020 and 2019, was $3,013,083 and $11,367,856 respectively. Deposits with financial institutions were covered by federal depository insurance and/or were collateralized by a pool of securities maintained by the Airport's financial institutions but not in the Airport's name.

Custodial credit risk is the risk that, in the event of bank failure, the Airport will not be able to recover deposits or collateral securities that are in the possession of an outside party. Ohio law requires that deposits either be insured or protected by: (1) eligible securities pledged to the Airport and deposited with a qualified trustee by the financial institution as security for repayment, whose market value at all times shall be at least 105 percent of the deposits being secured; or (2) participation in the OPCS, a collateral pool of eligible securities deposited with a qualified trustee and pledged to the Treasurer of State to secure the repayment of all public monies deposited in the financial institution. OPCS requires the total market value of the securities pledged to be 102 percent of the deposits being secured or a reduced rate set by the Treasurer of State. The Airport has no deposit policy for custodial credit risk beyond the requirements of the State statute. Although the securities were held by the pledging institutions' trust department and all statutory requirements for the deposit of money had been followed, noncompliance with federal requirements could potentially subject the Airport to a successful claim by the FDIC.

The securities must be obligations of or guaranteed by the United States and must mature or be redeemable within five years of the date of the related repurchase agreement. The market value of the securities, subject to a repurchase agreement, must exceed the value of the principal by 2% and be marked to market daily.

Credit Risk: STAR Ohio carries a rating of AAAm by Standard & Poor's. Ohio law requires that STAR Ohio maintain the highest rating provided by at least one nationally recognized standard rating service. The Airport's investment policy does not specifically address credit risk beyond requiring the Airport to only invest in securities authorized by State statue.

Concentration of Credit Risk: The Airport's investment policy addresses concentration of credit risk by requiring investments to be diversified to reduce the risk of loss resulting from over concentration of assets in a specific class of securities. The following table includes the percentages of each investment held by the Airport at December 31, 2020 and 2019 respectively:

2. CASH AND CASH EQUIVALENTS (Continued)

Measurement / Investment Type	Measurement Amount	% of Total
December 31, 2020		
Net Asset Value (NAV) STAR Ohio	$80,214	100%
December 31, 2019		
Net Asset Value (NAV) STAR Ohio	$79,648	100%

3. INSURANCE COVERAGE

As of December 31, 2020 and 2019, the Airport had general liability insurance coverage of $50,000,000 for each occurrence and in the aggregate; director and officer liability coverage of $5,000,000 per loss and in the aggregate; vehicle liability coverage with a combined single limit of $1,000,000; public officials' coverage of $5,000,000 per loss and in the aggregate; environmental impairment coverage of $1,000,000 per loss and in the aggregate and cyber liability insurance coverage of $1,000,000 for each occurrence and in aggregate. The risks of loss exposed to the Airport include theft, fire, errors and omissions, and general liability. There has been no reduction in insurance coverage during the year ending December 31, 2020. Settlement costs did not exceeded coverage in the past three years.

4. VACATION BENEFITS

Employees hired on or before January 1, 1996 earn two weeks of vacation annually during their first five years of service plus an additional week for every five years thereafter, up to a maximum of six weeks. Employees hired after January 1, 1996 can earn a maximum of five weeks of vacation. Vacation leave may, upon approval, be carried over for up to three years. As of December 31, 2020, and 2019, the accrual for vacation benefits totaled $417,528 and $329,626, respectively, and is included in the Accrued Payroll Expense in the accompanying Statement of Net Position.

5. DEFINED BENEFIT PENSION PLAN

Net Pension Liability

The net pension liability reported on the statement of net position represents a liability to employees for pensions. Pensions are a component of exchange transactions--between an employer and its employees—of salaries and benefits for employee services. Pensions are provided to an employee—on a deferred-payment basis—as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for pensions is a present obligation because it was created as a result of employment exchanges that already have occurred.

The net pension liability represents the Airport's proportionate share of each pension plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each pension plan's fiduciary net position. The net pension liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments and others. While these estimates use the best information available, unknowable future events require adjusting this estimate annually.

Ohio Revised Code limits the Airport's obligation for this liability to annually required payments. The Airport cannot control benefit terms or the manner in which pensions are financed; however, the Airport does receive the benefit of employees' services in exchange for compensation including pension.

5. DEFINED BENEFIT PENSION PLAN (Continued)

GASB 68 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also includes costs paid in the form of withholdings from employees). State statute requires the pension plans to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, each pension plan's board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability. Resulting adjustments to the net pension liability would be effective when the changes are legally enforceable.

The proportionate share of each plan's unfunded benefits is presented as a long-term *net pension liability* on the accrual basis of accounting. Any liability for the contractually-required pension contribution outstanding at the end of the year is included in accrued payroll expenses.

Plan Description – Ohio Public Employees Retirement System (OPERS)

Plan Description – Airport employees, participate in the Ohio Public Employees Retirement System (OPERS). OPERS administers three separate pension plans. The traditional pension plan is a cost-sharing, multiple-employer defined benefit pension plan. The member-directed plan is a defined contribution plan and the combined plan is a cost-sharing, multiple-employer defined benefit pension plan with defined contribution features. While members (e.g. Airport employees) may elect the member-directed plan and the combined plan, substantially all employee members are in OPERS' traditional plan; therefore, the following disclosure focuses on the traditional pension plan.

OPERS provides retirement, disability, survivor and death benefits, and annual cost of living adjustments to members of the traditional plan. Authority to establish and amend benefits is provided by Chapter 145 of the Ohio Revised Code. OPERS issues a stand-alone financial report that includes financial statements, required supplementary information and detailed information about OPERS' fiduciary net position that may be obtained by visiting https://www.opers.org/financial/reports.shtml, by writing to the Ohio Public Employees Retirement System, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling 800-222-7377.

Senate Bill (SB) 343 was enacted into law with an effective date of January 7, 2013. In the legislation, members were categorized into three groups with varying provisions of the law applicable to each group. The following table provides age and service requirements for retirement and the retirement formula applied to final average salary (FAS) for the
three member groups under the traditional plan as per the reduced benefits adopted by SB 343 (see OPERS' Comprehensive Annual Financial Report referenced above for additional information):

Group A Eligible to retire prior to January 7, 2013 or five years after January 7, 2013	**Group B** 20 years of service credit prior to January 7, 2013 or eligible to retire ten years after January 7, 2013	**Group C** Members not in other Groups and members hired on or after January 7, 2013
State and Local	**State and Local**	**State and Local**
Age and Service Requirements: Age 60 with 60 months of service credit or Age 55 with 25 years of service credit	**Age and Service Requirements:** Age 60 with 60 months of service credit or Age 55 with 25 years of service credit	**Age and Service Requirements:** Age 57 with 25 years of service credit or Age 62 with 5 years of service credit
Formula: 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	**Formula:** 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	**Formula:** 2.2% of FAS multiplied by years of service for the first 35 years and 2.5% for service years in excess of 35

5. DEFINED BENEFIT PENSION PLAN (Continued)

Final average Salary (FAS) represents the average of the three highest years of earnings over a member's career for Groups A and B. Group C is based on the average of the five highest years of earnings over a member's career.

Members who retire before meeting the age and years of service credit requirement for unreduced benefits receive a percentage reduction in the benefit amount.

When a benefit recipient has received benefits for 12 months, an annual cost of living adjustment (COLA) is provided. This COLA is calculated on the base retirement benefit at the date of retirement and is not compounded. For those retiring prior to January 7, 2013, the COLA will continue to be a 3 percent simple annual COLA. For those retiring subsequent to January 7, 2013, beginning in calendar year 2019, the COLA will be based on the average percentage increase in the Consumer Price Index, capped at 3 percent.

Funding Policy - The Ohio Revised Code (ORC) provides statutory authority for member and employer contributions as follows:

	2020 State and Local	2019 State and Local
Statutory Maximum Contribution Rates		
Employer	14.0 %	14.0%
Employee	10.0 %	10.0%
Actual Contribution Rates		
Employer:		
Pension	14.0 %	14.0%
Post-employment Health Care Benefits	0.0	0.0%
Total Employer	14.0 %	14.0%

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll.

The Airport's contractually required contribution for the period ended December 31, 2020 were $25,522. 100% has been contributed for 2020. Of this amount, $0 is reported as accrued payroll expenses.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

The net pension liability for OPERS was measured as of December 31, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Airport's proportion of the net pension liability was based on the Airport's share of contributions to the pension plan relative to the contributions of all participating entities. Following is information related to the proportionate share and pension expense:

	2020	2019
Proportionate Share of the Net Pension Liability	$3,756,270	$5,391,596
Proportion of the Net Pension Liability	0.019004%	0.019686%
Pension Expense	$519,863	$1,137,204
Change in Proportion from Prior Year	-0.000682%	0.000283%

At December 31, 2020, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

5. DEFINED BENEFIT PENSION PLAN (Continued)

	OPERS	
	2020	2019
Deferred outflows of resources		
Net difference between projected and actual earnings on pension plan investments	$ -	$ 731,791
Differences between expected and actual experience	-	249
Changes in proportion and differences between Airport contributions and proportionate share of contributions	15,279	32,364
Changes in assumptions	200,629	469,352
Airport's contributions subsequent to the measurement date	381,926	374,331
Total	**$ 597,834**	**$ 1,608,087**
Deferred inflows of resources		
Net difference between projected and actual earnings on pension plan investments	$ 749,291	$ -
Differences between expected and actual experience	47,493	70,795
Changes in proportion and differences between Airport contributions and proportionate share of contributions	89,853	52,832
Total	**$ 886,637**	**$ 123,627**

$25,522 reported as deferred outflows of resources related to pension resulting from Airport contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

Year Ending December 31:	
2021	($130,160)
2022	(274,082)
2023	31,032
2024	(297,519)
Total	($670,729)

Actuarial Assumptions - OPERS

OPERS' total pension asset / liability was determined by their actuaries in accordance with GASB Statement No. 67, as part of their annual actuarial valuation for each defined benefit retirement plan. Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts (e.g., salaries, credited service) and assumptions about the probability of occurrence of events far into the future (e.g., mortality, disability, retirements, employment termination). Actuarially determined amounts are subject to continual review and potential modifications, as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers 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 employers and plan members to that point. The projection of benefits for financial reporting purposes does not explicitly incorporate the potential effects of legal or contractual funding limitations.

5. DEFINED BENEFIT PENSION PLAN (Continued)

Actuarial calculations reflect a long-term perspective. For a newly hired employees, actuarial calculations will take into account the employee's entire career with the employer and also take into consideration the benefits, if any, paid to the employee after termination of employment until the death of the employee and any applicable contingent annuitant. In many cases actuarial calculations reflect several decades of service with the employer and the payment of benefits after termination.

Key methods and assumptions used in calculating the total pension liability in the latest actuarial valuation, prepared as of December 31, 2019, are presented below:

	2019	2018
Wage Inflation	3.25 percent	3.25 percent
Future Salary Increases, including inflation	3.25 to 10.75 percent including w age inflation	3.25 to 10.75 percent including w age inflation
COLA or Ad Hoc COLA	3.00 percent, simple through 2020 then 2.15 percent	3.00 percent, simple through 2018, then 2.15 percent
Investment Rate of Return	7.2 percent	7.2 percent
Actuarial Cost Method	Individual Entry Age	Individual Entry Age

Pre-retirement mortality rates are now based on the RP-2014 Employee mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates are based on the RP-2014 Healthy Annuitant mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010 respectively. Post-retirement mortality rates for disabled retirees are based on the RP-2014 Disabled mortality table
for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Mortality rates for particular calendar year for both healthy and disabled retiree mortality tables are determined by applying the MP-2015 mortality improvement scale to previously noted tables.

The most recent experience study was completed for the five year period ended December 31, 2015.

The long-term rate of return on defined benefit investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These
ranges are combined to produce the long-term expected real rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

During 2019 OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio, and the Defined Contribution portfolio. The Defined Benefit portfolio contains the investment assets for the Traditional Pension Plan, the defined benefit component of the Combined Plan. Within the Defined Benefit portfolio, contributions into the plan are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Defined Benefit portfolio was 17.2% for 2019.

The allocation of investment assets with the Defined Benefit portfolio is approved by the Board of Trustees as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans. The table below displays the Board-approved asset allocation policy for 2019 and the long-term expected real rates of return:

5. DEFINED BENEFIT PENSION PLAN (Continued)

	2019		2018	
Asset Class	Target Allocation	Long Term Expected Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)	Target Allocation	Long Term Expected Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	25.00 %	1.83 %	23.00 %	2.79 %
Domestic Equities	19.00	5.75	19.00	6.21
Real Estate	10.00	5.20	10.00	4.90
Private Equity	12.00	10.70	10.00	10.81
International Equities	21.00	7.66	20.00	7.83
Other investments	13.00	4.98	18.00	5.50
Total	100.00 %	5.61 %	100.00 %	5.95 %

Discount Rate The discount rate used to measure the total pension liability for measurement years 2019 and 2018 was 7.2 percent and 7.5 percent, respectively. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the statutorily required rates as actuarially determined. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefits 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 Airport's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate The following table presents the Airport's proportionate share of the net pension liability calculated using the current period discount rate assumption of 7.2 percent, as well as what the Airport's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one-percentage-point lower (6.2 percent) or one-percentage-point higher (8.2 percent) than the current rate:

		1% Decrease (6.2%)	Current Discount Rate (7.2%)	1% Increase (8.2%)
2020	Airport's proportionate share of the net pension liability	$6,195,304	$3,756,270	$1,563,649

		1% Decrease (6.5%)	Current Discount Rate (7.5%)	1% Increase (8.5%)
2019	Airport's proportionate share of the net pension liability	$7,964,956	$5,391,596	$3,253,112

Defined Contribution Plan

OPERS also offers a defined contribution plan, the Member-Directed Plan. The Member-Directed Plan does not provide disability benefits, annual cost-of-living adjustments, post-retirement health care benefits or death benefits to plan members and beneficiaries. Benefits are entirely dependent on the sum of contributions and investment returns earned by each participant's choice of investment options.

5. DEFINED BENEFIT PENSION PLAN (Continued)

Combined Plan
OPERS also offers a combined plan. This is a cost-sharing, multiple-employer defined benefit plan that has elements of both a defined benefit and defined contribution plan. In the combined plan, employee contributions are invested in self-directed investments, and the employer contribution is used to fund a reduced benefit.

Employees electing the combined plan receive post-retirement health care benefits. OPERS provide retirement, disability, survivor and post-retirement health benefits to qualifying members of the combined plan.

6. DEFINED BENEFIT OPEB PLAN

Net OPEB Liability

OPEB is a component of exchange transactions--between an employer and its employees—of salaries and benefits for employee services. OPEB are provided to an employee—on a deferred-payment basis—as part of the total compensation package offered by an employer for employee services each financial period.

The net OPEB liability represents Akron - Canton Regional Airport Authority's proportionate share of each OPEB plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each OPEB plan's fiduciary net position. The net OPEB liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments and others. While these estimates use the best information available, unknowable future events require adjusting these estimates annually.

Ohio Revised Code limits the Akron – Canton Regional Airport Authority's obligation for this liability to annually required payments. The Airport cannot control benefit terms or the manner in which OPEB are financed; however, the Airport does receive the benefit of employees' services in exchange for compensation including OPEB.

GASB 75 assumes the liability is solely the obligation of the employer, because they benefit from employee services. OPEB contributions come from these employers and health care plan enrollees which pay a portion of the health care costs in the form of a monthly premium. The Ohio Revised Code permits, but does not require, the retirement systems to provide healthcare to eligible benefit recipients. Any change to benefits or funding could significantly affect the net OPEB liability. Resulting adjustments to the net OPEB liability would be effective when the changes are legally enforceable. The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits.

Plan Description

The Akron – Canton Regional Airport Authority's employees participate in the Ohio Public Employee Retirement System of Ohio (OPERS), which is a cost-sharing, multiple-employer retirement plan. OPERS maintains one health care trust, the 115 Health Care Trust (115 Trust), which was established in 2014 to initially provide a funding mechanism for a health reimbursement arrangement (HRA), as the prior trust structure could not support the HRA. In March 2016, OPERS received two favorable rulings from the Internal Revenue Service (IRS) allowing OPERS to consolidate health care assets into the 115 Trust. The 401(h) Health Care Trust (401(h) Trust) was a pre-funded trust that provided health care funding for the eligible members of the Traditional Pension Plan and the Combined Plan

6. DEFINED BENEFIT OPEB PLAN (Continued)

through December 31, 2015, when plans funded through the 401(h) Trust were terminated. The Voluntary Employees' Beneficiary Association (VEBA Trust) accumulated funding for retiree medical accounts for participants in the Member- Directed Plan through June 301, 2016. The 401(h) Trust and VEBA Trust were closed as of June 30, 2016 and the net position transferred to the 115 Trust on July 1, 2016. Beginning in 2016, the 115 Trust, established under the Internal Revenue Code (IRC) Section 115, is the funding vehicle for all health care plans. The Plan is included in the report of OPERS which can be obtained by visiting www.opers.org or by calling (800) 222-7377.

Funding Policy - The Ohio Revised Code Chapter 145 authorizes OPERS to offer the Plan and gives the OPERS Board of Trustees discretion over how much, if any, of the health care costs will be absorbed by OPERS. Active employee members do not contribute to the Health Care Plan. Nearly all health care plan enrollees, for the most recent year, pay a portion of the health care costs in the form of a monthly premium. Under Ohio law, funding for post-employment health care may be deducted from employer contributions, currently 14 percent of covered payroll. For the year ended December 31, 2019, in the Traditional Plan OPERS allocated 0% of employer contributions to post-employment health care.

OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

The net OPEB liability was measured as of December 31, 2019, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date. The Akron – Canton Regional Airport Authority's proportion of the net OPEB liability was based on the Akron – Canton Regional Airport Authority's share of contributions to the respective retirement systems relative to the contributions of all participating entities. Following is information related to the proportionate share:

	2020	2019
Proportionate Share of the Net OPEB Liability	$ 2,484,748	$ 2,426,565
Proportion of the Net OPEB Liability	0.017989%	0.018612%
Increase / (decreas) in % from prior proportion measured	-0.000623%	0.000212%
OPEB Expense	$ 226,876	$ 196,038

At December 31, 2020, the Airport reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	2020	2019
Deferred outflows of resources		
Net difference between projected and actual earnings on pension plan investments	$ -	$ 111,244
Differences between expected and actual experience	67	821
Changes in proportion and differences between Airport contributions and proportionate share of contributions	7,836	15,440
Changes in assumptions	393,309	78,235
Airport's contributions subsequent to measurement date	-	1,758
Total	$ 401,212	$ 207,498

6. DEFINED BENEFIT OPEB PLAN (Continued)

	2020	2019
Deferred inflows of resources		
Net difference between projected and actual earnings on pension plan investments	$ 126,523	$ -
Differences between expected and actual experience	227,242	6,584
Changes in proportion and differences between Airport contributions and proportionate share of contributions	50,030	34,343
Total	$ 403,795	$ 40,927

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

Year Ending December 31:	
2021	$40,531
2022	10,855
2023	102
2024	(54,071)
Total	($2,583)

Actuarial Assumptions - OPERS

The actuarial valuation used the following actuarial assumptions applied to all prior periods included in the measurement in accordance with the requirements of GASB 74:

Key Methods and Assumptions Used in Valuation of Total OPEB Liability

Actuarial Information	**Traditional Pension Plan**	**Traditional Pension Plan**
Valuation Date	December 31, 2018	December 31, 2017
Rolled-forward measurement date	December 31, 2019	December 31, 2018
Experience Study	5 year period ended December 31, 2015	5 year period ended December 31, 2015
Actuarial Cost Method	Individual Entry age	Individual entry age
Actuarial Assumptions	-	-
Single Discount Rate current measurement period	3.16%	3.96%
Investment Rate of Return	6.00%	6.00%
Single Discount Rate prior measurement period	3.16%	3.85%
Municipal Bond Rate	2.75%	3.71%
Wage Inflation	3.25%	3.25%
Projected Salary Increase	10.5% initial, 3.50% ultimate in 2030	10.0% initial, 3.25% ultimate in 2029
Health Care Trend Rate	3.25% - 10.75% (includes wage inflation)	3.25% - 10.75% (includes wage inflation)

6. DEFINED BENEFIT OPEB PLAN (Continued)

Pre-retirement mortality rates are based on the RP-2014 Employees mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates are based on the RP-2014 Healthy Annuitant mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates for disabled retirees are based on the RP-2014 Disabled mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Mortality rates for a particular calendar year are determined by applying the MP-2015 mortality improvement scale to all of the above described tables.

A single discount rate of 3.16% as used to measure the OPEB liability on the measurement date of December 31, 2019. A single discount rate of 3.96 percent was used to measure the OPEB liability on the measurement date of December 31, 2018. Projected benefit payments are required to be discounted to their actuarial present value using a single discount rate that reflects (1) a long-term expected rate of return on OPEB plan investments (to the extent that the health care fiduciary net position is projected to be sufficient to pay benefits), and (2) tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate are not met). This single discount rate was based on an expected rate of return on the health care investment portfolio of 6.00% and a municipal bond rate of 2.75%. The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at rates equal to the actuarially determined contribution rate. Based on these assumptions, the health care fiduciary net position and future contributions were sufficient to finance health care costs through 2034. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2034, and the municipal bond rate was applied to all health care costs after that date.

Sensitivity of the Airport's Proportionate Share of the Net OPEB Liability to Changes in the Discount Rate

The following table presents the OPEB liability calculated using the single discount rate of 3.16%, and the expected net OPEB liability if it were calculated using a discount rate that is 1.0% lower or 1.0% higher than the current rate.

		1% Decrease (2.16%)	Current Discount Rate (3.16%)	1% Increase (4.16%)
2020	Airport's proportionate share of the net OPEB liability	$3,251,692	$2,484,748	$1,870,676

		1% Decrease (2.96%)	Current Discount Rate (3.96%)	1% Increase (4.96%)
2019	Airport's proportionate share of the net OPEB liability	$3,104,482	$2,426,565	$1,887,443

6. DEFINED BENEFIT OPEB PLAN (Continued)

Sensitivity of the Airport's Proportionate Share of the Net OPEB Liability to Changes in Health Care Cost Trend Rate

Changes in the health care cost trend rate may also have a significant impact on the net OPEB liability. The following table presents the net OPEB liability calculated using the assumed trend rates, and the expected net OPEB liability if it were calculated using a health care cost trend rate that is 1.0% lower or 1.0% higher than the current rate.

Retiree health care valuations use a health care cost-trend assumption that changes over several years built into the assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2020 is 10.50%. If this trend continues for future years, the projection indicates that years from now virtually all expenditures will be for health care. A more reasonable alternative is that in the not-too-distant future, the health plan cost trend will decrease to a level at, or near, wage inflation. On this basis, the actuaries project premium rate increases will continue to exceed wage inflation for approximately the next decade, but by less each year, until leveling off at an ultimate rate, assumed to be 3.50% in the most recent valuation.

		1% Decrease 9.50 % decreasing to 2.50 %	Current Trend 10.50% decreasing to 3.50%	1% Increase 11.5% decreasing to 4.50%
2020	Aiport's proportionate share of the net OPEB liability	$2,411,425	$2,484,748	$2,557,136
		1% Decrease 9.50 % decreasing to 2.25 %	**Current Trend 10.00% decreasing to 3.25%**	**1% Increase 11.5% decreasing to 4.25%**
2019	Aiport's proportionate share of the net OPEB liability	$2,332,456	$2,426,565	$2,534,954

The allocation of investment assets within the Health Care portfolio is approved by the Board as outlined in the annual investment plan. Assets are managed on a total return basis with a long-term objective of continuing to offer a sustainable health care program for current and future retirees. The System's primary goal is to achieve and maintain a fully funded status for benefits provided through the defined pension plans. Health care is a discretionary benefit. The table below displays the Board-approved asset allocation policy for 2019 and the long-term expected real rates of return.

2019 Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	36.00 %	1.53 %
Domestic Equities	21.00	5.75
Real Estate	6.00	5.67
International Equities	23.00	7.66
Other investments	14.00	4.90
Total	100.00 %	4.55 %

6. DEFINED BENEFIT OPEB PLAN (Continued)

2018 Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	34.00 %	1.88 %
Domestic Equities	21.00	6.37
Real Estate	6.00	5.91
International Equities	22.00	7.88
Other investments	17.00	4.98
Total	100.00 %	4.55 %

The long-term expected rate of return on health care investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected real rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

During 2019, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio and the Defined Contribution portfolio. The Health Care portfolio includes the assets for health care expenses for the Traditional Pension Plan, Combined Plan and Member-Directed Plan eligible members. Within the Health Care portfolio, contributions into the plans are assumed to be received continuously throughout the year based on the actual payroll payable at the time contributions are made, and health care-related payments are assumed to occur mid-year. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Health Care portfolio is (19.7%) for 2019.

7. DEFERRED EMPLOYEE BENEFITS

Deferred employee benefits consist exclusively of accrued sick leave. Full-time employees accumulate ten hours of sick leave for each completed month in active pay status. Part-time employees accrue sick leave on a proportionate basis. Upon retirement, employees are paid for accrued sick leave, up to a maximum of 960 hours. Employees qualify for this payment upon retirement by having at least five years of service with the Airport and being eligible to receive OPERS retirement benefits.

8. LONG-TERM LIABILITIES

The changes in the Airport's long-term obligations during 2020 were as follows:

8. LONG-TERM LIABILITIES (Continued)

Name	Principal Outstanding 12/31/2019	Additions	Deductions	Principal Outstanding 12/31/2020	Due in One Year
S&T Bank Series A 2018	$ 13,627,059	$ -	$ 336,006	$ 13,291,053	$ 350,848
S&T Bank Series B 2018	6,184,000	-	103,494	6,080,506	143,416
SIB Series A 2018	15,680,000	-	-	15,680,000	415,000
SIB Series A 2018 Premium	1,072,915	-	45,656	1,027,259	45,656
Net OPEB Liability	2,426,565	58,183	-	2,484,748	-
Net Pension Liability	5,391,596	-	1,635,326	3,756,270	-
Totals	**$ 44,382,135**	**$ 58,183**	**$ 2,120,482**	**$ 42,319,836**	**$ 954,920**

The changes in the Airport's long-term obligations during 2019 were as follows:

Name	Principal Outstanding 12/31/2018	Additions	Deductions	Principal Outstanding 12/31/2019	Due in One Year
S&T Bank Series A 2018	$ 13,948,852	$ -	$ 321,793	$ 13,627,059	$ 336,006
S&T Bank Series B 2018	6,184,000	-	-	6,184,000	103,494
SIB Series A 2018	15,680,000	-	-	15,680,000	-
SIB Series A 2018 Premium	1,118,571		45,656	1,072,915	-
Net OPEB Liability	1,998,104	428,461	-	2,426,565	-
Net Pension Liability	3,043,955	2,347,641	-	5,391,596	-
Totals	**$ 41,973,482**	**$ 2,776,102**	**$ 367,449**	**$ 44,382,135**	**$ 439,500**

Airport Bonds - During 2010, the Airport along with Huntington Bank reissued the 2007 Airport Revenue Bonds. The Bonds bear interest at a variable rate and mature on January 1, 2031. In 2018 the Airport refinanced these bonds with S & T Bank as part of larger financing deal. These bonds are now S & T Bank Series A 2018. The total amount of Airport Bonds refunded was $13,155,251.

S & T Bank Series A 2018 – These bonds were issued in 2018 to refinance the existing Revenue Bonds held by Huntington Bank. The amount of the new bonds issued was $14,027,150. This included the $13,155,251 in Airport Bonds that were refunded. The remainder of the issuance went towards fees associated with the transaction and breakage of an interest rate swap agreement associated with the Airport Bonds. Payments on these bonds are due monthly. During 2020, the Airport paid $336,006 in principal payments and $583,435 in interest payments on the S&T Bank Series A 2018 bonds.

Future annual requirements to amortize the S&T Bank A 2018 bonds outstanding as of December 31, 2020, are as follows:

8. LONG-TERM LIABILITIES (Continued)

Year Ending December 31,	Principal Payment	Interest Payment
2021	350,848	568,594
2022	366,344	553,097
2023	382,526	536,916
2024	399,422	520,020
2025	417,064	502,377
2026-2030	2,378,468	2,218,741
2031-2035	2,952,248	1,644,961
2036-2040	3,664,446	932,762
2041-2043	2,379,687	149,052
Total	**$ 13,291,053**	**$ 7,626,520**

S &T Bank Series B 2018 – These bonds were issued in 2018 on behalf of the Airport to help fund the passenger gate replacement project that commenced in late 2018. The total amount of bonds issued was $6,184,000. Payments on these bonds began in April 2020. During 2020, the Airport paid $103,494 in principal payments and $268,938 in interest payments on the S&T Bank Series B 2018 Bonds.

