

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO**

**AUDIT REPORT**

**FOR THE YEAR ENDED  
DECEMBER 31, 2019**

***James G. Zupka, CPA, Inc.***  
**Certified Public Accountants**



OHIO AUDITOR OF STATE  
KEITH FABER



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Board of Directors  
Western Reserve Port Authority  
1453 Youngstown-Kingsville Rd. NE  
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We have reviewed the *Independent Auditor's Report* of the Western Reserve Port Authority, Trumbull County, prepared by James G. Zupka, CPA, Inc., for the audit period January 1, 2019 through December 31, 2019. Based upon this review, we have accepted these reports in lieu of the audit required by Section 117.11, Revised Code. The Auditor of State did not audit the accompanying financial statements and, accordingly, we are unable to express, and do not express an opinion on them.

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

A handwritten signature in cursive script that reads "Keith Faber".

Keith Faber  
Auditor of State  
Columbus, Ohio

July 29, 2020

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# **JAMES G. ZUPKA, C.P.A., INC.**

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## **INDEPENDENT AUDITOR’S REPORT**

Board of Directors  
Western Reserve Port Authority

The Honorable Keith Faber  
Auditor of State  
State of Ohio

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

We have audited the accompanying cash basis financial statements of the business-type activities and each major fund of the Western Reserve Port Authority, Trumbull County, Ohio (Port Authority), as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Port Authority’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 the cash basis of accounting described in Note 2; this includes determining that the cash basis of accounting is an acceptable basis for the preparation of the financial statements in the circumstances. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor’s Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit 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 Western Reserve Port Authority, Ohio’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 Western Reserve Port Authority, Ohio’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 opinions.

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective cash basis financial position of the business-type activities and each major fund of the Western Reserve Port Authority, Ohio, as of December 31, 2019, and the respective changes in the cash basis financial position thereof for the year then ended in accordance with the basis of accounting described in Note 2.

### ***Accounting Basis***

We draw attention to Note 2 of the financial statements, which describes the basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

### ***Emphasis of Matter***

As discussed in Note 29 to the financial statements, during 2019, the financial impact of COVID-19 and the ensuing emergency measures will impact subsequent periods of the Port Authority. Our opinion is not modified with respect to this matter.

### ***Other Matters***

#### ***Supplemental Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Western Reserve Port Authority, Ohio's basic financial statements. The Schedule of Passenger Facility Charges Collected and Expended is required by the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration. The Schedule of Passenger Facility Charges Collected and Expended provides additional analysis and is not a required part of the basic financial statements.

The Schedule of Passenger Facility Charges Collected and Expended are management's responsibility and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements. We also applied certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Passenger Facility Charges Collected and Expended is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

#### ***Other Information***

We applied no procedures to the Management's Discussion and Analysis as listed in the table of contents. Accordingly, we express no opinion or any other assurance on it.



**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated June 26, 2020, on our consideration of the Western Reserve Port Authority, Ohio's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on 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 Western Reserve Port Authority, Ohio's internal control over financial reporting and compliance.



James G. Zupka, CPA, Inc.  
Certified Public Accountants

June 26, 2020

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The Management's Discussion and Analysis of the Western Reserve Port Authority (Port Authority) financial performance provides an overall narrative review and analysis of the Port Authority's financial activities for the year ended December 31, 2019, within the limitations of the Port Authority's cash-basis of accounting. The intent of this Discussion and Analysis is to look at the Port Authority's financial performance as a whole; readers should also review the basic financial statements and notes to the basic financial statements to enhance their understanding of the Port Authority's financial performance.

The Port Authority has two major divisions: 1) an Economic Development Division (ED Division) created to stimulate and support activities that enhance and promote transportation, economic development, and governmental operations within Mahoning and Trumbull Counties and 2) an Aviation Division created to operate and maintain the Youngstown-Warren Regional Airport (Airport).

**Using the Basic Financial Statements**

This annual report is presented in a format consistent with the presentation requirements of Governmental Accounting Standards Board Statement No. 34, as applicable to the Port Authority's cash-basis of accounting.

**Report Components**

The *Statement of Net Position – Cash Basis* and the *Statement of Activities – Cash Basis* provide information about the cash activities of the Port Authority as a whole.

