

# THE PORT

Making Real Estate Work

**Port of Greater Cincinnati Development Authority**

**Financial Report  
with Supplemental Information  
December 31, 2019**



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## **Independent Auditor's Report**

To the Board of Directors  
Port of Greater Cincinnati Development Authority

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Port of Greater Cincinnati Development Authority (The Port) as of and for the years ended December 31, 2019 and 2018 and the related notes to the financial statements, which collectively comprise The Port's basic financial statements, as listed in the table of contents.

#### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

#### ***Auditor's Responsibility***

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits 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. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### ***Opinion***

In our opinion, the basic financial statements referred to above present fairly, in all material respects, the financial position of the Port of Greater Cincinnati Development Authority as of December 31, 2019 and 2018 and the changes in its financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

To the Board of Directors  
Port of Greater Cincinnati Development Authority

**Other Matter**

*Required Supplemental Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplemental information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, 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, 2020 on our consideration of the Port of Greater Cincinnati Development Authority'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 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 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 of Greater Cincinnati Development Authority's internal control over financial reporting and compliance.



June 29, 2020

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, 2019, 2018, and 2017. 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, 2019:

- Operating revenue of \$8.8 million in 2019 was \$0.8 million or 9% higher than the prior year, as The Port continues to increase operating revenues through its growth in charges for services.
- Capital grants and contributions in 2019 totaled \$3.0 million, of which \$2.8 million was provided by the City of Cincinnati in the amounts of \$2.2 million for the Hudepohl redevelopment in Queensgate, and \$0.6 million for business district redevelopment in Bond Hill and Roselawn.
- Capital assets increased \$41.2 million or 55% in 2019 primarily due to the \$25.7 million acquisition of the Convention Center garages, \$13.4 million of garage construction and infrastructure improvements at the RBM Development site, and \$5.0 million Gallery at Kenwood land acquisition, offset by \$3.3 million of depreciation.
- Long-term liabilities increased \$58.6 million or 46% in 2019 primarily as a result of issuing revenue bonds of \$27.2 million for the Convention Center Garages, \$26.4 million for Gallery at Kenwood development, and \$2.5 million for the Cincinnati Neighborhood Commercial Real Estate Loan Fund.
- The Port's net position decreased to \$13.2 million by the end of 2019, a decrease of \$2.5 million or 16 percent from the previous year. The decrease is mainly derived from a \$0.9 million decline in non-parking service revenue, an \$0.8 million increase in depreciation from parking facility acquisitions, and \$0.6 million of pension and postemployment benefit (OPEB) adjustments for GASB 68 & 75.

### **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.

Management's Discussion and Analysis (Continued)

**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				Percent Change
	2017	2018	2019	Change	
<b>Assets</b>					
Other assets	\$ 46,741,233	\$ 70,006,057	\$ 88,418,515	\$ 18,412,458	26%
Capital assets being depreciated - Net	44,616,643	48,414,870	66,340,390	17,925,520	37%
Capital assets not being depreciated	<u>11,122,212</u>	<u>25,910,164</u>	<u>49,164,146</u>	<u>23,253,982</u>	90%
Total assets	102,480,088	144,331,091	203,923,051	59,591,960	41%
<b>Deferred Outflows of Resources</b>					
	<u>963,226</u>	<u>1,258,784</u>	<u>1,854,924</u>	<u>596,140</u>	47%
Total assets and deferred outflows	103,443,314	145,589,875	205,777,975	60,188,100	41%
<b>Liabilities</b>					
Current liabilities	1,622,983	1,344,028	6,208,696	4,864,668	362%
Long-term liabilities:					
Due within one year	3,496,184	4,411,824	5,639,047	1,227,223	28%
Due in more than one year	<u>85,450,418</u>	<u>123,337,223</u>	<u>180,678,686</u>	<u>57,341,463</u>	46%
Total liabilities	<u>90,569,585</u>	<u>129,093,075</u>	<u>192,526,429</u>	<u>63,433,354</u>	49%
<b>Deferred Inflows of Resources</b>	115,895	761,875	57,587	(704,288)	-92%
<b>Net Position</b>					
Net investment in capital assets	3,606,442	5,568,793	3,442,943	(2,125,850)	-38%
Restricted	8,646,265	9,685,628	9,035,970	(649,658)	-7%
Unrestricted	<u>505,127</u>	<u>480,504</u>	<u>715,046</u>	<u>234,542</u>	49%
Total net position	<u>\$ 12,757,834</u>	<u>\$ 15,734,925</u>	<u>\$ 13,193,959</u>	<u>\$ (2,540,966)</u>	-16%

Note: 2018 net position includes a \$1,692,405 beginning of year reduction for a change in accounting principle.

Management's Discussion and Analysis (Continued)

	Business-type Activities				Percent Change
	2017	2018	2019	Change	
<b>Operating Revenue</b>					
Public funding	\$ 1,400,000	\$ 1,400,000	\$ 700,000	\$ (700,000)	-50%
Charges for services	5,221,555	6,673,464	8,129,555	1,456,091	22%
Total operating revenue	6,621,555	8,073,464	8,829,555	756,091	9%
<b>Operating Expenses</b>					
Salaries and benefits	3,467,434	4,123,709	4,873,330	749,621	18%
Professional services	735,495	817,803	1,436,483	618,680	76%
Occupancy	168,262	163,998	153,927	(10,071)	-6%
Travel and business development	99,479	118,315	132,800	14,485	12%
Equipment and supplies	42,952	45,856	37,680	(8,176)	-18%
Taxes and holding costs	188,431	387,160	808,739	421,579	109%
Other operating expenses	202,466	224,224	304,245	80,021	36%
Depreciation	2,441,842	2,563,102	3,333,143	770,041	30%
Total operating expenses	7,346,361	8,444,167	11,080,347	2,636,180	31%
<b>Operating Loss</b>	(724,806)	(370,703)	(2,250,792)	(1,880,089)	507%
Restricted bond revenues	3,529,284	4,289,551	4,881,053	591,502	14%
Interest expense	(3,339,353)	(3,970,017)	(5,158,932)	(1,188,915)	30%
Gain/(Loss) on sale of property	53,641	(37,000)	(807,472)	(770,472)	N/A
Impairment on asset	(8,038,144)	(1,593,070)	(108,609)	1,484,461	-93%
Investment income	95,455	457,473	859,315	401,842	88%
Bond administrative expense	(1,226,656)	(2,061,598)	(2,993,345)	(931,747)	45%
Grants, net	-	-	50,719	50,719	N/A
Capital grants and contributions	4,916,602	7,954,860	2,987,097	(4,967,763)	-62%
<b>Increase in Net Position</b>	(4,733,977)	4,669,496	(2,540,966)	(7,210,462)	-154%
Adjustment for change in accounting principle	-	(1,692,405)	-	1,692,405	-100%
<b>Change in Net Position</b>	<b>\$ (4,733,977)</b>	<b>\$ 2,977,091</b>	<b>\$ (2,540,966)</b>	<b>\$ (5,518,057)</b>	-185%

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 decreased by \$2.5 million, or 16 percent, in 2019. In comparison, net position in 2018 increased by \$3.0 million, or 23 percent. The decrease in 2019 is mainly derived from a \$0.9 million decline in non-parking service revenue, an \$0.8 million increase in depreciation from parking facility acquisitions, and \$0.6 million of pension and postemployment benefit (OPEB) adjustments for GASB 68 & 75.

Unrestricted net position, the part of net position that can be used to finance day-to-day operations, increased \$234,542, or 49 percent in 2019. In comparison, in 2018 unrestricted net position decreased by \$24,623, or 5 percent. The current level of unrestricted net position stands at \$0.7 million, or about 10 percent of annual operating expenditures, excluding depreciation.

Restricted net position decreased by \$0.6 million, or 7 percent, in 2019. Trust restricted equity decreased \$2.0 million in 2019 from the prior year primarily due to the refinance of Fountain Square South Garage and Amberley Site bonds (see Note 6), while grant restricted equity increased \$1.4 million from the Hudepohl redevelopment in Queensgate. In contrast, restricted net position increased by \$1.0 million, or 12 percent, in 2018. The prior year increase resulted from a \$0.3 million increase in reserve funds for Communities First (The Port's mortgage down payment assistance program), and a \$0.2 million increase from principal paydowns on Fountain Square South Garage and Amberley Site bonds. Additionally, grant restricted equity in the prior year increased \$0.5 million from the redevelopment of 2250 Seymour Ave (former Cincinnati Gardens).

Net position from The Port's net investment in capital assets decreased \$2.1 million, or 38 percent, in 2019 primarily due to the addition of the Convention Center Garages and Gallery at Kenwood (see Note 6), offset by depreciation of \$3.3 million. In contrast, in 2018 net investment in capital assets increased \$2.0 million or 54 percent, mainly due a \$4.9 million developer contribution towards the RBM Development Phase 2B Project (see Note 6), offset by depreciation of \$2.6 million.

#### **Operating Revenue**

In 2019, public funding in the form of operating grants was provided solely by Hamilton County in the amount of \$700,000. In years 2018 and 2017, public funding was provided in equal amounts of \$700,000 from the City of Cincinnati and Hamilton County to support The Port's economic development and inclusion activities. These grants are appropriated annually and have not increased since 2012.

Charges for services consist primarily of fees charged for: garage 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 \$1.5 million or 22 percent in 2019 compared to the prior year. The increase was led by a \$2.4 million increase in parking fee revenue offset by a \$0.7 million decrease in finance fees. In comparison, service revenue increased \$1.5 million in 2018 due to a \$1.3 million increase in finance fee revenue.