Future annual requirements to amortize the S&T Bank Series B 2018 bonds outstanding as of December 31, 2020, are as follows:

Year Ending December 31,	Principal Payment	Interest Payment
2021	143,416	265,275
2022	149,870	258,821
2023	156,615	252,076
2024	163,663	245,028
2025	171,027	237,663
2026-2030	977,754	1,065,699
2031-2035	1,218,473	824,979
2036-2040	1,518,456	524,996
2041-2045	1,581,232	155,703
Total	**$ 6,080,506**	**$ 3,830,240**

State of Ohio Infrastructure Bank Series A 2018 - These bonds were issued in 2018 on behalf of the Airport to help fund the passenger gate replacement project that commenced in late 2018. Payments on these bonds will be due semi - annually starting in May 2021. The Airport will make interest only payments on a semi – annual basis until May 2021 per schedule. The $16,821,399 issuance balance associated with these bonds is comprised of two parts. The principal amount of these Revenue Bonds is $15,680,000 and the Bond Premium is $1,141,399. During 2020, the Airport paid $0 in principal payments and $701,725 in interest payments on the State of Ohio Infrastructure Bank Series A 2018 bonds. The Bond Premium Payable will be amortized over the life of the borrowing.

8. LONG-TERM LIABILITIES (Continued)

Annual requirements to amortize the State of Ohio Infrastructure Bank Series A 2018 bonds outstanding as of December 31, 2020, are as follows:

Year Ending December 31,	Principal Payment	Interest Payment
2021	415,000	696,600
2022	435,000	675,600
2023	455,000	653,600
2024	485,000	630,475
2025	505,000	605,975
2026-2030	2,920,000	2,636,438
2031-2035	3,545,000	2,006,550
2036-2040	4,340,000	1,216,000
2041-2045	2,580,000	196,625
Total	**$ 15,680,000**	**$ 9,317,863**

Year Ending December 31,	Reduction of Bond Premium Payable
2021	45,656
2022	45,656
2023	45,656
2024	45,656
2025	45,656
2026-2030	228,280
2031-2035	228,280
2036-2040	228,280
2041-2045	114,139
Total	**$ 1,027,259**

9. NONCANCELLABLE LEASES

The Airport leases space, hangars, counters, gates, etc. to various entities under noncancellable operating lease agreements. All leases are for the ground or space occupied by the lease. All leases are triple-net leases. Future minimum rentals as of December 31, 2020 under such agreements are as follows:

Year Ending December 31,	Amount
2021	$ 5,327,881
2022	4,885,537
2023	4,652,189
2024	4,544,313
2025	4,324,552
Thereafter	24,402,717
Total Payments	$ 48,137,189

10. AIRPORT IMPROVEMENT PROJECTS-IN-PROGRESS

Airport Improvement Projects-in-Progress consists of expenses for capitalized improvements or additions to the Authority's facilities. The cost of completed projects is transferred to property and equipment accounts and depreciated over the estimated useful lives of the projects as of the date of completion. Airport Improvement Projects-in-Progress consist of the following at December 31, 2020:

	Source of Funding		
Description of Project	Federal Grants	State/Local	Total Cost of Projects-In-Progress
AIP #6216	$ 1,959,095	$ 1,246,103	$ 3,205,198
AIP #6418	5,368,904	596,545	5,965,449
AIP #6518	4,221,821	469,092	4,690,913
AIP #6720	273,314	-	273,314
Gate Mod. Project	-	21,470,647	21,470,647
Various Projects	-	699,714	699,714
Total	$ 11,823,134	$ 24,482,101	$ 36,305,235

Airport Improvement Projects-in-Progress consist of the following at December 31, 2019:

	Source of Funding		
Description of Project	Federal Grants	State/Local	Total Cost of Projects-In-Progress
AIP #6216	$ 1,959,095	$ 1,246,103	$ 3,205,198
AIP #6418	4,800,227	533,358	5,333,585
AIP #6518	316,173	35,130	351,303
Gate. Mod. Project	-	12,230,764	12,230,764
Various Projects	-	335,852	335,852
Total	$ 7,075,495	$ 14,381,207	$ 21,456,702

11. CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2020:

	12/31/2019 Balance	Additions	Deletions	12/31/2020 Balance
Capital assets non-depreciable:				
Airport Improvement Projects in Progress	$ 21,456,702	$15,430,387	$ (581,854)	$ 36,305,235
Land	12,542,983	-	-	12,542,983
Land Improvements	40,278,733	-	-	40,278,733
Total non-depreciable capital assets	74,278,418	15,430,387	(581,854)	89,126,951
Capital assets being depreciated:				
Buildings	96,097,382	525,603	-	96,622,985
Paving	116,017,131	-	-	116,017,131
Vehicles and Equipment	24,529,228	1,109,053	-	25,638,281
Utility Systems	677,294	36,300	-	713,594
Total capital assets being depreciated	237,321,035	1,670,956	-	238,991,991
Less accumulated depreciation				
Buildings	(58,911,527)	(4,809,744)	-	(63,721,271)
Paving	(60,787,789)	(4,813,698)	-	(65,601,487)
Vehicles and Equipment	(20,057,603)	(804,714)	-	(20,862,317)
Utility Systems	(643,017)	(21,127)	-	(664,144)
Total accumulated depreciation	(140,399,936)	(10,449,283)	-	(150,849,219)
Capital assets, net of depreciation	$ 171,199,517	$ 6,652,060	$ (581,854)	$ 177,269,723

11. CAPITAL ASSETS (Continued)

The Airport capitalized $390,067 in interest expense associated with Phase I of the Terminal Gate Rehabilitation which is included in the Buildings Additions in the above table. There was no interest earned on the capitalized amount.

Capital asset activity for the year ended December 31, 2019:

	12/31/2018 Balance	Additions	Deletions	12/31/2019 Balance
Capital assets non-depreciable:				
Airport Improvement Projects in Progress	$ 5,277,112	$ 16,631,292	$ (451,702)	$ 21,456,702
Land	12,542,983	-	-	12,542,983
Land Improvements	40,278,733	-	-	40,278,733
Total non-depreciable capital assets	58,098,828	16,631,292	(451,702)	74,278,418
Capital assets being depreciated:				
Buildings	95,308,327	789,055	-	96,097,382
Paving	116,010,251	6,880	-	116,017,131
Vehicles and Equipment	23,600,350	946,878	(18,000)	24,529,228
Utility Systems	658,361	18,933	-	677,294
Total capital assets being depreciated	235,577,289	1,761,746	(18,000)	237,321,035
Less accumulated depreciation				
Buildings	(54,139,003)	(4,772,524)	-	(58,911,527)
Paving	(55,780,969)	(5,006,820)	-	(60,787,789)
Vehicles and Equipment	(19,313,723)	(761,880)	18,000	(20,057,603)
Utility Systems	(619,940)	(23,077)	-	(643,017)
Total accumulated depreciation	(129,853,635)	(10,564,301)	18,000	(140,399,936)
Capital assets, net of depreciation	$ 163,822,482	$ 7,828,737	$ (451,702)	$ 171,199,517

The Airport capitalized $399,448 in interest expense associated with Phase I of the Terminal Gate Rehabilitation which is included in the Buildings Additions in the above table. There was no interest earned on the capitalized amount.

12. CONTINGENT LIABILITIES

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, particularly the federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed, by the grantor cannot be determined at this time although the Airport expects such amounts, if any, to be immaterial.

Management believes there are no pending claims or lawsuits that would have a material, if any, effect on the financial condition of the Airport.

13. COVID-19

The United States and the State of Ohio declared a state of emergency in March 2020 due to the COVID-19 pandemic. The financial impact of COVID-19 and the ensuing emergency measures will impact subsequent periods of the Akron – Canton Regional Airport Authority. In addition, the impact on the Akron – Canton Regional Airport Authority's future operating costs, revenues, and any recovery from emergency funding, either federal or state, cannot be estimated.

14. SERVICE CONCESSION ARRANGEMENT

The Airport has a concession agreement with SP Plus Corporation to manage the day to day operations of the Airport's short and long-term parking lots. The current agreement went into effect April 2012 and runs through May 2027. The Airport owns the parking lots, the parking structures, and equipment. SP Plus Corporation remits a tiered percentage of gross proceeds to the Airport on a monthly basis. The remaining percentage of gross proceeds goes to SP Plus Corporation to fund their operation. The current agreement has a minimum annual guarantee (MAG) of $3.6 million.

This page intentionally left blank.

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES
Required Supplementary Information on GASB 68 Pension Liabilities
For the Year Ended December 31, 2020

Schedule of the Airport's Proportionate Share of OPERS Net Pension Liability:

	2020*	2019*	2018*	2017*	2016*	2015*	2014*
Airport's proportion of the net pension liability (asset) (percentage) - Traditional Plan	0.019004%	0.019686%	0.019403%	0.020370%	0.021326%	0.021587%	0.021587%
Airport's proportionate share of the net pension liability (asset) - Traditional Plan	$ 3,756,270	$ 5,391,596	$ 3,043,955	$ 4,625,681	$ 3,693,932	$ 2,603,633	$ 2,544,826
Airport's covered payroll	$ 2,673,790	$ 2,795,754	$ 2,607,208	$ 2,675,890	$ 2,669,464	$ 2,660,511	$ 2,774,597
Airport's pension liability (asset) as a percentage of its covered payroll	140.48%	192.85%	116.75%	172.87%	138.38%	97.86%	91.72%
Plan fiduciary net position as a percentage of the total pension liability (Traditional Plan)	82.17%	74.70%	84.66%	77.25%	81.08%	86.45%	86.36%

Information prior to 2013 is not available

Schedule of the Airport's Contributions to OPERS Pension:

	2020	2019	2018	2017	2016	2015	2014
Contractually required contribution	$ 381,926	$ 374,331	$ 391,406	$ 338,937	$ 321,107	$ 318,659	$ 317,590
Contributions in relation to contractually required contribution	(381,926)	(374,331)	(391,406)	(338,937)	(321,107)	(318,659)	(317,590)
Contribution deficit (surplus)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Airport's covered payroll	$ 2,728,044	$ 2,673,790	$ 2,795,754	$ 2,607,208	$ 2,675,890	$ 2,669,464	$ 2,660,511
Contributions as a percentage of covered payroll	14.00%	14.00%	14.00%	13.00%	12.00%	11.94%	11.94%

Information prior to 2014 is not available.

* Amounts presented for each year were determined as of the Airport's measurement date, which is the prior year end.
See accompanying nores to the required supplementary information.

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES
Required Supplementary Information on GASB 75 OPEB Liabilities
For the Year Ended December 31, 2020

Schedule of the Airport's Proportionate Share of OPERS Net OPEB Liability:

	2020*	2019*	2018*	2017*
Airport's proportion of the net OPEB liability (asset) (percentage)	0.017989%	0.018612%	0.018400%	0.019363%
Airport's proportionate share of the net OPEB liability (asset)	$ 2,484,748	$ 2,426,565	$ 1,988,104	$ 1,955,731
Airport's covered payroll	$ 2,717,741	$ 2,795,754	$ 2,607,208	$ 2,675,890
Airport's pension liability (asset) as a percentage of its covered payroll	91.43%	86.79%	76.25%	73.09%
Plan fiduciary net position as a percentage of the total OPEB liability	47.80%	46.33%	54.14%	54.05%

Information prior to 2016 is not available.

Schedule of the Airport's Contributions to OPERS OPEB:

	2020	2019	2018	2017
Contractually required contribution	$ -	$ 1,758	$ -	$ 26,759
Contributions in relation to contractually required contribution	-	(1,758)	-	(26,759)
Contribution deficit (surplus)	$ -	$ -	$ -	$ -
Airport's covered payroll	$ 2,728,044	$ 2,717,741	$ 2,795,754	$ 2,607,208
Contributions as a percentage of covered payroll	0.00%	0.06%	0.00%	1.03%

Information prior to 2017 is not available.

* Amounts presented for each year were determined as of the Airport's measurement date, which is the prior year end.
See accompanying nores to the required supplementary information.

Note 1 - Changes in Assumptions – OPERS Pension

Amounts reported for fiscal year 2017 (Measurement Period 2016) incorporate changes in assumptions used by OPERS in calculating the total pension liability in the latest actuarial valuation. These new assumptions compared with those used in fiscal year 2016 (Measurement Period 2015) and prior are presented below:

Key Methods and Assumptions Used in Valuation of Total Pension Liability		
Actuarial Information	Traditional Pension Plan	Traditional Pension Plan
Valuation Date	December 31, 2016	December 31, 2015
Experience Study	5 Year Period Ended December 31, 2015	5 Year Period Ended December 31, 2010
Actuarial Cost Method	Individual entry age	Individual entry age
Actuarial Assumptions:		
Investment Rate of Return	7.50%	8.00%
Wage Inflation	3.25%	3.75%
Projected Salary Increases	3.25% to 10.75% (Includes wage inflation of 3.25%)	4.25% to 10.05% (Includes wage inflation of 3.75%)
Cost-of-Living Adjustments	Pre - 1/7/2013 Retirees: 3.00% Simple; Post - 1/7/2013 Retirees: 3.00% Simple through 2018, then 2.15% Simple	Pre - 1/7/2013 Retirees: 3.00% Simple; Post - 1/7/2013 Retirees: 3.00% Simple through 2018, then 2.15% Simple

Changes in assumptions were made based upon an updated experience study that was completed for the five-year period ended December 31, 2015. Significant changes included a reduction of the discount rate from 8.0% to 7.5%, a reduction in the wage inflation rate from 3.75% to 3.25%, and transition from RP-2000 mortality tables to the RP-2014 mortality tables.

There are no changes in actuarial valuation for measurement period 2017 versus measurement period 2016. Changes for the measurement period 2018 versus the measurement period 2017 included a reduction of the discount rate from 7.5% to 7.2.

Changes for the measurement period 2019 versus the measurement period for 2018 included an extension of the 3.00% percent cost-of-living adjustment for post – 1/7/2013 retirees from 2018 through 2020.

Note 2 - Changes in Assumptions – OPERS OPEB

Amounts reported for fiscal year 2019 (Measurement Period 2018) incorporate changes in assumptions used by OPERS in calculating the total OPEB liability in the latest actuarial valuation. These new assumptions compared with those used in fiscal year 2018 (Measurement Period 2017) are presented below:

Note 2 - Changes in Assumptions – OPERS OPEB (Continued)

Key Methods and Assumptions Used in Valuation of Total OPEB Liability		
Actuarial Information	Traditional Pension Plan	Traditional Pension Plan
Valuation Date	December 31, 2017	December 31, 2016
Rolled-forward measurement date	December 31, 2018	December 31, 2017
Experience Study	5 Year Period Ended December 31, 2015	5 Year Period Ended December 31, 2015
Actuarial Cost Method	Individual entry age	Individual entry age
Actuarial Assumptions:		
Single Discount Rate	3.96%	3.85%
Investment Rate of Return	6.00%	6.50%
Municipal Bond Rate	3.71%	3.31%
Wage Inflation	3.25%	3.25%
Projected Salary Increases	3.25% to 10.75% (Includes wage inflation of 3.25%)	3.25% to 10.75% (Includes wage inflation of 3.25%)
Health Care Cost Trend Rate	10% initial, 3.25% ultimate in 2029	7.5% initial, 3.25% ultimate in 2028

Changes in assumptions were made based upon an updated experience study that was completed for the five-year period ended December 31, 2015. Significant changes included a increase of the discount rate from 3.85% to 3.96%, a reduction in the investment rate of return 6.50% to 6.00%, and an increase in bond rate from 3.31% to 3.71%.

Amounts reported for fiscal year 2020 (Measurement Period 2019) incorporate changes in assumptions used by OPERS in calculating the total OPEB liability in the latest actuarial valuation. These new assumptions compared with those used in fiscal year 2019 (Measurement Period 2018) are presented below:

Actuarial Information	Traditional Pension Plan	Traditional Pension Plan
Valuation Date	December 31, 2018	December 31, 2017
Rolled-forward measurement date	December 31, 2019	December 31, 2018
Experience Study	5 Year Period Ended December 31, 2015	5 Year Period Ended December 31, 2015
Actuarial Cost Method	Individual entry age	Individual entry age
Actuarial Assumptions:		
Single Discount Rate	3.16%	3.96%
Investment Rate of Return	6.00%	6.00%
Municipal Bond Rate	2.75%	3.71%
Wage Inflation	3.25%	3.25%
Projected Salary Increases	3.25% to 10.75% (Includes wage inflation of 3.25%)	3.25% to 10.75% (Includes wage inflation of 3.25%)
Health Care Cost Trend Rate	10.5% initial, 3.50% ultimate in 2030	10% initial, 3.25% ultimate in 2029

Changes in assumptions were made based upon an updated experience study that was completed for the five-year period ended December 31, 2015. Significant changes included a decrease of the discount rate from 3.96% to 3.16% and a decrease in bond rate from 3.71% to 2.75%. There is also a change Health Care Cost Trend Rates.

This page intentionally left blank.

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES
SCHEDULE OF RECEIPTS AND EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2020

Federal Grantor/ Program Title	Pass Through Entity Number	Federal CFDA Number	Receipts	Expenditures
U.S. DEPARTMENT OF TRANSPORTATION				
Direct Funding:				
Airport Improvement Program:				
Airport Improvement Project No. 64	3-39-000-6418	20.106	$ 610,220	$ 631,864
Airport Improvement Project No. 65	3-39-000-6518	20.106	3,739,686	4,339,611
Airport Improvement Project No. 66	3-39-000-6619	20.106	362,357	447,335
Airport Improvement Project No. 67	3-39-000-6720	20.106	226,314	273,313
COVID-19 Airport Improvement Project No. 68	3-39-000-6820	20.106	3,153,729	3,153,729
Total -- U.S. Department of Transportation			8,092,306	8,845,852
Total Federal Financial Assistance			$ 8,092,306	$ 8,845,852

The accompanying notes to this schedule are an integral part of this schedule.

Akron - Canton Regional Airport Authority
Schedule of Expenditures of Passenger Facility Charges
for the Year ended December 31, 2020

Project Number	Project Name	Approved Project Budget	Cumulative Expenditures at 12/31/19	1st Qtr. 2020 Expenditures	2nd Qtr. 2020 Expenditures	3rd Qtr. 2020 Expenditures	4th Qtr. 2020 Expenditures	Total 2020 Expenditures	Cumulative Expenditures at 12/31/20
PFC6-01	Property Acquisition- Ketron	$128,169.00	$128,169.00	$0.00	$0.00	$0.00	$0.00	$0.00	$128,169.00
PFC6-02	Property Acquisition- Goodyear	$246,802.00	$246,802.00	$0.00	$0.00	$0.00	$0.00	$0.00	$246,802.00
PFC6-03	Property Acquisition- Fouts	$163,810.00	$163,810.00	$0.00	$0.00	$0.00	$0.00	$0.00	$163,810.00
PFC6-04	Property Acquisition- Frayer	$97,567.00	$97,567.00	$0.00	$0.00	$0.00	$0.00	$0.00	$97,567.00
PFC6-05	Property Acquisition- Salmons	$120,831.00	$120,831.00	$0.00	$0.00	$0.00	$0.00	$0.00	$120,831.00
PFC6-06	Property Acquisition- Maynley	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
PFC6-07	Security Enhancements (AIP 32)	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
PFC6-08	Glycol Recovery Study	$134,689.00	$134,689.00	$0.00	$0.00	$0.00	$0.00	$0.00	$134,689.00
PFC6-09	Glycol Recovery Design	$1,457,092.00	$1,457,092.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,457,092.00
PFC6-10	SRE - High Speed Rotary Broom	$335,681.00	$335,681.00	$0.00	$0.00	$0.00	$0.00	$0.00	$335,681.00
PFC6-11	SRE - High Speed Rotary Broom	$395,000.00	$395,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$395,000.00
PFC6-12	SRE - Runway De-Icing Truck	$201,172.00	$201,172.00	$0.00	$0.00	$0.00	$0.00	$0.00	$201,172.00
PFC6-13	Aircraft Apron Rehabilitation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
PFC6-14	Terminal Rehabilitation	$24,419,714.00	$19,825,027.43	$101,138.58	$50,569.29	$50,569.29	$0.00	$202,277.16	$20,027,304.59
PFC6-15	RNWY 14/32 Closure Converstion to Taxiway K	$36,558.00	$36,558.00	$0.00	$0.00	$0.00	$0.00	$0.00	$36,558.00
PFC7-01	De-Icing North Pad Construction	$92,431.00	$92,431.00	$0.00	$0.00	$0.00	$0.00	$0.00	$92,431.00
PFC7-02	De-Icing South Pad Construction	$262,807.00	$262,807.00	$0.00	$0.00	$0.00	$0.00	$0.00	$262,807.00
PFC7-03	De-Icing Treatment Plant	$897,792.00	$897,792.00	$0.00	$0.00	$0.00	$0.00	$0.00	$897,792.00
PFC7-04	Domestic Water Service	$568,116.00	$568,116.00	$0.00	$0.00	$0.00	$0.00	$0.00	$568,116.00
PFC7-05	CTX Design and Installation	$1,578,857.00	$632,769.83	$50,569.29	$101,138.58	$101,138.59	$151,707.88	$404,554.34	$1,037,324.17
PFC7-06	Landside Planning Effort Study	$94,856.00	$94,856.00	$0.00	$0.00	$0.00	$0.00	$0.00	$94,856.00
PFC7-07	Runway 5 and 23 Environmental Assessment Study	$41,474.00	$41,474.00	$0.00	$0.00	$0.00	$0.00	$0.00	$41,474.00
PFC7-08	Runway 5 and 23 Runway Safety Area Fix	$3,000,000.00	$2,780,938.00	$0.00	$0.00	$0.00	$0.00	$0.00	$2,780,938.00
PFC7-09	Wildlife Habitat Removal	$133,264.00	$133,264.00	$0.00	$0.00	$0.00	$0.00	$0.00	$133,264.00
PFC7-10	ARFF, Snow Removal Equipment Storage Facility Design	$30,391.00	$30,391.00	$0.00	$0.00	$0.00	$0.00	$0.00	$30,391.00
PFC7-11	ARFF, Snow Removal Equipment Storage Facility Constr.	$395,000.00	$395,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$395,000.00
PFC7-12	Aircraft Rescue and Firefighting Vehicle A	$34,659.00	$34,659.00	$0.00	$0.00	$0.00	$0.00	$0.00	$34,659.00
PFC7-13	Aircraft Rescue and Firefighting Vehicle B	$34,659.00	$34,659.00	$0.00	$0.00	$0.00	$0.00	$0.00	$34,659.00
PFC7-14	Federal Inspection Facility Study	$57,308.00	$57,308.00	$0.00	$0.00	$0.00	$0.00	$0.00	$57,308.00
PFC8-01	Security Checkpoint Expansion	$82,456.00	$82,456.00	$0.00	$0.00	$0.00	$0.00	$0.00	$82,456.00
PFC8-02	SRE: HS Runway Brooms, Front End Loader, Tractor	$517,890.00	$67,890.00	$0.00	$0.00	$450,000.00	$0.00	$450,000.00	$517,890.00
PFC8-03	Taxiway D, E, K Reconstruction	$404,412.00	$404,412.00	$0.00	$0.00	$0.00	$0.00	$0.00	$404,412.00
PFC8-04	West General Aviation Ramp Reconstruction	$46,996.00	$46,996.00	$0.00	$0.00	$0.00	$0.00	$0.00	$46,996.00
PFC8-05	Airport Master Plan Study	$113,527.00	$110,799.00	$0.00	$0.00	$0.00	$0.00	$0.00	$110,799.00
PFC8-06	Part 150 Noise Study	$77,076.00	$77,076.00	$0.00	$0.00	$0.00	$0.00	$0.00	$77,076.00
PFC8-07	General Aviation Customs & Border Patrol Facility	$490,161.00	$490,161.00	$0.00	$0.00	$0.00	$0.00	$0.00	$490,161.00
PFC8-08	South De-Icing Pad Expansion	$540,607.00	$540,607.00	$0.00	$0.00	$0.00	$0.00	$0.00	$540,607.00
PFC8-09	Airport Entrance Road Reconfiguration	$522,228.00	$522,228.00	$0.00	$0.00	$0.00	$0.00	$0.00	$522,228.00
PFC8-10	Ticket Wing Reconstruction	$627,398.00	$627,398.00	$0.00	$0.00	$0.00	$0.00	$0.00	$627,398.00
PFC8-11	Sand/Chemical Storage Building	$108,835.00	$104,460.00	$0.00	$0.00	$0.00	$0.00	$0.00	$104,460.00
PFC8-12	Enclosed Baggage Make Up Area	$1,500,000.00	$1,413,529.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,413,529.00
PFC8-13	Taxiway B Rehabilitation	$196,575.00	$132,953.00	$0.00	$0.00	$0.00	$0.00	$0.00	$132,953.00
PFC8-14	Preparation of PFC Application	$43,681.00	$43,681.00	$0.00	$0.00	$0.00	$0.00	$0.00	$43,681.00
PFC9-01	Terminal Modification - Gate Replacement	$29,062,117.00	$0.00	$0.00	$294,138.13	$142,945.49	$436,286.65	$873,370.27	$873,370.27
PFC9-02	Terminal Apron - Design and Construct	$928,544.00	$466,558.00	$0.00	$103,227.83	$89,218.08	$269,540.09	$461,986.00	$928,544.00
PFC9-03	Preparation of PFC Application	$75,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	Grand Totals	$70,296,202.00	$34,330,067.26	$151,707.87	$549,073.83	$833,871.45	$857,534.62	$2,392,187.77	$36,722,255.03

NOTE A – BASIS OF PRESENTATION

The accompanying Schedule of Receipts and Expenditures of Federal Awards and the Schedule of Expenditures of the Passenger Facility Charges include the federal award activity of the Akron – Canton Regional Airport Authority (the Airport) under programs of the federal government for the year ended December 31, 2020. The information on the Schedule of Receipts and Expenditures of Federal Awards is prepared in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles*, and *Audit Requirements for Federal Awards* (Uniform Guidance). The information on the Schedule of Expenditures of Passenger Facility Charges is prepared in accordance with the requirements of the *Audit Requirements for Federal Awards*, and the *Passenger Facility Charge Audit Guide for Public Agencies* (the "Guide"). Because the Schedules present only a selected portion of the operations of the Airport, they are not intended to and do not present the financial position, changes in net position, or cash flows of the Airport.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Schedule of Receipts and Expenditures of Federal Awards has been prepared on the accrual basis of accounting. Expenditures are recognized following the cost principles contained in Uniform Guidance wherein certain types of expenditures may or may not be allowable or may be limited as to reimbursement. The Schedule of Expenditures of Passenger Facility Charges has been prepared on the cash basis of accounting. Consequently, certain revenues are recognized when received rather than when earned and certain expenditures are recognized when paid rather than when the obligation is incurred.

NOTE C – INDIRECT COST RATE

The Airport has elected not to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE D – MATCHING REQUIREMENTS

Certain federal programs require that the Airport contribute non-federal funds (matching funds) to support the federally-funded programs. The Airport has met its matching requirements. The expenditures of non-federal funds are not included on these schedules.

This page intentionally left blank.

OHIO AUDITOR OF STATE
KEITH FABER

Conference Center, Suite 154
6000 Frank Ave. NW
North Canton, OH 44720
EastRegion@ohioauditor.gov
(800) 443-9272

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS REQUIRED BY *GOVERNMENT AUDITING STANDARDS*

Akron-Canton Regional Airport Authority
Stark and Summit Counties
5400 Lauby Road Box 23
North Canton, Ohio 44720

To the Board of Trustees:

We have audited, in accordance with auditing standards generally accepted in the United States and the Comptroller General of the United States' *Government Auditing Standards*, the financial statements of the Akron-Canton Regional Airport Authority, Stark and Summit Counties, (the Airport) as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements and have issued our report thereon dated December 3, 2021, wherein the Airport referred to the financial impact of COVID-19 and the ensuing emergency measures that will impact subsequent periods.

Internal Control Over Financial Reporting

As part of our financial statement audit, we considered the Airport's internal control over financial reporting (internal control) as a basis for designing audit procedures appropriate in the circumstances to the extent necessary to support our opinion on the financial statements, but not to the extent necessary to opine on the effectiveness of the Airport's internal control. Accordingly, we have not opined on it.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, when performing their assigned functions, to prevent, or detect and timely correct misstatements. A *material weakness* is a deficiency, or combination of internal control deficiencies resulting in a reasonable possibility that internal control will not prevent or detect and timely correct a material misstatement of the Airport's financial statements. 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 internal control deficiencies that might be material weaknesses or significant deficiencies. Given these limitations, we did not identify any deficiencies in internal control that we consider material weaknesses. However, unidentified material weaknesses may exist.

Compliance and Other Matters

As part of reasonably assuring whether the Airport's financial statements are free of material misstatement, we tested its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could directly and materially affect the financial statements. However, opining on compliance with those provisions was not an objective of our audit and accordingly, we do not express an opinion. The results of our tests disclosed no instances of noncompliance or other matters we must report under *Government Auditing Standards*.