Fund financial statements provide a greater level of detail. Funds are created and maintained on the financial records of the Port Authority as a way to segregate money whose use is restricted to a particular specified purpose. The *Statement of Fund Net Position – Cash Basis* and the *Statement of Receipts, Disbursements, and Changes in Fund Net Position – Cash Basis* present financial information by fund.

The *Notes to the Basic Financial Statements* are an integral part of the government-wide and fund financial statements and provide expanded explanation and detail regarding the information reported in the statements.

**Basis of Accounting**

The basis of accounting is a set of guidelines that determine when financial events are recorded. The Port Authority has elected to present its financial statements on a cash-basis of accounting. This basis of accounting is a basis of accounting other than generally accepted accounting principles.

Under the Port Authority's cash-basis of accounting, receipts and disbursements are recorded when cash is received or paid. As a result of using the cash-basis of accounting, certain assets and their related revenues (such as accounts receivable) and certain liabilities and their related expenses (such as accounts payable) are not recorded in the financial statements. Therefore, when reviewing the financial information and discussion within this report, the reader must keep in mind the limitations resulting from the use of the cash-basis of accounting.

**Financial Highlights**

Key financial highlights for 2019 are as follows:

Net position of business-type activities at December 31, 2019 increased \$492,562, or 45%, from December 31, 2018. This significant increase was primarily the result of:

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- 1) the Port Authority Fund realizing in 2019 an increase in net position of \$135,612, or 24%, from 2018 due primarily to (A) a decrease of \$119,761 in contractual service disbursements in 2019 under 2018 (due primarily from a reduction in payments of the Port Authority's airline revenue guarantee program), and (B) a decrease of \$46,000 in interfund transfers-out to other funds in 2019 under 2018, all of which was offset by (C) a decrease of \$87,315 in lodging tax receipts from Mahoning and Trumbull Counties in 2019 under 2018, and (D) a decrease of \$104,094 in federal assistance program receipts in 2019 under 2018 (reimbursement to the Port Authority's airline revenue guarantee program). Note that the Port Authority Fund realized an increase in net position of \$170,094 in 2018 over 2017 and an increase in net position of \$118,904 in 2017 over 2016;
- 2) the Aviation Fund realizing in 2019 a decrease in net position of \$128,012, or 35%, from 2018 due primarily to (A) an increase of \$492,856 in capital outlay disbursements in 2019 over 2018 (due to timing of commencing capital improvements funded by FAA Airport Improvement Program Federal Assistance Grants) and (B) a decrease of \$46,000 in interfund transfers-in from the Port Authority Fund in 2019 under 2018), all of which was offset by (C) an increase of \$330,099 in intergovernmental receipts in 2019 over 2018 (due to timing of commencing capital improvements funded by FAA Airport Improvement Program Federal Assistance Grants), (D) a decrease of \$127,561 in personal service disbursements in 2019 under 2018 (due to reduction in workforce), (E) a decrease of \$57,825 in contractual service disbursements in 2019 under 2018 (primarily engineering funded by Airport Improvement Program Federal Assistance Grants), (F) an increase of \$51,931 in fees and charges for service receipts in 2019 over 2018 (FBO Concessions, landing fees, fuel flowage, and other activity concessions resultant of the addition of a 2<sup>nd</sup> Fixed Base Operator (FBO) commencing operations at the Airport in July 2019), (G) a decrease of \$29,183 in utilities disbursements in 2019 under 2018 (primarily due to reduction in natural gas pricing), and (H) an increase of \$10,827 in other disbursements in 2019 over 2018 (primarily resultant of incurring greater administrative costs to be reimbursed by Airport Improvement Program Federal Assistance Grants). Note that the Aviation Fund realized a decrease in net position of \$199,614 in 2018 under 2017 and a decrease in net position of \$114,369 in 2017 under 2016; and
- 3) the Economic Development Fund realizing in 2019 an increase in net position of \$484,962, or 284%, from 2018 due primarily to (A) an increase of \$770,308 in fees and charges for services receipts in 2019 over 2018 (due to an increase in the number and monetary size of capital lease projects), (B) a decrease of \$110,854 in capital outlay disbursements in 2019 under 2018 (due to the acquisition of two buildings in 2018 (\$475,000) and offset slightly by the increase in costs of a rehabilitation project in 2019 over 2018 (\$364,000), (C) a decrease of \$94,508 in debt service disbursements in 2019 under 2018 (due primarily to the pay-off of a \$125,000 note in 2018), (D) an increase of \$72,390 in rental and lease income receipts in 2019 over 2018 (due to receiving full-year rent for buildings acquired in 2018), and (E ) an increase of \$45,787 in proceeds from debt receipts in 2019 over 2018 (due to an increase in debt issued for a costs of a rehabilitation project), all of which was offset by (F) an increase of \$140,014 in contractual service disbursements in 2019 over 2018 (primarily due to an increase in legal fees expended for capital lease projects), (G) a decrease of \$125,000 in sale of assets in 2019 under 2018 (due to the sale of a facility in 2018), and (H) a decrease in other cash receipts of \$64,302 in 2019 under 2018 (primarily resultant of drawing on escrow accounts provided for the payment of real estate taxes and rehabilitation costs of a building acquired in 2018). Note that the Economic Development Fund realized a decrease in net position of \$251,455 in 2018 under 2017 and a decrease in net position of \$1,253 in 2017 under 2016.