#### **Operating Expenses**

Operating expenses increased \$2.6 million or 31 percent in 2019 compared to the prior year, primarily due to a \$1.4 million increase in garage operating expenses related to the addition of the Convention Center Garages, \$0.6 million pension and postemployment benefit (OPEB) adjustments for GASB 68 & 75, and a \$0.2 million increase in consulting.

In 2018, operating expenses increased \$1.1 million over the prior year due to a \$0.7 million increase in salaries and benefits from additional staff, and a \$0.2 million increase in property taxes and holding costs.

For years 2019, 2018 and 2017, 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.

Restricted bond revenues increased \$0.6 million or 14 percent in 2019 due to a \$0.7 million increase in RBM 2A bond revenues. In comparison, restricted bond revenues decreased \$0.8 million or 22 percent in 2018 mainly due to a \$0.7 million increase in Kenwood Collection bond revenues.

Bond administrative expenses increased \$0.9 million or 45 percent in 2019 due to an increase in issuance costs from new financings in 2019 (see Note 5). Similarly, in 2018 bond administrative expenses increased \$0.8 million or 68% due to an increase in debt issuance costs.

In 2019, The Port recognized a \$0.1 million cost-to-market adjustment on an asset held for sale in the West End neighborhood of Cincinnati. In comparison, in 2018 The Port completed its redevelopment of the former Cincinnati Gardens at 2250 Seymour Avenue in Bond Hill and listed the property for sale by a commercial real estate broker. Based upon the listed selling prices and expected selling costs, management estimated the net realizable values and recorded a cost-to-market adjustment of \$1.3 million in 2018. This write-down represents the subsidy invested to make the properties marketable. Additionally, The Port recognized a \$0.2 million asset impairment in 2018 after discontinuing a redevelopment project planned at the US Army Reserve in Roselawn.

Capital grants and contributions decreased \$5.0 million or 62 percent in 2019 primarily due to a \$4.9 million private developer contribution in 2018 for the RBM Development Project Phase 2B in Madisonville. In comparison, capital grants and contributions increased \$3.0 million in 2018 due to the aforementioned \$4.9 million developer contribution, offset by a \$2.0 million decline in capital grants from public sources. During 2017 through 2019, The Port received public funding of capital grants from the City of Cincinnati, Hamilton County, and JobsOhio.

#### **Capital Asset and Debt Administration**

At the end of 2019, The Port had \$115.5 million invested in a broad range of capital assets, including public parking facilities, infrastructure, and utilities. During the year, The Port acquired the 1,570-space Convention Center Garages for \$25.7 million, recognized \$13.4 million of construction-in-progress on the RBM 2B Medpace parking garage in Madisonville, and acquired land at the Gallery at Kenwood development for \$5.0 million. This activity was offset by additional depreciation on capital assets in the amount of \$3.3 million.

In comparison, in 2018 The Port acquired a 250-space surface parking lot at Fifth & Plum adjacent to the Convention Center for \$11.9 million, and recognized \$9.2 million of construction-in-progress related to the RBM parking garages in Madisonville. The RBM 2A garage was made available to the public in 2018 resulting in \$6.3 million being reclassified from construction-in-progress to depreciable capital assets. This activity was offset by \$2.6 million of additional depreciation on capital assets.

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 2019, The Port issued \$328.3 million of bonds, compared to \$421.3 million and \$161.8 million of bonds issued in 2018 and 2017, respectively. The following table summarizes The Port's issuance of bonds and conduit financings in the years 2019, 2018 and 2017.

Management’s Discussion and Analysis (Continued)

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
	<b>Total 2019</b>	<b>\$ 328,290,000</b>
06/2018	Fifth and Plum Project	\$ 12,590,000
07/2018	RBM Development Phase 2B - TIF	22,805,000
08/2018	Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund	1,000,000
06/2018	Mercer Commons Garage (refinance) *	8,329,000
07/2018	Poste (formerly Firehouse Row) *	13,680,795
07/2018	RBM Development Phase 2B - Lease *	43,000,000
09/2018	Woodlawn Meadows Project **	1,855,000
09/2018	Madison and Whetsel **	2,795,000
09/2018	Madison and Whetsel *	1,412,602
10/2018	Springdale Office Park **	6,605,000
10/2018	Fourth and Race Parking Garage *	29,240,000
12/2018	Provident Bank Building *	28,000,000
12/2018	FC Cincinnati MLS Stadium *	250,000,000
	<b>Total 2018</b>	<b>\$ 421,312,397</b>
01-11/2017	Cincinnati Neighborhood Commercial Real Estate Loan Fund (two tranches in 2017)	\$ 2,000,000
11/2017	Fairfax Village Red Bank (refinance)	3,247,356
01-09/2017	Patient Capital Fund (3 new investors in 2017)	3,500,000
04/2017	Keystone Hotel *	17,300,000
09/2017	Rumpke *	24,000,000
09/2017	The Collegiate *	85,592,546
11/2017	Fairfax Village Red Bank (refinance) *	3,787,644
12/2017	Court & Walnut *	17,230,000
12/2017	Washington Park Garage *	5,100,000
	<b>Total 2017</b>	<b>\$ 161,757,546</b>

\* Conduit revenue bond obligations

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

### **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. The City and County are expected to make operating grants of \$700,000 each in 2020.

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.

Capital funding from the City of Cincinnati for real estate development is subject to annual, discretionary appropriation by Cincinnati City Council. The City has appropriated \$2 million to The Port for redevelopment of an industrial site, of which \$1 million is planned for capital expenditure in 2020 and will include developer fee revenue to The Port.

### **Contacting the Management**

This financial report is intended to provide our stakeholders with a general overview of the finances and to show the accountability for the money it receives. If you have questions about this report or need additional information, we welcome you to contact Rick Hudson, Vice President of Accounting & Financial Management at 513-621-3000.

Proprietary Funds  
Statement of Net Position

December 31, 2019 and 2018

	2019	2018
<b>Assets</b>		
Current assets:		
Cash and cash equivalents (Note 3)	\$ 6,584,134	\$ 6,027,391
Receivables - Net of allowance	2,829,789	1,671,469
Prepaid expenses and other assets	2,833,527	297,395
Total current assets	12,247,450	7,996,255
Noncurrent assets:		
Restricted cash and investments	51,949,534	41,815,468
Notes receivable	2,985,625	1,960,858
Capital assets: (Note 4)		
Assets not subject to depreciation	49,164,146	25,910,164
Assets subject to depreciation	66,340,390	48,414,870
Assets held for resale (Note 12)	21,235,906	18,233,476
Total noncurrent assets	191,675,601	136,334,836
Total assets	203,923,051	144,331,091
<b>Deferred Outflows of Resources</b>		
Pension (Note 9)	1,523,956	1,121,157
OPEB (Note 9)	330,968	137,627
Total deferred outflows of resources	1,854,924	1,258,784
<b>Liabilities</b>		
Current liabilities:		
Accounts payable	2,623,850	949,230
Accrued liabilities and other	3,577,346	245,311
Unearned grant revenue	7,500	149,487
Total current liabilities	6,208,696	1,344,028
Noncurrent liabilities:		
Accrued interest payable from restricted assets	2,214,842	1,735,958
Accrued expenses payable from restricted assets	822,113	806,766
Net pension obligation (Note 9)	3,670,558	1,993,142
Net OPEB obligation (Note 9)	2,488,494	1,870,194
Current portion of long-term debt payable from restricted assets (Note 6)	2,602,092	1,869,100
Long-term payable from restricted assets (Note 6)	39,042,434	30,253,489
Long-term debt payable from future restricted bond revenue (Note 6)	135,477,200	89,220,398
Total noncurrent liabilities	186,317,733	127,749,047
Total liabilities	192,526,429	129,093,075
<b>Deferred Inflows of Resources</b>		
Pension (Note 9)	50,835	471,083
OPEB (Note 9)	6,752	139,317
Interest rate swap agreement (Note 5)	-	151,475
Total deferred inflows of resources	57,587	761,875
<b>Net Position</b>		
Net investment in capital assets	3,442,943	5,568,793
Restricted:		
Grants	8,357,811	7,002,927
Trust assets	678,159	2,682,701
Unrestricted	715,046	480,504
Total net position	\$ 13,193,959	\$ 15,734,925

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

Years Ended December 31, 2019 and 2018

	2019	2018
<b>Operating Revenue</b>		
Public funding (Note 7)	\$ 700,000	\$ 1,400,000
Charges for services	8,129,555	6,673,464
Total operating revenue	8,829,555	8,073,464
<b>Operating Expenses</b>		
Salaries and benefits	4,873,330	4,123,709
Professional services	1,436,483	817,803
Occupancy	153,927	163,998
Travel and business development	132,800	118,315
Equipment and supplies	37,680	45,856
Other operating expenses	304,245	224,224
Taxes and holding costs	808,739	387,160
Depreciation	3,333,143	2,563,102
Total operating expenses	11,080,347	8,444,167
<b>Operating Loss</b>	(2,250,792)	(370,703)
<b>Nonoperating Revenue (Expense)</b>		
Restricted bond revenue	4,881,053	4,289,551
Investment income	859,315	457,473
Interest expense	(5,158,932)	(3,970,017)
(Loss) gain on sale of property	(807,472)	(37,000)
Impairment on assets	(108,609)	(1,593,070)
Bond administrative expense	(2,993,345)	(2,061,598)
Grants	1,450,885	5,164
Grant expenditures	(1,400,166)	(5,164)
Total nonoperating (expense) revenue	(3,277,271)	(2,914,661)
<b>Loss - Before capital grants and contributions</b>	(5,528,063)	(3,285,364)
<b>Capital Grants and Contributions</b>	2,987,097	7,954,860
<b>Increase (Decrease) in Net Position</b>	(2,540,966)	4,669,496
<b>Net Position - Beginning of year</b>	15,734,925	11,065,429
<b>Net Position - End of year</b>	<b>\$ 13,193,959</b>	<b>\$ 15,734,925</b>