Purpose of this Report

This report only describes the scope of our internal control and compliance testing and our testing results, and does not opine on the effectiveness of the Airport's internal control or on compliance. This report is an integral part of an audit performed under *Government Auditing Standards* in considering the Airport's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

Keith Faber

Keith Faber
Auditor of State
Columbus, Ohio

December 3, 2021

OHIO AUDITOR OF STATE
KEITH FABER

Conference Center, Suite 154
6000 Frank Ave. NW
North Canton, OH 44720
EastRegion@ohioauditor.gov
(800) 443-9272

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS APPLICABLE TO THE MAJOR FEDERAL PROGRAM AND THE PASSENGER FACILITY CHARGE PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

Akron-Canton Regional Airport Authority
Stark and Summit Counties
5400 Lauby Road Box 23
North Canton, Ohio 44720

To the Board of Trustees:

Report on Compliance for the Major Federal Program and the Passenger Facility Charge Program

We have audited Akron-Canton Regional Airport Authority's (the Airport) compliance with the applicable requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could directly and materially affect the Airport's major federal program and the *Passenger Facility Charge Audit Guide for Public Agencies (the Guide),* issued by the Federal Aviation Administration, for the Passenger Facility Charge Program, for the year ended December 31, 2020. The *Summary of Auditor's Results* in the accompanying schedule of findings identifies the Airport's major federal program.

Management's Responsibility

The Airport's Management is responsible for complying with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal program and Passenger Facility Charge program.

Auditor's Responsibility

Our responsibility is to opine on the Airport's compliance for the Airport's major federal program and the Passenger Facility Charge Program based on our audit of the applicable compliance requirements referred to above. Our compliance audit followed auditing standards generally accepted in the United States of America; the standards for financial audits included in the Comptroller General of the United States' *Government Auditing Standards*; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). These standards and the Uniform Guidance and *the Guide* require us to plan and perform the audit to reasonably assure whether noncompliance with the applicable compliance requirements referred to above that could directly and materially affect a major federal program or the Passenger Facility Charge program occurred. An audit includes examining, on a test basis, evidence about the Airport's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our compliance opinion on the Airport's major program and the Passenger Facility Charge program. However, our audit does not provide a legal determination of the Airport's compliance.

Opinion on the Major Federal Program

In our opinion, Akron-Canton Regional Airport Authority complied, in all material respects with the compliance requirements referred to above that could directly and materially affect its major federal program and the Passenger Facility Charge program for the year ended December 31, 2020.

Report on Internal Control Over Compliance

The Airport's management is responsible for establishing and maintaining effective internal control over compliance with the applicable compliance requirements referred to above. In planning and performing our compliance audit, we considered the Airport's internal control over compliance with the applicable requirements that could directly and materially affect a major federal program or the Passenger Facility Charge Program, to determine our auditing procedures appropriate for opining on each major federal program's and the Passenger Facility Charge Program compliance and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not to the extent needed to opine on the effectiveness of internal control over compliance. Accordingly, we have not opined on the effectiveness of the Airport's internal control over compliance.

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

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

This report only describes the scope of our internal control over compliance tests and the results of this testing based on Uniform Guidance and the Guide requirements. Accordingly, this report is not suitable for any other purpose.

Keith Faber

Keith Faber
Auditor of State
Columbus, Ohio

December 3, 2021

AKRON-CANTON REGIONAL AIRPORT AUTHORITY
STARK AND SUMMIT COUNTIES

SCHEDULE OF FINDINGS
2 CFR § 200.515
DECEMBER 31, 2020

1. SUMMARY OF AUDITOR'S RESULTS

(d)(1)(i)	**Type of Financial Statement Opinion**	Unmodified
(d)(1)(ii)	**Were there any material weaknesses in internal control reported at the financial statement level (GAGAS)?**	No
(d)(1)(ii)	**Were there any significant deficiencies in internal control reported at the financial statement level (GAGAS)?**	No
(d)(1)(iii)	**Was there any reported material noncompliance at the financial statement level (GAGAS)?**	No
(d)(1)(iv)	**Were there any material weaknesses in internal control reported for major federal programs?**	No
(d)(1)(iv)	**Were there any significant deficiencies in internal control reported for major federal programs?**	No
(d)(1)(v)	**Type of Major Programs' Compliance Opinion**	Unmodified
(d)(1)(vi)	**Are there any reportable findings under 2 CFR § 200.516(a)?**	No
(d)(1)(vii)	**Major Programs (list):**	Airport Improvement Program (CFDA #20.106)
(d)(1)(viii)	**Dollar Threshold: Type A\B Programs**	Type A: > $ 750,000 Type B: all others
(d)(1)(ix)	**Low Risk Auditee under 2 CFR § 200.520?**	No

2. FINDINGS RELATED TO THE FINANCIAL STATEMENTS REQUIRED TO BE REPORTED IN ACCORDANCE WITH GAGAS

None

3. FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS

None

This page intentionally left blank.

OHIO AUDITOR OF STATE
KEITH FABER

AKRON CANTON REGIONAL AIRPORT AUTHORITY

SUMMIT COUNTY

AUDITOR OF STATE OF OHIO CERTIFICATION

This is a true and correct copy of the report, which is required to be filed pursuant to Section 117.26, Revised Code, and which is filed in the Office of the Ohio Auditor of State in Columbus, Ohio.

Certified for Release 12/28/2021

88 East Broad Street, Columbus, Ohio 43215
Phone: 614-466-4514 or 800-282-0370

PORT OF GREATER CINCINNATI DEVELOPMENT AUTHORITY

HAMILTON COUNTY

REGULAR AUDIT

FOR THE YEAR ENDED
DECEMBER 31, 2021

OHIO AUDITOR OF STATE
KEITH FABER

88 East Broad Street
Columbus, Ohio 43215
IPAReport@ohioauditor.gov
(800) 282-0370

Board of Directors
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

We have reviewed the *Independent Auditor's Report* of the Port of Greater Cincinnati Development Authority, Hamilton County, prepared by Plante & Moran, PLLC, for the audit period January 1, 2021 through December 31, 2021. Based upon this review, we have accepted these reports in lieu of the audit required by Section 117.11, Revised Code. The Auditor of State did not audit the accompanying financial statements and, accordingly, we are unable to express, and do not express an opinion on them.

Our review was made in reference to the applicable sections of legislative criteria, as reflected by the Ohio Constitution, and the Revised Code, policies, procedures and guidelines of the Auditor of State, regulations and grant requirements. The Port of Greater Cincinnati Development Authority is responsible for compliance with these laws and regulations.

Keith Faber

Keith Faber
Auditor of State
Columbus, Ohio

July 18, 2022

This page intentionally left blank.

Contents

This page intentionally left blank.

plante moran

Plante & Moran, PLLC
3434 Granite Circle
Toledo, OH 43617
Tel: 419.843.6000
Fax: 419.843.6099
plantemoran.com

Independent Auditor's Report

To the Board of Directors
Port of Greater Cincinnati Development Authority

Report on the Audits of the Financial Statements

Opinion

We have audited the financial statements of Port of Greater Cincinnati Development Authority (the "Port") as of and for the years ended December 31, 2021 and 2020 and the related notes to the financial statements, which collectively comprise the Port's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Port as of December 31, 2021 and 2020 and the changes in its financial position and the cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Emphasis of Matter

As discussed in Note 13 to the financial statements, in the fiscal year ended December 31, 2021, the Port adopted new accounting guidance Governmental Accounting Standards Board Statement No. 91, *Conduit Debt Obligations*. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Port's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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

To the Board of Directors
Port of Greater Cincinnati Development Authority

In performing audits in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audits.
- 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 audits in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the Port's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Port's ability to continue as a going concern for a reasonable period of time.

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

Required Supplemental Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of the Port's proportionate share of the net pension liability, schedule of the Port's pension contributions, schedule of the Port's proportionate share of the net OPEB liability/asset, and schedule of the Port's OPEB contributions 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, which 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 supplemental 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.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 29, 2022 on our consideration of the Port's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port's internal control over financial reporting and compliance.

Plante & Moran, PLLC

June 29, 2022

Management's Discussion and Analysis

Our discussion and analysis of Port of Greater Cincinnati Development Authority's (dba "The Port") financial performance provides an overview of the financial activities for the fiscal years ended December 31, 2021, 2020, and 2019. Please read it in conjunction with The Port's financial statements.

Financial Highlights

As discussed in further detail in this discussion and analysis, the following represents the most significant financial highlights for the year ended December 31, 2021:

- Operating revenue of $11.2 million in 2021 was $1.9 million or 21% higher than the prior year due to a $1.4 million increase in public funding and a $0.5 million or 6% increase in service revenue.

- Operating expense of $5.7 million in 2021 was $2.1 million or 27% lower than the prior year primarily due to a decrease in salary and benefits resulting from a $2.0 million adjustment to other postemployment benefits (OPEB). The OPERS (Ohio Public Employees Retirement System) board approved several changes to the health care plan offered to Medicare and non-Medicare retirees in efforts to decrease costs and increase the solvency of the plan. These changes significantly decreased the OPEB liability.

- Capital assets increased $9.8 million or 13% in 2021 due to $10.1 million of land improvements at the Convention Center Hotel site and $0.7 million of parking facility and leasehold improvements, offset by $1.0 million of depreciation.

- Net position increased to $9.9 million by the end of 2021, an increase of $6.3 million or 176 percent from the previous year. The increase is derived from a $2.6 million increase in grant and trust restricted net position and a $3.7 million increase in unrestricted net position, the part of net position that can be used to finance day-to-day operations.

- The Port implemented early adoption of Governmental Accounting Standards Board (GASB) Statement No. 91, Conduit Debt Obligations. The change in accounting resulted in a significant restatement to The Port's financial statements for years ended December 31, 2019 and 2020 (See Note 13).

Using this Annual Report

This annual report consists of a series of financial statements. The statement of net position and the statement of revenues, expenses, and changes in net position provide information about the activities of The Port as a whole and present a longer-term view of its finances. These are followed by the statement of cash flows, which presents detailed information about the changes in The Port's cash position during the year.

Condensed Financial Information

The following table shows, in a condensed format, the current year's net position and changes in net position, compared to the prior two years:

	Business-type Activities				
	2019	2020	2021	Change	Percent Change
Assets					
Other assets	$ 52,088,224	$ 58,552,635	$ 54,606,955	$ (3,945,680)	-7%
Capital assets being depreciated - Net	21,711,734	20,771,418	19,826,421	(944,997)	-5%
Capital assets not being depreciated	16,777,544	56,590,951	67,352,284	10,761,333	19%
Total assets	90,577,502	135,915,004	141,785,660	5,870,656	4%
Deferred Outflows of Resources	1,854,924	1,068,402	951,478	(116,924)	-11%
Total assets and deferred outflows	92,432,426	136,983,406	142,737,138	5,753,732	4%
Liabilities					
Current liabilities	5,471,916	1,569,783	2,356,817	787,034	50%
Long-term liabilities:					
Due within one year	1,624,824	13,054,532	4,440,726	(8,613,806)	-66%
Due in more than one year	75,804,372	117,679,933	124,056,499	6,376,566	5%
Total liabilities	82,901,112	132,304,248	130,854,042	(1,450,206)	-1%
Deferred Inflows of Resources	57,587	1,105,410	2,027,974	922,564	83%
Net Position					
Net investment in capital assets	(277,288)	(2,110,019)	(2,099,940)	10,079	0%
Restricted	9,035,969	3,337,203	5,894,560	2,557,357	77%
Unrestricted	715,046	2,346,564	6,060,502	3,713,938	158%
Total net position	**$ 9,473,727**	**$ 3,573,748**	**$ 9,855,122**	**$ 6,281,374**	176%

Note: 2019 net position includes a $5,995,128 beginning of year reduction for a change in accounting principle.

	Business-type Activities				
	2019	2020	2021	Change	Percent Change
Operating Revenue					
Public funding	$ 700,000	$ 660,000	$ 2,100,000	$ 1,440,000	218%
Charges for services	8,129,555	8,574,073	9,072,775	498,702	6%
Total operating revenue	8,829,555	9,234,073	11,172,775	1,938,702	21%
Operating Expenses					
Salaries and benefits	4,873,330	4,241,367	1,871,973	(2,369,394)	-56%
Professional services	1,436,483	1,604,476	1,941,413	336,937	21%
Occupancy	153,927	163,817	151,481	(12,336)	-8%
Travel and business development	132,800	40,521	88,513	47,992	118%
Equipment and supplies	37,680	54,492	50,063	(4,429)	-8%
Other operating expenses	304,245	327,115	370,674	43,559	13%
Taxes and holding costs	808,739	331,594	209,471	(122,123)	-37%
Depreciation	788,205	1,053,880	1,054,657	777	0%
Total operating expenses	8,535,409	7,817,262	5,738,245	(2,079,017)	-27%
Operating Income	294,146	1,416,811	5,434,530	4,017,719	284%
Restricted bond revenues	107,980	1,294,701	1,808,387	513,686	40%
Interest expense	(1,905,346)	(3,314,827)	(3,397,638)	(82,811)	2%
Gain/(Loss) on sale of property	(807,472)	497,587	116,556	(381,031)	-77%
Gain on tax ruling	-	-	911,052	911,052	N/A
Impairment on asset	(108,609)	(5,031,669)	-	5,031,669	-100%
Investment income	426,751	207,071	93,850	(113,221)	-55%
Bond administrative expense	(1,311,336)	(1,050,134)	(327,475)	722,659	-69%
Grants, net	50,719	(19,519)	(34,973)	(15,454)	79%
Forgiveness income	-	50,000	-	(50,000)	-100%
Capital grants and contributions	2,987,097	50,000	1,677,085	1,627,085	N/A
Increase (Decrease) in Net Position	(266,070)	(5,899,979)	6,281,374	12,181,353	-206%
Adjustment for change in accounting principle	(5,995,128)	-	-	-	N/A
Change in Net Position	**$ (6,261,198)**	**$ (5,899,979)**	**$ 6,281,374**	**$12,181,353**	-206%

The Port uses a broad range of tools to assist with economic development projects within the City of Cincinnati, Ohio and Hamilton County, Ohio, as described further in Note 1 to the financial statements.

The net position of all business-type activities increased by $6.3 million, or 176 percent, in 2021. In comparison, net position in 2020 decreased by $5.9 million, or 62 percent. The increase in 2021 is mainly derived from $5.4 million of operating income, $1.7 million of capital grant contributions, a $0.9 million gain on tax ruling, offset by $1.9 million of bond expense in excess of bond revenues.

Unrestricted net position, the part of net position that can be used to finance day-to-day operations, increased $3.7 million, or 158 percent in 2021. In comparison, in 2020 unrestricted net position increased by $1.6 million, or 228 percent. The current level of unrestricted net position stands at $6.1 million, or about 129 percent of annual operating expenditures, excluding depreciation.

Restricted net position increased by $2.6 million, or 77 percent, in 2021 primarily due to $1.7 million of capital grants provided by Hamilton County and the City of Cincinnati for redevelopment projects and a $0.9 million gain on tax ruling for a restricted trust asset. In contrast, restricted net position decreased by $5.7 million, or 63 percent, in 2020. The prior year decrease resulted primarily from a $5.0 million asset impairment (see Note 12).

Net position from The Port's net investment in capital assets remains at negative $2.1 million with no significant change in 2021. In 2020, net investment in capital assets decreased $1.8 million due to a $1.1 million decline in net position on the Convention Center Garages driven by declining parking revenue and a deferral of debt service, and a $0.7 million decline in net position on the Convention Center Hotel site related to bond issuance cost.

Operating Revenue

In 2021, public funding in the form of operating grants was $1.4 million and $0.7 million by Hamilton County and the City of Cincinnati, respectively. In 2020 and 2019, public funding was provided solely by Hamilton County in the amount of $660,000 and $700,000, respectively. These grants are appropriated annually to support The Port's economic development and inclusion activities.

Charges for services consist primarily of fees charged for: parking, utilization of The Port's finance tools, mortgage down payment assistance, management of other organizations, commercial real estate leases, and oversight of redevelopment projects. Service revenue increased $498,702 or 6 percent in 2021 compared to the prior year. The increase was led by a $0.2 million increase in finance fees and $0.2 million increase in parking fees. In comparison, service revenue increased $444,518 or 5 percent in 2020 compared to the prior year due to a $1.1 million increase in finance fees, an $0.8 million increase in mortgage down payment assistance fees, offset by a $1.3 million decrease in parking fees.

Operating Expenses

Operating expenses decreased $2.1 million or 27 percent in 2021 compared to the prior year, primarily due to a $2.0 million other postemployment benefit (OPEB) adjustment for GASB 75 reflected in salary and benefits. In 2020, operating expenses decreased $0.7 million primarily due to a $0.5 million pension and postemployment benefit (OPEB) adjustment.

For years 2021, 2020 and 2019, The Port had adequate operating revenue to cover its operating expenses before depreciation on capital assets.

Nonoperating Income (Expenses)

Nonoperating income consists of grant revenues received under reimbursement-type grants and subsequently passed through to third parties, service payments, special assessments, or other revenues assigned by and received from other public bodies to support The Port's revenue bonds, other nonoperating contributions to The Port's projects, and certain post-closing bond reserves established for future debt service.

Nonoperating Income increased $6.5 million in 2021 compared to the prior year, mainly due to the recognition of a $0.9 million favorable tax ruling on Fountain Square South Garage and a $5.0 million decrease in impairment on assets. The Port required no cost-to-market adjustment to assets held for resale in 2021. In comparison, in 2020 The Port recognized a $5.0 million cost-to-market adjustment to assets held for resale, including adjustments of: $2.8 million for Hudephol upon being listed by a commercial real estate broker after redevelopment was complete, and $2.0 million for MidPointe Crossing upon signing a purchase sale agreement below its broker listed price. The write-down represents the subsidy invested to make the properties marketable.

In 2020, nonoperating income decreased $3.8 million due to the $5.0 million cost-to-market adjustment previously discussed, offset by a $1.3 million increase in the sale of properties.

Capital grants and contributions increased $1.6 million in 2021 primarily due to recognizing $1.3 million of Hamilton County grant funds for the acquisition of the former Carrousel Inn and Drake Motel on Reading Road in Sycamore Township and $0.3 million from the City of Cincinnati for the acquisition of a commercial property on Reading Road in Roselawn. In comparison, capital grants and contributions decreased $2.9 million to just $50,000 in 2020. The 2019 capital grant activity included City of Cincinnati capital grants of $2.2 million for the Hudepohl redevelopment in Queensgate and $0.7 million for the Bond Hill business district redevelopment.

Capital Asset and Debt Administration

At the end of 2021, The Port had $87.2 million invested in a broad range of capital assets, including public parking facilities, land and leasehold improvements. During the year, The Port's major additions included $10.1 million on land improvements at the Convention Center Hotel (former Millennium Hotel) and $0.7 million of parking and leasehold improvements. This activity was offset by additional depreciation on capital assets in the amount of $1.0 million.

In comparison, in 2020 The Port acquired the Convention Center Hotel and began demolition, increasing capital assets $39.3 million. Additionally, parking and leasehold improvements added $0.6 million. This activity was offset by additional depreciation on capital assets in the amount of $1.0 million.

In support of economic development and other authorized projects within the City of Cincinnati and Hamilton County, The Port considers and, with board approval, issues bonds. In 2021, The Port issued $259.2 million of bonds, compared to $385.1 million and $328.3 million of bonds issued in 2020 and 2019, respectively. The following table summarizes The Port's issuance of bonds and conduit financings in the years 2021, 2020 and 2019.

Issue Date	Project Name	Bond Amount
02/2021	Summit Park Area Public Improvements *	$17,810,000
03/2021	FC Cincinnati Public Improvements *	18,445,000
06/2021	Cornerstone **	9,240,000
06/2021	Bigelow Street ***	37,774,015
06/2021	Montgomery Quarter – Office ***	10,031,250
07/2021	Walworth Junction *	12,600,000
07/2021	Blair Lofts ***	10,250,000
07/2021	Montgomery Quarter – Apartments ***	29,400,000
08/2021	Linden Pointe **	7,095,000
09/2021	Court & Walnut Development *	7,444,000
09/2021	Colonial Village Apartments ***	6,000,000
12/2021	IDEA Public School *	28,100,000
12/2021	US Playing Cards (Factory 52) ***	65,000,000
	Total 2021	$ 259,189,265

Issue Date	Project Name	Bond Amount
01/2020	Gallery at Kenwood Lease ***	54,000,000
01/2020	Uptown Gateway Development Phase IA *	48,445,000
02/2020	Convention Center Hotel	52,855,000
03/2020	Fourth & Race Residential Tower *	15,607,000
03/2020	Springrose Meadows *	2,450,000
04/2020	3CDC Parking 1400 Vine St Parking Facility *	3,750,000
05/2020	Kao Property Acquisition Project **	7,800,000
05/2020	Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund – Additional Bond	1,000,000
06/2020	Madison & Stewart Apartments ***	18,750,000
06/2020	College Hill Station ***	22,000,000
07/2020	St Xavier High School *	21,500,000
07/2020	3CDC Ziegler & Fountain Place Parking Facilities *	13,440,000
09/2020	Uptown Gateway Office Building I ***	31,145,100
09/2020	Uptown Gateway Office Building II ***	30,500,000
10/2020	FC Cincinnati Stadium Public Improvements *	8,000,000
11/2020	Willows at Springdale ***	42,000,000
12/2020	Madison & Whetsel Phase III ***	11,818,084
	Total 2020	$ 385,060,184

Issue Date	Project Name	Bond Amount
02/2019	Mariemont City School District Project *	42,980,000
02/2019	Summit Park – Blue Ash Airport Redevelopment *	8,340,000
02/2019	Fountain Square South Garage (refinance)	11,325,000
03/2019	Convention Center Garages	27,170,000
06/2019	3CDC Master Parking (refinance) *	13,260,000
06/2019	Cincinnati Neighborhood Commercial Real Estate Loan Fund (new tranche)	1,500,000
08/2019	The Artistry ***	54,605,000
09/2019	Findlay Center Project **	5,525,000
10/2019	1118 Sycamore Project ***	30,600,000
10/2019	Madison & Whetsel - Phase II ***	13,100,000
10/2019	Madison & Whetsel - Phase II **	4,500,000
12/2019	Fields Ertel Project *	7,500,000
12/2019	3CDC Master Parking (refinance) *	80,480,000
12/2019	Cincinnati Neighborhood Commercial Real Estate Loan Fund (new tranche)	1,000,000
12/2019	Gallery at Kenwood *	26,405,000
	Total 2019	$ 328,290,000

** Conduit revenue bond obligations*

*** Conduit revenue bond obligations - Southwest Ohio Regional Bond Fund*

**** Conduit revenue drawdown bond obligations – maximum bonds authorized are shown*

Economic Factors and Next Year's Budgets and Rates

The Port will continue to rely on operating support provided from its public partners. The City of Cincinnati and Hamilton County are expected to make operating grants of $700,000 and $800,000, respectively, in 2022.

The Port actively manages a pipeline of potential structured financings that could result in the issuance of bonds or project leases, which generate recurring and non-recurring fees, some of which could be significant.

Revenues from The Port's mortgage down payment assistance program are correlated with the demand for mortgage loans, which can fluctuate due to economic factors such as mortgage interest rates and the supply of housing inventory.

The Port operates four public parking facilities in Cincinnati's central business district providing 2,230 total parking spaces. COVID-19 significantly impacted The Port's parking revenues as companies gave employees more flexibility to work-from-home. However, convention center events postponed by COVID-19 are expected to reopen and improve future parking revenues.

The Port expanded its service revenues in 2022 upon acquiring a portfolio of 194 residential single family rental properties. Rent revenue may vary due to the demand for rental units, vacancy rate, and nonpayment of rent.

Contacting the Management

This financial report is intended to provide our stakeholders with a general overview of The Port's finances and to show accountability for the money received. If you have questions about this report or need additional information, we welcome you to contact Rick Hudson, Chief Financial Officer at 513-621-3000.

Proprietary Funds
Statement of Net Position

December 31, 2021 and 2020

	2021	2020 *Restated**
Assets		
Current assets:		
Cash and cash equivalents (Note 3)	$ 7,441,740	$ 7,038,173
Receivables - Net of allowance	2,111,757	1,645,998
Prepaid expenses and other assets	1,062,878	580,449
Total current assets	10,616,375	9,264,620
Noncurrent assets:		
Restricted cash and investments	19,705,854	27,875,574
Notes receivable	3,020,923	2,530,486
Net OPEB asset (Note 9)	335,258	-
Capital assets: (Note 4)		
Assets not subject to depreciation	67,352,284	56,590,951
Assets subject to depreciation	19,826,421	20,771,418
Assets held for resale (Note 12)	20,928,545	18,881,955
Total noncurrent assets	131,169,285	126,650,384
Total assets	141,785,660	135,915,004
Deferred Outflows of Resources		
Pension (Note 9)	784,622	587,011
OPEB (Note 9)	166,856	481,391
Total deferred outflows of resources	951,478	1,068,402
Liabilities		
Current liabilities:		
Accounts payable	910,981	1,118,980
Accrued liabilities and other	546,436	244,803
Unearned grant revenue	899,400	206,000
Total current liabilities	2,356,817	1,569,783
Noncurrent liabilities:		
Accrued interest payable from restricted assets	973,375	922,502
Accrued expenses payable from restricted assets	2,463,741	314,954
Net pension obligation (Note 9)	2,078,102	2,322,206
Net OPEB obligation (Note 9)	-	2,605,332
Current portion of long-term debt payable from restricted assets (Note 6)	1,003,610	11,817,076
Long-term payable from restricted assets (Note 6)	8,989,720	17,427,955
Long-term debt payable from future restricted bond revenue (Note 6)	112,988,677	95,324,440
Total noncurrent liabilities	128,497,225	130,734,465
Total liabilities	130,854,042	132,304,248
Deferred Inflows of Resources		
Pension (Note 9)	992,972	717,450
OPEB (Note 9)	1,035,002	387,960
Total deferred inflows of resources	2,027,974	1,105,410
Net Position		
Net investment in capital assets	(2,099,940)	(2,110,019)
Restricted:		
Grants	4,441,800	2,647,506
Trust assets	1,452,760	689,697
Unrestricted	6,060,502	2,346,564
Total net position	$ 9,855,122	$ 3,573,748

****See Note 13** – Change in Accounting Principle and Restatement of Net Position*

Proprietary Funds
Statement of Revenue, Expenses, and Changes in Net Position

Years Ended December 31, 2021 and 2020

	2021	2020 *Restated**
Operating Revenue		
Public funding (Note 7)	$ 2,100,000	$ 660,000
Charges for services	9,072,775	8,574,073
Total operating revenue	11,172,775	9,234,073
Operating Expenses		
Salaries and benefits	1,871,973	4,241,367
Professional services	1,941,413	1,604,476
Occupancy	151,481	163,817
Travel and business development	88,513	40,521
Equipment and supplies	50,063	54,492
Other operating expenses	370,674	327,115
Taxes and holding costs	209,471	331,594
Depreciation	1,054,657	1,053,880
Total operating expenses	5,738,245	7,817,262
Operating Income	5,434,530	1,416,811
Nonoperating Revenue (Expense)		
Restricted bond revenue	1,808,387	1,294,701
Investment income	93,850	207,071
Interest expense	(3,397,638)	(3,314,827)
Gain on sale of property	116,556	497,587
Gain on tax ruling	911,052	-
Impairment on assets	-	(5,031,669)
Bond administrative expense	(327,475)	(1,050,134)
Grants	17,527,937	262,636
Grant expenditures	(17,562,910)	(282,155)
Forgiveness income	-	50,000
Total nonoperating (expense) revenue	(830,241)	(7,366,790)
Gain (Loss) - Before capital grants and contributions	4,604,289	(5,949,979)
Capital Grants and Contributions	1,677,085	50,000
Increase (Decrease) in Net Position	6,281,374	(5,899,979)
Net Position - Beginning of year	3,573,748	9,473,727
Net Position - End of year	$ 9,855,122	$ 3,573,748

***See Note 13 –** *Change in Accounting Principle and Restatement of Net Position*

Propriety Funds
Statement of Cash Flows

Years Ended December 31, 2021 and 2020

	2021	2020 *Restated**
Cash Flows from Operating Activities		
Receipts from public funding sources	$ 2,100,000	$ 660,000
Receipts from charges for services	9,099,881	8,330,392
Payments to suppliers	(3,720,349)	(3,775,868)
Payments to employees	(4,002,501)	(3,614,225)
Net cash and cash equivalents provided by operating activities	3,477,031	1,600,299
Cash Flows from Noncapital Financing Activities		
Receipts from grants and subsidies	2,084,490	2,007,406
Proceeds from the issuance of debt	10,475,000	1,000,000
Principal paid on debt	(11,027,570)	(184,955)
Interest paid	(695,746)	(628,916)
Proceeds from the sale of assets held for sale	1,056,531	497,587
Purchase and development of assets held for sale	(3,320,482)	(3,584,987)
Net cash and cash equivalents used in noncapital financing activities	(1,427,777)	(893,865)
Cash Flows from Capital and Related Financing Activities		
Proceeds from the issuance of capital debt	-	52,855,000
Restricted bond revenue	2,719,439	1,294,701
Purchase and construction of capital assets	(8,819,906)	(39,593,810)
Principal paid on capital debt	(655,552)	(510,045)
Interest paid	(3,030,363)	(1,401,889)
Bond administrative expenses paid	(312,434)	(1,021,160)
Net cash and cash equivalents (used in) provided by capital and related financing activities	(10,098,816)	11,622,797
Cash Flows from Investing Activities		
Interest received on investments	100,639	206,063
Loans collected	2,446,755	1,039,775
Loans provided	(2,263,985)	(864,699)
Net cash and cash equivalents provided by investing activities	283,409	381,139
Net (Decrease) Increase in Cash and Cash Equivalents	(7,766,153)	12,710,370
Cash and Cash Equivalents - Beginning of year	34,913,747	22,203,377
Cash and Cash Equivalents - End of year	$ 27,147,594	$ 34,913,747
Classification of Cash and Cash Equivalents		
Cash and investments	$ 7,441,740	$ 7,038,173
Restricted cash	19,705,854	27,875,574
Total cash and cash equivalents	$ 27,147,594	$ 34,913,747

***See Note 13** – *Change in Accounting Principle and Restatement of Net Position*

Propriety Funds
Statement of Cash Flows (Continued)

Years Ended December 31, 2021 and 2020

	2021	2020 *Restated**
Reconciliation of Operating Income to Net Cash from Operating Activities		
Operating income	$ 5,434,530	$ 1,416,811
Adjustments to reconcile operating income to net cash from operating activities:		
Depreciation	1,054,657	1,053,881
Changes in assets and liabilities:		
Accounts receivable	(893,232)	(312,065)
Prepaid and other assets	(265,784)	710,459
Accounts payable	(226,400)	(1,024,542)
Accrued and other liabilities	(1,626,740)	(244,245)
Net cash and cash equivalents provided by operating activities	**$ 3,477,031**	**$ 1,600,299**

***See Note 13** – *Change in Accounting Principle and Restatement of Net Position*

Note 1 - Nature of Business

Port of Greater Cincinnati Development Authority (dba, "The Port") is a port authority that uses a broad range of tools to assist with economic development projects within the City of Cincinnati, Ohio and Hamilton County, Ohio.