The Port Authority had total receipts of \$4,450,971 (excluding Interfund Transfers-In). Program specific receipts accounted for \$2,208,449, or 50%, of total receipts. General receipts accounted for \$2,242,522, or 50%, of total receipts. Program specific receipts for governmental activities are primarily 1) charges for services (fees and charges for services, and rental and lease income) and 2) intergovernmental receipts consisting of grants from other governmental units that must be used to provide a specific service. These receipts represent respectively 73% and 27% of total program specific receipts.

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General receipts for governmental activities are primarily 1) intergovernmental receipts consisting of subsidies from other governmental units that are used for general operations and 2) proceeds from debt issued for improvements to capital assets. These receipts represent respectively 73% and 27% of total general receipts.

The Port Authority had total disbursements of \$3,958,409 (excluding Interfund Transfers-Out). Personal services represent 27% of total disbursements and is comprised of payroll and benefit related costs. Capital outlay (capital improvement and equipment replacement projects) represents 26% of total disbursements of which 49% is funded by Airport Improvement Program Federal Assistance Grants and 46% is funded by debt issuances. Contractual services represent 20% of total disbursements of which 1) 73% is comprised of costs of services, such as insurance, security, marketing, legal, and consulting, that are provided by contracted third-parties and 2) 27% is comprised of engineering costs funded by Airport Improvement Program Federal Assistance Grants. Debt service represents 13% of total disbursements. Utilities of facilities represents 6% of total disbursements. Materials and Supplies represents 4% of total disbursements.

**Reporting the Port Authority as a Whole**

A reporting entity is comprised of the primary government, component units, and other organizations that are included to ensure that the financial statements are not misleading. The primary government of the Port Authority consists of all funds and departments that are not legally separate from the Port Authority. The Port Authority has no component units and or other organizations whose activities are required to be presented in the Port Authority's financial statements.

The *Statement of Net Position – Cash Basis* and the *Statement of Activities – Cash Basis* reflect how the Port Authority did financially during 2019, within the limitations of cash-basis of accounting.

The *Statement of Net Position – Cash Basis* presents cash balances and investments of the Port Authority at year-end. The *Statement of Activities – Cash Basis* compares cash disbursements with program specific receipts for each business-type activity. Program specific receipts include charges paid by the recipient of the program's goods or services, and grants and contributions restricted to meeting the operational or capital requirements of a particular program. General receipts are all receipts not classified as program specific receipts. The comparison of cash disbursements with program receipts identifies how each business-type activity draws from the Port Authority's general receipts. These statements report the Port Authority's cash position and the changes in cash position. Keeping in mind the limitations of the cash-basis of accounting, you may think of these changes as one way to measure the Port Authority's financial health.

Over time, increases or decreases in the Port Authority's cash position is one indicator of whether the Port Authority's financial health is improving or deteriorating. When evaluating the Port Authority's financial condition, you should also consider other non-financial factors as well such as the Port Authority's reliance on non-local financial resources for operations such as subsidies from other governmental units, the condition of the Port Authority's capital assets and infrastructure, the extent of the Port Authority's debt obligations, and the need for growth in the major local revenue sources such as property taxes.