Proprietary Funds  
Statement of Cash Flows

Years Ended December 31, 2019 and 2018

	2019	2018
<b>Cash Flows from Operating Activities</b>		
Receipts from public funding sources	\$ 700,000	\$ 1,400,000
Receipts from charges for services	8,279,565	6,612,152
Payments to suppliers	(1,684,817)	(1,417,409)
Payments to employees	(3,728,500)	(3,563,755)
	3,566,248	3,030,988
Net cash and cash equivalents provided by operating activities		
<b>Cash Flows from Noncapital Financing Activities</b>		
Receipts from grants and subsidies	2,142,153	7,086,552
Proceeds from the issuance of debt	12,474,380	1,500,000
Principal paid on debt	(8,743,333)	(398,680)
Interest paid	(450,468)	(429,319)
Proceeds from the sale of assets held for sale	1,056,230	1,000
Purchase and development of assets held for sale	(4,639,555)	(4,073,408)
	1,839,407	3,686,145
Net cash and cash equivalents provided by noncapital financing activities		
<b>Cash Flows from Capital and Related Financing Activities</b>		
Proceeds from the issuance of capital debt	54,925,620	35,395,000
Restricted bond revenue	4,881,053	4,289,552
Purchase and construction of capital assets	(44,512,646)	(21,160,230)
Principal paid on capital debt	(3,151,867)	(948,172)
Interest paid	(3,955,641)	(2,229,092)
Bond administrative expenses paid	(2,304,508)	(2,093,166)
	5,882,011	13,253,892
Net cash and cash equivalents (used in) provided by capital and related financing activities		
<b>Cash Flows from Investing Activities</b>		
Interest received on investments	853,517	460,900
Loans collected	1,907,826	-
Loans provided	(3,358,200)	(973,549)
	(596,857)	(512,649)
Net cash and cash equivalents (used in) provided by investing activities		
<b>Net Increase (Decrease) in Cash and Cash Equivalents</b>	10,690,809	19,458,376
<b>Cash and Cash Equivalents - Beginning of year</b>	47,842,859	28,384,483
<b>Cash and Cash Equivalents - End of year</b>	<b>\$ 58,533,668</b>	<b>\$ 47,842,859</b>
<b>Classification of Cash and Cash Equivalents</b>		
Cash and investments	\$ 6,584,134	\$ 6,027,391
Restricted cash	51,949,534	41,815,468
	\$ 58,533,668	\$ 47,842,859
Total cash and cash equivalents		

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Propriety Funds  
Statement of Cash Flows (Continued)

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**Years Ended December 31, 2019 and 2018**

	<u>2019</u>	<u>2018</u>
<b>Reconciliation of Operating Loss to Net Cash from Operating Activities</b>		
Operating loss	\$(2,250,792)	\$ (370,703)
Adjustments to reconcile operating loss to net cash from operating activities:		
Depreciation	3,333,143	2,563,102
Changes in assets and liabilities:		
Accounts receivable	(130,618)	(101,932)
Prepaid and other assets	(568,342)	(339,307)
Accounts payable	1,375,505	362,214
Accrued and other liabilities	<u>1,807,352</u>	<u>917,614</u>
Net cash and cash equivalents provided by operating activities	<b><u>\$ 3,566,248</u></b>	<b><u>\$ 3,030,988</u></b>

December 31, 2019 and 2018

### 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; 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.

December 31, 2019 and 2018

### 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: the proceeds from the debt issuance benefits a third party, the debt obligation is payable solely from pledged receipts and is not an obligation of The Port, and the third party has ultimate control over and primary benefit from the asset resulting from the expenditure of bond proceeds.

**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 and Note 11 for additional details regarding the 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.

December 31, 2019 and 2018

### 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 expenditures 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' expenditures 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.

The Port capitalizes 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 2019 and 2018 was \$1,102,003 and \$552,648, respectively.

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

	<u>Depreciable Life Years</u>
Land improvements	30 to 45
Buildings and leasehold improvements	3 to 45
Office equipment and furnishings	3 to 7

***Notes Receivable***

The Port provided housing loans of \$771,200 and \$973,549 in years 2019 and 2018, 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 a commercial loan of \$1,937,000 in June 2019 from the Cincinnati Neighborhood Commercial Real Estate Loan Fund (see Note 6). No commercial loans were provided in 2018. The 2019 loan matures in the year 2026 and has 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.

December 31, 2019 and 2018

**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), and an interest rate swap agreement in 2018, which terminated in 2019 upon the refinance of Fountain Square South Garage bonds (Note 6).

***Pension and Other Postemployment Benefit Costs***

For the purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension 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).

For the year ended December 31, 2018, The Port has adopted GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other than Pensions*. For purposes of measuring the net other postemployment benefit (OPEB) liability in, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of 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. For this purpose, OPERS recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

***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.

December 31, 2019 and 2018

## Note 2 - Significant Accounting Policies (Continued)

### ***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.

### ***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.

December 31, 2019 and 2018

**Note 2 - Significant Accounting Policies (Continued)**

In June 2018, the GASB issued 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 will not be capitalized and included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. This statement also reiterates that in financial statements prepared using the current financial resources measurement focus, interest cost incurred before the end of a construction period should be recognized as an expenditure on a basis consistent with governmental fund accounting principles. The requirements of the standard will be applied prospectively and will result in increased interest expense during periods of construction. The provisions of this statement are effective for The Port's financial statements for the December 31, 2021 fiscal year.

In May 2019, the GASB issued Statement No. 91, *Conduit Debt Obligations*, which clarifies accounting for conduit debt. The standard clarifies and broadens the definition of what qualifies as a conduit debt obligation, eliminates the option for issuers to recognize conduit debt obligations, and enhances note disclosures. The requirements of the standard will be applied retrospectively. The Port is still determining what impact the new standard will have. The provisions of this statement are effective for The Port's financial statements for the December 31, 2022 fiscal year.

**Subsequent Events**

The financial statements and related disclosures include evaluation of events up through and including June 29, 2020, 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, 2019 and 2018, the aggregate amount of monies in the general operating funds of The Port was \$6,658,194 and \$6,091,631, respectively, all of which constituted "active deposits," with three qualified banking institutions deposited in accordance with UDA. At December 31, 2019 and 2018, approximately \$1,000,000 and \$797,400, respectively, of The Port's deposits were covered by FDIC insurance. The remaining bank balances at December 31, 2019 and 2018 of approximately \$5,658,200 and \$5,294,200, 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, 2019 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 (nontrusteed) 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.

December 31, 2019 and 2018

**Note 3 - Deposits and Investments (Continued)**

***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 U.S. Treasury securities with a market value of \$5,895,158 and \$11,328,960 having a maximum of 365 and 283 days remaining until maturity for the years ended December 31, 2019 and 2018, respectively. Additionally, The Port held 9 certificates of deposit with different bank institutions with a market value of \$2,247,479 having a maximum of 2 years and 269 days remaining until maturity for the years ended December 31, 2019. No certificates of deposit were held in 2018.

***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.

December 31, 2019 and 2018

**Note 4 - Capital Assets**

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

	Balance January 1, 2019	Additions	Disposals	Balance December 31, 2019
<b>Business-type Activities</b>				
Capital assets not being depreciated:				
Land easements - Red Bank	\$ 450,000	\$ -	\$ -	\$ 450,000
Land - RBM 2A	5,785,192	-	-	5,785,192
Land - Fifth & Plum Parking Lot	11,920,221	-	-	11,920,221
Land - Convention Center Garages	-	4,857,323	-	4,857,323
Land - Gallery at Kenwood	-	4,999,052	-	4,999,052
Construction in progress - RBM 2B	<u>7,754,751</u>	<u>13,397,607</u>	<u>-</u>	<u>21,152,358</u>
Subtotal	25,910,164	23,253,982	-	49,164,146
Capital assets being depreciated:				
Land improvements - Cincinnati Mall	4,519,426	-	-	4,519,426
Land improvements - Springdale Pictoria	882,619	-	-	882,619
Land improvements - Red Bank	2,539,587	-	-	2,539,587
Buildings - Cincinnati Mall	10,084,875	-	-	10,084,875
Buildings - Springdale Pictoria	9,260,329	-	-	9,260,329
Buildings - Kenwood Collection	34,371,914	-	-	34,371,914
Buildings - RBM 2A	6,341,624	-	-	6,341,624
Buildings - Convention Center Garages	-	20,880,388	-	20,880,388
Parking equipment	-	115,016	-	115,016
Office equipment	23,541	-	-	23,541
Furniture and fixtures	85,518	-	-	85,518
Leasehold improvements - Garage	1,392,442	263,259	-	1,655,701
Leasehold improvements - Office	<u>15,347</u>	<u>-</u>	<u>-</u>	<u>15,347</u>
Subtotal	69,517,222	21,258,663	-	90,775,885
Accumulated depreciation:				
Land improvements - Cincinnati Mall	2,100,398	152,040	-	2,252,438
Land improvements - Springdale Pictoria	445,120	36,459	-	481,579
Land improvements - Red Bank	1,171,527	75,306	-	1,246,833
Buildings - Cincinnati Mall	4,599,560	342,832	-	4,942,392
Buildings - Springdale Pictoria	4,656,097	383,687	-	5,039,784
Buildings - Kenwood Collection	7,697,609	1,333,715	-	9,031,324
Buildings - RBM 2A	156,470	220,898	-	377,368
Buildings - Convention Center Garages	-	623,295	-	623,295
Parking equipment	-	16,717	-	16,717
Office equipment	19,489	3,363	-	22,852
Furniture and fixtures	38,430	12,221	-	50,651
Leasehold improvements - Garage	214,930	130,691	-	345,621
Leasehold improvements - Office	<u>2,722</u>	<u>1,919</u>	<u>-</u>	<u>4,641</u>
Subtotal	<u>21,102,352</u>	<u>3,333,143</u>	<u>-</u>	<u>24,435,495</u>
Net capital assets being depreciated	<u>48,414,870</u>	<u>17,925,520</u>	<u>-</u>	<u>66,340,390</u>
Net capital assets	<u>\$ 74,325,034</u>	<u>\$41,179,502</u>	<u>\$ -</u>	<u>\$ 115,504,536</u>