Note 2 - Significant Accounting Policies

The Port follows accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. Accounting and financial reporting pronouncements are promulgated by the Governmental Accounting Standards Board. The following is a summary of the significant accounting policies used by The Port:

Reporting Entity

The Port is a body corporate and politic established to exercise the rights and privileges conveyed to it by the constitution and laws of the State of Ohio. The Port was formed under Ohio Revised Code Section 4582.22 by the City of Cincinnati, Ohio (the "City") and Hamilton County, Ohio (the "County") on December 7, 2000. In August 2008, the City and County amended the original agreement by expanding The Port's geographical jurisdiction to include all of Hamilton County, Ohio and the City of Cincinnati, Ohio, streamlining the size of the board of directors and committing to a specific funding plan. The City and County also removed substantially all of the restrictions that had initially been imposed to permit The Port to use all powers available to Ohio port authorities.

The Port primarily seeks to identify, restore, and redevelop properties and land in Hamilton County, Ohio; to provide development financing through the issuance of revenue bonds; expand home ownership; and to identify and pursue other opportunities to promote economic development, transportation, and other statutorily authorized purposes of The Port.

The Port's management believes these financial statements present all activities for which The Port is financially accountable.

Port Authority Powers

Historically, port authorities were created to conduct maritime activities and, later, airport activities. However, port authorities in Ohio have evolved as an economic development tool. As independent units of government, Ohio port authorities may conduct traditional waterborne and air transportation activities, as well as own property and provide financing for local economic development initiatives. Ohio law defines the "authorized purposes" of a port authority as "activities that enhance, foster, aid, provide, or promote transportation, economic development, housing, recreation, education, governmental operations, culture, or research within the jurisdiction of the port authority" and "activities authorized by Sections 13 and 16 of Article VIII, Ohio Constitution." These broad powers are complemented by expansive authority to enter into cooperative relationships with one or more other political subdivisions to undertake major development projects jointly.

Special Financing, Projects, and Programs

Under Ohio law, a port authority has a broad range of project management and funding capabilities that enable it to participate in a variety of ways in economic development projects:

Conduit Revenue Bond Financings - Port authorities may provide assistance through conduit revenue bond financing. These revenue bond financings are based on the creditworthiness of the borrower and may include some form of credit enhancement. The issuing port authority has no obligation with respect to the bonds except to the extent of loan payments payable solely from pledged receipts and, unless issued as part of a capital lease financing, would have no interest in the property financed (see Note 11). The Port has several conduit revenue bond issues outstanding and provides such assistance upon request.

Note 2 - Significant Accounting Policies (Continued)

The Port issues conduit debt on behalf of third parties. The Port classifies debt as conduit debt when all of the following characteristics exist: at least three party involvement: (1) issuer, (2) third-party obligor, and (3) debt holder or debt trustee; the issuer and third-party obligor are not within the same financial reporting entity; debt obligation is not a parity bond of the issuance, nor is it cross-collateralized with other debt of the issuer; third-party obligor or its agent, not the issuer, ultimately receives the proceeds from the debt issuance; and the third party-obligor, not the issuer, is primarily obligated for the payment of all debt service. See Note 13 for The Port's early adoption of GASB 91 *Conduit Debt Obligations*.

Cooperative Public Infrastructure Financings - The proceeds of port authority revenue bonds may be used to finance public facilities or properties to be owned by the port authority. Often these projects are undertaken in cooperation with one or more overlapping political subdivisions and supported by tax increment financing service payments, special assessments, or both, assigned by the political subdivision to the port. The bonds would be secured by the assignment of that revenue and would be non-recourse to the general revenue and assets of the port. The Port has issued such bonds in the past and expects to continue to do so.

Project Incentives - Port authorities may act as the central point of contact for investigating and procuring local, state, and federal business retention and expansion incentives.

Grant Programs - Ohio port authorities may apply for local, state, and federal grant funds, which generally are used for public infrastructure improvements made in support of local economic development efforts.

Common Bond Fund Programs - Common bond funds are a tool that supplements the financing options available to small- and medium-sized companies within the community. These programs provide credit enhancements and long-term, fixed-rate loans that make it possible for companies to access capital markets that might otherwise be unavailable.

In April 2015, The Port became an eligible issuer of economic development revenue bonds for the Southwest Ohio Regional Bond Fund, created from the expansion of the Dayton-region Port Authority Bond Fund. The expanded bond fund serves growing companies in the Dayton and Cincinnati regions. The Port also issues bond fund debt repayable from tax increment financing and special assessments. See Note 6 for additional details regarding bond fund activity.

Property Ownership - Ohio port authorities have broad powers to acquire, construct, and own real or personal property, or any combination of real and personal property, to further any authorized purpose. This includes the power to own and improve property if doing so helps to create or preserve jobs and economic or business development opportunities. This is especially helpful when a property has negative value, as in the case of a Brownfield site where barriers such as liens and environmental issues are impediments to redevelopment. Furthermore, port authorities may sell, lease (to or from others and with or without purchase options), and convey other interests in real or personal property, improved or unimproved, as well. The Port has owned and improved property as part of its Brownfield development and economic redevelopment financing activities.

Structured Lease Projects - Under this structure, the port authority owns the real estate assets and leases it to a private entity on a long-term basis. The port authority may also issue revenue bonds to finance the acquisition, construction, and leasing of a project. The lease structure has been used to convey a variety of incentives, such as sales tax exemption on building materials incorporated into buildings owned by a port authority, and accounting advantages to the lessee/user of the project. The Port has provided capital lease structures and lease financing.

Down Payment Assistance Programs - Ohio port authorities may provide grants, loans, guarantees, and other means to enhance the availability of adequate housing for individuals and families in Ohio. In November 2014, The Port established a market rate government-insured mortgage and down payment assistance homeownership program for qualified borrowers of single-family residential properties. In July 2015, the program expanded to include conventional mortgages.

Note 2 - Significant Accounting Policies (Continued)

Project Coordination - Ohio port authorities can facilitate and coordinate the various regulatory approvals needed from multiple agencies or jurisdictions. This is particularly helpful for assisting with complicated, large-scale projects. As a result, the development process is streamlined, and projects can move forward more quickly and efficiently.

Management Agreements

The Port has management agreements to operate other entities aligned with The Port's mission. These entities include:

- Hamilton County Land Reutilization Corporation (Hamilton County Landbank)
- Greater Cincinnati and Northern Kentucky Foreign Trade Zones
- Homesteading and Urban Redevelopment Corporation

Each entity has its own board of directors and no employees. Management fee revenue from the entities above is reflected in charges for services.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The financial statements consist of a single-purpose business-type activity, which is reported on the accrual basis of accounting, using the economic resources measurement focus.

The financial statements of The Port have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

The Port maintains budgetary control by not permitting total expenses and amounts charged to individual expense categories to exceed respective appropriations without amendment of appropriations by the board of directors. Unencumbered appropriations lapse at year end; but to the extent that unencumbered general operating monies remain at year end, an amount equal to 10 percent of that year's appropriation is appropriated for successive months' expenses until the next year's appropriation is approved by the board.

The Port follows the GASB guidance as applicable to proprietary funds. Proprietary funds distinguish operating revenue and expenses from nonoperating items. Operating revenue and expenses generally result from providing services in connection with a proprietary fund's principal ongoing operations. Proprietary funds use the economic resources measurement focus and the full accrual basis of accounting. Revenue is recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

When an expense is incurred for the purpose for which both restricted and unrestricted net position are available, The Port's policy is to first apply restricted resources.

Assets, Liabilities, and Net Position

Bank Deposits and Investments

Cash and cash equivalents include cash on hand, demand deposits, and short-term investments with a maturity of three months or less when acquired. Investments are stated at fair value.

Restricted Assets

The revenue bonds of the enterprise funds require amounts to be set aside for construction, debt service principal and interest, operations and maintenance, and a bond reserve. These amounts have been classified as restricted assets. Unspent bond proceeds are required to be set aside for construction. These amounts have also been classified as restricted assets.

Note 2 - Significant Accounting Policies (Continued)

Assets Held for Resale

Assets held for resale consist of land and real estate held for resale and are valued at the lower of cost or market.

Capital Assets

Capital assets are stated at historical cost and depreciated using the straight-line method over the estimated useful life of each asset. Leasehold improvements are amortized over the shorter of the lease term or the estimated useful lives of the improvements. Property held for redevelopment that is environmentally contaminated, or perceived to be contaminated, is not depreciated until redevelopment is completed. Bond-financed assets are depreciated over the life of the bond, or a lesser useful life when appropriate. Capital assets in excess of $2,500 are capitalized.

Through 2020, The Port capitalized interest costs as a component of construction in progress, based on interest costs of borrowing specifically for the project, net of interest earned on investments acquired with the proceeds of the borrowing. Capitalized interest for 2020 was $21,230. In 2021, The Port adopted GASB Statement No. 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period*, which simplifies accounting for interest cost incurred before the end of construction and requires those costs to be expensed in the period incurred. As a result, interest cost incurred before the end of a construction period is no longer capitalized after The Port's fiscal year 2020.

The following estimated useful lives are being used by The Port:

	Depreciable Life Years
Land improvements	30 to 45
Buildings and leasehold improvements	3 to 45
Equipment and furnishings	3 to 7

Notes Receivable

The Port provided housing loans of $1,303,600 and $839,605 in years 2021 and 2020, respectively, from the Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund (see Note 6). All loans were provided to entities managed by The Port, mature in the year 2025, and have an annual interest rate of 2.50 percent. Interest payments are due quarterly.

The Port provided commercial loans of $960,385 and $25,094 in years 2021 and 2020, respectively, from the Cincinnati Neighborhood Commercial Real Estate Loan Fund (see Note 6). All loans mature in the year 2026 and have an annual interest rate of 3.00 percent. Interest payments are due quarterly.

Compensated Absences (Vacation and Sick Leave)

It is The Port's policy to permit employees to accumulate earned but unused paid-time-off benefits (PTO). Employees begin earning PTO on their first day of service and are permitted to carry over a maximum of seven days from one service year to the next. Accumulated paid-time-off balances are accrued when incurred in the financial statements.

Long-term Debt

In the proprietary fund types in the fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the proprietary fund-type statement of net position. The Port records debt when The Port has legal title over the capital assets purchased, has ultimate control over the capital asset and its use, and the capital assets resulting from the expenditure of bond proceeds are for public use or support The Port's governmental purpose by fostering continued opportunity for economic or business development.

Note 2 - Significant Accounting Policies (Continued)

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 represents a consumption of net position that applies to future periods and will not be recognized as an outflow of resources (expense) until then. The Port reports deferred outflows related to pensions and OPEB (other post-employment benefits) (Note 9).

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 represents an acquisition of net position that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time. The Port reports deferred inflows related to pensions and OPEB (Note 9).

Pension and Other Postemployment Benefit Costs

For the purposes of measuring the net pension and OPEB liability/(asset), deferred outflows of resources and deferred inflows of resources related to pensions and OPEB, and pension and OPEB expense, information about the fiduciary net position of the Ohio Public Employees Retirement System Pension Plan (OPERS) and additions to/deductions from OPERS' fiduciary net position have been determined on the same basis as they are reported by OPERS. OPERS uses the economic resources measurement focus and the full accrual basis of accounting. Contribution revenue is recorded as contributions are due, pursuant to legal requirements. Benefit payments (including refunds of employee contributions) are recognized as expense when due and payable in accordance with the benefit terms. Investments are reported at fair value. OPERS reports investments at fair value (see Note 9).

Net Position Flow Assumption

The Port will sometimes fund outlays for a particular purpose from both restricted and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position, a flow assumption must be made about the order in which the resources are considered to be applied. It is The Port's policy to consider restricted net position to have been depleted before unrestricted net position is applied.

Net Position

Net position of The Port is classified in three components:

- Net Position Investment in Capital Assets - Consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of borrowings used to finance the purchase or construction of those assets.
- Restricted Net Position - Consists of cash and investments held by trusts to secure revenue bonds reduced by liabilities payable from the trusts and the remaining balance of purpose-restricted grants.
- Unrestricted Net Position - Equals the remaining assets less remaining liabilities that do not meet the definition of invested in capital assets or restricted net position.

Capital Grants and Contributions

Grants for the acquisition and construction of land and property are reported in the statement of revenue, expenses, and changes in net position under the classification of capital grants and contributions.

Note 2 - Significant Accounting Policies (Continued)

Proprietary Funds Operating Classification

Proprietary funds distinguish operating revenue and expenses from nonoperating items. Operating revenue and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenue of proprietary funds are charges to customers for sales or services. Operating expenses for these funds include the cost of sales or services, administrative expenses, and may include depreciation on capital assets. All revenue and expenses not meeting this definition are reported as nonoperating revenue and expenses.

Use of Estimates

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

Upcoming Accounting Pronouncements

In June 2017, the Governmental Accounting Standards Board issued Statement No. 87, *Leases*, which improves accounting and financial reporting for leases by governments. This statement requires recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. The Port is currently evaluating the impact this standard will have on the financial statements when adopted. The provisions of this statement are effective for The Port's financial statements for the year ending December 31, 2022.

In January 2020, the GASB issued Statement No. 92, Omnibus 2020. This statement addresses eight unrelated practice issues and technical inconsistencies in authoritative literature. The standard addresses leases, intra-entity transfers of assets, postemployment benefits, government acquisitions, risk financing and insurance-related activities of public entity risk pools, fair value measurements, and derivative instruments. The standard has various effective dates. The Port does not believe this pronouncement will have a significant impact on its financial statements but is still making a full evaluation.

In May 2020, the Governmental Accounting Standards Board issued GASB Statement No. 96, Subscription-Based Information Technology Arrangements (SBITAs), which defines SBITAs and provides accounting and financial reporting for SBITAs by governments. This statement requires a government to recognize a subscription liability and an intangible right-to-use subscription asset for SBITAs. The Port is currently evaluating the impact this standard will have on the financial statements when adopted. The provisions of this statement are effective for the Port's financial statements for the year ending December 31, 2023.

The Port adopted the following new accounting pronouncements in fiscal year 2021:

- GASB Statement No. 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period* (See Note 2 – Capital Assets section)
- GASB Statement No. 91, *Conduit Debt Obligations* (See Note 13 – Change in Accounting Principle and Restatement of Net Position)

Note 2 – Significant Accounting Policies (Continued)

Subsequent Events

The financial statements and related disclosures include evaluation of events up through and including June 30, 2022, which is the date the financial statements were available to be issued.

Note 3 - Deposits and Investments

Deposits

Monies in the funds of The Port, except as otherwise described below with respect to investments controlled by the terms of a bond resolution or trust agreement or indenture, and to the extent in excess of current needs, may be invested in accordance with the Ohio Uniform Depository Act, Revised Code Sections 135.01-135.21 (UDA). At December 31, 2021 and 2020, the aggregate amount of monies in the general operating funds of The Port was $7,503,247 and $7,160,899, respectively, all of which constituted "active deposits," with three qualified banking institutions deposited in accordance with UDA. At December 31, 2021 and 2020, approximately $1,000,000 of The Port's deposits were covered by FDIC insurance. The remaining bank balances at December 31, 2021 and 2020 of approximately $6,503,200 and $6,160,900, respectively, were collateralized with securities by the pledging institution's trust department or agent, but not in The Port's name. At no time during the two-year period ended December 31, 2021 did The Port have any amounts for investment in the unrestricted general operating funds of The Port not constituting active deposits.

Custodial Credit Risk of Bank Deposits

Custodial credit risk is the risk that in the event of a bank failure, The Port's deposits may not be returned to it. Operating (non-trusteed) investments of The Port are insured, registered in the name of the government, and/or collateralized with securities by the pledging institution's trust department or agent; therefore, there is no custodial credit risk exposure.

Investments

Investments represent trusteed funds securing revenue bonds. Funds held by a corporate trustee on behalf of The Port may be legally invested in accordance with the bond-authorizing resolution of The Port's board of directors or the trust indenture or agreement securing those revenue bonds.

Interest Rate Risk

Interest rate risk is the risk that the value of investments will decrease as a result of a rise in interest rates. The Port held the following investments as of December 31, 2021 and 2020.

- U.S. Treasury securities with a market value of $1,545,644 having a maximum of 365 days remaining until maturity for the year ended December 31, 2021. No U.S. Treasury securities were held as of year end 2020.
- Federal Home Loan Bank securities with a market value of $994,620 and $690,262 having a maximum of 365 days remaining until maturity for the years ended December 31, 2021 and 2020, respectively.

Credit Risk

State law limits investments in commercial paper to the top two ratings issued by nationally recognized statistical rating organizations. The Port has no investment policy that would further limit its investment choices. As of year end, the S&P credit quality ratings of the money markets held are AAAm for 2021 and 2020.

Note 4 - Capital Assets

Capital asset activity of The Port's business-type activities was as follows:

	Balance January 1, 2021 *Restated**	Additions	Disposals	Balance December 31, 2021
Business-type Activities				
Capital assets not being depreciated:				
Land - Fifth & Plum Parking Lot	$ 11,920,221	-	-	$ 11,920,221
Land - Convention Center Garages	4,857,323	-	-	4,857,323
Land - Convention Center Hotel	38,561,497	-	-	38,561,497
Land improvements - Conv Ctr Hotel	747,807	10,135,236	-	10,883,043
Construction in progress - Conv Ctr Garage	504,103	626,097	-	1,130,200
Subtotal	56,590,951	10,761,333	-	67,352,284
Capital assets being depreciated:				
Buildings - Convention Center Garages	20,880,388	-	-	20,880,388
Parking equipment	115,016	15,950	-	130,966
Office equipment	2,757	-	-	2,757
Furniture and fixtures	88,659	3,141	-	91,800
Leasehold improvements - Garage	1,766,123	90,568	-	1,856,691
Leasehold improvements - Office	15,347	-	-	15,347
Subtotal	22,868,290	109,659	-	22,977,949
Accumulated depreciation:				
Buildings - Convention Center Garages	1,454,355	831,060	-	2,285,415
Parking equipment	55,060	38,342	-	93,402
Office equipment	2,462	294	-	2,756
Furniture and fixtures	62,872	11,206	-	74,078
Leasehold improvements - Garage	515,563	171,835	-	687,398
Leasehold improvements - Office	6,560	1,919	-	8,479
Subtotal	2,096,872	1,054,656	-	3,151,528
Net capital assets being depreciated	20,771,418	(944,997)	-	19,826,421
Net capital assets	$ 77,362,369	$ 9,816,336	$ -	$ 87,178,705

***See Note 13 –** *Change in Accounting Principle and Restatement of Net Position*

Note 4 – Capital Assets (Continued)

	Balance January 1, 2020 *Restated**	Additions	Disposals	Balance December 31, 2020 *Restated**
Business-type Activities				
Capital assets not being depreciated:				
Land - Fifth & Plum Parking Lot	$ 11,920,221	$ -	$ -	$ 11,920,221
Land - Convention Center Garages	4,857,323	-	-	4,857,323
Land - Convention Center Hotel	-	38,561,497	-	38,561,497
Land improvements - Conv Ctr Hotel	-	747,807	-	747,807
Construction in progress - Conv Ctr Garages	-	504,103	-	504,103
Subtotal	16,777,544	39,813,407	-	56,590,951
Capital assets being depreciated:				
Buildings - Convention Center Garages	20,880,388	-	-	20,880,388
Parking equipment	115,016	-	-	115,016
Office equipment	23,541	-	(20,784)	2,757
Furniture and fixtures	85,518	3,141	-	88,659
Leasehold improvements - Garage	1,655,701	110,422	-	1,766,123
Leasehold improvements - Office	15,347	-	-	15,347
Subtotal	22,775,511	113,563	(20,784)	22,868,290
Accumulated depreciation:				
Buildings - Convention Center Garages	623,295	831,060	-	1,454,355
Parking equipment	16,717	38,343	-	55,060
Office equipment	22,852	394	(20,784)	2,462
Furniture and fixtures	50,651	12,221	-	62,872
Leasehold improvements - Garage	345,621	169,942	-	515,563
Leasehold improvements - Office	4,641	1,919	-	6,560
Subtotal	1,063,777	1,053,879	(20,784)	2,096,872
Net capital assets being depreciated	21,711,734	(940,316)	-	20,771,418
Net capital assets	$ 38,489,278	$38,873,091	$ -	$ 77,362,369

***See Note 13** – Change in Accounting Principle and Restatement of Net Position*

It is The Port's practice to engage a third-party management company to manage the public-use facilities owned by The Port. The contracts generally require the management company to pay costs of operation, including but not limited to insurance, maintenance, and repairs.

Construction in Progress

In 2020 land improvements began at the Convention Center Hotel site and garage improvements began at the Convention Center Garages. Both continued through year end 2021 and are expected to be completed in the year 2022.

Construction Commitments

The Port commitments as of December 31, 2021 and 2020 are $3,966,647 and $13,895,923, respectively.

Note 5 - Fair Value Measurements

The Port categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the assets and liabilities. Level 1 inputs are quoted prices in active markets for identical assets and liabilities; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Investments that are measured at fair value using the net asset value per share (or its equivalent) as a practical expedient are not classified in the fair value hierarchy.

In instances whereby inputs used to measure fair value fall into different levels in the fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Port's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

The Port has the following recurring fair value measurements as of December 31, 2021 and 2020:

- U.S. Treasury securities of $1,545,644 and $0, respectively, are valued using quoted market prices (Level 1 inputs).
- Federal Home Loan Bank securities of $994,620 and $690,262, respectively, are valued using quoted market prices (Level 1 inputs).
- Money market funds of $5,170,926 and $5,464,163, respectively, are valued using quoted market prices (Level 1 inputs).

Debt and equity securities classified in Level 1 are valued using prices quoted in active markets for those securities.

The Port held no investments using Level 3 inputs for fair value measurement, nor investments measured at the net asset value per share as of December 31, 2021 and 2020.

Note 6 - Long-term Debt

The bonds are special limited obligations of The Port payable only from the funds established with and revenue assigned to the bond trustee under the trust indenture and treated as nonoperating revenue of The Port, except for parking revenues included in operating revenue as charges for services. All bonds are issued as direct placement bonds. The bondholders have no recourse to any other revenue or assets of The Port, except for bondholders of the 2021 Patient Capital Fund, 2018 Fifth and Plum Project, and 2019 Convention Center Garages.

Costs of The Port, including legal costs, are generally considered to be administrative expenses under the bond documents and are eligible for payment or reimbursement from the trust if, and when, amounts are available in the trust for such purposes. The Port is also specifically indemnified by various parties including the private developers. This indemnification includes all costs of The Port, including legal costs.

Note 6 - Long-term Debt (Continued)

A detailed description of each bond issue as of December 31, 2021 follows:

Description	Amount
Business-type Activities	
Revenue bonds:	
2015 Southwest Ohio Regional Bond Fund - State Loan Revenue Bonds, bearing interest at 0.00 percent, maturing in 2055	$ 2,500,000
2017 Cincinnati Neighborhood Commercial Real Estate Loan Fund - Economic and Community Development Revenue Bonds, bearing interest at 0.00 percent through January 25, 2019 and 2.00 percent thereafter, maturing in 2026	5,000,000
2018 Fifth & Plum Project - Development Revenue Bonds, bearing interest at 4.95 percent through June 1, 2028 and 6.75 percent thereafter, maturing in 2043	12,590,000
2018 Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund - Housing and Community Development Revenue Bond and 2020 Additional Bond, bearing interest at 0.00 percent through March 31, 2019 and 2.00 and 2.22 percent thereafter, maturing in 2025	2,000,000
2019 Fountain Square South Garage - Parking Facility Refunding Revenue Bonds, bearing interest at 4.65 percent and 5.00 percent, maturing in 2043	10,740,000
2019 Convention Center Garages - Parking Facility Revenue Bonds, bearing interest ranging from 0.00 percent to 5.00 percent, maturing in 2043	25,806,878
2020 Convention Center Hotel Acquisition and Demolition Project - Revenue Bonds, bearing interest at 3.00 percent, maturing in 2023	52,855,000
2021 Patient Capital Fund Economic Development Mortgage Revenue Bond Anticipation Notes, bearing interest at 0.15 percent, maturing in 2026	10,475,000
Total	$ 121,966,878

Changes in Long-term Debt

The following is a summary of long-term debt transactions (excluding unamortized bond premiums and discounts in the amount of $1,015,129 and $1,394,471 of The Port for the years ended December 31, 2021 and 2020, respectively):

	2021				
	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Business-type Activities - Revenue bonds	$ 123,175,000	$10,475,000	$(11,683,122)	$121,966,878	$ 1,003,610

	2020 *Restated**				
	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Business-type Activities - Revenue bonds	$ 70,015,000	$53,855,000	$ (695,000)	$ 123,175,000	$ 11,817,076

***See Note 13** *– Change in Accounting Principle and Restatement of Net Position*

Note 6 - Long-term Debt (Continued)

Debt Service Requirements to Maturity

The annual total principal and interest requirements to service all debt outstanding at December 31, 2021 are as follows:

	Business-type Activities		
Years Ending December 31	Principal	Interest	Total
2022	$ 1,003,610	$ 3,685,038	$ 4,688,648
2023	54,379,872	2,924,358	57,304,230
2024	2,278,077	2,111,012	4,389,089
2025	4,360,386	2,020,127	6,380,513
2026	14,422,934	1,917,236	16,340,170
2027-2031	8,121,842	8,963,561	17,085,403
2032-2036	14,130,157	7,119,730	21,249,887
2037-2041	13,250,000	3,875,168	17,125,168
2042-2046	7,520,000	496,187	8,016,187
2047-2051	0	0	0
2052-2055	2,500,000	0	2,500,000
Total	$ 121,966,878	$ 33,112,417	$ 155,079,295

Southwest Ohio Regional Bond Fund (Reserve)

In April 2015, The Port issued $2,500,000 principal amount State Loan Revenue Bonds (Series 2015) to establish its bond fund program. The Southwest Ohio Regional Bond Fund was created from the expansion of the Dayton-region Port Authority Bond Fund. The Port's participation in the bond fund was made available by a $3.5 million deposit into the common fund (reserve), of which $2.5 million was loaned by the State of Ohio and $1.0 million was granted by Hamilton County, Ohio. Combined with Dayton's $4.3 million in reserves, a $15.0 million letter of credit, $10.0 million in reserves through Jobs Ohio, and interest earnings, the bond fund has approximately $32.9 million in total program reserves and capacity to issue approximately $80 million in bonds. The expanded bond fund serves growing companies in 14 counties by providing access to project capital at terms and rates not available through traditional lending channels.

The state loan revenue bonds consist of term bonds maturing on April 29, 2055 in a lump sum. Interest (if any) is payable semiannually and is based upon the net investment earnings from the $2.5 million held by the trustee. The net investment earnings were $588 and $74,719 for the years 2021 and 2020. All investment earnings for years 2021 and 2020 were forwarded to the State of Ohio by the trustee in either the year received, or soon after yearend. Interest payable to the State of Ohio as of December 31, 2021 and 2020 was $4,175 and $15,521, respectively, and included in accrued expenses payable from restricted assets.

Assuming an interest rate of 0.0 percent per year to the maturity of the bonds, debt service as of December 31, 2021 is estimated as a lump-sum principal payment of $2.5 million in the year 2055. Total pledged revenues on the bonds for the year ended December 31, 2021 and 2020 were approximately $1,000 and $75,000, respectively, compared to net debt service (principal and interest) of approximately $1,000 and $75,000, respectively.