**Reporting the Port Authority Funds**

Fund financial statements provide detailed information about the Port Authority's funds – not the Port Authority as a whole. The Port Authority establishes separate funds to manage better its many activities and to help demonstrate that money that is restricted as to how it may be used is being spent for the intended purpose. The Port Authority's fund structure comprises of three business-type proprietary funds (enterprise funds), the Port Authority Fund, the Aviation Fund, and the Economic Development Fund.

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The Port Authority Fund accounts for financial resources that the Port Authority can expend at its discretion according to the general laws of Ohio (no restrictions). The Aviation Fund accounts for all financial resources of the Airport for which the use is restricted by the FAA and other regulatory agencies that limits such use to be only for the operation of the Airport and maintenance, acquisition, construction, and/or improvement of its facilities. The Economic Development Fund accounts for all financial resources of the *Economic Development Division* that are expended for advancing economic development and from financial assistance grants for furthering the Port Authority's economic development initiatives.

**Port Authority as a Whole**

Table 1 provides a comparison of net position at December 31, 2019 and December 31, 2018 on a cash-basis of accounting.

**Table 1 - Statement of Net Position - Cash Basis**

	Port Authority Fund		Aviation Fund		Economic Development Fund		Total	
	2019	2018	2019	2018	2019	2018	2019	2018
<b>ASSETS</b>								
Cash and Cash Equivalents	\$ 704,348	\$ 568,736	\$ 45,819	\$ 178,787	\$ 655,437	\$ 170,475	\$ 1,405,604	\$ 917,998
Restricted Cash								
In Segregated Accounts								
With Fiscal Agents	-	-	195,460	187,504	-	-	195,460	187,504
<b>Total Assets</b>	<b>\$ 704,348</b>	<b>\$ 568,736</b>	<b>\$ 241,279</b>	<b>\$ 366,291</b>	<b>\$ 655,437</b>	<b>\$ 170,475</b>	<b>\$ 1,601,064</b>	<b>\$ 1,105,502</b>
<b>NET POSITION</b>								
Restricted:								
Capital Outlay	-	-	\$ 38,412	\$ 171,304	-	-	\$ 38,412	\$ 171,304
Debt Services	-	-	192,460	187,504	-	-	192,460	187,504
Other Purposes	-	-	5,275	5,275	-	-	5,275	5,275
Assigned:								
Airport Operations	-	-	2,132	2,208	-	-	2,132	2,208
Economic Development Operator	-	-	-	-	655,437	170,475	655,437	170,475
Unrestricted	704,348	568,736	-	-	-	-	704,348	568,736
<b>Total Net Position</b>	<b>\$ 704,348</b>	<b>\$ 568,736</b>	<b>\$ 238,279</b>	<b>\$ 366,291</b>	<b>\$ 655,437</b>	<b>\$ 170,475</b>	<b>\$ 1,598,064</b>	<b>\$ 1,105,502</b>

Over time, net position can serve as a useful indicator of a government's financial position.

The Port Authority's total unrestricted net position was \$1,361,917 at December 31, 2019 as compared to \$741,419 at December 31, 2018, an increase of \$620,149, or 84%. This increase portrays a significant stronger cash position for the Port Authority at December 31, 2019 than at December 31, 2018. In addition, the Port Authority 1) continued its investment in Airport capital improvement projects that will facilitate attracting additional airlines, tenants, and users of the Airport and 2) facility acquisition and capital improvement projects that will increase rental/lease income in the future.

The Port Authority's total net position was \$1,598,064 at December 31, 2019 as compared to \$1,105,502 at December 31, 2018, an increase of \$492,562.

Table 2 provides a comparison of changes in net position for 2019 and 2018 on a cash-basis of accounting.