December 31, 2019 and 2018

Note 4 - Capital Assets (Continued)

	Balance January 1, 2018	Additions	Disposals	Balance December 31, 2018
<b>Business-type Activities</b>				
Capital assets not being depreciated:				
Land easements - Red Bank	\$ 450,000	\$ -	\$ -	\$ 450,000
Land - RBM 2A	5,785,192	-	-	5,785,192
Land - Fifth & Plum Parking Lot	-	11,920,221	-	11,920,221
Construction in progress - RBM 2A	4,887,020	1,454,604	(6,341,624)	-
Construction in progress - RBM 2B	-	7,754,751	-	7,754,751
Subtotal	11,122,212	21,129,576	(6,341,624)	25,910,164
Capital assets being depreciated:				
Land improvements - Cincinnati Mall	4,519,426	-	-	4,519,426
Land improvements - Springdale Pictoria	882,619	-	-	882,619
Land improvements - Red Bank	2,539,587	-	-	2,539,587
Buildings - Cincinnati Mall	10,084,875	-	-	10,084,875
Buildings - Springdale Pictoria	9,260,329	-	-	9,260,329
Buildings - Kenwood Collection	34,371,914	-	-	34,371,914
Buildings - RBM 2A	-	6,341,624	-	6,341,624
Office equipment	30,988	-	(7,447)	23,541
Furniture and fixtures	75,806	9,712	-	85,518
Leasehold improvements - Garage	1,382,450	9,992	-	1,392,442
Leasehold improvements - Office	15,347	-	-	15,347
Subtotal	63,163,341	6,361,328	(7,447)	69,517,222
Accumulated depreciation:				
Land improvements - Cincinnati Mall	1,948,358	152,040	-	2,100,398
Land improvements - Springdale Pictoria	408,661	36,459	-	445,120
Land improvements - Red Bank	1,096,221	75,306	-	1,171,527
Buildings - Cincinnati Mall	4,256,728	342,832	-	4,599,560
Buildings - Springdale Pictoria	4,272,410	383,687	-	4,656,097
Buildings - Kenwood Collection	6,363,894	1,333,715	-	7,697,609
Buildings - RBM 2A	-	156,470	-	156,470
Office equipment	23,573	3,363	(7,447)	19,489
Furniture and fixtures	26,478	11,952	-	38,430
Leasehold improvements - Garage	149,571	65,359	-	214,930
Leasehold improvements - Office	804	1,918	-	2,722
Subtotal	18,546,698	2,563,101	(7,447)	21,102,352
Net capital assets being depreciated	44,616,643	3,798,227	-	48,414,870
Net capital assets	\$ 55,738,855	\$ 24,927,803	\$ (6,341,624)	\$ 74,325,034

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 taxes, insurance, maintenance, and repairs.

**Construction in Progress**

Redevelopment and renovation of the public parking garage at the RBM 2A development began in August 2016 and was completed and open to the public in April 2018. In July 2018, construction on a new parking garage and related public infrastructure at the RBM 2B development began and continued through 2019 year end.

December 31, 2019 and 2018

### Note 4 - Capital Assets (Continued)

#### *Construction Commitments*

The Port commitments as of December 31, 2019 and 2018 are \$25,979 and \$585,723, 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, 2019 and 2018:

- U.S. Treasury securities of \$5,895,158 and \$11,328,960, respectively, are valued using quoted market prices (Level 1 inputs).
- Certificates of deposit of \$2,247,479 and \$0, respectively, are valued using quoted market prices (Level 1 inputs)
- Money market funds of \$17,809,751 and \$28,105,555, respectively, are valued using quoted market prices (Level 1 inputs).
- The interest rate swap at \$0 and \$151,475, respectively, is valued using a matrix pricing model (Level 2 inputs).

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

The fair value of The Port's interest rate swap in 2018 was determined primarily based on Level 2 inputs. The Port estimates the fair value of this derivative using other inputs such as interest rates and yield curves that are observable at commonly quoted intervals and daily mark reporting by the swap provider. The swap was terminated in 2019 upon the refinance of Fountain Square South Garage bonds (see Note 6).

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, 2019 and 2018.

### 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. All bonds issued are direct placement bonds. The bondholders have no recourse to any other revenue or assets of The Port, except for the Patient Capital Fund, Fifth and Plum Project, and the Convention Center Garage Parking Facility bondholders.

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.

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

A detailed description of each bond issue as of December 31, 2019 follows:

Description	Amount
<b>Business-type Activities</b>	
Revenue bonds:	
2004 Cincinnati Mall Public Infrastructure (formerly known as Cincinnati Mills) Special Obligation Development Revenue Bonds, bearing interest at 6.30 percent and 6.40 percent, maturing in 2024 and 2034	\$ 13,730,000
2006 Springdale Pictoria Public Parking/Infrastructure Special Obligation Development Revenue Bonds, bearing interest at 2.10 percent, maturing in 2031	6,085,000
2015 Southwest Ohio Regional Bond Fund - State Loan Revenue Bonds, bearing interest at 0.00 percent, maturing in 2055	2,500,000
2016 Kenwood Collection Redevelopment - Public Parking Project Special Obligation TIF Revenue Refunding Bonds, bearing interest at 4.50, 5.00, 6.00, 6.60, and 6.25 percent, maturing in 2039	18,290,000
2016 Patient Capital Fund - Economic Development Mortgage Revenue Bond Anticipation Notes, bearing interest at 0.15 percent, maturing in 2021	10,825,000
2016 RBM Development Phase 2A Special Obligation Development TIF Revenue Bonds, bearing interest at 4.00, 4.375, 4.75, 5.00, and 6.00 percent, maturing in 2033 and 2046	15,055,000
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
2017 Fairfax Village Red Bank Infrastructure Project - Special Obligation TIF Refunding Revenue Bonds, bearing interest at 3.98 percent, maturing in 2037	3,088,104
2018 Fifth & Plum Project - Development Revenue Bonds, bearing interest at 4.95 percent through June 1, 2028 and 6.75% thereafter, maturing in 2043	12,590,000
2018 RBM Development Phase 2B Special Obligation Development TIF Revenue Bonds, bearing interest at 6.00 percent, maturing in 2050	22,805,000
2018 Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund - Housing and Community Development Revenue Bond, bearing interest at 0.00 percent through March 31, 2019 and 2.22 percent thereafter, maturing in 2025	1,000,000
2019 Fountain Square South Garage - Parking Facility Refunding Revenue Bonds, bearing interest at 4.65 percent and 5.00 percent, maturing in 2043	11,180,000
2019 Convention Center Garages - Parking Facility Revenue Bonds, bearing interest ranging from 0.00 percent to 5.00 percent, maturing in 2043	26,920,000
2019 Gallery at Kenwood - Special Obligation TIF Revenue Bonds, bearing interest at 5.00 percent and 8.00 percent, maturing in 2051	<u>26,405,000</u>
Total	<u>\$ 175,473,104</u>

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

**Changes in Long-term Debt**

The following is a summary of long-term debt transactions (excluding unamortized bond premiums in the amount of \$1,648,622 and \$1,374,683 of The Port for the years ended December 31, 2019 and 2018, respectively):

	2019				
	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
<b>Business-type Activities -</b>					
Revenue bonds	\$ 119,968,304	\$ 67,400,000	\$(11,895,200)	\$ 175,473,104	\$ 2,602,092
	2018				
	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
<b>Business-type Activities -</b>					
Revenue bonds	\$ 84,420,156	\$ 36,895,000	\$(1,346,852)	\$ 119,968,304	\$ 1,869,100

**Debt Service Requirements to Maturity**

The annual total principal and interest requirements to service all debt outstanding at December 31, 2019 are as follows:

Years Ending December 31	Business-type Activities		
	Principal	Interest	Total
2020	\$ 2,602,092	\$ 7,521,023	\$ 10,123,115
2021	13,712,597	8,701,007	22,413,604
2022	3,111,066	7,861,855	10,972,921
2023	3,962,874	7,714,903	11,677,777
2024	4,919,918	7,538,217	12,458,135
2025-2029	28,146,741	34,427,692	62,574,433
2030-2034	33,380,420	28,105,665	61,486,085
2035-2039	30,752,396	19,767,477	50,519,873
2040-2044	28,630,000	11,207,674	39,837,674
2045-2049	17,360,000	4,814,500	22,174,500
2050-2054	6,395,000	522,650	6,917,650
2055	2,500,000	-	2,500,000
<b>Total</b>	<b>\$ 175,473,104</b>	<b>\$ 138,182,663</b>	<b>\$ 313,655,767</b>

**Cincinnati Mall Public Infrastructure (formerly known as Cincinnati Mills)**

In February 2004, The Port issued \$18 million principal amount of Special Obligation Development Revenue Bonds for the purpose of financing, in cooperation with the cities of Forest Park, Ohio and Fairfield, Ohio, costs of the development of public infrastructure improvements to support the redevelopment of the suburban retail center currently known as Cincinnati Mall. The bonds consisted of \$7,465,000 principal amount of term bonds maturing on February 15, 2024 and \$10,535,000 principal amount of term bonds maturing on February 15, 2034. The assets acquired, improved, constructed, or otherwise developed by The Port with the proceeds of the bonds include a public parking garage and other parking facilities, two storm water detention ponds, and public roadways supporting the mall.