Note 6 - Long-term Debt (Continued)

Cincinnati Neighborhood Commercial Real Estate Loan Fund

In 2017, The Port issued two tranches of Economic and Community Development Revenue Bonds totaling $2,000,000 to establish its Commercial Real Estate Loan Fund (the "Loan Fund") that will focus on rebuilding commercial districts in targeted Cincinnati neighborhoods. The Port issued a third tranche in the amount of $500,000 in 2018, and a final tranche of $2,500,000 in 2019, bringing the total Loan Fund issue to $5,000,000 at December 31, 2019.

The Kresge Foundation, a private, national foundation based in Detroit, Michigan, provided initial capital to seed the Loan Fund up to $5,000,000. The Port administers the Loan Fund and develops the program.

The Loan Fund is part of a program aligned with The Port's strategic initiative to comprehensively revitalize disinvested target neighborhoods through acquisition and rehab of blighted residential properties and development of commercial districts with place-based, neighborhood-serving retail, arts and culture, and microenterprise. Among the program goals are to help lower the barrier for local business formation by providing available space for target tenants; stabilizing neighborhoods through the support of entrepreneurship; and restoring vibrant retail and commerce with a focus on inclusivity and engagement of neighborhood-based enterprise.

The Port provided loans from the Commercial Real Estate Loan Fund totaling: $1,035,000 in 2017; $1,937,000 in 2019; $25,094 in 2020; and $960,385 in 2021 (see Note 2).

The bonds bear interest at 0.00 percent per year through January 25, 2019, and 2.00 percent thereafter through the bond maturity date of December 31, 2026. Interest payments are quarterly in arrears, starting with the initial interest payment date of March 31, 2019. The bonds constitute special obligations of The Port, and the bond payments due are payable solely from pledged revenue, including the Loan Fund and liens against mortgaged properties. Total pledged revenues on the bonds for the year ended December 31, 2021 and 2020 were approximately $60,000 and $72,000, respectively, compared to net debt service (principal and interest) of approximately $100,000 and $51,000, respectively.

Assuming an interest rate of 2.00 percent, debt service is estimated as follows as of December 31, 2021:

Years Ending December 31	Principal	Interest	Total
2022	$ -	$ 100,000	$ 100,000
2023	500,000	100,000	600,000
2024	1,000,000	90,000	1,090,000
2025	1,000,000	70,000	1,070,000
2026	2,500,000	50,000	2,550,000
Total	$ 5,000,000	$ 410,000	$ 5,410,000

Fifth and Plum Project

In June 2018, The Port issued $12,590,000 principal amount Development Revenue Bonds (Series 2018) for the purpose of acquiring real and personal property comprising the project and paying bond issuance costs. The 1.7 acre property is a 250-space parking lot located south of the Duke Energy Convention Center in the southwest corner of Cincinnati's central business district. The Port will continue to operate the property as a surface parking lot in the short term, while exploring development options for the best long-term benefit to the region.

Note 6 - Long-term Debt (Continued)

The term bonds have an initial interest rate of 4.95 percent. On June 2, 2028 the interest rate resets through maturity at a rate equal to the 10-year U.S. Treasury Securities rate on this date plus 2.12 percent, with a minimum calculated rate of 5.03 percent and a maximum calculated rate of 6.75 percent. The bonds have a maturity date of June 1, 2043 with semiannual payments of interest and principal on the bonds (principal payments commence June 1, 2024). Total pledged revenues on the bonds for the year ended December 31, 2021 and 2020 were approximately $930,000 and $565,000, respectively, compared to net debt service (principal and interest) of approximately $623,000 and $623,000, respectively. Additionally, The Port's nontax revenue is pledged to support the principal and interest payment if other funds held in the trust are not available.

Assuming a constant interest rate of 4.95 percent per year through June 1, 2028 and 6.75 percent (the maximum rate on the reset date) thereafter to the maturity of the bonds, debt service is estimated as follows as of December 31, 2021:

Years Ending December 31	Principal	Interest	Total
2022	$ -	$ 623,205	$ 623,205
2023	-	623,205	623,205
2024	225,000	620,483	845,483
2025	265,000	608,850	873,850
2026	305,000	595,238	900,238
2027-2031	1,580,000	3,426,649	5,006,649
2032-2036	2,830,000	3,070,575	5,900,575
2037-2041	5,195,000	1,783,350	6,978,350
2042-2043	2,190,000	150,186	2,340,186
Total	$ 12,590,000	$ 11,501,741	$ 24,091,741

Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund

In August 2018, The Port issued an initial $1,000,000 Housing and Community Development Revenue Bond to establish its Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund (the "Program Fund") to rehab foreclosed, vacant residential properties into homes ready for sale in targeted Cincinnati neighborhoods. In May 2020, The Port issued an additional $1,000,000 Housing and Community Development Revenue Bond for the Program Fund.

The Greater Cincinnati Foundation provided the initial and additional capital to seed the Program Fund. The Port administers the Program Fund and develops the program.

The Program Fund is part of The Port's strategic initiative to comprehensively revitalize disinvested target neighborhoods through acquisition and rehabilitation of blighted residential properties. This strategy has increasingly focused on barriers to opportunity, including the growing housing affordability crisis in Hamilton County and concern over displacement of legacy residents in neighborhoods undergoing revitalization.

During 2021 and 2020, The Port provided project loans from the Program Fund totaling $1,303,600 and $839,605, respectively (see Note 2). Two non-profit organizations managed by The Port are eligible borrowers, namely the Hamilton County Land Reutilization Corporation and Homesteading & Urban Redevelopment Corporation.

Note 6 - Long-term Debt (Continued)

The initial bond bears interest at 0.00 percent per year through March 31, 2019 and 2.2213 percent thereafter through the bond maturity date of April 1, 2025. The additional bond bears interest at 2.00 percent through the bond maturity date of April 1, 2025. Interest payments are quarterly in arrears, commencing on July 1, 2019. The bonds constitute special obligations of The Port, and the bond payments due are payable solely from pledged revenue, including the Program Fund and liens against mortgaged properties. Total pledged revenues on the bonds for the year ended December 31, 2021 and 2020 were approximately $29,000 and $23,000, respectively, compared to net debt service (principal and interest) of approximately $42,000 and $29,000, respectively.

Assuming interest rates of 2.2213 percent on the initial bond and 2.00 percent on the additional bond, debt service is estimated as follows as of December 31, 2021:

Years Ending December 31	Principal	Interest	Total
2022	$ -	$ 42,213	$ 42,213
2023	-	42,213	42,213
2024	-	42,213	42,213
2025	2,000,000	21,106	2,021,106
Total	$ 2,000,000	$ 147,745	$ 2,147,745

Fountain Square South Garage - Parking Facility

In March 2019, The Port refinanced and consolidated debt for Fountain Square South Garage and Amberley Site bonds. The $11,325,000 principal debt issued consists of: $4,025,000 of bonds from the Southwest Ohio Regional Bond Fund issued by The Port at a fixed interest rate of 5.00 percent, and $7,300,000 from the Central Ohio Regional Bond Fund issued by the Columbus-Franklin County Finance Authority at a fixed interest rate of 4.65 percent. The cross collateralized bonds have a final maturity date in the year 2043. The refinance eliminated the interest rate swap on the 2015 Fountain Square South Garage bonds and removed The Port's nontax revenue pledge assigned under the Amberley Site bonds.

The 2016 Amberley Site development bonds were issued to assist with financing the acquisition of 56 acres at 2100 Section Rd. in Amberley Village (the former headquarters of Gibson Greetings). The other source of funds to acquire the property was the Patient Capital Fund. The principal balance of these bonds on the refinance date was $1,980,000.

The 2015 Parking Facility Revenue Bonds were issued for the purpose of acquiring a leasehold interest in, improving, furnishing, and equipping The Port's facilities, which includes Fountain Square South Garage (an underground parking garage located in downtown Cincinnati, Ohio), or financing other facilities approved by its board of directors. The principal balance of these bonds at refinancing was $8,064,100.

A long-term lease agreement for Fountain Square South Garage is with the City of Cincinnati, Ohio whereby The Port has agreed to operate, maintain, and rehabilitate the garage and use garage revenue to pay annual debt service on the bonds and other certain payments (see Note 8). Total pledged revenues on the bonds for the year ended December 31, 2021 and 2020 were approximately $2,506,000 and $1,333,000, respectively, compared to net debt service (principal and interest) of approximately $751,000 and $741,000, respectively. Note, the 2021 pledged revenues includes $911,052 from a favorable tax ruling.

Note 6 - Long-term Debt (Continued)

The debt service requirements for the bonds are as follows as of December 31, 2021:

Years Ending December 31	Principal	Interest	Total
2022	$ 235,000	$ 510,054	$ 745,054
2023	255,000	498,605	753,605
2024	260,000	486,316	746,316
2025	280,000	473,670	753,670
2026	290,000	460,184	750,184
2027-2031	1,725,000	2,072,653	3,797,653
2032-2036	2,245,000	1,608,266	3,853,266
2037-2041	2,920,000	1,003,631	3,923,631
2042-2043	2,530,000	192,702	2,722,702
Total	$ 10,740,000	$ 7,306,081	$ 18,046,081

Convention Center Garages - Parking Facilities

In April 2019, The Port acquired two parking facilities located at 605 Plum and 609 Elm, directly north of the Duke Energy Convention Center in Cincinnati's central business district. The 605 Plum parking facility has approximately 280,000 square feet, with 5 levels, 890 parking spaces and 7,800 square feet of retail on the street level. The 609 Elm parking facility has approximately 240,000 square feet with 5 levels and 680 parking spaces.

The $27,170,000 principal debt issued for The Port's acquisition of the garages includes: $4,500,000 of bonds from the Southwest Ohio Regional Bond Fund issued by The Port at a fixed interest rate of 4.65 percent, $15,245,000 of bonds issued by the State of Ohio (ODOT) with fixed interest rates ranging between 2.00 and 5.00 percent, and a $7,425,000 loan from the Ohio Development Services Agency (ODSA) with an initial interest rate of 0.00 percent later increasing to 3.00 percent. All debt related to the garages is cross collateralized and matures in the year 2043. Interest and principal on the bonds are paid semiannually, however The Port funds debt service to the trustee monthly from parking operations.

A long-term ground lease agreement for the 605 Plum garage is with the City of Cincinnati, Ohio whereby The Port has agreed to pay a percentage of garage operating revenues to the City. This accrued ground lease liability is netted from parking revenue.

Total pledged revenues on the bonds for the year ended December 31, 2021 and 2020 were approximately $971,000 and $1,416,000, respectively, compared to net debt service (principal and interest) of approximately $1,387,000 and $1,221,000, respectively. The Port's nontax revenue is pledged to support the principal and interest payment if other funds held in the trust are not available.

The debt service requirements for the bonds are as follows as of December 31, 2021:

Years Ending December 31	Principal	Interest	Total
2022	$ 768,610	$ 809,696	$ 1,578,306
2023	769,872	853,290	1,623,162
2024	793,077	857,780	1,650,857
2025	815,386	832,281	1,647,667
2026	852,934	799,297	1,652,231
2027-2031	4,816,842	3,464,259	8,281,101
2032-2036	9,055,157	2,440,889	11,496,046
2037-2041	5,135,000	1,088,187	6,223,187
2042-2043	2,800,000	153,299	2,953,299
Total	$ 25,806,878	$ 11,298,978	$ 37,105,856

Note 6 - Long-term Debt (Continued)

Convention Center Hotel

In February 2020, The Port issued $52,855,000 principal amount of Revenue Bonds for the purpose of financing the acquisition and demolition of the 872-room former Millennium Hotel and certain other buildings located directly east of the Duke Energy Convention Center in Cincinnati's central business district. Approximately $13.7 million of bond proceeds will fund demolition work, which began in 2020 and will continue through the year 2022. The Port and officials are exploring development options for the best long-term benefit to the region, including a new standalone hotel, expanding the Duke Energy Convention Center, or a combination thereof.

The term bonds have a fixed interest rate of 3.00 percent and a lump sum principal payment due on the bond maturity date of May 1, 2023. Interest on the bonds is paid semiannually beginning November 1, 2020. The bond payments due are payable solely from pledged revenues, including a portion of Hamilton County's Transient Occupancy Tax. Total pledged revenues on the bonds for the years ended December 31, 2021 and 2020 were approximately $1,587,000 and $1,161,000 compared to net debt service (principal and interest) of approximately $1,586,000 and $1,141,000, respectively.

The debt service requirements for the bonds are as follows as of December 31, 2021:

Years Ending December 31	Principal	Interest	Total
2022	$ -	$ 1,585,650	$ 1,585,650
2023	52,855,000	792,825	53,647,825
Total	$ 52,855,000	$ 2,378,475	$ 55,233,475

Patient Capital Fund

In June 2016, The Port issued $7,325,000 principal amount Economic Development Mortgage Revenue Bond Anticipation Notes to establish its Patient Capital Fund. In 2017, The Port issued an additional $3,500,000 principal amount bringing the total original issue to $10,825,000 as of December 31, 2017. The original notes reached their 5-year maturity date in June 2021 and noteholders were presented with the option to redeem or rollover their notes into the 2021 Patient Capital Fund. Of the original $10,825,000 issue, $350,000 was redeemed upon maturity and $10,475,000 was rolled into the 2021 Patient Capital Fund for another 5-year term maturing in June 2026.

The proceeds raised from social impact investment will be used to fund the acquisition of underutilized urban industrial sites and to reposition them for advanced manufacturing. The maximum amount of Patient Capital Fund funds used cannot exceed the expected land sale proceeds. Thus, funding for these industrial projects will likely require a combination of various funding sources. The Port developed this program for community-minded private investors, providing them with a transformational way to invest for economic development and social impact.

During 2016, The Port utilized Patient Capital Fund funds in the amounts of $6,383,788 to acquire 56 acres at 2100 Section Rd. in Amberley Village (the former headquarters of Gibson Greetings Cards) and $841,320 to acquire 19 acres at 2250 Seymour Avenue in Bond Hill (the former Cincinnati Gardens arena). In subsequent years, The Port utilized Patient Capital Fund funds in the amounts of: $497,559 in year 2017 for redevelopment of the Amberley Site; $691,387 in year 2019 to acquire 25 acres at 2000 West Street in Reading, Ohio (a former Dow Chemical site); $2,312,537 in year 2020 to acquire 42 acres on Reading Road in Evandale, Ohio (formerly Formica Corporation); and $427,235 in year 2021 to acquire 8 acres on Reading Road in Reading, Ohio (formerly GE Aviation land).

Note 6 - Long-term Debt (Continued)

The 2021 Patient Capital Fund has two tranches consisting of $9,480,000 of bonds that pay interest semi-annually and $995,000 of notes that pay interest in lump sum upon final maturity in June 2026. The bonds and notes bear interest at 0.15 percent per year. The Port's nontax revenue is pledged to support the interest payment if other funds held in trust are not available. The notes and bonds constitute special obligations of The Port, issued under and secured by the trust agreement and payable solely from the pledged revenue and secured mortgages authorized by the trust agreement. Total pledged revenues on the bonds for the year ended December 31, 2021 and 2020 were approximately $88,000 and $527,000, with net debt service (principal and interest) payments of $433,000 and $0 for years 2021 and 2020, respectively.

Assuming a constant interest rate of 0.15 percent per year to the maturity of the notes, debt service is estimated as follows as of December 31, 2021:

Years Ending December 31	Principal	Interest	Total
2022	$ -	$ 14,220	$ 14,220
2023	-	14,220	14,220
2024	-	14,220	14,220
2025	-	14,220	14,220
2026	10,475,000	12,517	10,487,517
Total	$ 10,475,000	$ 69,397	$ 10,544,397

Note 7 - Public Funding

For the years ended December 31, 2021 and 2020, public funding for The Port came from the following sources:

	2021	2020
Hamilton County, Ohio	$ 1,400,000	$ 660,000
City of Cincinnati, Ohio	700,000	-
Total	$ 2,100,000	$ 660,000

Note 8 - Leases

Operating Leases

As of December 31, 2021, noncancelable operating leases for office space and equipment expire in various years through 2025. In October 2014, The Port signed a 10-year and 10-month term sublease agreement for office space. Minimum annual lease payments began in April 2016 and range from approximately $100,000 to $115,000.

Future minimum lease payments are as follows:

Years Ending December 31		Amount
2022	$	135,374
2023		133,275
2024		131,802
2025		71,501
Thereafter		-
Total	$	471,952

On January 8, 2015, the City of Cincinnati, Ohio leased a city-owned parking garage (Fountain Square Garage) to The Port for $100 for a 30-year term. The purpose of the lease is to modernize and improve the garage and provide funds to The Port for economic development within the city limits. In accordance with the agreement, The Port issued bonds to make improvements to the garage (see Note 6). The improvements are capitalized as leasehold improvements (see Note 4) and are amortized over the life of the lease.

In April 2019, The Port acquired the 605 Plum Street garage adjacent to the Convention Center in Cincinnati's central business district (see Note 6). The acquisition included the transfer of a ground lease with the City of Cincinnati, Ohio, the owner of title to the property. The ground lease is dated March 22, 1985 and has a term expiring on March 31, 2055. Basic rent, as defined by the lease, is $1 payable annually plus a percentage of garage operating revenues.

In February 2020, The Port acquired the former Millennium Hotel located at 150 W. Fifth Street, directly east of the Convention Center in Cincinnati's central business district (see Note 6). The acquisition included the transfer of a ground lease covering a portion of the demolition project site. The 99-year ground lease is dated November 20, 1975 and has a term expiring on November 20, 2074. Rent is paid quarterly and subject to an increase based upon a CPI (Consumer Price Index) calculation every five years. Nonoperating rents during the year of acquisition were based upon an annualized rate of $100,032 and will continue at this rate until the next CPI adjustment in the year 2022 when the annualized rate increases to $125,888.

Note 9 - Net Pension and OPEB Liabilities/(Assets)

Net Pension and OPEB Liabilities/(Assets)

The net pension and OPEB (other postemployment benefits) liabilities/(assets) reported on the statement of net position represents liabilities and assets to employees for pensions and OPEB. Pensions/OPEB are a component of exchange transactions (between an employer and its employees) of salaries and benefits for employee services. Pensions/OPEB are provided to an employee on a deferred-payment basis as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for pensions/OPEB is a present obligation because it was created as a result of employment exchanges that already have occurred.

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

The net pension and OPEB liabilities/(assets) represent The Port's proportionate share of each pension/OPEB plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each pension/OPEB plan's fiduciary net position. The net pension/OPEB liability/(asset) calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments, and others. While these estimates use the best information available, unknowable future events require adjusting this estimate annually.

Ohio Revised Code limits The Port's obligation for these liabilities to annually required payments. The Port cannot control benefit terms or the manner in which pensions/OPEB are financed; however, The Port does receive the benefit of employees' services in exchange for compensation including pension/OPEB.

GASB Statement No. 68 assumes the pension liability is solely the obligation of the employer, because (1) they benefit from employee services and (2) state statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also include costs paid in the form of withholdings from employees). State statute requires the pension plans to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, each pension plan's board must propose corrective action to the state legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability. Resulting adjustments to the net pension liability would be effective when the changes are legally enforceable.

GASB Statement No. 75 assumes the OPEB liability is solely the obligation of the employer, because they benefit from employee services. OPEB contributions come from these employers and health care plan enrollees which pay a portion of the health care costs in the form of a monthly premium. The Ohio Revised Code permits, but does not require, the retirement systems to provide healthcare to eligible benefit recipients. Any change to benefits or funding could significantly affect the net OPEB liability. Resulting adjustments to the net OPEB liability would be effective when the changes are legally enforceable. The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits.

The proportionate share of each plan's unfunded benefits is presented as a long-term net pension/OPEB liability on the accrual basis of accounting. Any liability for the contractually required pension/OPEB contribution outstanding at the end of the year is included in accrued liabilities.

Plan Description

The Port's employees participate in the Ohio Public Employees Retirement System (OPERS), a cost-sharing multiple-employer defined benefit pension and OPEB plan administered by OPERS. OPERS provides retirement, disability and survivor benefits, annual cost of living adjustments, and death benefits to plan members and beneficiaries.

OPERS administers three separate pension plans: the *traditional pension plan*, a cost-sharing, multiple-employer defined benefit pension plan; the *member-directed plan*, a defined contribution plan; and the *combined plan*, a cost-sharing, multiple-employer defined benefit pension plan that has elements of both a defined benefit and defined contribution plan. The Port employees are members in either the traditional pension plan or the member-directed plan through 2020. Beginning in 2021, The Port had one employee in the combined plan. OPERS maintains a cost-sharing multiple-employer defined benefit postemployment healthcare trust, which funds multiple health care plans including medical coverage, prescription drug coverage, and deposits to a health reimbursement arrangement to qualifying benefit recipients of both the traditional pension and the combined plans. This trust is also used to fund health care for member-directed plan participants in the form of a Retiree Medical Account (RMA). At retirement or refund, member-directed plan participants may be eligible for reimbursement of qualified medical expenses from their vested RMA balance.

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

In order to qualify for postemployment healthcare coverage, age and service retirees under the traditional pension and combined plans must have 20 or more years of qualifying Ohio service credit. Healthcare coverage for disability benefit recipients and qualified survivor benefit recipients is available. The healthcare coverage provided by OPERS meets the definition of an other postemployment benefit (OPEB), as described in GASB Statement No. 75. The Ohio Revised Code permits, but does not mandate, OPERS to provide OPEB benefits to its eligible members and beneficiaries. Authority to establish and amend health care coverage is provided to the OPERS board in Chapter 145 of the Ohio Revised Code.

The Ohio Revised Code provides statutory authority requiring public employers to fund postretirement health care through their contributions to OPERS. When funding is approved by OPERS' board of trustees, a portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans. Employer contribution rates are expressed as a percentage of the covered payroll of active members. In 2021 and 2020, local employer units contributed at a rate of 14 percent of covered payroll. This is the maximum employer contribution rate permitted by the Ohio Revised Code. Active member contributions do not fund postretirement healthcare benefits.

Each year, the OPERS board of trustees determines the portion of the employer contribution rate that will be set aside for funding of postemployment healthcare benefits. The portion of employer contributions allocated to health care for members in the traditional pension and combined plans was 0 percent in years 2021 and 2020, as recommended by the OPERS' actuary. The OPERS board of trustees is also authorized to establish rules for the retiree, or their surviving beneficiaries, to pay a portion of the healthcare benefits provided. Payment amounts vary depending on the number of covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited into the RMA for member-directed plan participants was 4.0 percent for years 2021 and 2020.

No portion of the employer contributions in years 2021 and 2020 was made to fund other postemployment benefits (OPEB). There are no postemployment benefits provided by The Port other than those provided through OPERS.

Benefits Provided

All benefits of OPERS, and any benefit increases, are established by the legislature pursuant to Ohio Revised Code Chapter 145. The board, pursuant to Ohio Revised Code (ORC) Chapter 145, has elected to maintain funds to provide healthcare coverage to eligible traditional pension plan and combined plan retirees and survivors of members. Healthcare coverage does not vest and is not required under ORC Chapter 145. As a result, coverage may be reduced or eliminated at the discretion of the board. Additional information on OPERS healthcare coverage can be found in the OPERS 2020 ACFR (Annual Comprehensive Financial Report).

Senate Bill (SB) 343 was enacted into law with an effective date of January 7, 2013. In the legislation, members were categorized into three groups with varying provisions of the law applicable to each group. Members who were eligible to retire under law in effect prior to SB 343 or will be eligible to retire no later than five years after January 7, 2013, comprise transition Group A. Members who have 20 years of service credit prior to January 7, 2013, or will be eligible to retire no later than 10 years after January 7, 2013, are included in transition Group B. Group C includes those members who are not in either of the other groups and members who were hired on or after January 7, 2013. Please see the plan statement in the OPERS 2020 ACFR for additional details.

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

In the traditional pension plan, state and local members are calculated on the basis of age, final average salary (FAS), and service credit. State and local members in transition Groups A and B are eligible for retirement benefits at age 60 with 60 contributing months of service credit or at age 55 with 25 or more years of service credit. Group C for state and local members is eligible for retirement at age 57 with 25 years of service or at age 62 with five years of service. For Groups A and B, the annual benefit is based on 2.2 percent of final average salary multiplied by the actual years of service for the first 30 years of service credit and 2.5 percent for years of service in-excess of 30 years. For Group C, the annual benefit applies a factor of 2.2 percent for the first 35 years and a factor of 2.5 percent for the years of service in-excess of 35. FAS represents the average of the three highest years of earnings over a member's career for Groups A and B. Group C is based on the average of the five highest years of earnings over a member's career. Refer to the age-and-service tables located in the OPERS 2020 ACFR Plan Statement for additional information regarding the requirements for reduced and unreduced benefits. Members who retire before meeting the age and years of service credit requirement for unreduced benefit receive a percentage reduction in the benefit amount. The base amount of a member's pension benefit is locked in upon receipt of the initial benefit payment for calculation of annual cost of living adjustment.

Contributions

Employers are required to make contributions to OPERS on the basis of a percentage of eligible salary and at a rate based upon the recommendations of the OPERS actuary, subject to the statutory limitations. Penalties and interest are assessed for late payments. The contribution rate for state and local employers in 2021 and 2020 was 14.0 percent. The 2021 and 2020 employee contribution rate for state and local members was 10.0 percent of earnable salary.

Individual accounts for each member of OPERS are maintained and funds contributed by members of the traditional pension plan are fully refundable at service termination or death. The refund value of contributions made by members of the combined plan and the member-directed plan are subject to changes (gains or losses) that occur as a result of the member's selected investment options.

Payable to the Pension and OPEB Plans

At December 31, 2021 and 2020, The Port reported a payable of $52,829 and $56,302, respectively, to OPERS for the outstanding amount of contributions to the plan required for the years ended December 31, 2021 and 2020, respectively.

Net Pension Liability, Deferrals, and Pension Expense

At December 31, 2021 and 2020, The Port reported a liability of $2,078,102 and $2,322,206, respectively, for its proportionate share of the net pension liability for OPERS. The net pension liability was measured as of December 31, 2020 and 2019 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Port's proportion of the net pension liability was based on The Port's share of contributions to the pension plan relative to the contributions of all participating entities. The Port's proportionate share of the OPERS net pension liability is 0.014207 and 0.011787 percent for 2020 and 2019, respectively.

For the year ended December 31, 2021 and 2020, The Port recognized pension expense of $140,416 and $504,600, respectively.

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

At December 31, 2021 and 2020, The Port reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2021		2020	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	$ 17,620	$ 88,002	$ 25,314	$ 29,457
Changes in assumptions	732	-	125,667	-
Net difference between projected and actual earnings on pension plan investments	-	822,783	-	467,120
Changes in proportionate share and differences between employer contributions and proportionate share of contributions	342,502	82,187	37,605	220,873
Employer contributions to the plan subsequent to the measurement date	423,768	-	398,425	-
Total	$ 784,622	$ 992,972	$ 587,011	$ 717,450

Contributions of $423,768 reported as deferred outflows of resources as of December 31, 2021 are related to pension resulting from The Port's contributions subsequent to the measurement date and will be recognized as a reduction of the net pension liability in the year ending December 31, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

Years Ending December 31	Amount
2022	$ (199,474)
2023	(837)
2024	(332,183)
2025	(109,387)
2026	2,544
Thereafter	7,219
Total	$ (632,118)

Net OPEB Liability, Deferrals, and OPEB Expense

The net OPEB liability and total OPEB liability for OPERS were determined by an actuarial valuation as of December 31, 2019, rolled forward to the measurement date of December 31, 2020, by incorporating the expected value of health care cost accruals, the actual health care payment, and interest accruals during the year. The Port's proportion of the net OPEB liability was based on The Port's share of contributions to the retirement plan relative to the contributions of all participating entities. The Port's proportionate share of the OPERS net OPEB liability is 0.018818 and 0.018862 percent for 2020 and 2019, respectively. At December 31, 2021 and 2020, The Port reported an asset and liability of $335,258 and $2,605,332, respectively, for its proportionate share of the net OPEB (asset)/liability for OPERS.

For the year ended December 31, 2021 and 2020, The Port recognized OPEB (expense reduction) and expense of ($1,974,404) and $352,210, respectively.

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

At December 31, 2021 and 2020, The Port reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	2021		2020	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	$ -	$ 302,568	$ 70	$ 238,270
Changes in assumptions	164,817	543,218	412,396	-
Net difference between projected and actual earnings on OPEB plan investments	-	178,563	-	132,663
Changes in proportionate share and differences between employer contributions and proportionate share of contributions	2,039	10,653	68,925	17,027
Employer contributions to the plan subsequent to the measurement date	-	-	-	-
Total	$ 166,856	$ 1,035,002	$ 481,391	$ 387,960

The Port had no OPEB contributions subsequent to the measurement date. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Years Ending December 31	Amount
2022	$ (455,935)
2023	(313,575)
2024	(77,596)
2025	(21,040)
2026	-
Thereafter	-
Total	$ (868,146)

Actuarial Assumptions

The total pension liability in the actuarial valuations was determined using the following actuarial assumptions applied to all periods included in the measurement:

	Ohio Public Employees Retirement System (OPERS)
Valuation date	December 31, 2020 and 2019
Experience study	Five-year period ended December 31, 2015
Actuarial cost method	Individual entry age
Investment rate of return	7.20% for 2020 and 2019 - Net of pension plan investment expense
Wage inflation	3.25%
Projected salary increases	3.25-10.75% (includes wage inflation at 3.25%) Traditional Plan 3.25-8.25% (includes wage inflation at 3.25%) Combined/Member-Directed Plans
Cost of living adjustments	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 0.50% Simple through 2021, then 2.15% simple thereafter

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

The total OPEB liability in the actuarial valuations was determined using the following actuarial assumptions applied to all periods included in the measurement:

	Ohio Public Employees Retirement System (OPERS)	
Valuation date	December 31, 2019 rolled forward to the measurement date December 31, 2020	December 31, 2018 rolled forward to the measurement date December 31, 2019
Experience study	Five-year period ended December 31, 2015	Five-year period ended December 31, 2015
Actuarial cost method	Individual entry age	Individual entry age
Single discount rate	6.00% current measurement date	3.16% current measurement date
Investment rate of return	6.00% Net of OPEB plan investment expense	6.00% Net of OPEB plan investment expense
Municipal bond rate	2.00%	2.75%
Wage inflation	3.25%	3.25%
Projected salary increases	3.25-10.75% (includes wage inflation at 3.25%)	3.25-10.75% (includes wage inflation at 3.25%)
Health care cost trend rate	8.5% initial, 3.5% ultimate in 2035	10.5% initial, 3.5% ultimate in 2030

Mortality rates were based on the RP-2014 Healthy Annuitant mortality table. For males, Healthy Annuitant Mortality tables were used, adjusted for mortality improvement back to the observation period base of 2006 and then established the base year as 2015. For females, Healthy Annuitant Mortality tables were used, adjusted for mortality improvements back to the observation period base year of 2006 and then established the base year as 2010. The mortality rates used in evaluating disability allowances were based on the RP 2014 Disabled mortality tables, adjusted for mortality improvement back to the observation base year of 2006 and then established the base year as 2015 for males and 2010 for females. Mortality rates for a particular calendar year for both healthy and disabled retiree mortality tables are determined by applying the MP-2015 mortality improvement scale to the tables shown above.

Discount Rate

The discount rate used to measure the total pension liability was 7.20 percent for years 2020 and 2019. The projection of cash flows used to determine the pension discount rate assumed that contributions from plan members and those of the contributing employers are made at statutorily required rates.

A single discount rate of 6.00 and 3.16 percent was used to measure the OPEB liability on the measurement date of December 31, 2020 and 2019, respectively. This single discount rate was based on an expected rate of return on the health care investment portfolio of 6.00 percent and 6.00 percent and a municipal bond rate of 2.00 and 2.75 percent, for years 2020 and 2019, respectively. The projection of cash flows used to determine the single OPEB discount rate assumed that employer contributions will be made at rates equal to statutorily required rates.

Projected Cash Flows

Based on the pension plan assumptions, the pension 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.

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

Based on the OPEB plan assumptions, the health care fiduciary net position and future contributions were sufficient to finance health care costs through 2120. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2120, and the municipal bond rate was applied to all health care costs after that date.

Investment Rate of Return

The allocation of investment assets within the defined benefit portfolio is approved by the board as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plan. The following table displays the board-approved asset allocation policy for years 2020 and 2019 and the long-term expected real rates of return.

	2020		2019	
Asset Class	Target Allocation	Long-term Expected Real Rate of Return	Target Allocation	Long-term Expected Real Rate of Return
Fixed income	25.00%	1.32%	25.00%	1.83%
Domestic equities	21.00	5.64	19.00	5.75
Real estate	10.00	5.39	10.00	5.20
Private equity	12.00	10.42	12.00	10.70
International equities	23.00	7.36	21.00	7.66
Other investments	9.00	4.75	13.00	4.98
Total	100.00%	5.43%	100.00%	5.61%

The allocation of investment assets within the health care portfolio is approved by the board as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of continuing to offer a sustainable health care program for current and future retirees. The system's primary goal is to achieve and maintain a fully funded status for benefits provided through the defined pension plans. Health care is a discretionary benefit. The following table displays the board-approved asset allocation policy for years 2020 and 2019 and the long-term expected real rates of return.

	2020		2019	
Asset Class	Target Allocation	Long-term Expected Real Rate of Return	Target Allocation	Long-term Expected Real Rate of Return
Fixed income	34.00%	1.07%	36.00%	1.53%
Domestic equities	25.00	5.64	21.00	5.75
REITs	7.00	6.48	6.00	5.69
International equities	25.00	7.36	23.00	7.66
Other investments	9.00	4.02	14.00	4.90
Total	100.00%	4.43%	100.00%	4.55%

The long-term expected rate of return on both defined benefit and health care investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of 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, adjusted for inflation.

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

During 2020, OPERS managed investments in three investment portfolios: the defined benefit portfolio, the health care portfolio and the defined contribution portfolio. The defined benefit portfolio includes the investment assets of the Traditional pension plan, the defined benefit component of the combined plan, and the annuitized accounts of the member-directed plan. Within the defined benefit portfolio, contributions into the plans are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The money-weighted rate of return, net of investment expense, for the defined benefit portfolio is a gain of 11.7 and 17.2 percent for 2020 and 2019, respectively.

The health care portfolio includes the assets for health care expenses for the traditional pension plan, combined plan and member-directed plan eligible members. Within the health care portfolio, contributions into the plans are assumed to be received continuously throughout the year based on the actual payroll payable at the time contributions are made, and health care-related payments are assumed to occur mid-year. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the health care portfolio is a gain of 10.5 and 19.7 percent for 2020 and 2019, respectively.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of The Port, calculated using the discount rate of 7.20 percent for years 2021 and 2020, as well as what The Port's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percent Decrease (6.20%)	Current Discount Rate (7.20%)	1 Percent Increase (8.20%)
Net pension liability - 2021	$ 3,990,400	$ 2,078,102	$ 488,146

	1 Percent Decrease (6.20%)	Current Discount Rate (7.20%)	1 Percent Increase (8.20%)
Net pension liability - 2020	$ 3,838,554	$ 2,322,206	$ 959,814

Sensitivity of the Net OPEB Liability/(Asset) to Changes in the Discount and Health Care Cost Trend Rates

The following presents the net OPEB liability/(asset) of The Port, calculated using the single discount rate of 6.00 and 3.16 percent for years 2021 and 2020, respectively, as well as what The Port's net OPEB asset/liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percent Decrease (5.00%)	Current Single Discount Rate (6.00%)	1 Percent Increase (7.00%)
Net OPEB liability/(asset) – 2021	$ (83,364)	$ (335,258)	$ (542,335)

	1 Percent Decrease (2.16%)	Current Single Discount Rate (3.16%)	1 Percent Increase (4.16%)
Net OPEB liability - 2020	$ 3,409,495	$ 2,605,332	$ 1,961,459

Note 9 - Net Pension and OPEB Liabilities/(Assets) (Continued)

Changes in the health care cost trend rate may also have a significant impact on the net OPEB asset/liability. The following table presents the net OPEB liability/(asset) calculated using the assumed trend rate, and the expected net OPEB liability/(asset) if it were calculated using a health care cost trend rate that is 1 percent point lower or 1 percentage point higher than the current rate.

	1 Percent Decrease	Current Health Care Cost Trend Rate Assumption	1 Percent Increase
Net OPEB liability/(asset) – 2021	$ (343,429)	$ (335,258)	$ (326,116)
Net OPEB liability – 2020	2,528,451	2,605,332	2,681,233

Additional Financial and Actuarial Information

OPERS issues a publicly available, stand-alone financial report that includes financial statements, required supplemental information, and detailed information about OPERS' fiduciary net position. That report can be obtained by visiting the OPERS website at www.opers.org. Additional information supporting the preparation of the schedules of collective pension/OPEB amounts and employer allocations (including the disclosure of the net pension/OPEB liability/(asset), required supplemental information on the net pension/OPEB liability/(asset), and the unmodified audit opinion on the combined financial statements) is located in the OPERS 2020 ACFR. This ACFR is available at www.opers.org or by contacting OPERS at: OPERS, 277 East Town Street, Columbus, Ohio 43215-4642 or by calling (800) 222-7377.

Note 10 - Risk Management

The Port is exposed to various risks of loss related to torts-theft of, damage to, and destruction of assets, errors and omissions, injuries to employees, natural disasters, and medical benefits provided to employees. These risks are covered by commercial insurance purchased from independent third parties.

The Port pays into the State of Ohio Bureau of Workers' Compensation System. Workers' compensation claims are submitted to the State of Ohio for authorization and payment to the injured employee. The Port has no further risk. The State of Ohio establishes employer payments, employee payments, and reserves.

In February 2020, a developer sued The Port for $5 million in fees tied to the redevelopment of the former Millennium Hotel in Cincinnati's central business district. In November 2021, a Hamilton County judge ruled in favor of the developer. The Port has appealed the judgement and the outcome and liability (if any) cannot be determined at the time of this report. The Port acquired the hotel at the request of Hamilton County, thus any potential settlement would likely involve their input and assistance.

Settled claims have not exceeded The Port's commercial insurance coverage for any of the past three years.

Note 11 - Conduit Revenue Bond Obligations

The Port has outstanding aggregate conduit revenue bond obligations of approximately $1,150,732,000 and $1,055,640,000 at December 31, 2021 and 2020, respectively. The conduit revenue bonds issued provide third parties with financing to support their economic development projects, and are payable solely from the net revenue derived from the respective agreements and are not a general obligation of The Port. After these bonds are issued, all financial activity is administered by the paying agent. The bonds and related lease contracts are not reflected in The Port's financial statements. Information regarding the status of each bond issue, including possible default, must be obtained from the paying agent or other knowledgeable source. The Port provides a limited commitment to maintain an issue's tax-exempt status and to facilitate payments through an agent, but does not extend additional or voluntary commitments for these conduit debt obligations. See Note 13 for a list of long-term debt transactions restated as conduit debt obligation as a result of implementing GASB Statement No. 91, Conduit Debt Obligations.

Note 11 - Conduit Revenue Bond Obligations (Continued)

In 2021, The Port issued conduit debt for Summit Park Area Public Infrastructure Improvements, FC Cincinnati Public Improvements, Cornerstone, Bigelow Street, Montgomery Quarter, Walworth Junction, Blair Lofts, Linden Pointe, Court & Walnut Development, Colonial Village Apartments, IDEA Public School and US Playing Cards.

Additional conduit debt outstanding includes the following: the Cincinnati Zoo, Queen City Square, Fountain Square, 12th and Vine Parking, Oakley Station, UC Health Drake Center, Fifth and Race Development, Saint Ursula Villa, AHA Colonial Village, RBM Development Phase 2A, Downtown/OTR West Redevelopment, Keystone Hotel, Rumpke, The Collegiate, Fairfax Village Red Bank Public Infrastructure, Poste (formerly Firehouse Row), RBM Development Phase 2B, Woodlawn Meadows, Madison and Whetsel, Springdale Commerce Park, Fourth and Race Parking Garage, Provident Bank Building, Eighth and Main Apartments, FC Cincinnati MLS Stadium, Mariemont City School District, Summit Park - Blue Ash Airport Redevelopment, 3CDC Master Parking, The Artistry, Findlay Center, 1118 Sycamore, Madison & Whetsel Phase II, Fields Ertel Project, Gallery at Kenwood, Fourth & Race Residential Tower, Springrose Meadows, 3CDC 1400 Vine St Parking Facility, Kao Property Acquisition Project, Madison & Stewart Apartments, College Hill Station, St Xavier High School, 3CDC Ziegler and Fountain Place Parking Facilities, Uptown Gateway, FC Cincinnati Stadium Public Improvements, Willows at Springdale, Madison and Whetsel Phase III, Cincinnati Mall Public Infrastructure, Springdale Pictoria Public Parking/Infrastructure and Kenwood Collection Redevelopment.

Note 12 - Assets Held for Resale

The Port's assets held for resale consist of approximately 178 acres as of December 31, 2021, compared to 172 acres at the prior year end. All properties owned by The Port are located in Hamilton County, Ohio. A summary of real estate held for redevelopment follows:

	2021	2020
2100 Section Road (Amberley Village)	$ 7,162,913	$ 7,162,913
MidPointe Crossing and Swift Park (Bond Hill)	940,000	940,000
TechSolve II (Roselawn)	-	162,724
Bond Hill and Roselawn Business Districts	4,899,465	4,283,977
2250 Seymour Avenue (Bond Hill)	617,298	1,392,798
Hudepohl (Queensgate)	718,795	705,000
2000 West Street (Reading)	808,004	767,330
10155 Reading Road (Evendale)	2,364,053	2,364,303
Reading Road (Evendale)	556,462	-
8001-8109 Reading Road (Sycamore Twp)	1,430,556	-
West End properties	872,781	544,692
Evanston properties	432,472	432,472
Price Hill properties	125,746	125,746
Total	$ 20,928,545	$ 18,881,955

Assets held for resale are recorded at the lower of cost or market value. Management estimates net realizable value based upon the list prices used by commercial real estate brokers less selling costs. In 2021, no cost-to-market adjustment was required to assets held for resale. In 2020, The Port recognized a cost-to-market adjustment in the amount of $5,031,669 to write down costs on the following properties: $2,844,845 for Hudephol upon being listed by a commercial real estate broker; and $2,044,624 and $142,200 for MidPointe Crossing and 2250 Seymour Avenue, respectively, upon signing a PSA (Purchase Sale Agreement) below their broker listed price.

The Port funds its acquisition and redevelopment of real estate primarily from local and state redevelopment awards and the issuance of bonds and bond anticipation notes (see Note 6).

- The acquisition and redevelopment of MidPointe Crossing and TechSolve II was funded by the City of Cincinnati, Ohio in the amount of $6.2 million and $4.3 million, respectively.

Note 12 –Assets Held for Resale (Continued)

- The Bond Hill and Roselawn Business Districts are being funded by a $3 million grant from the City of Cincinnati and The Port's real estate development fund, which was created by the issuance of Fountain Square South Garage parking revenue bonds in 2015, subsequently refinanced in 2019.
- The acquisitions of 2100 Section Road and 2250 Seymour Avenue were funded by the issuance of revenue bonds and mortgage revenue bond anticipation notes (Patient Capital Fund). Redevelopment at 2100 Section Road completed in 2017. Project costs on 2100 Section Road were primarily funded by capital contributions from Hamilton County and JobsOhio. Redevelopment at 2250 Seymour Avenue completed in 2018. Project costs were primarily funded by the City of Cincinnati and JobsOhio.
- The Hudepohl redevelopment completed in late 2019. Project funding came from a $2.2 million grant from the City of Cincinnati and The Port's real estate development fund.
- The acquisition of 10155 Reading Road in Evendale (former Formica Corporation site) was funded by The Port's Patient Capital Fund (See Note 6).
- The acquisition and future redevelopment of 8001-8109 Reading Road (former Carrousel Inn and Drake Motel) is funded by a $2.0 million grant from Hamilton County.

Certain redevelopment agreements disburse funds to The Port in advance of the redevelopment services being performed. These agreements require The Port to return any unused redevelopment funds. As a result, The Port records the unused portion as a liability, unearned grant revenue, in the statement of net position.

Note 13 - Change in Accounting Principle and Restatement of Net Position

For the year ended December 31, 2021, The Port implemented early adoption of the Governmental Accounting Standards Board (GASB) Statement No. 91, *Conduit Debt Obligations*. GASB Statement No. 91 clarifies the existing definition of conduit debt, provides a single method of reporting conduit debt obligations by issuers, and eliminates diversity in practice associated with commitments extended by issuers, arrangements associated with conduit debt obligations, and related note disclosures. As a result, issuers should not recognize a liability for items meeting the definition of conduit debt; however, a liability should be recorded for additional or voluntary commitments to support debt service if certain recognition criteria are met. The standard also addresses the treatment of arrangements where capital assets are constructed or acquired with the proceeds of a conduit debt obligation and used by a third-party obligor.

The following is a summary of long-term debt transactions previously reported as liabilities of The Port and being restated as conduit debt obligations under the clarified definition in GASB Statement No. 91 for the year ending December 31, 2020.

		2020
2004 Cincinnati Mall Public Infrastructure	$	13,170,000
2006 Springdale Pictoria Public Parking/Infrastructure		5,675,000
2016 Kenwood Collection Redevelopment		17,900,000
2016 RBM Development Phase 2A Project		14,895,000
2017 Fairfax Village Red Bank Infrastructure Project		2,968,088
2018 RBM Development Phase 2B Project		22,805,000
2019 Gallery at Kenwood		26,405,000
2020 Uptown Gateway Development Phase IA		48,445,000
Total bonds restated	$	152,263,088
Unamortized bond premium		220,317

Note 13 –Change in Accounting Principle and Restatement of Net Position (Continued)

The impact of this change to net position is as follows:

	As previously reported December 31, 2020	As restated under GASB 91 December 31, 2020	Effect of Change
Restatement to Statement of Net Position:			
Noncurrent assets:			
Restricted cash and investments	$ 71,606,735	$ 27,875,574	$ (43,731,161)
Capital assets - not subject to depreciation	126,517,934	56,590,951	(69,926,983)
Capital assets, net - subject to depreciation	62,855,136	20,771,418	(42,083,718)
Total restatement to noncurrent assets			(155,741,862)
Noncurrent liabilities:			
Accrued interest payable from restricted assets	3,633,026	922,502	(2,710,524)
Accrued expenses payable from restricted assets	881,388	314,954	(566,434)
Current portion of LT debt payable from restricted assets	13,739,016	11,817,076	(1,921,940)
Long term debt payable from restricted assets	59,237,176	17,427,955	(41,809,221)
Long term debt payable from future restricted bond revenues	204,076,684	95,324,440	(108,752,244)
Total restatement to noncurrent liabilities			(155,760,363)
Net Position – Net investment in capital assets	(2,128,520)	(2,110,019)	18,501
Restatement to Statement of Revenue, Expenses and Changes in Net Position:			
Operating expense			
Depreciation	$ 3,598,818	$ 1,053,880	$ 2,544,938
Nonoperating revenue (expense)			
Restricted bond revenue	6,522,368	1,294,701	(5,227,667)
Investment income	489,436	207,071	(282,365)
Interest expense	(7,583,772)	(3,314,827)	4,268,945
Bond administrative expense	(3,485,016)	(1,050,134)	2,434,882
Total restatement to nonoperating revenue (expense)			1,193,795
Net position – beginning of year	13,193,959	9,473,727	(3,720,232)
Net position – end of year	3,555,247	3,573,748	18,501

Note 14 - Subsequent Events

On January 31, 2022, The Port issued $15.9 million of Non-Tax Revenue Bonds for the acquisition of a rental portfolio consisting of 194 single family homes in Hamilton County. The portfolio was acquired through an auction to settle the foreclosure of an out-of-town investor. The Port plans to transition the rental portfolio to owner-occupied housing in an effort to increase home ownership. The bonds have a fixed interest rate of 3.94 (taxable) and 3.49 (tax-exempt) percent and mature in years 2034 and 2046, respectively.

Required Supplemental Information

Required Supplemental Information
Schedule of The Port's Pension Contributions
OPERS Traditional Plan

Last Ten Fiscal Years

Years Ended December 31

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Contractually required contribution	$ 311,684	$ 273,617	$ 283,801	$ 265,822	$ 218,792	$ 130,688	$ 103,833	$ 105,605	$ 99,498	$ 49,896
Contributions in relation to the contractually required contribution	311,684	273,617	283,801	265,822	218,792	130,688	103,833	105,605	99,498	49,896
Contribution Deficiency	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
The Port's Covered Payroll	$ 2,226,316	$ 1,954,408	$ 2,027,149	$ 1,898,732	$ 1,683,015	$ 1,089,067	$ 865,273	$ 880,038	$ 765,372	$ 498,963
Contributions as a Percentage of Covered Payroll	14.00 %	14.00 %	14.00 %	14.00 %	13.00 %	12.00 %	12.00 %	12.00 %	13.00 %	10.00 %

Required Supplemental Information
Schedule of The Port's OPEB Contributions
OPERS Health Care Plan

Last Five Fiscal Years

Years Ended December 31

	2021	2020	2019	2018	2017
Contractually required contribution	$ -	$ -	$ -	$ -	$ 16,830
Contributions in relation to the contractually required contribution	-	-	-	-	16,830
Contribution Deficiency	$ -	$ -	$ -	$ -	$ -
Covered Employee Payroll	**$ 2,226,316**	**$ 1,954,408**	**$ 2,027,149**	**$ 1,898,732**	**$ 1,683,015**
Contributions as a Percentage of Covered Employee Payroll	**- %**	**- %**	**- %**	**- %**	**1.00 %**

Note: OPEB data prior to 2017 is not available.

Required Supplemental Information
Schedule of The Port's Proportionate Share of Net Pension Liability
OPERS - Traditional Plan

Last Eight Plan Years

For the Plan Years Ended December 31

	2021	2020	2019	2018	2017
The Port's proportion of the net pension liability	0. 01421 %	0. 01179 %	0.01342 %	0.01274 %	0.00843 %
The Port's proportionate share of the net pension liability	$ 2,078,102	$ 2,322,206	$ 3,670,558	$ 1,993,142	$ 1,912,511
The Port's Covered Payroll	$ 1,954,408	$ 2,027,149	$ 1,898,732	$ 1,683,015	$ 1,089,067
The Port's Proportionate Share of the Net Pension Liability as a Percentage of its Covered Payroll	106.33 %	114.55 %	193.32 %	118.43 %	175.61 %
Plan Fiduciary Net Position as a Percentage of Total Pension Liability	86.88 %	82.17 %	74.70 %	84.66 %	77.30 %

	2016	2015	2014
The Port's proportion of the net pension liability	0.00695 %	0.00718 %	0.00718 %
The Port's proportionate share of the net pension liability	$ 1,203,569	$ 865,747	$ 846,193
The Port's Covered Payroll	$ 865,273	$ 880,038	$ 765,372
The Port's Proportionate Share of the Net Pension Liability as a Percentage of its Covered Payroll	139.10 %	98.38 %	110.56 %
Plan Fiduciary Net Position as a Percentage of Total Pension Liability	81.20 %	86.50 %	86.40 %

Note: Pension data prior to 2014 is not available.

Required Supplemental Information
Schedule of The Port's Proportionate Share of the Net OPEB Liability
OPERS - Health Care Plan

Last Four Plan Years

For the Plan Year Ended December 31

	2021	2020	2019	2018
The Port's proportion of the net OPEB liability	0.01882 %	0.01886 %	0.01909 %	0.01722 %
The Port's proportionate share of the net OPEB liability (asset)	$ (335,258)	$ 2,605,332	$ 2,488,494	$ 1,870,194
The Port's Covered Employee Payroll	$ 1,954,408	$ 2,027,149	$ 1,898,732	$ 1,683,015
The Port's Proportionate Share of the Net OPEB Liability (Asset) as a Percentage of its Covered Employee Payroll	-17.15 %	128.52 %	131.06 %	111.12 %
Plan Fiduciary Net Position as a Percentage of Total OPEB Liability	115.57 %	47.80 %	46.33 %	54.14 %

Note: OPEB data prior to 2018 is not available.

Note A – Pension Liability and Contributions

Information about factors that significantly affect trends in the amounts reported in the schedules should be presented as notes to the schedule.

Changes in benefit terms: There were no changes in benefit terms from the amounts reported for the Plan years ended December 31, 2021 and 2020, respectively.

Changes in assumptions: During the plan year ended December 31, 2016, there were changes to several assumptions for OPERS. The long-term pension investment return assumption was reduced from 8.00% to 7.50%. The wage inflation dropped from 3.75% to 3.25%. The projected salary increase range changed from 4.25-10.05% to 3.25-10.75%. The mortality tables used changed from RP-2000 to RP-2014.

During the plan year ended December 31, 2018, the long-term investment return assumption for pension was modified from 7.50% to 7.20% based on changes in the market outlook.

The change in the actuarial information as of the measurement and valuation date of December 31, 2020 compared to December 31, 2019 included no change in the investment rate of return of 7.20 percent.

Calculation of employer allocations: OPERS Health care funding is discretionary and dependent on both the pension funding and future projections. The portion of employer contributions allocated to health care was 0.0 percent for the Traditional Pension Plan and Combined Plan 4.00 percent for the Member-Directed Plan for years 2019 and 2020. The 2021 allocation is expected to continue at these rates.

Note B – OPEB Liability and Contributions

Information about factors that significantly affect trends in the amounts reported in the schedules should be presented as notes to the schedule.

Changes in benefit terms: There were no changes in benefit terms from the amounts reported for the Plan years ended December 31, 2021 and 2020, respectively.

Changes in assumptions: The change in the actuarial information as of the measurement and valuation date of December 31, 2020 compared to December 31, 2019 included: an increase in the single discount rate from 3.16 percent to 6.00 percent, a decrease in the municipal bond rate from 2.75 percent to 2.00 percent, and a decrease in the health care cost trend rate from 10.5 percent initial, 3.5 percent ultimate in 2030 to 8.5 percent initial, 3.5 percent ultimate in 2035.

On January 15, 2020, the Board approved several changes to the health care plan offered to Medicare and non-Medicare retirees in efforts to decrease costs and increase the solvency of the health care plan. These changes are effective January 1, 2022 and include changes to base allowances and eligibility for Medicare retirees, as well as replacing OPERS-sponsored medical plans for non-Medicare retirees with monthly allowances, similar to the program for Medicare retirees. These changes significantly decreased the total OPEB liability for the measurement date December 31, 2020.

Plante & Moran, PLLC
3434 Granite Circle
Toledo, OH 43617
Tel: 419.843.6000
Fax: 419.843.6099
plantemoran.com

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

Independent Auditor's Report

To Management and the Board of Directors
Port of Greater Cincinnati Development Authority

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 Port of Greater Cincinnati Development Authority (the "Port") as of and for the year ended December 31, 2021 and the related notes to the financial statements, which collectively comprise the Port's basic financial statements, and have issued our report thereon dated June 29, 2022.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Port's internal control over financial reporting (internal control) 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 Port's internal control. Accordingly, we do not express an opinion on the effectiveness of the Port's internal control.

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

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Port's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the 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*.

To Management and the Board of Directors
Port of Greater Cincinnati Development Authority

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 Port'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 Port's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Plante & Moran, PLLC

June 29, 2022

OHIO AUDITOR OF STATE
KEITH FABER

PORT OF GREATER CINCINNATI DEVELOPMENT AUTHORITY

HAMILTON COUNTY

AUDITOR OF STATE OF OHIO CERTIFICATION

This is a true and correct copy of the report, which is required to be filed pursuant to Section 117.26, Revised Code, and which is filed in the Office of the Ohio Auditor of State in Columbus, Ohio.

Certified for Release 7/28/2022

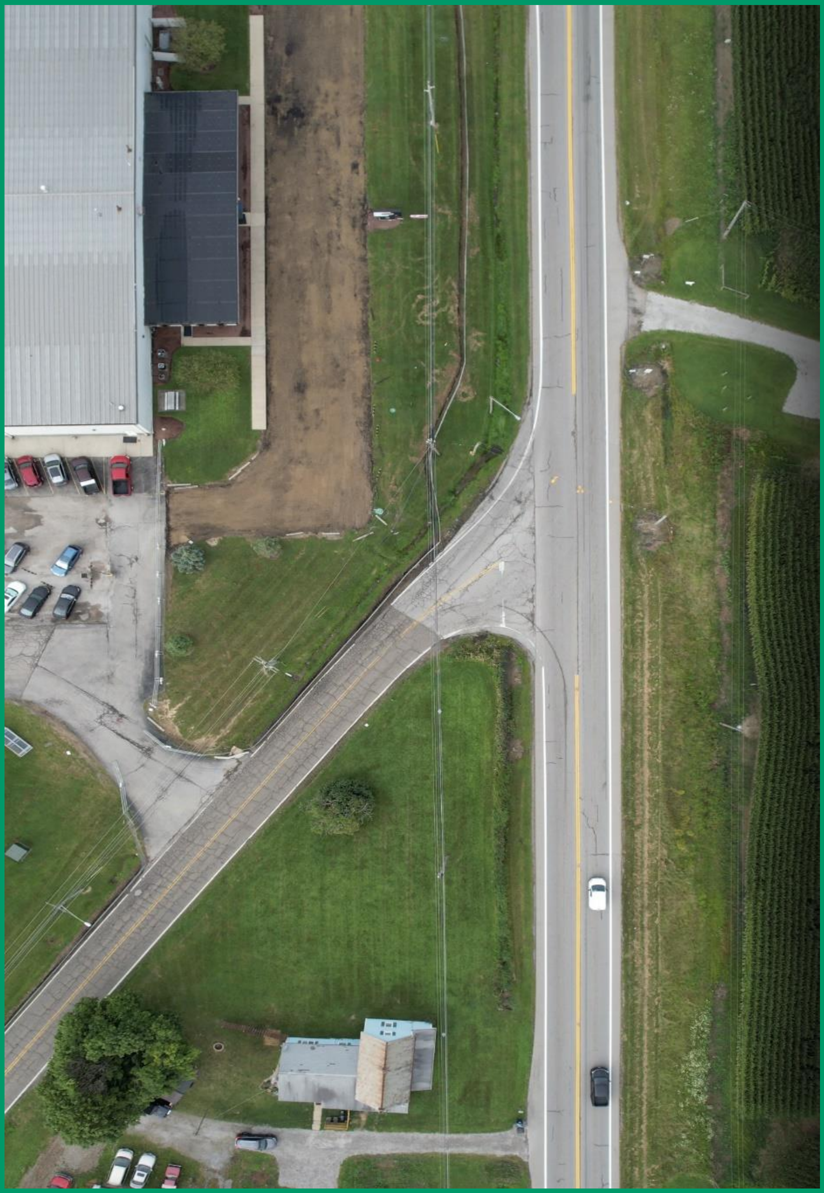
88 East Broad Street, Columbus, Ohio 43215
Phone: 614-466-4514 or 800-282-0370

APPENDIX VII

ODOT-STATE INFRASTRUCTURE BANK ANNUAL FINANCIAL REPORT
Available as of June 30, 2022

[REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

STATE INFRASTRUCTURE BANK
ANNUAL FINANCIAL REPORT



Federal Fiscal Year 2021
(October 2020 – September 2021)

Mike DeWine, Ohio Governor
Jack Marchbanks, Ph.D., ODOT Director

Ohio Department of Transportation

State Infrastructure Bank
Annual Financial Report

The Ohio Department of Transportation is pleased to present the Federal Fiscal Year (FFY) 2021 State Infrastructure Bank (SIB) Annual Financial Report.