**Note 6 - Long-term Debt (Continued)**

Interest is payable semiannually at 6.30 and 6.40 percent for the 2024 and 2034 term bonds, respectively. Principal and interest payments for 2019 and 2018 were paid upon the due date. Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$1,506,000 and \$1,253,000, respectively, compared to net debt service (principal and interest) of approximately \$1,417,000 and \$1,414,000, respectively.

The debt service requirements for this bond issue are as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ 560,000	\$ 857,885	\$ 1,417,885
2021	595,000	821,503	1,416,503
2022	635,000	782,758	1,417,758
2023	680,000	741,335	1,421,335
2024	725,000	697,078	1,422,078
2025-2029	4,420,000	2,700,160	7,120,160
2030-2034	6,115,000	1,031,199	7,146,199
Total	\$ 13,730,000	\$ 7,631,918	\$ 21,361,918

**Springdale Pictoria Public Parking/Infrastructure**

In October 2006, The Port issued \$10 million principal amount of Special Obligation Development Revenue Bonds for the purpose of financing, in cooperation with the City of Springdale, Ohio, costs of the acquisition and development of public parking facilities to support the development of the Pictoria Corporate Center. The bonds consist of term bonds maturing on February 1, 2031. The assets acquired, improved, constructed, or otherwise developed by The Port with the proceeds of the bonds include a 1,132-space public parking garage serving the general public and located at a mixed-use commercial development (including office, restaurant, cinema, and distribution facilities).

Interest is payable semiannually at variable interest rates currently reset annually and with conversion options permitting the interest rate to be reset weekly or fixed to maturity. Until the interest rate on the bonds is fixed to maturity, bondholders have certain rights to tender bonds for purchase, as provided by the trust indenture. At issuance and as of December 31, 2019, RBC Capital Markets (formerly Seasongood & Mayer, LLC) is the remarketing agent for the bonds. Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$780,000 and \$1,003,000, respectively, compared to net debt service (principal and interest) of approximately \$517,000 and \$485,000, respectively.

Credit and liquidity support are provided for the bonds pursuant to a U.S. Bank N.A. Irrevocable Letter of Credit dated October 25, 2006, and as amended, extended, and reissued, and stated to expire on February 15, 2021, but extended one additional year annually thereafter if not terminated by the bank at least 270 days before February 15, 2021 or any subsequent expiration date. Obligations under the reimbursement agreement providing for that letter of credit are payable only from the trust estate established under the trust indenture. On February 15, 2015, the letter of credit fee increased from 3.0 to 3.5 percent, where it remained throughout 2019.

**Note 6 - Long-term Debt (Continued)**

On February 1, 2019, the interest rate was reset to 2.10 percent from 1.80 percent per year. Assuming a constant interest rate of 2.10 percent per year from February 1, 2019 to the maturity of the bonds, debt service as of December 31, 2019 is estimated as follows:

Years Ending December 31	Principal	Interest	Total
2020	\$ 410,000	\$ 123,480	\$ 533,480
2021	425,000	114,713	539,713
2022	445,000	105,578	550,578
2023	460,000	96,075	556,075
2024	475,000	86,258	561,258
2025-2029	2,660,000	270,585	2,930,585
2030-2031	1,210,000	25,619	1,235,619
Total	\$ 6,085,000	\$ 822,308	\$ 6,907,308

**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 \$4.2 million in reserves and a \$10.0 million letter of credit, the bond fund has approximately \$17.7 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 \$36,792 and \$39,607 for the years 2019 and 2018. All investment earnings for years 2019 and 2018 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, 2019 and 2018 was \$17,040 and \$4,205, 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, 2019 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, 2019 and 2018 were approximately \$40,000 and \$37,000, respectively, compared to net debt service (principal and interest) of approximately \$40,000 and \$37,000, respectively.

**Kenwood Collection Redevelopment (Public Parking Project)**

In May 2016, The Port issued Taxable Special Obligation TIF Revenue Refunding Bonds in principal amounts of \$15,915,000 for Series 2016A and \$2,750,000 for Series 2016B in order to provide funds to refund the 2008 Kenwood Development Bonds, fund required reserves, pay related issuance and transaction costs, and pay additional project costs. The Port worked with the new owner of the retail development and the Series B bonds to restructure aspects of the transaction.

The bonds being refunded were issued in January 2008. The Port issued \$14,315,000 principal amount of Series 2008A Special Obligation Development Revenue Bonds and \$6,115,000 of Series 2008B Taxable Special Obligation Development Revenue Bonds for the purpose of financing costs related to the acquisition, construction, installation, equipping, improvement, and development of public infrastructure improvements, in cooperation with Sycamore Township.

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

The refinanced improvements include an approximately 2,500-space public parking garage and related infrastructure, in support of a mixed-use commercial development, generally known as Kenwood Collection, and other neighboring properties including the Kenwood Towne Centre Mall.

Litigation primarily relating to the construction of the Kenwood Development had prevented timely completion of the project facilities. The foreclosure sale of the Kenwood Development occurred in July 2012, which allowed The Port to resume construction of the public parking garage in 2013.

On February 1, 2011, the 2008 bonds were tendered to the trustee, in accordance with the trust indenture, at 100 percent of the principal amount plus accrued interest. The bonds were purchased from proceeds of draws on the letters of credit and were held as pledged bonds under the indenture until successfully remarketed in 2016.

Upon refunding the 2008B bonds, The Port recognized a \$3,365,000 gain on the extinguishment of debt from the exchange of \$6,115,000 Series 2008B bonds for \$2,750,000 Series 2016B refunding bonds.

The table below summarizes the 2016 Taxable Special Obligation TIF Revenue Refunding Bonds issued:

Series	Amount	Matures January 1	Interest Rate	Bond Type
2016A	\$ 375,000	2019	3.75%	Serial
2016A	800,000	2021	4.50	Term
2016A	1,355,000	2024	5.00	Term
2016A	2,810,000	2029	6.00	Term
2016A	10,575,000	2039	6.60	Term
2016B	<u>2,750,000</u>	2039	6.25*	Term
	<u>\$ 18,665,000</u>			

\*The 2016B refunding bonds have an interest rate of 6.25 percent through December 31, 2020, and 6.90 percent thereafter.

Interest is payable semiannually on the 2016A bonds, and the initial interest payment on the 2016B bonds is January 1, 2021 with semiannual payments thereafter. Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$1,431,000 and \$1,603,000, respectively, compared to net debt service (principal and interest) of approximately \$1,352,000 and \$984,000, respectively.

Assuming interest rates as shown in the table above through maturity of the bonds, debt service is estimated as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ 390,000	\$ 961,525	\$ 1,351,525
2021	410,000	1,835,232	2,245,232
2022	505,000	1,110,713	1,615,713
2023	530,000	1,083,365	1,613,365
2024	560,000	1,054,548	1,614,548
2025-2029	3,365,000	4,707,638	8,072,638
2030-2034	4,635,000	3,434,760	8,069,760
2035-2039	<u>7,895,000</u>	<u>1,556,016</u>	<u>9,451,016</u>
Total	<u>\$ 18,290,000</u>	<u>\$ 15,743,797</u>	<u>\$ 34,033,797</u>

**Note 6 - Long-term Debt (Continued)**

***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 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 Ave. in Bond Hill (the former Cincinnati Gardens arena). Both sites are being redeveloped to attract advanced manufacturing. In 2017, The Port utilized Patient Capital Fund funds in the amount of \$497,559 for redevelopment of the Amberley Site.

The notes bear interest at 0.15 percent per year, and interest is due upon the note maturity date of June 1, 2021. The Port's nontax revenue is pledged to support the interest payment if other funds held in trust are not available. To the extent debt service funds held by the trustee are not sufficient to pay principal due on the note maturity date, The Port will issue bonds to the Patient Capital Fund noteholders for the remaining unpaid principal amount. The bonds, if issued, will also bear interest at 0.15 percent per year with interest payable semiannually and will mature on June 1, 2026. 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, 2019 and 2018 were approximately \$62,000 and \$6,000, respectively, with no net debt service (principal and interest) payments in 2019 or 2018.

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, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ -	\$ -	\$ -
2021	10,825,000	75,518	10,900,518
Total	\$ 10,825,000	\$ 75,518	\$ 10,900,518

***RBM Development Phase 2A Project***

In July 2016, The Port issued \$15,065,000 principal amount of Special Obligation Development TIF Revenue Bonds for the purpose of financing, in cooperation with the City of Cincinnati, costs of the acquisition and development of public parking facilities and related public infrastructure improvements supporting the development. The site consists of eight acres (Phase 2A) on the 31-acre campus headquarters of Medpace, a research-based drug and medical device company. The project is specifically located at the southeast intersection of Red Bank Expressway and Madison Road in the Madisonville neighborhood of the City of Cincinnati, Ohio. The mixed-use site includes a 239-room, six-story full-service boutique hotel and conference center, which sits atop the parking garage.