This report contains a financial statement of the SIB and summaries for loans and bonds that were approved by the loan committee during the federal fiscal year (October 2020-September 2021).

The FFY 2021 portfolio of the SIB includes nine loans totaling $14m and two bonds totaling $11.2m. Since the inception of the program, the Ohio SIB has issued 261 loans and 14 bonds totaling $794m.

The Ohio SIB has been audited for State Fiscal Year 2017 by the State of Ohio Auditor's office and complies with the Single Audit Act.

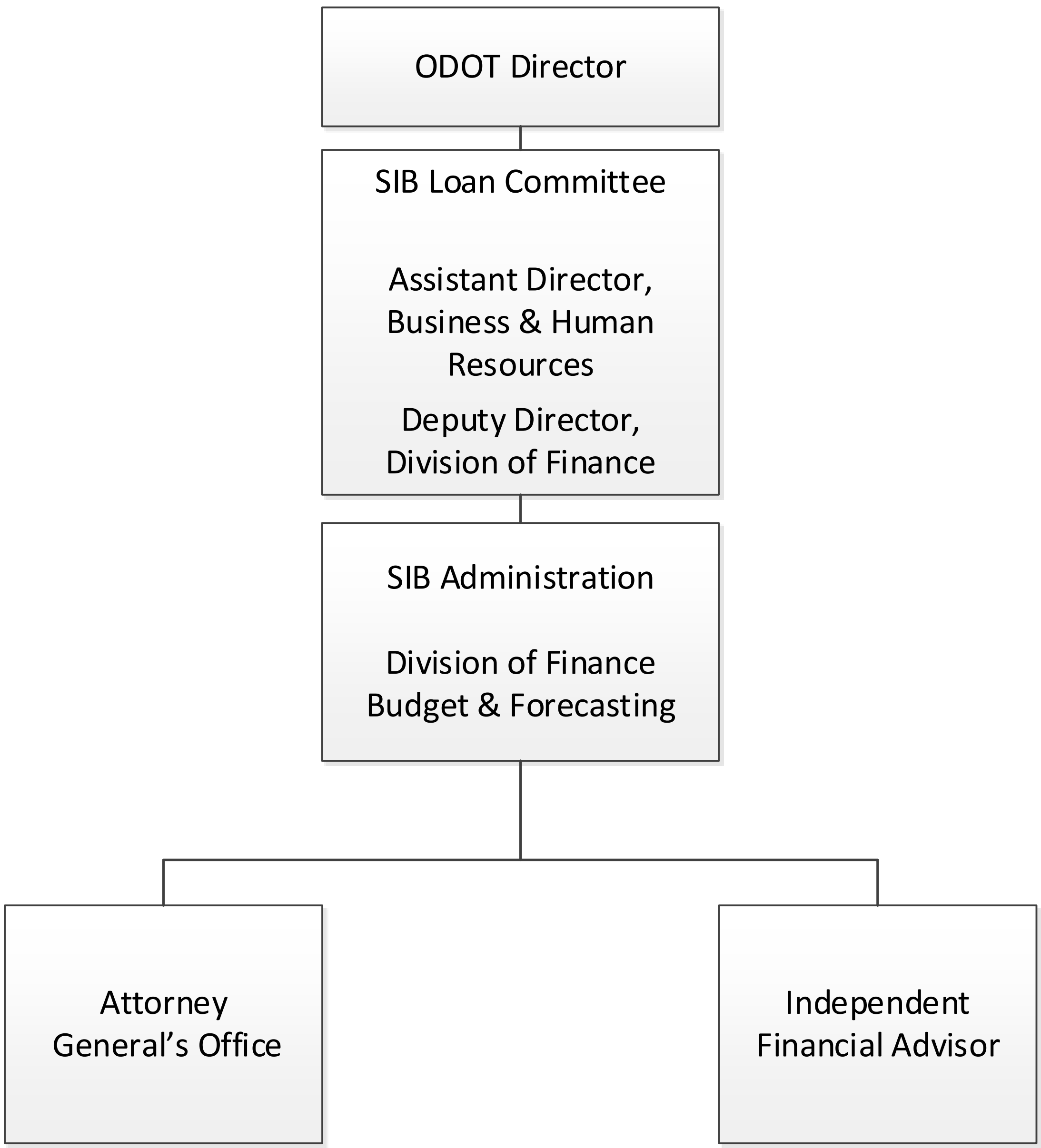
To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position of the Ohio State Infrastructure Bank.

Cover Photos: Village of Johnstown-Sportsman Club Realignment
Twinsburg Township-Heights Allotment Road Reconstruction
City of Deer Park-Deer Park Bike/Ped Connector
Village of Camden-Street & Alley Resurfacing

Ohio Department of Transportation

State Infrastructure Bank

Organizational Chart



OHIO DEPARTMENT OF TRANSPORTATION
STATE INFRASTRUCTURE BANK
FUNDS 2120 AND 2130
COMBINED STATEMENT OF REVENUES AND EXPENDITURES IN FUND BALANCES
FOR FEDERAL YEAR ENDING SEPTEMBER 30, 2021

Beginning Cash Balance	88,306,137
Revenues	
Investment Earnings	615,675
Principal Loan Repayment (FHWA)	16,577,805
Interest Payment on Loan (FHWA)	718,982
Principal Loan Repayment (GRF)	3,107,076
Interest Payment on Loan (GRF)	923,797
Principal Loan Repayment (2nd Generation)	5,886,827
Interest Payment on Loan (2nd Generation)	2,253,419
Principal Loan Repayment (State Motor Fuel)	2,680,669
Interest Payment on Loan (State Motor Fuel)	351,897
Administrative Fees	42,552
Total Revenues	33,158,698
Expenditures	
Federal Highway Funds	2,394,203
General Revenue Funds	1,465,214
Motor Fuel Tax Funds	767,001
Second Generation/Title 23 Funds	8,968,063
Total Expenditures	13,594,481
Ending Cash Balance	107,870,353

STATE INFRASTRUCTURE BANK
BALANCE SHEET FOR FUNDS 2120 AND 2130
FOR FEDERAL YEAR ENDING SEPTEMBER 30, 2021

Assets and Other Debits	
Assets	
Uncommitted Cash	54,345,119
Cash Reserve for Approved Loans Already Encumbered	17,127,880
Cash Reserve for Approved Loans Not Yet Encumbered	36,397,354
Total Cash on Hand:	107,870,353
Receivables	
Loans Already Disbursed	
Principal Due	140,130,042
Interest Due	26,664,820
Administrative Fees	2,623
Total:	166,797,485
Total Assets	274,667,838
Equity	
Original Seed Money	
Federal	87,000,000
GRF	40,000,000
Motor Fuel Tax	15,000,000
Total:	142,000,000
Investment Earnings	62,882,672
Interest from Loans	69,785,166
Total Equity:	274,667,838

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Downtown Enhancement

The project is to make repairs to dilapidated sidewalks in the Village along State Routes 93 and 216. The two main streets in the Village have sidewalks that are dangerous for pedestrian traffic, which makes them an unsafe means of transportation for residents and visitors. The Village is replacing 1,725 feet of 5’ sidewalk along the road. The sidewalk will be accompanied with 1,900 feet of curb repair to replace the failing curbs around the Village.

Borrower:	Village of New Straitsville
Total Project Cost:	$667,310
Construction/Procurement Date:	June 1, 2021
Project Completion Date:	June 30, 2022
PID Identification:	108911
STIP Identification:	SLI 21-24
SIB Identification:	210001

LOAN CHARACTERISTICS

Date of Loan:	January 14, 2021
Amount of Loan:	$131,643
Interest Rate:	3%
Term:	10 years
Purpose of Loan:	Construction
Primary Repayment Source:	Gas Tax Revenues
SIB Funding Source:	General Revenue Fund

TOTAL FUNDING SOURCES

SIB Loan	$131,643
Transportation Alternatives Program Grant	$535,667

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Heights Allotment Road Reconstruction

The project consists of the Heights Allotment Road Reconstruction Project, Phases XVI and XVII, located on Case Street (TR 1574), a local street in the Twinsburg Heights Allotment in Twinsburg Township. The entire project consists of a multi-year, multi-phase road reconstruction project to replace inferior and poorly constructed roads with improper drainage and no pedestrian circulation with new roads that conform to current County design standards. This will include curb, gutter, storm sewers, and sidewalks on both sides of all streets.

Borrower:	Twinsburg Township
Total Project Cost:	$1,765,814
Construction/Procurement Date:	March 1, 2021
Project Completion Date:	December 31, 2022
PID Identification:	114531
STIP Identification:	N/A
SIB Identification:	210002

LOAN CHARACTERISTICS

Date of Loan:	March 24, 2021
Amount of Loan:	$1,175,402
Interest Rate:	3%
Term:	10 years
Purpose of Loan:	Construction
Primary Repayment Source:	General Fund Revenues
SIB Funding Source:	General Revenue Fund

TOTAL FUNDING SOURCES

SIB Loan	$1,175,402
Ohio Public Works Commission Grants	$590,412

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Deer Park Bike/Ped Connector

This project is for the Deer Park Bike/Ped Connector between St. John's Terrace and Blue Ash Road, two local streets in the City of Deer Park, Ohio. The project consists of pavement replacement and resurfacing on St. John's Terrace, Blue Ash Road, and Orchard Lane, replacement of curb and gutter, drive aprons, installation of signage and pavement markings. Existing railroad crossing at the south side of Chamberlain Park will be reconfigured to provide ADA compliant access.

Borrower:	City of Deer Park
Total Project Cost:	$1,205,648
Construction/Procurement Date:	March 1, 2021
Project Completion Date:	March 30, 2022
PID Identification:	105831
STIP Identification:	SLI 21-24
SIB Identification:	210003

LOAN CHARACTERISTICS

Date of Loan:	February 8, 2021
Amount of Loan:	$402,000
Interest Rate:	3%
Term:	10 years
Purpose of Loan:	Construction
Primary Repayment Source:	Gas Tax Revenues
SIB Funding Source:	General Revenue Fund

TOTAL FUNDING SOURCES

SIB Loan	$402,000
Ohio-Kentucky-Indiana Regional Council of Governments TA Funds	$513,259
Greater Cincinnati Water Works Funds	$158,646
Local Funds	$131,743

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Sportsman Club Road Realignment

This SIB loan is for the Sportsman Club Road Realignment project located in the Village of Johnstown, Ohio. Tech International currently operates from two major contact points in the Village. Tech International is proposing to consolidate all operations to 539 Commerce Boulevard. The unsafe alignment of US 62 and Sportsman Club Road poses a traffic safety risk and a deterrent to Tech International to consolidate in Johnstown to create a campus over the long term. The project to realign the US 62/Sportsman Club Road intersection is to facilitate the safe passage of Tech International employees and guests.

Borrower:	Village of Johnstown
Total Project Cost:	$1,109,000
Construction/Procurement Date:	May 1, 2021
Project Completion Date:	December 31, 2021
PID Identification:	113935
STIP Identification:	N/A
SIB Identification:	210004

LOAN CHARACTERISTICS

Date of Loan:	April 14, 2021
Amount of Loan:	$509,000
Interest Rate:	3%
Term:	10 years
Purpose of Loan:	Construction
Primary Repayment Source:	Income Tax Receipts
SIB Funding Source:	General Revenue Fund

TOTAL FUNDING SOURCES

SIB Loan	$509,000
ODOT Jobs & Commerce	$100,000
629 Grant	$500,000

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Roadway Repaving

This project is for the resurfacing of 16 individual streets with 2.5 inches of asphalt. The streets to be resurfaced include 1.37 miles of Ballard Rd., 0.91 miles of Popular Dr., 0.04 miles of Lattimer Dr., 0.11 miles of Starner Dr., 0.29 miles of Woodside Dr., 0.40 miles of Meadowview Dr., 0.12 miles of Black Bull Dr., 0.08 miles of Ragor Dr., 0.21 miles of Cattle Dr., 0.10 miles of Tower Dr., 0.23 miles of Hereford Dr., 0.05 miles of Lehigh Cir., 0.21 miles of Minnich Dr., 0.48 miles of Layman Dr., 0.14 miles of Bishop Ct., and 0.14 miles of Pleasant View Dr.

Borrower:	Licking Township
Total Project Cost:	$675,000
Construction/Procurement Date:	June 30, 2021
Project Completion Date:	November 30, 2021
PID Identification:	115073
STIP Identification:	SLI 21-24
SIB Identification:	210005

LOAN CHARACTERISTICS

Date of Loan:	May 20, 2021
Amount of Loan:	$675,000
Interest Rate:	3%
Term:	20 years
Purpose of Loan:	Construction
Primary Repayment Source:	Gas Tax Revenues
SIB Funding Source:	State MFT

TOTAL FUNDING SOURCES

No additional funding sources.

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	I-675/Wilmington Interchange Area Improvement

This SIB loan is for the preliminary engineering and study to provide a comprehensive analysis of the existing and projected traffic for the I-675/Wilmington Pike interchange project. Growing congestion issues, along with continued opportunity for economic growth in the area, has prompted local interests to consider improvements to the arterial street network and the I-675/Wilmington Pike interchange.

Borrower:	Montgomery County Transportation Improvement District
Total Project Cost:	$619,000
Construction/Procurement Date:	October 15, 2021
Project Completion Date:	February 28, 2022
PID Identification:	115160
STIP Identification:	N/A
SIB Identification:	210006

LOAN CHARACTERISTICS

Date of Loan:	Closing Pending
Amount of Loan:	$619,000
Loan Interest Rate:	3%
Term:	10 years
Purpose of Loan:	Preliminary Engineering
Primary Repayment Source:	State Gas Tax Revenues
SIB Funding Source:	Title 23

TOTAL FUNDING SOURCES

No additional funding sources.

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	701 & 711 Adams Street Property

This project is for the purchase of a 172,335 square foot office facility located at 701 Adams Street and a parking garage with 296 covered parking spaces and 78 surface parking spaces located at 711 Adams Street. Both buildings are currently owned by Lucas County, Ohio. Toledo Lucas County Port Authority will also make additional tenant improvements and other required improvements funded at closing by the Port Authority.

Borrower:	Toledo-Lucas County Port Authority
Total Project Cost:	$15,008,000
Construction/Procurement Date:	December 1, 2021
Project Completion Date:	December 1, 2021
PID Identification:	115559
STIP Identification:	N/A
SIB Identification:	220000

LOAN CHARACTERISTICS

Date of Loan:	Closing Pending
Amount of Loan:	$4,008,000
Interest Rate:	3%
Term:	20 years
Purpose of Loan:	Acquisition
Primary Repayment Source:	Lease Payments, Non-Tax Revenues
SIB Funding Source:	General Revenue Fund

TOTAL FUNDING SOURCES

SIB Loan	$4,008,000
Northwest Ohio Bond Fund Bonds	$11,000,000

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Midwest Terminals Administration Building

This SIB loan is for construction costs for two new administration buildings at the Port of Toledo, located at 3270 St. Lawrence Drive Toledo, Ohio. Both buildings will be approximately 3,280 square feet and will be utilized by the Port's operator of the facility, Midwest Terminals.

Borrower:	Toledo-Lucas County Port Authority
Total Project Cost:	$2,306,000
Construction/Procurement Date:	November 30, 2021
Project Completion Date:	December 31, 2022
PID Identification:	115560
STIP Identification:	N/A
SIB Identification:	220001

LOAN CHARACTERISTICS

Date of Loan:	Closing Pending
Amount of Loan:	$1,506,000
Interest Rate:	3%
Term:	10 years
Purpose of Loan:	Construction
Primary Repayment Source:	Lease Payments, Non-Tax Revenues
SIB Funding Source:	General Revenue Fund

TOTAL FUNDING SOURCES

SIB Loan	$1,506,000
Toledo-Lucas County Port Authority Funds	$800,000

LOAN AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Jackson Road & Martindale Road Expansion

This project is for extensions and improvements of Jackson Road and Martindale Road. Improvements to Jackson Road will provide access and public utilities to new distribution and industrial facilities in northern Montgomery County. Martindale Road will include an extension from Frederick Pike to a new roundabout planned for the intersection of Union Airpark Boulevard and Dog Leg Road.

Borrower:	City of Union
Total Project Cost:	$5,020,000
Construction/Procurement Date:	October 20, 2021
Project Completion Date:	April 30, 2022
PID Identification:	115647
STIP Identification:	N/A
SIB Identification:	220002

LOAN CHARACTERISTICS

Date of Loan:	Closing Pending
Amount of Loan:	$5,020,000
Interest Rate:	3%
Term:	20 years
Purpose of Loan:	Construction
Primary Repayment Source:	TIF Fund Receipts, Gas and Income Tax Revenues
SIB Funding Source:	State MFT

TOTAL FUNDING SOURCES

No additional funding sources.

BOND AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Toledo Parking Garages

The original bond issuance in 2011 (Series 2011-1) for the Toledo Lucas County Port Authority (TLCPA) was refunded to lower the interest rate and create a savings for TLCPA over the remaining repayment period of ten years. The original issuance was used to finance the acquisition of three downtown parking garages and the rights to approximately 900 parking meters from the City of Toledo.

Borrower:	Toledo Lucas County Port Authority
Total Project Cost:	$5,180,000
Construction/Procurement Date:	December 2011
Project Completion Date:	December 2011
PID Identification:	N/A
STIP Identification:	N/A
SIB Identification:	Series 2021-1

BOND CHARACTERISTICS

Date of Bond:	Closing Pending
Amount of Bond:	$5,180,000
Bond Interest Rate:	1.89%
Term:	10 years
Purpose of Bond:	Refund Original Bond Issuance
Primary Repayment Source:	Senior pledge of parking garage revenues and a pledge of all Non-Tax Revenues
SIB Funding Source:	General Revenue Fund Bond Program

TOTAL FUNDING SOURCES

No additional funding sources.

BOND AGREEMENT SUMMARY

PROJECT CHARACTERISTICS

Name of Project:	Downtown Garage

The Eastern Gateway Community College District will use bond proceeds for the rehabilitation costs of a parking garage recently purchased by the District located in Youngstown, Ohio. The District will rehabilitate the existing parking garage which consists of a single 5-story building with 975 parking spaces.

Note: This SIB Bond issuance was approved during the Federal Fiscal Year 2021; however, at the time of this report's compilation and publication, the SIB Bond application has been denied for further evaluation.

Borrower:	Eastern Gateway Community College District
Total Project Cost:	$5,185,000
Construction/Procurement Date:	September 2021
Project Completion Date:	December 2022
PID Identification:	N/A
STIP Identification:	N/A
SIB Identification:	Series 2021-2

BOND CHARACTERISTICS

Date of Bond:	Closing Pending
Amount of Bond:	$5,185,000 (Estimate)
Bond Interest Rate:	Market
Term:	20 years
Purpose of Bond:	Rehabilitation Costs of Parking Garage
Primary Repayment Source:	General Receipts
SIB Funding Source:	General Revenue Fund Bond Program

TOTAL FUNDING SOURCES

No additional funding sources.

Ohio Department of Transportation
State Infrastructure Bank
Active Project List ending September 30, 2021

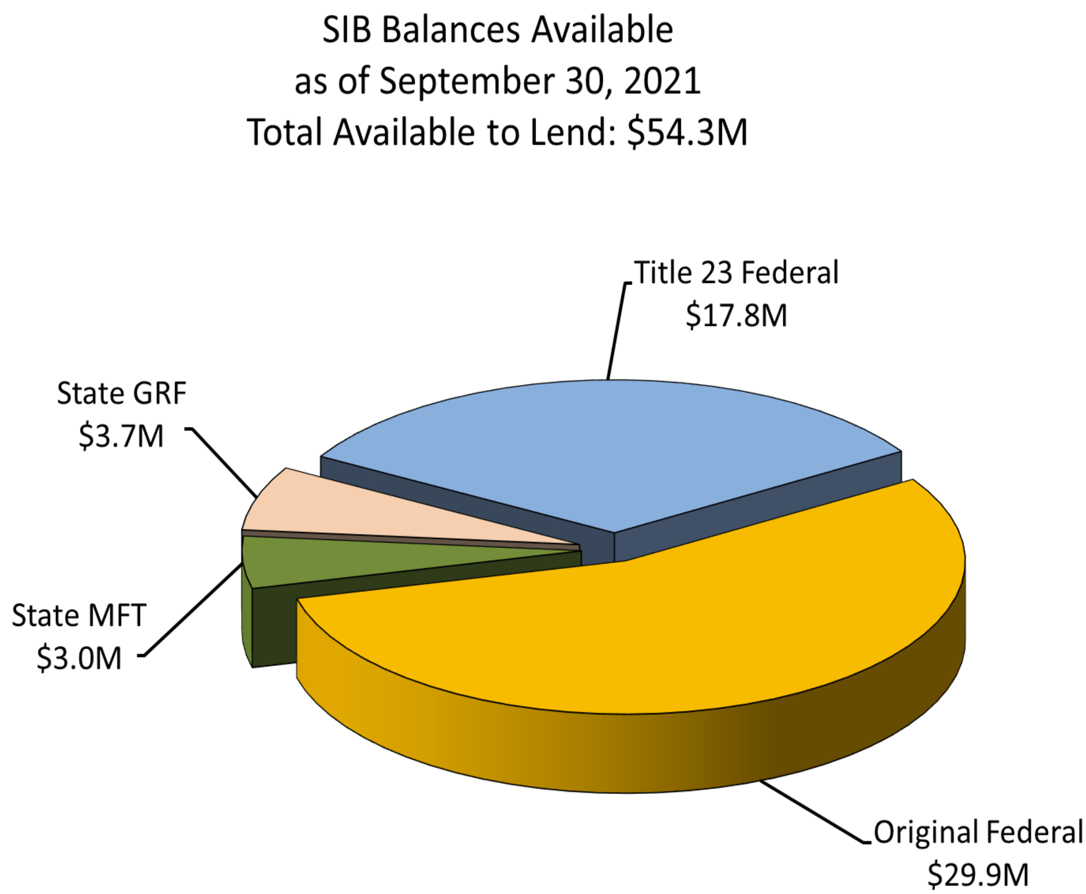
Borrower	Project	Loan Amount	Loan Disbursements	Funds Available	Interest Rate	Term	Loan Number
ALLIANCE, CITY OF	MLK VIADUCT PROJECT	$169,839.36	$169,839.36	$0.00	3.00%	10	100005
ASHTABULA, CITY OF	LOCAL ROAD PAVING PROJECTS	$942,000.00	$942,000.00	$0.00	3.00%	15	140021
ASHTABULA, CITY OF	US 20 REHABILITATION	$302,000.00	$249,206.32	$52,793.68	3.00%	10	160008
ATHENS, CITY OF	STIMSON AVENUE	$5,010,000.00	$210,255.06	$4,799,744.94	3.00%	20	200010
BAY VILLAGE, CITY OF	COLUMBIA ROAD CULVERT	$835,940.00	$762,124.58	$73,815.42	3.00%	10	190011
BELOMAR INTERSTATE PLANNING COMMISSION	I-70/SR40/SR331 INTERCHANGE MOD	$2,708,000.00	$1,801,076.98	$906,923.02	3.00%	10	150009
BRUNSWICK, CITY OF	BRUNSWICK-NORTH CARPENTER ROAD	$2,000.00	$2,000.00	$0.00	3.00%	10	170B08
CAMDEN, VILLAGE OF	STREET RESURFACING	$525,000.00	$511,821.83	$13,178.17	3.00%	5	210000
CANTON, CITY OF	12TH ST. N CORRIDOR SAFETY	$2,308,000.00	$2,303,603.02	$4,396.98	3.00%	10	140016
CHARDON TOWNSHIP	ROAD RECONSTRUCTION	$222,000.00	$222,000.00	$0.00	3.00%	10	180013
CINCINNATI, CITY OF	MLK INTERCHANGE	$25,000,000.00	$12,075,006.67	$12,924,993.33	3.00%	25	140009
CINCINNATI, CITY OF	KEYSTONE PARK	$2,500,000.00	$2,500,000.00	$0.00	3.00%	29	140013
CLEVELAND HEIGHTS, CITY OF	TAYLOR ROAD REHAB	$7,266,000.00	$426,354.85	$6,839,645.15	3.00%	10	110002
CLEVELAND, CITY OF	W. 150TH AND HARVARD	$1,600.00	$1,600.00	$0.00	3.00%	10	160B10
CLEVELAND, CITY OF	TOWER CITY BRIDGES PROJECT	$2,000.00	$2,000.00	$0.00	3.00%	10	170B09
CONCORD TOWNSHIP	CAPITAL PARKWAY EXTENSION	$5,390,450.00	$2,825,128.38	$2,565,321.62	3.00%	20	140007
CONNEAUT, CITY OF	CHESTNUT STREET	$100,000.00	$100,000.00	$0.00	3.00%	10	180009
CONNEAUT, CITY OF	US20 RESURFACING	$187,416.00	$113,221.41	$74,194.59	3.00%	10	190001
CONNEAUT, CITY OF	CHAMBERLAIN REHAB	$804,300.00	$804,300.00	$0.00	3.00%	15	190004
CONNEAUT, CITY OF	SR7/SR351 RESURFACING	$387,000.00	$266,349.84	$120,650.16	3.00%	10	200001
CONNEAUT, CITY OF	LAKE ROAD STORM SEWER	$132,500.00	$132,500.00	$0.00	3.00%	10	200002
COSHOCTON, CITY OF	CHESTNUT STREET REPAVING	$202,000.00	$202,000.00	$0.00	3.00%	12	130010
DAYTON, CITY OF	WATER STREET PARKING GARAGE	$2,500,000.00	$2,500,000.00	$0.00	3.00%	22	140012
DEER PARK, CITY OF	BIKE/PED CONNECTOR	$402,000.00	$162,320.33	$239,679.67	3.00%	10	210003
DELAWARE COUNTY/MORPC	RESURFACING PROJECT	$3,382,400.00	$2,428,673.59	$953,726.41	3.00%	6	190020
DUBLIN, CITY OF/MORPC	US33/I-270 INTERCHANGE MORPC PORTION	$25,000,000.00	$20,655,527.82	$4,344,472.18	3.00%	20	150A03
DUBLIN, CITY OF/MORPC	US33/I270 INTERCHANGE DUBLIN PORTION	$10,010,000.00	$7,873,802.09	$2,136,197.91	3.00%	20	150B03
EAST LIVERPOOL, CITY OF	RIVER ROAD	$1,256,000.00	$1,116,032.50	$139,967.50	3.00%	15	150007
EAST LIVERPOOL, CITY OF	GARFIELD ST/ST. CLAIR RETAI	$302,000.00	$300,000.00	$2,000.00	3.00%	10	170012
EAST LIVERPOOL, CITY OF	US30/SR39 IMPROVEMENTS	$173,775.04	$173,775.04	$0.00	3.00%	10	190016
ELYRIA, CITY OF	STATE ROUTE 20 PAVING	$420,200.00	$192,734.94	$227,465.06	3.00%	10	190006
ELYRIA, CITY OF	STATE ROUTE 113 PAVING	$690,699.00	$669,658.06	$21,040.94	3.00%	10	190007
ERIE-OTTAWA REGIONAL AIRPORT	4 AIRPORT HANGAR PROJECTS	$1,297,750.00	$1,297,750.00	$0.00	3.00%	20	140002
FRANKLIN COUNTY	WEST BROAD STREET RECONSTRU	$1,032,170.00	$878,394.98	$153,775.02	3.00%	10	130007
GENEVA ON THE LAKE, VILLAGE OF	LOCAL ROAD REPAVING	$107,000.00	$90,467.05	$16,532.95	3.00%	7	150011
GERMAN TOWNSHIP	EBY ROAD REPAVING PROJECT	$102,000.00	$93,386.55	$8,613.45	3.00%	5	170007
GREAT LAKES SCIENCE CENTER	GREAT LAKES INTERMODAL FAC	$7,825,000.00	$7,616,977.01	$208,022.99	3.00%	20	SB9703
HAMBDEN TOWNSHIP	CUTTS ROAD RECONSTRUCTION	$454,000.00	$417,637.14	$36,362.86	3.00%	4	180016
HOLMES COUNTY	COUNTY ROAD REPAVING	$2,508,000.00	$2,411,940.46	$96,059.54	3.00%	5	170006