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

The table below summarizes the Special Obligation Development TIF Revenue Bonds issued. Interest is payable semiannually:

Series	Amount	Matures January 1	Interest Rate	Bond Type	Bond Type
2016A	\$ 1,115,000	2025	4.000%	Term	Taxable
2016A	1,080,000	2029	4.375	Term	Taxable
2016A	1,360,000	2033	4.750	Term	Taxable
2016B	8,765,000	2046	5.000	Term	Tax exempt
2016C	<u>2,745,000</u>	2046	6.000	Term	Tax exempt
	<u>\$ 15,065,000</u>				

Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$818,000 and \$83,000, respectively, compared to net debt service (principal and interest) of approximately \$769,000 and \$759,000, respectively. Assuming interest rates as shown in the table above through maturity of the bonds, debt service is estimated as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ 160,000	\$ 759,000	\$ 919,000
2021	195,000	752,200	947,200
2022	205,000	743,900	948,900
2023	215,000	735,100	950,100
2024	255,000	725,800	980,800
2025-2029	1,550,000	3,445,181	4,995,181
2030-2034	2,290,000	3,008,125	5,298,125
2035-2039	3,280,000	2,328,500	5,608,500
2040-2044	4,580,000	1,348,550	5,928,550
2045-2046	<u>2,325,000</u>	<u>183,250</u>	<u>2,508,250</u>
Total	<u>\$ 15,055,000</u>	<u>\$ 14,029,606</u>	<u>\$ 29,084,606</u>

**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 and \$1,937,000 in 2019 (see Note 2).

**Note 6 - Long-term Debt (Continued)**

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 any other recourse assets. Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$85,000 and \$53,000, respectively, compared to net debt service (principal and interest) of approximately \$64,000 and \$0, respectively.

Assuming an interest rate of 2.00 percent, debt service is estimated as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ -	\$ 100,000	\$ 100,000
2021	-	100,000	100,000
2022	-	100,000	100,000
2023	500,000	100,000	600,000
2024	1,000,000	90,000	1,090,000
2025-2026	<u>3,500,000</u>	<u>120,000</u>	<u>3,620,000</u>
Total	<u>\$ 5,000,000</u>	<u>\$ 610,000</u>	<u>\$ 5,610,000</u>

**Fairfax Red Bank Public Infrastructure**

In November 2017, The Port issued Special Obligation TIF Refunding Revenue Bonds in the principal amount of \$7,035,000 to provide funds to refund the 2007 Fairfax Red Bank Bonds, fund required reserves, and pay related issuance and transaction costs.

The bonds being refunded were issued in May 2007. The Port issued \$7,675,000 principal amount of Series 2007 Special Obligation Development Revenue Bonds for the purpose of financing costs of the acquisition, construction, installation, equipping, improvement, and development of public infrastructure improvements, in cooperation with the Village of Fairfax, Ohio.

The refinanced improvements include road and street improvements, public utility (water, sanitary sewer, and storm water control facilities), and public safety improvements, in support of a mixed-use commercial development generally known as Red Bank Village.

Interest on the Series 2017 bonds is payable semiannually at 3.98 percent through the bond maturity date of February 1, 2037. Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$382,000 and \$378,000, respectively, compared to net debt service (principal and interest) of approximately \$242,000 and \$135,000, respectively.

Because of the nature and location of certain of the improvements financed, those improvements are owned by the Village of Fairfax, Ohio or other political subdivisions pursuant to cooperative agreements, dedication, or other arrangements (Red Bank Non-Port Infrastructure). The portion of the refunding revenue bonds issued to refinance Red Bank Non-Port Infrastructure (\$3,787,644 principal amount, or 53.84 percent) and related revenue, expenses, assets, and liabilities is treated as a separate issue of conduit revenue bonds issued by The Port (Red Bank Conduit Bonds). The remaining improvements refinanced are owned by The Port (Red Bank Port Infrastructure) and, to the extent issued to refinance Red Bank Port Infrastructure (\$3,247,356 principal amount, or 46.16 percent), those bonds (Red Bank Infrastructure Bonds), and related revenue, expenses, assets, and liabilities, are treated as a separate issue of infrastructure development refunding revenue bonds issued to refinance assets of The Port.

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

The debt service requirements for The Port's portion of the Red Bank Infrastructure Bonds as of December 31, 2019 are as follows:

Years Ending December 31	Principal	Interest	Total
2020	\$ 120,016	\$ 121,712	\$ 241,728
2021	126,940	116,890	243,830
2022	131,556	111,792	243,348
2023	136,172	106,510	242,682
2024	140,788	101,044	241,832
2025-2029	800,876	414,924	1,215,800
2030-2034	969,360	241,128	1,210,488
2035-2037	662,396	43,909	706,305
<b>Total</b>	<b>\$ 3,088,104</b>	<b>\$ 1,257,909</b>	<b>\$ 4,346,013</b>

***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.

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, 2019 and 2018 were approximately \$942,000 and \$437,000, respectively, compared to net debt service (principal and interest) of approximately \$662,000 and \$281,000, 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, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ -	\$ 623,205	\$ 623,205
2021	-	623,205	623,205
2022	-	623,205	623,205
2023	-	623,205	623,205
2024	225,000	620,483	845,483
2025-2029	1,485,000	3,193,493	4,678,493
2030-2034	2,130,000	3,392,381	5,522,381
2035-2039	4,130,000	2,393,044	6,523,044
2040-2043	4,620,000	655,930	5,275,930
<b>Total</b>	<b>\$ 12,590,000</b>	<b>\$ 12,748,151</b>	<b>\$ 25,338,151</b>

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

***RBM Development Phase 2B Project***

In July 2018, The Port issued \$22,805,000 principal amount of Special Obligation Development TIF Revenue Bonds (Series 2018) for the purpose of financing the costs of acquiring, constructing and equipping an approximately 905-space structured parking facility and related public improvements, located on the 31-acre campus headquarters of Medpace. This project expands the campus development started in 2016 (see RBM Development Phase 2A Project – Series 2016).

In addition to proceeds received from the issuance of the RBM Development Phase 2B bonds, The Port received a \$4,893,328 developer contribution to fund the project.

The bonds bear interest at 6.00 percent annually through the bond maturity date of December 1, 2050. Interest payments are semiannual. Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$288,000 and \$189,000, respectively, compared to net debt service (principal and interest) of approximately \$1,368,000 and \$460,000, respectively.

Assuming an interest rate of 6.00 percent through maturity of the bonds, debt service is estimated as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ -	\$ 1,368,300	\$ 1,368,300
2021	170,000	1,368,300	1,538,300
2022	180,000	1,358,100	1,538,100
2023	190,000	1,347,300	1,537,300
2024	235,000	1,335,900	1,570,900
2025-2029	1,520,000	6,443,400	7,963,400
2030-2034	2,420,000	5,886,000	8,306,000
2035-2039	3,595,000	5,030,100	8,625,100
2040-2044	5,220,000	3,766,800	8,986,800
2045-2049	7,460,000	1,947,600	9,407,600
2050	1,815,000	108,900	1,923,900
<b>Total</b>	<b>\$ 22,805,000</b>	<b>\$ 29,960,700</b>	<b>\$ 52,765,700</b>

***Greater Cincinnati Neighborhoods Housing Revitalization Loan Fund***

In August 2018, The Port issued a \$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.

The Greater Cincinnati Foundation provided the initial 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 2019 and 2018, The Port provided project loans from the Program Fund totaling \$771,200 and \$973,549, 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.

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

The bonds bear 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. 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 any other recourse assets. Total pledged revenues on the bonds for the year ended December 31, 2019 and 2018 were approximately \$25,000 and \$10,000, respectively, compared to net debt service (principal and interest) of approximately \$11,000 and \$0, respectively.

Assuming interest rates of 0.00 percent through March 31, 2019 and 2.2213 percent thereafter, debt service is estimated as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ -	\$ 22,213	\$ 22,213
2021	-	22,213	22,213
2022	-	22,213	22,213
2023	-	22,213	22,213
2024	-	22,213	22,213
2025	1,000,000	11,106	1,011,106
<b>Total</b>	<b>\$ 1,000,000</b>	<b>\$ 122,171</b>	<b>\$ 1,122,171</b>

**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, 2019 and 2018 were approximately \$1,854,000 and \$1,872,000, respectively, compared to net debt service (principal and interest) of approximately \$637,000 and \$632,000, respectively.

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

The debt service requirements for the bonds are as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ 210,000	\$ 531,280	\$ 741,280
2021	230,000	521,029	751,029
2022	235,000	510,054	745,054
2023	255,000	498,605	753,605
2024	260,000	486,316	746,316
2025-2029	1,550,000	2,226,588	3,776,588
2030-2034	2,015,000	1,808,790	3,823,790
2035-2039	2,630,000	1,264,829	3,894,829
2040-2043	3,795,000	510,899	4,305,899
<b>Total</b>	<b>\$ 11,180,000</b>	<b>\$ 8,358,390</b>	<b>\$ 19,538,390</b>

**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 on a monthly basis from parking operations. 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.

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, 2019 were approximately \$1,865,000 compared to net debt service (principal and interest) of approximately \$720,000.

The debt service requirements for the bonds are as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ 752,076	\$ 809,962	\$ 1,562,038
2021	735,657	864,204	1,599,861
2022	734,510	907,542	1,642,052
2023	766,702	878,395	1,645,097
2024	804,130	847,577	1,651,707
2025-2029	4,495,865	3,770,167	8,266,032
2030-2034	8,901,060	2,737,513	11,638,573
2035-2039	4,755,000	1,447,829	6,202,829
2040-2043	4,975,000	475,245	5,450,245
<b>Total</b>	<b>\$ 26,920,000</b>	<b>\$ 12,738,434</b>	<b>\$ 39,658,434</b>

December 31, 2019 and 2018

**Note 6 - Long-term Debt (Continued)**

***Gallery at Kenwood***

In December 2019, The Port issued \$26,405,000 principal amount of Special Obligation Development TIF Revenue Bonds for the purpose of financing the costs of acquiring, constructing and equipping an approximately 633-space public parking facility and related public improvements at The Gallery at Kenwood. The project is a mixed-use development on a 7-acre site located on Kenwood Road in Sycamore Township of Hamilton County, Ohio and includes: a six-story 130-room hotel, a five-story 115,000 square foot office building, two restaurants, and 248 luxury apartments.

In addition to proceeds received from the issuance of bonds, The Port received land valued at \$4,999,052 (see Note 4).

The bonds bear interest at 5.00 percent and 8.00 percent annually through the bond maturity date of November 1, 2051. Interest payments are semiannual. There were no pledged revenues on the bonds for the year ended December 31, 2019 and no net debt service (principal and interest).

The debt service requirements for the bonds are as follows as of December 31, 2019:

Years Ending December 31	Principal	Interest	Total
2020	\$ -	\$ 1,242,461	\$ 1,242,461
2021	-	1,486,000	1,486,000
2022	40,000	1,486,000	1,526,000
2023	230,000	1,482,800	1,712,800
2024	240,000	1,471,000	1,711,000
2025-2029	1,800,000	7,124,450	8,924,450
2030-2034	2,695,000	6,540,150	9,235,150
2035-2039	3,805,000	5,703,250	9,508,250
2040-2044	5,440,000	4,450,250	9,890,250
2045-2049	7,575,000	2,683,650	10,258,650
2050-2051	4,580,000	413,750	4,993,750
<b>Total</b>	<b>\$ 26,405,000</b>	<b>\$ 34,083,761</b>	<b>\$ 60,488,761</b>

**Note 7 - Public Funding**

For the years ended December 31, 2019 and 2018, public funding for The Port came from the following sources:

	2019	2018
Hamilton County, Ohio	\$ 700,000	\$ 700,000
City of Cincinnati, Ohio	-	700,000
<b>Total</b>	<b>\$ 700,000</b>	<b>\$ 1,400,000</b>

**Note 8 - Leases**

***Operating Leases***

As of December 31, 2019, 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.

**Note 8 - Leases (Continued)**

Future minimum lease payments are as follows:

Years Ending December 31	Amount
2020	\$ 131,129
2021	126,847
2022	128,474
2023	130,125
2024	131,802
Thereafter	<u>71,501</u>
Total	<u>\$ 719,878</u>

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.

**Note 9 - Net Pension and OPEB Liabilities**

***Net Pension and OPEB Liabilities***

The net pension and OPEB (other postemployment benefits) liabilities reported on the statement of net position represents liabilities 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.

The net pension and OPEB liabilities 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 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.

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

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. The Port has no employee members 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.

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 2019 and 2018, 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.

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

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 2019 and 2018, 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 2019 and 2018.

No portion of the employer contributions in years 2019 and 2018 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 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 R.C. 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 2018 CAFR.

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 2018 CAFR for additional details.

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 2018 CAFR 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 2019 and 2018 was 14.0 percent. The 2019 and 2018 employee contribution rate for state and local members was 10.0 percent of earnable salary.

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

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, 2019 and 2018, The Port reported a payable of \$50,698 and \$55,029, respectively, to OPERS for the outstanding amount of contributions to the plan required for the years ended December 31, 2019 and 2018.

***Net Pension Liability, Deferrals, and Pension Expense***

At December 31, 2019 and 2018, The Port reported a liability of \$3,670,558 and \$1,993,142, respectively, for its proportionate share of the net pension liability for OPERS. The net pension liability was measured as of December 31, 2018 and 2017 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 0.013416 and 0.012736 percent for 2018 and 2017, respectively.

For the year ended December 31, 2019 and 2018, The Port recognized pension expense of \$1,143,261 and \$709,825, respectively.

At December 31, 2019 and 2018, The Port reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2019		2018	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 16,038	\$ 48,247	\$ 11,409	\$ 39,373
Changes in assumptions	321,044	-	239,341	-
Net difference between projected and actual earnings on pension plan investments	499,977	-	-	430,293
Changes in proportionate share and differences between employer contributions and proportionate share of contributions	304,394	2,588	517,610	1,417
Employer contributions to the plan subsequent to the measurement date	382,503	-	352,797	-
<b>Total</b>	<b>\$ 1,523,956</b>	<b>\$ 50,835</b>	<b>\$ 1,121,157</b>	<b>\$ 471,083</b>

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

Contributions of \$382,503 reported as deferred outflows of resources as of December 31, 2019 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, 2020. 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
2020	\$ 600,577
2021	199,852
2022	48,557
2023	234,734
2024	2,024
Thereafter	4,874
Total	<u>\$ 1,090,618</u>

**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, 2017, rolled forward to the measurement date of December 31, 2018, 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 0.019087 and 0.017222 percent for 2018 and 2017, respectively. At December 31, 2019 and 2018, The Port reported a liability of \$2,488,494 and \$1,870,194, respectively, for its proportionate share of the net OPEB liability for OPERS.

For the year ended December 31, 2019 and 2018, The Port recognized OPEB expense of \$292,394 and \$179,479, respectively.

At December 31, 2019 and 2018, The Port reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	2019		2018	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 843	\$ 6,752	\$ 1,457	\$ -
Changes in assumptions	80,232	-	136,170	-
Net difference between projected and actual earnings on OPEB plan investments	114,083	-	-	139,317
Changes in proportionate share and differences between employer contributions and proportionate share of contributions	135,811	-	-	-
Employer contributions to the plan subsequent to the measurement date	-	-	-	-
Total	<u>\$ 330,969</u>	<u>\$ 6,752</u>	<u>\$ 137,627</u>	<u>\$ 139,317</u>

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

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
2020	\$ 156,080
2021	89,835
2022	20,830
2023	57,472
2024	-
Thereafter	-
Total	<u>\$ 324,217</u>

**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, 2018 and 2017
Experience study	Five-year period ended December 31, 2015
Actuarial cost method	Individual entry age
Investment rate of return	7.20% for 2018 and 7.50% for 2017 - 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	3.00% Simple through 2018, then 2.15% simple thereafter

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, 2017 rolled forward to the measurement date December 31, 2018	December 31, 2016 rolled forward to the measurement date December 31, 2017
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	3.96% current measurement date	3.85% current measurement date
Investment rate of return	6.00% - Net of OPEB plan investment expense	6.50% - Net of OPEB plan investment expense
Municipal bond rate	3.71%	3.31%
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	10.0% initial, 3.25% ultimate in 2029	7.50% initial, 3.25% ultimate in 2028

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

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 above described tables.

***Discount Rate***

The discount rate used to measure the total pension liability was 7.20 and 7.50 percent for years 2018 and 2017, respectively. 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 3.96 and 3.85 percent was used to measure the OPEB liability on the measurement date of December 31, 2018 and 2017, respectively. This single discount rate was based on an expected rate of return on the health care investment portfolio of 6.00 and 6.50 percent and a municipal bond rate of 3.71 and 3.31 percent, for years 2018 and 2017, 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.

Based on the OPEB plan assumptions, the health care fiduciary net position and future contributions were sufficient to finance health care costs through 2031. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2031, 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 2018 and 2017 and the long-term expected real rates of return.

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

Asset Class	2018		2017	
	Target Allocation	Long-term Expected Real Rate of Return	Target Allocation	Long-term Expected Real Rate of Return
Fixed income	23.00%	2.79%	23.00%	2.20%
Domestic equities	19.00	6.21	19.00	6.37
Real estate	10.00	4.90	10.00	5.26
Private equity	10.00	10.81	10.00	8.97
International equities	20.00	7.83	20.00	7.88
Other investments	18.00	5.50	18.00	5.26
Total	100.00%	5.95%	100.00%	5.66%

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 2018 and 2017 and the long-term expected real rates of return.

Asset Class	2018		2017	
	Target Allocation	Long-term Expected Real Rate of Return	Target Allocation	Long-term Expected Real Rate of Return
Fixed income	34.00%	2.42%	34.00%	1.88%
Domestic equities	21.00	6.21	21.00	6.37
REITs	6.00	5.98	6.00	5.91
International equities	22.00	7.83	22.00	7.88
Other investments	17.00	5.57	17.00	5.39
Total	100.00%	5.16%	100.00%	4.98%

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.

During 2018, 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 loss of 2.94 and gain of 16.82 percent for 2018 and 2017, respectively.