Ohio Department of Transportation
State Infrastructure Bank
Active Project List ending September 30, 2021

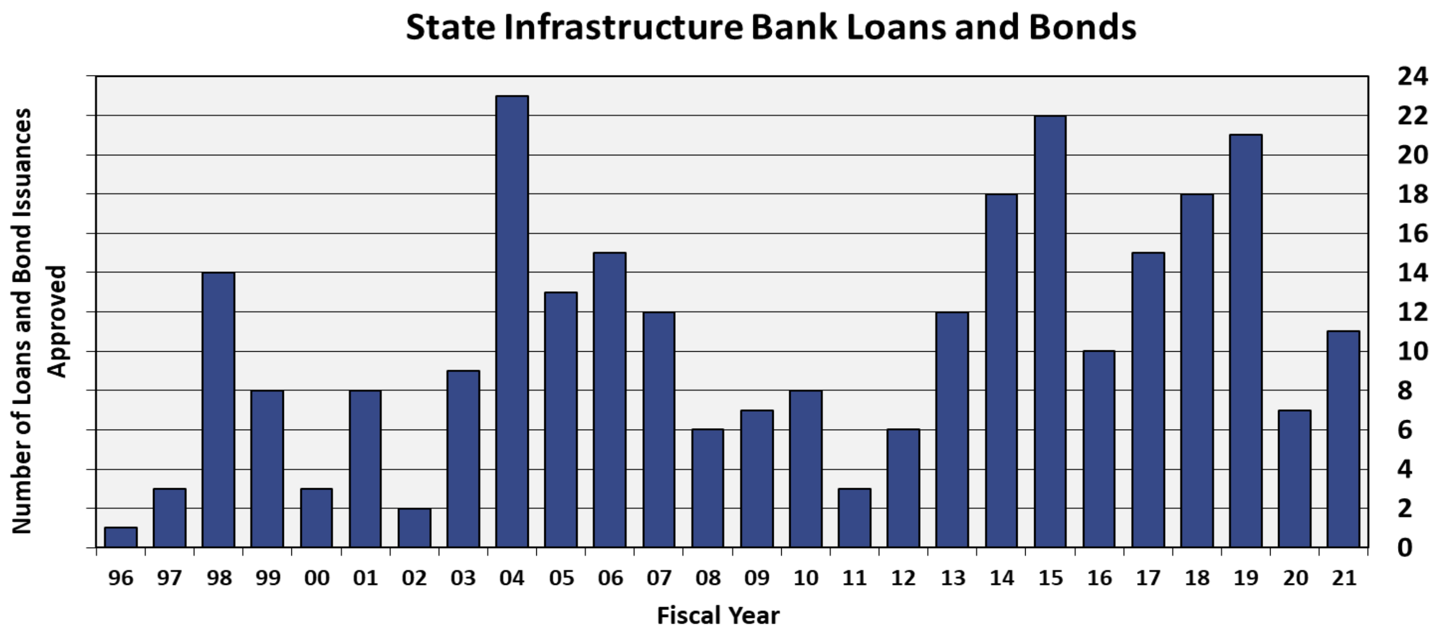
Borrower	Project	Loan Amount	Loan Disbursements	Funds Available	Interest Rate	Term	Loan Number
HOPEDALE, VILLAGE OF	LOCAL ROAD (6) REPAVING PROGRAM	$529,000.00	$529,000.00	$0.00	3.00%	20	160005
HUBER HEIGHTS, CITY OF	MUSIC CENTER PARKING	$4,008,000.00	$3,691,660.90	$316,339.10	3.00%	20	140017
HUBER HEIGHTS, CITY OF	CARRIAGE TRAIL	$1,107,000.00	$1,084,651.97	$22,348.03	3.00%	20	190017
HUBER HEIGHTS, CITY OF	CARRIAGE TRAILS/WINDBROOKE	$1,286,000.00	$698,346.14	$587,653.86	3.00%	20	200007
HUBER HEIGHTS, CITY OF	I70/SR202 INTERCHANGE	$2,059,000.00	$2,059,000.00	$0.00	3.00%	27	SB0410
HUBER HEIGHTS, CITY OF	SR 201/I70 INTERCHANGE	$1,504,000.00	$807,775.29	$696,224.71	3.00%	25	SB0510
JOHNSTOWN, VILLAGE OF	SPORTSMAN CLUB ROAD	$509,000.00	$4,000.00	$505,000.00	3.00%	10	210004
LAKE TOWNSHIP	SR619 PHASE 1	$2,006,000.00	$2,006,000.00	$0.00	3.00%	10	130002
LANCASTER, CITY OF	TRANSPORTATION SYSTEM SYSTEM UPGRADE	$227,000.00	$217,587.00	$9,413.00	3.00%	10	190009
LAWRENCE ECONOMIC DEVELOPMENT CORPORATION	CONSTRUCTION OF A CRANE FOUNDATION	$2,088,000.00	$2,088,000.00	$0.00	3.00%	10	120002
LEBANON, CITY OF	BYPASS 48 RESURFACING	$302,000.00	$302,000.00	$0.00	3.00%	4	180015
LEWISBURG, VILLAGE OF	STREET RESURFACING	$850,000.00	$850,000.00	$0.00	3.00%	20	190012
LICKING TOWNSHIP	ROAD REPAVING	$675,000.00	$668,867.72	$6,132.28	3.00%	20	210005
LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION	GRADE CROSSING ELIMINATION-LIMA	$2,279,200.00	$1,009,207.20	$1,269,992.80	3.00%	4	180004
LORAIN COUNTY	REDFERN ROAD BRIDGE	$202,000.00	$202,000.00	$0.00	3.00%	10	130011
LORAIN, CITY OF	12 LOCAL ROAD REHAB	$448,489.00	$412,952.91	$35,536.09	3.00%	10	130004
LORAIN, CITY OF	WASHINGTON & REID AVE REHAB	$1,630,076.00	$1,301,541.67	$328,534.33	3.00%	10	130005
LORAIN, CITY OF	SR611 RESURFACING	$848,963.00	$564,713.55	$284,249.45	3.00%	10	130006
LORAIN, CITY OF	5 ROAD REHAB/REPAIR IN CITY	$2,458,000.00	$1,928,397.01	$529,602.99	3.00%	15	130009
LORAIN, CITY OF	LOCAL ROADWAY REHABILITATION 2015	$1,336,739.00	$934,356.62	$402,382.38	3.00%	7	160006
LORAIN, CITY OF	SR 57 AND 7 LOCAL ROADS	$1,633,000.00	$1,620,230.70	$12,769.30	3.00%	10	160012
LORAIN, CITY OF	12 LOCAL ROADWAY REHABILITATION	$1,547,329.00	$1,415,848.40	$131,480.60	3.00%	10	170010
LORAIN, CITY OF	LOCAL ROAD REHAB	$1,822,688.00	$1,822,688.00	$0.00	3.00%	7	180014
LUCAS COUNTY TRANSPORTATION IMPROVEMENT	I-475/20A INTERCHANGE	$8,000,000.00	$8,000,000.00	$0.00	3.00%	20	190003
MACEDONIA, CITY OF	IR271 RAMP RELOCATION	$502,000.00	$502,000.00	$0.00	3.00%	10	140010
MARIETTA, CITY OF	RIVER TRAIL PATH PROJECT	$254,800.00	$254,800.00	$0.00	3.00%	10	160011
MARTINS FERRY, CITY OF	8TH ST. SLIP REPAIR	$392,000.00	$291,039.98	$100,960.02	3.00%	20	170005
MCCOMB, VILLAGE OF	OLIVER STREET RECONSTRUCTION	$642,000.00	$540,230.05	$101,769.95	3.00%	15	140003
MENTOR ON THE LAKE, CITY OF/NOACA	SR 283 CITY PORTION	$1,209,042.56	$1,209,042.56	$0.00	3.00%	20	070B10
MONTGOMERY COUNTY	AUSTIN PIKE	$2,508,000.00	$1,295,180.06	$1,212,819.94	3.00%	10	110007
MONTGOMERY COUNTY	YANKEE STREET	$1,135,218.00	$1,038,736.88	$96,481.12	3.00%	10	140004
MONTGOMERY COUNTY TID	DOG LEG RD. IMPROVE	$13,369,518.00	$13,369,517.61	$0.39	3.00%	12	140001
MONTGOMERY COUNTY TID	MARKET ST. EXTENSION	$1,976,000.00	$1,976,000.00	$0.00	3.00%	20	170002
MONTGOMERY COUNTY TID	AUSTIN RD. ENHANCEMENTS	$704,000.00	$704,000.00	$0.00	3.00%	10	170003
MONTGOMERY COUNTY TID	MIAMI-LYONS ROAD	$584,180.00	$392,389.95	$191,790.05	3.00%	10	180017
MONTGOMERY COUNTY TID	MIAMISBURG ROAD	$1,005,564.00	$1,005,564.00	$0.00	3.00%	10	190014
MONTGOMERY COUNTY TID	MIAMI TOWNSHIP	$1,960,589.00	$1,713,436.33	$247,152.67	3.00%	10	190015
MONTGOMERY COUNTY TID	I-70/75 AIRPORT LOGISTICS ACCESS	$2,708,000.00	$722,669.56	$1,985,330.44	3.00%	10	200005
MONTGOMERY COUNTY TID	i-675/WILMINGTON PROJECT	$619,000.00	$0.00	$619,000.00	3.00%	10	210006
MUNROE FALLS, CITY OF	LOCAL ROAD REHAB	$1,100,000.00	$1,100,000.00	$0.00	3.00%	9	180011
MUSKINGUM COUNTY	PHILO-DUNCAN BRIDGE	$1,092,598.00	$778,565.83	$314,032.17	3.00%	20	180002

Ohio Department of Transportation
State Infrastructure Bank
Active Project List ending September 30, 2021

Borrower	Project	Loan Amount	Loan Disbursements	Funds Available	Interest Rate	Term	Loan Number
NEW PHILADELPHIA, CITY OF	SR 39/WEST HIGH AVE	$350,000.00	$350,000.00	$0.00	3.00%	10	140014
NEW PHILADELPHIA, CITY OF	AIRPORT HANGAR	$504,000.00	$503,990.00	$10.00	3.00%	20	180018
NEW STRAITSVILLE, VILLAGE OF	VILLAGE ENHANCEMENTS	$131,643.00	$62,485.10	$69,157.90	3.00%	10	210001
NEWARK, CITY OF	MOUNT VERNON ROAD IMPROVEMENTS	$6,630,000.00	$6,068,170.36	$561,829.64	3.00%	20	150013
NEWARK, CITY OF	OHIO & MANNING BRIDGES	$2,717,728.00	$1,711,474.28	$1,006,253.72	3.00%	10	180008
NORTH RIDGEVILLE, CITY OF	LEAR NAGLE ROAD-NORTH RIDGEVILLE PORTION	$2,000.00	$2,000.00	$0.00	3.00%	10	160B07
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY	NOACA/LAKE-VROOMAN RD*AMENDMENT*	$14,809,910.00	$14,809,910.79	($0.79)	3.00%	6	180005
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY	NOACA/CUYAHOGA-ROYALTON ROAD WIDENING	$10,358,800.00	$8,668,527.98	$1,690,272.02	3.00%	10	180007
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY	LEAR NAGLE ROAD-NOACA PORTION	$5,304,000.00	$5,242,256.34	$61,743.66	3.00%	10	160A07
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY	W.150TH & HARVARD	$4,006,400.00	$3,635,083.22	$371,316.78	3.00%	10	160A10
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY	NOACA/BRUNSWICK-NORTH CARPENTER ROAD	$9,710,000.00	$8,202,854.51	$1,507,145.49	3.00%	10	170A08
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY	NOACA-CLEVELAND-TOWER CITY BRIDGE PROJEC	$8,298,000.00	$8,298,000.00	$0.00	3.00%	10	170A09
NORTON, CITY OF	CLEVELAND-MASSILLON ROAD WIDENING	$3,158,000.00	$2,785,594.50	$372,405.50	3.00%	10	190008
NORTON, CITY OF	NEWPARK DRIVE RECONSTRUCTION	$452,000.00	$452,000.00	$0.00	3.00%	5	200006
OTTAWA, VILLAGE OF	WILLIAMSTOWN RD PROFILING	$211,000.00	$138,903.54	$72,096.46	3.00%	10	140020
OTTAWA, VILLAGE OF	PUTNAM PKWY EXTENSION	$272,725.00	$191,964.49	$80,760.51	3.00%	10	140019
OTTAWA, VILLAGE OF	VILLA DRIVE RECONSTRUCT	$614,700.00	$289,891.97	$324,808.03	3.00%	10	160013
PERRY TOWNSHIP	LOCAL STREET REPAVING (6)	$302,000.00	$232,667.65	$69,332.35	3.00%	7	150008
POWELL, CITY OF	SAWMILL PARKWAY RESURFACING	$1,133,800.00	$603,664.10	$530,135.90	3.00%	5	190019
ROSEVILLE, VILLAGE OF	POTTERS LANE	$173,363.00	$53,318.15	$120,044.85	3.00%	20	200008
ROSS COUNTY	SR207 & HOSPITAL ROAD	$2,006,000.00	$688,480.76	$1,317,519.24	3.00%	20	190010
SOUTHWEST LICKING COMM WATER & SEWER DISTRICT	I70&SR 310 INTERCHANGE	$314,722.00	$276,203.89	$38,518.11	3.00%	10	160009
SPRINGFIELD TOWNSHIP	LIGHTING, CANTON/WATERLOO	$227,000.00	$77,537.80	$149,462.20	3.00%	10	190005
STEUBENVILLE, CITY OF	SR43 WIDENING	$2,282,292.00	$2,257,851.16	$24,440.84	3.00%	25	SB9809
TOLEDO LUCAS CO PORT AUTHORITY	DOWNTOWN TOLEDO PARKING IMPROVEMENTS	$600,000.00	$0.00	$600,000.00	3.00%	15	170011
TOLEDO LUCAS CO PORT AUTHORITY	AIRPORT IMPROVEMENTS	$1,761,000.00	$1,758,070.01	$2,929.99	3.00%	20	180003
TOLEDO LUCAS CO PORT AUTHORITY	ADAMS STREET	$4,008,000.00	$0.00	$4,008,000.00	3.00%	20	220000
TOLEDO LUCAS CO PORT AUTHORITY	ADMINISTRATION BUILDING	$1,506,000.00	$0.00	$1,506,000.00	3.00%	10	220001
TOLEDO, CITY OF	MARINA DISTRICT; RIVERSIDE DRIVE	$5,010,000.00	$4,044,735.86	$965,264.14	3.00%	15	080002
TUSCARAWAS, VILLAGE OF	MAIN ST. SIDEWALK REP	$110,446.00	$105,939.47	$4,506.53	3.00%	10	170004
TWINSBURG TOWNSHIP	HEIGHTS RD RECONSTRUCTION	$2,932,478.00	$1,947,378.67	$985,099.33	3.00%	10	130008
TWINSBURG TOWNSHIP	MARWELL ESTATES ROAD REC	$2,040,698.00	$1,912,463.37	$128,234.63	3.00%	10	170001
TWINSBURG TOWNSHIP	HEIGHTS ALLOTMENT RD RECON	$1,582,019.00	$1,022,581.06	$559,437.94	3.00%	15	180006
TWINSBURG TOWNSHIP	HEIGHTS ALLOTMENT XVI-XVII	$1,175,402.00	$6,000.00	$1,169,402.00	3.00%	10	210002
UNION, CITY OF	JACKSON AND MARTINDALE PROJECT	$5,020,000.00	$0.00	$5,020,000.00	3.00%	20	220002
VANDALIA, CITY OF	SOUTH DIXIE PHASE 3 WIDENING	$1,776,000.00	$1,652,214.99	$123,785.01	3.00%	10	140015
WARRENSVILLE HEIGHTS, CITY OF	3 LOCAL ROADS REHAB	$2,797,205.00	$2,797,205.00	$0.00	3.00%	10	150014
WEST FARMINGTON, VILLAGE OF	2 BRIDGES/WATERLINE RELO	$12,600.00	$11,958.41	$641.59	3.00%	10	150010
WEST JEFFERSON, VILLAGE OF	SR29/US40 EXT AND UPGRADES	$1,006,000.00	$1,006,000.00	$0.00	3.00%	20	180012
WESTLAKE, CITY OF	SR254/CROCKER ROAD IMPROVEMENTS	$8,510,000.00	$8,510,000.00	$0.00	3.00%	20	130003
YOUNGSTOWN, CITY OF	SMART 2 PROJECT	$5,000,000.00	$185,545.20	$4,814,454.80	3.00%	8	200009
ZANESVILLE, CITY OF	STATE STREET BRIDGE	$109,580.00	$75,728.73	$33,851.27	3.00%	10	120001
ZANESVILLE, CITY OF	SR60 IMPROVEMENTS	$754,000.00	$725,110.09	$28,889.91	3.00%	10	200003
ZANESVILLE, CITY OF	SR146/60 CONNECTOR	$5,010,000.00	$4,641,113.28	$368,886.72	3.00%	27	SB0423
		$308,271,543.96	$232,618,338.48	$75,653,205.48			



Note: Total available to lend is calculated net of annual debt service totaling $1,077,276.

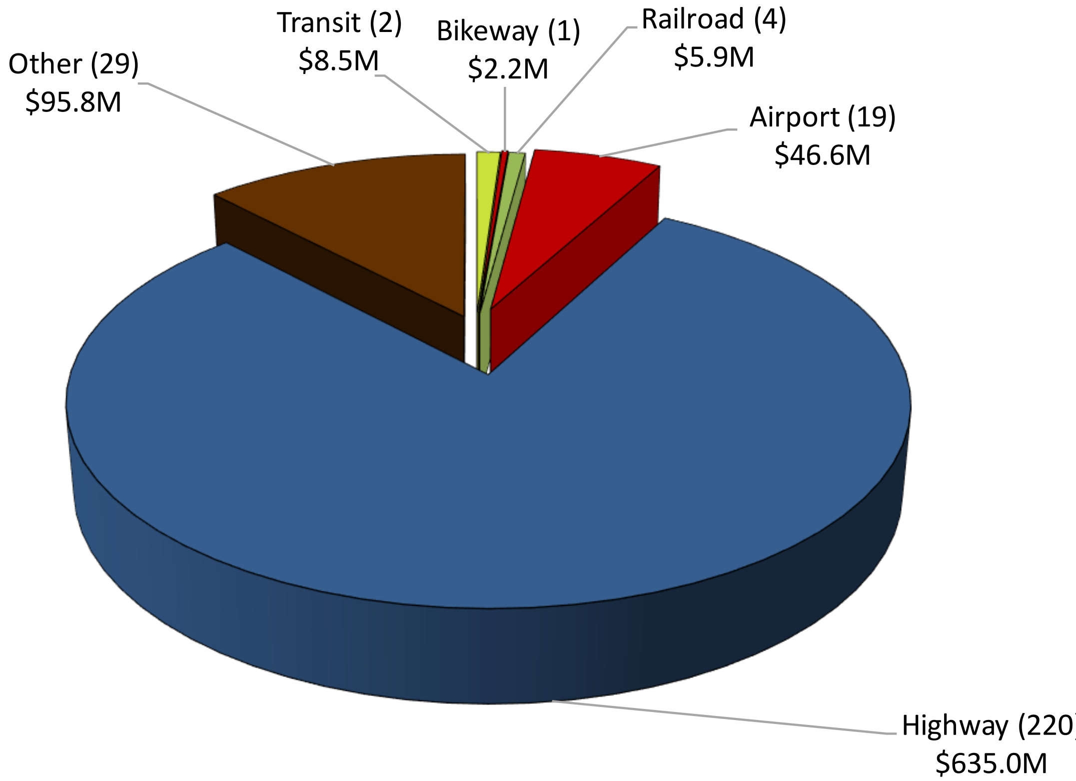


Federal Fiscal Year	1996-2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total *
# of Loans	133	5	12	17	19	9	14	17	19	7	9	261
$ of Approved Loans (in millions)	$391.24	$7.8	$33.6	$56.9	$65.1	$10.1	$28.9	$46.2	$19.4	$15.2	$14.0	$688.4
# of Bonds	2	1		1	3	1	1	1	2		2	14
$ of Approved Bonds (in millions)	$18.5	$9.4		$7.2	$10.5	$7.9	$4.7	$15.7	$20.5		$11.2	$105.6

Number of Loans:	261		Amount of Approved Loans:	$688.4
Number of Bonds:	14		Amount of Approved Bonds:	$105.6
Total:	275		Total:	$794.0

* Annual amounts may not equal to total due to rounding. Excludes loans that were approved but cancelled prior to closing on the loan.

Modes of SIB Loans and Bonds
Approved as of September 30, 2021
Total $794.0M



HIGHLIGHTED STATE INFRASTRUCTURE BANK (SIB) PROJECTS

SIB projects include those found below and are depicted on the next page.

Village of Johnstown, Sportsman Club Road Realignment Project

This SIB loan was used to finance a portion the Sportsman Club Road Realignment Project located at US 62 Sportsman Club Road in the Village of Johnstown, within Licking County. Tech International currently operates from two major contact points in the Village. The unsafe alignment of US 62 and Sportsman Club Road posed a traffic safety risk and was a deterrent to Tech International to consolidate operations in Johnstown and create a campus over the long term.

Total Project Costs: $1,109,000 SIB Loan Amount: $509,000

Twinsburg Township, Heights Allotment Road Reconstruction Project

With this SIB loan, Twinsburg Township in Summit County financed the Heights Allotment Road Reconstruction Project, Phases XVI and XVII. The project was located along Case Street (TR 1574), a local street in the Twinsburg Heights Allotment. The entire project consists of a multi-year, multi-phase road reconstruction project to replace inferior and poorly constructed roads with improper drainage.

Total Project Costs: $1,765,814 SIB Loan Amount: $1,175,402

City of Deer Park, Deer Park Bike/Ped Connector Project

The City obtained a SIB loan for a project located in Hamilton County. The project is the Deer Park Bike/Ped Connector between St. John's Terrace and Blue Ash Road. The project consists of pavement replacement and resurfacing on St. John's Terrace, Blue Ash Road, and Orchard Lane. It also included replacement of curb and gutter, drive aprons, installation of signage and pavement markings.

Total Project Costs: $1,205,648 SIB Loan Amount: $402,000

Village of New Straitsville, Downtown Enhancement Project

This SIB loan is to finance repairs to the current sidewalks in the Village along State Route 93 and 216 in Perry County. The two main streets in the Village had sidewalks that were ill fit for pedestrian traffic making it an unsafe means of transportation for the residents and visitors to the Village. The Village would replace 1,725 feet of 5' sidewalk along the road.

Total Project Costs: $667,310 SIB Loan Amount: $131,643

STATE INFRASTRUCTURE BANK PROJECTS

Village of Johnstown
Sportsman Club Realignment

Twinsburg Township
Heights Allotment Rd Reconstruction

City of Deer Park
Deer Park Bike/Ped Connector

Village of Straitsville
Downtown Enhancement

SIB LOANS AND BONDS ISSUED SINCE PROGRAM INCEPTION
APPROVED, ACTIVE AND PAID OFF LOANS AND BONDS
as of September 30, 2021

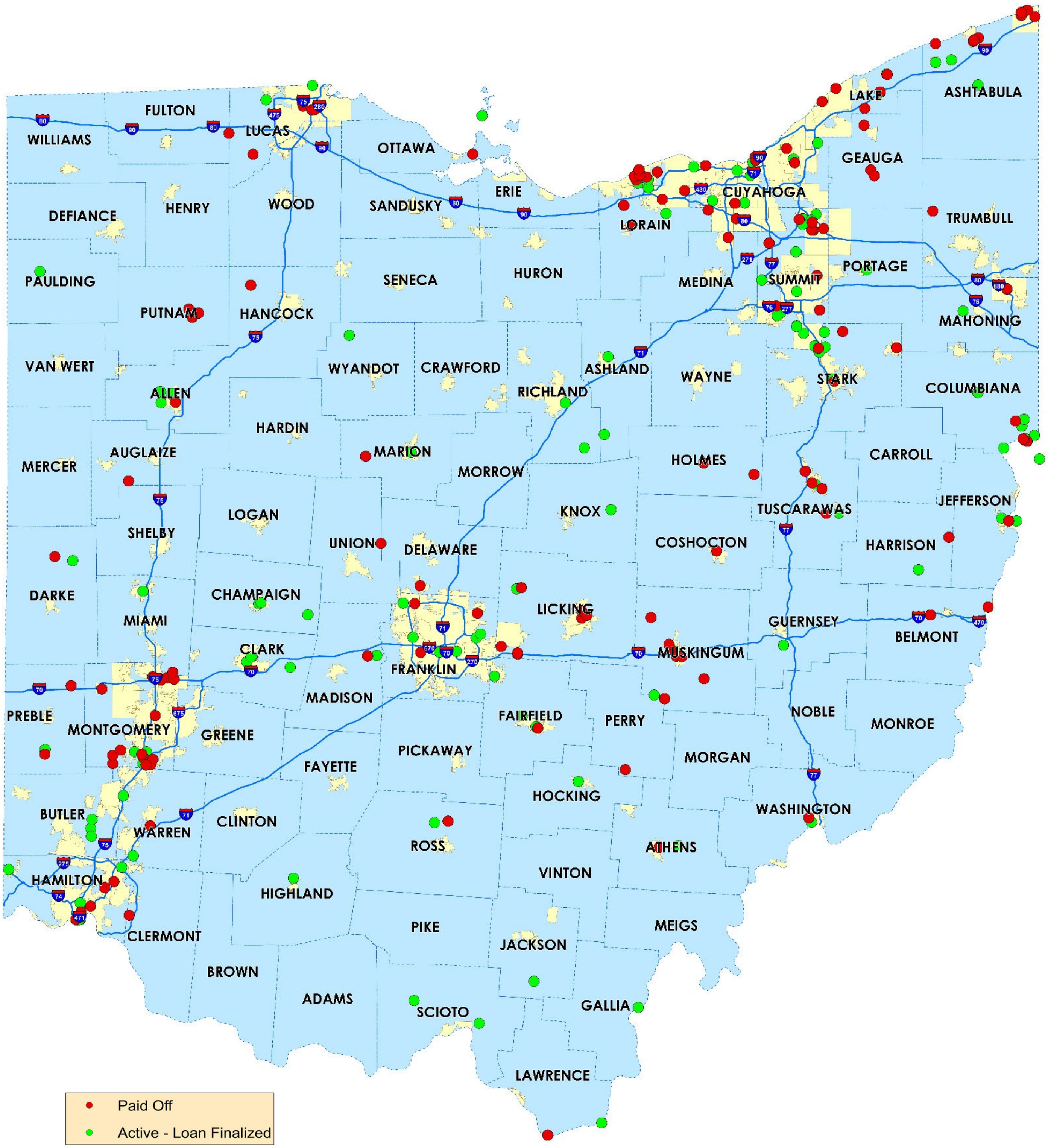
ODOT District	District Location	Loans	Bonds	Authorized Amount	% of Funds loaned/bonded	Approved * Loans	Active Loans	Paid off Loans	Approved * Bonds	Active Bonds	Paid-off Bonds
1	Lima	10		$7,997,339	1.01%		5	5			
2	Bowling Green	17	3	$61,669,050	7.77%	2	7	8	2	1	
3	Ashland	23	1	$33,348,032	4.20%		14	9		1	
4	Akron/Canton	49	3	$110,097,141	13.87%		23	26		2	1
5	Jacksontown	25	1	$58,394,162	7.35%		17	8		1	
6	Columbus	14	1	$93,158,486	11.73%		6	8		1	
7	Dayton	31	1	$71,417,189	9.00%		18	13		1	
8	Cincinnati	18	3	$127,658,245	16.08%		7	11		2	1
9	Chillicothe	9		$12,359,770	1.56%		2	7			
10	Marietta	8		$12,145,870	1.53%		2	6			
11	New Philadelphia	24	1	$27,518,847	3.47%		13	11	1		
12	Cleveland	33		$178,187,482	22.44%	2	17	14			
		261	14	$793,951,613	100.00%	4	131	126	3	9	2

Average loan amount is $2,637,401
Average bond amount is $7,542,143

***Approved loans or bonds means the SIB loan committee has approved but closing documents have not been executed.**

SIB LOAN/BOND LOCATIONS

As of September 30, 2021



SIB ANNUAL STATEMENT DISTRIBUTION LIST

Federal Highway Administration Washington office
Federal Highway Administration Ohio office
State of Ohio, Attorney General's office
State of Ohio, Office of Budget and Management
State of Ohio, Department of Transportation (10)
State of Ohio, Treasurer's office (2)
Huntington National Bank
The Bank of New York Mellon Trust Company
Michael DiPerna, DiPerna Economic Development Advisors