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

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 loss of 5.60 and gain of 15.20 percent for 2018 and 2017, 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 and 7.50 percent for years 2019 and 2018, respectively, 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 - 2019	\$ 5,426,441	\$ 3,670,558	\$ 2,210,302

	1 Percent Decrease (6.50%)	Current Discount Rate (7.50%)	1 Percent Increase (8.50%)
Net pension liability - 2018	\$ 3,545,107	\$ 1,993,142	\$ 698,904

**Sensitivity of the Net OPEB Liability to Changes in the Discount and Health Care Cost Trend Rates**

The following presents the net OPEB liability of The Port, calculated using the single discount rate of 3.96 and 3.85 percent for years 2019 and 2018, respectively, as well as what The Port's net OPEB 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 (2.96%)	Current Single Discount Rate (3.96%)	1 Percent Increase (4.96%)
Net OPEB liability - 2019	\$ 3,183,712	\$ 2,488,494	\$ 1,935,613

	1 Percent Decrease (2.85%)	Current Single Discount Rate (3.85%)	1 Percent Increase (4.85%)
Net OPEB liability - 2018	\$ 2,484,633	\$ 1,870,194	\$ 1,373,118

December 31, 2019 and 2018

**Note 9 - Net Pension and OPEB Liabilities (Continued)**

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 rate, and the expected net OPEB liability 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 - 2019	\$ 2,391,983	\$ 2,488,494	\$ 2,599,649
Net OPEB liability - 2018	1,789,377	1,870,194	1,953,675

**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](http://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 2018 CAFR. This CAFR is available at [www.opers.org](http://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.

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 \$925,163,000 and \$742,201,000 at December 31, 2019 and 2018, respectively. The conduit revenue bonds issued 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 taken over 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.

In 2019, The Port issued conduit debt for Mariemont City School District, Summit Park - Blue Ash Airport Redevelopment, 3CDC Master Parking, The Artistry, Findlay Center, 1118 Sycamore, Madison & Whetsel Phase II, and Fields Ertel Project.

December 31, 2019 and 2018

**Note 11 - Conduit Revenue Bond Obligations (Continued)**

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, Court and Walnut Development, Washington Park Garage, Mercer Commons Garage, 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, and FC Cincinnati MLS Stadium.

**Note 12 - Assets Held for Resale**

The Port's assets held for resale consist of 129 acres as of December 31, 2019, compared to 112 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:

	2019	2018
2100 Section Road (Amberley Village)	\$ 7,162,913	\$ 7,107,200
MidPointe Crossing and Swift Park (Bond Hill)	2,984,625	2,953,685
TechSolve II (Roselawn)	162,724	961,432
Bond Hill and Roselawn Business Districts	4,068,011	3,669,704
2250 Seymour Ave (Bond Hill)	1,534,998	2,179,582
Hudepohl & Queensgate	3,462,945	994,103
2000 West St (Reading)	756,780	-
West End properties	544,692	-
Evanston properties	432,472	367,770
Price Hill properties	125,746	-
<b>Total</b>	<b>\$ 21,235,906</b>	<b>\$ 18,233,476</b>

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 2019, The Port recognized a cost-to-market adjustment in the amount of \$108,609 to write down costs on property located in the West End. In 2018, The Port recognized a cost-to-market adjustment in the amount of \$1,280,659 to write down costs on 2250 Seymour Avenue (the former Cincinnati Gardens) in Bond Hill.

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.
- 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 is being funded by a \$2.2 million grant from the City of Cincinnati and The Port's real estate development fund. This project is expected to complete in 2020.

December 31, 2019 and 2018

**Note 12 - Assets Held for Resale (Continued)**

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 - Subsequent Events**

In February 2020, The Port issued \$52.9 million of revenue bonds for the acquisition and demolition of the former Millennium Hotel in Cincinnati's central business district. The 872-room hotel is adjacent to the Duke Energy Convention Center and has hotel tax revenues pledged to support debt service. The bonds have a fixed interest rate of 3.00 percent and mature in the year 2023. In February 2020, The Port became subject to a legal proceeding and claim of \$5 million, which arose related to the purchase terms of the hotel. The Port believes it will prevail in the lawsuit, and as such, the corresponding liability will be insignificant.

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 Port. The Port's investment portfolio and the investments of the pension and other employee benefit plan in which The Port participates have incurred a significant decline in fair value, consistent with the general decline in financial markets. However, because the values of individual investments fluctuate with market conditions, and due to market volatility, the amount of losses that will be recognized in subsequent periods, if any, cannot be determined. In addition, the impact on The Port's future operating costs, revenues, and any recovery from emergency funding, either federal or state, cannot be estimated.

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## Required Supplemental Information

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## The Port

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

#### Last Ten Fiscal Years Years Ended December 31

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Contractually required contribution	\$ 283,801	\$ 265,822	\$ 218,792	\$ 130,688	\$ 103,833	\$ 105,605	\$ 99,498	\$ 49,896	\$ 22,609	\$ 11,849
Contributions in relation to the contractually required contribution	283,801	265,822	218,792	130,688	103,833	105,605	99,498	49,896	22,609	11,849
<b>Contribution Deficiency</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>The Port's Covered Payroll</b>	<b>\$ 2,027,149</b>	<b>\$ 1,898,732</b>	<b>\$ 1,683,015</b>	<b>\$ 1,089,067</b>	<b>\$ 865,273</b>	<b>\$ 880,038</b>	<b>\$ 765,372</b>	<b>\$ 498,963</b>	<b>\$ 226,090</b>	<b>\$ 135,414</b>
<b>Contributions as a Percentage of Covered Payroll</b>	14.00 %	14.00 %	13.00 %	12.00 %	12.00 %	12.00 %	13.00 %	10.00 %	10.00 %	8.75 %

## The Port

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

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#### Last Three Fiscal Years Years Ended December 31

	2019	2018	2017
Contractually required contribution	\$ -	\$ -	\$ 16,830
Contributions in relation to the contractually required contribution	<u>-</u>	<u>-</u>	<u>16,830</u>
<b>Contribution Deficiency</b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>
<b>Covered Employee Payroll</b>	<b>\$ 2,027,149</b>	<b>\$ 1,898,732</b>	<b>\$ 1,683,015</b>
<b>Contributions as a Percentage of Covered Employee Payroll</b>	<b>- %</b>	<b>- %</b>	<b>1.00 %</b>

Note: OPEB data prior to 2017 is not available.

## The Port

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

	Last Six Plan Years					
	For the Plan Years Ended December 31					
	2019	2018	2017	2016	2015	2014
The Port's proportion of the net pension liability	0.01342 %	0.01274 %	0.00843 %	0.00695 %	0.00718 %	0.00718 %
The Port's proportionate share of the net pension liability	\$ 3,670,558	\$ 1,993,142	\$ 1,912,511	\$ 1,203,569	\$ 865,747	\$ 846,193
<b>The Port's Covered Payroll</b>	<b>\$ 1,898,732</b>	<b>\$ 1,683,015</b>	<b>\$ 1,089,067</b>	<b>\$ 865,273</b>	<b>\$ 880,038</b>	<b>\$ 765,372</b>
<b>The Port's Proportionate Share of the Net Pension Liability as a Percentage of its Covered Payroll</b>	193.32 %	118.43 %	175.61 %	139.10 %	98.38 %	110.56 %
<b>Plan Fiduciary Net Position as a Percentage of Total Pension Liability</b>	74.70 %	84.66 %	77.30 %	81.20 %	86.50 %	86.40 %

Note: Pension data prior to 2014 is not available.

## The Port

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

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	Last Two Plan Years For the Plan Year Ended December 31	
	2019	2018
The Port's proportion of the net OPEB liability	0.01909 %	0.01722 %
The Port's proportionate share of the net OPEB liability (asset)	\$ 2,488,494	\$ 1,870,194
<b>The Port's Covered Employee Payroll</b>	<b>\$ 1,898,732</b>	<b>\$ 1,683,015</b>
<b>The Port's Proportionate Share of the Net OPEB Liability (Asset) as a Percentage of its Covered Employee Payroll</b>	131.06 %	111.12 %
<b>Plan Fiduciary Net Position as a Percentage of Total OPEB Liability</b>	46.33 %	54.14 %

Note: OPEB data prior to 2018 is not available.

December 31, 2019

**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, 2019 and 2018, respectively.

Changes in assumptions: The change in the actuarial information as of the measurement and valuation date of December 31, 2018 compared to December 31, 2017 included an increase in the investment rate of return from 7.20 percent to 7.50 percent.

Calculation of employer allocations: OPERS Health care funding is discretionary and dependent on both the pension funding and future projections. The portion of Traditional Pension Plan and Combined Plan employer contributions allocated to health care was 0% and 4% for Member-Directed Plan for 2018. The 2019 allocation is expected to be 0.0% for health care funding, and expected to continue at that rate thereafter.

**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, 2019 and 2018, respectively.

Changes in assumptions: There were no changes in benefit terms from the amounts reported for the Plan year 2018. The change in the actuarial information as of the measurement and valuation date of December 31, 2018 compared to December 31, 2017 included an increase in the single discount rate from 3.85 percent to 3.96 percent, a decrease in the investment rate of return from 6.5 percent to 6.00 percent, increase in the municipal bond rate from 3.31 percent to 3.71 percent, and increase in the health care cost trend rate from 7.50 percent initial, 3.25 percent ultimate in 2028 to 10.00 percent initial, 3.25 percent ultimate in 2029.

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 the Port of Greater Cincinnati Development Authority (The Port), which comprise the basic statement of net position as of December 31, 2019 and the related basic statements of revenue, expenses, and changes in net position and cash flows for the year then ended, and related notes to the financial statements and have issued our report thereon dated June 29, 2020.

**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) to determine the 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 may exist that have not been identified.

**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 determination of financial statement amounts. 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, 2020