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**Table 2 - Statement of Activities - Cash Basis**

	Port Authority		Aviation		Economic Development		Total	
	Fund	Fund	Fund	Fund	Fund	Fund	Fund	Fund
	2019	2018	2019	2018	2019	2018	2019	2018
<b>Receipts</b>								
<b>Program Receipts</b>								
Charges for Services	\$ -	\$ -	\$ 679,052	\$ 620,128	\$ 939,004	\$ 96,306	\$ 1,618,056	\$ 716,434
Operating Grants and Contributions	-	104,094	1,590	2,985	-	-	1,590	107,079
Capital Grants and Contributions	-	-	588,803	257,309	-	-	588,803	257,309
<b>Total Program Receipts</b>	<b>-</b>	<b>104,094</b>	<b>1,269,445</b>	<b>880,422</b>	<b>939,004</b>	<b>96,306</b>	<b>2,208,449</b>	<b>1,080,822</b>
<b>General Receipts</b>								
<b>Grants &amp; Entitlements not</b>								
Restricted to specific programs	1,639,651	1,726,966	-	-	-	-	1,639,651	1,726,966
Investment Income	-	-	16,989	10,479	11,209	3,877	28,198	14,356
Proceed from Debt	-	-	-	-	476,776	430,989	476,776	430,989
Gain (Loss) on Sale of Capital Assets	-	-	2,200	300	-	125,000	2,200	125,300
All Other Revenues	1,259	1,413	83,007	71,006	11,431	75,733	95,697	148,152
Transfers In	-	-	929,000	975,000	300,000	300,000	1,229,000	1,275,000
<b>Total General Receipts</b>	<b>1,640,910</b>	<b>1,728,379</b>	<b>1,031,196</b>	<b>1,056,785</b>	<b>799,416</b>	<b>935,599</b>	<b>3,471,522</b>	<b>3,720,763</b>
<b>Total Receipts</b>	<b>1,640,910</b>	<b>1,832,473</b>	<b>2,300,641</b>	<b>1,937,207</b>	<b>1,738,420</b>	<b>1,031,905</b>	<b>5,679,971</b>	<b>4,801,585</b>
<b>Disbursements</b>								
Personal Services	144,424	140,629	603,273	730,834	318,789	323,084	1,066,486	1,194,547
Materials and Supplies	6,446	5,977	119,989	120,942	17,345	10,066	143,780	136,985
Contractual Services	80,752	200,513	460,365	518,190	248,932	108,918	790,049	827,621
Conferences and Travel	18,172	15,046	5,859	4,448	15,731	12,477	39,762	31,971
Utilities	1,350	-	206,000	235,183	16,224	14,470	223,574	249,653
Repair and Maintenance	-	-	20,381	22,311	99	-	20,480	22,311
Capital Outlay	-	-	510,022	17,166	530,423	641,277	1,040,445	658,443
Facility Leases	-	-	-	-	36,246	19,200	36,246	19,200
Debt Service	-	-	489,410	485,220	34,046	128,554	523,456	613,774
Other Cash Disbursements	25,154	25,213	13,354	2,527	35,623	25,314	74,131	53,054
Transfers Out	1,229,000	1,275,000	-	-	-	-	1,229,000	1,275,000
<b>Total Disbursements</b>	<b>1,505,298</b>	<b>1,662,378</b>	<b>2,428,653</b>	<b>2,136,821</b>	<b>1,253,458</b>	<b>1,283,360</b>	<b>5,187,409</b>	<b>5,082,559</b>
Increase/(Decrease) in Net Position	135,612	170,095	(128,012)	(199,614)	484,962	(251,455)	492,562	(280,974)
Net Position at January 1	568,736	398,641	366,291	565,905	170,475	421,930	1,105,502	1,386,476
Net Position at December 31	\$ 704,348	\$ 568,736	\$ 238,279	\$ 366,291	\$ 655,437	\$ 170,475	\$ 1,598,064	\$ 1,105,502

Program specific receipts represent 50% of total receipts (excluding Interfund Transfers-In) of which 73% is comprised of charges for services (fees and charges for services, and rental and lease income) and 27% is comprised of intergovernmental receipts consisting of restricted grants from other governmental units that must be used to provide a specific service.

General receipts represent 50% of total receipts (excluding Interfund Transfers-In) of which 73% is comprised of intergovernmental receipts consisting of subsidies from other governmental units that are used for general operations, 21% is comprised of proceeds from debt issued for acquisition of and improvements to capital assets, 6% is comprised of other receipts the majority consisting of sale of assets, passenger facility charges collections, reimbursement of administrative costs received from capital grants, and reimbursement of utility costs received from tenants of Airport facilities.

The *Net Cost of Services* of \$1,749,960 represents total disbursements (excluding Interfund Transfers-Out) of \$3,958,409 less program specific receipts of \$2,208,449. The *Net Cost of Services* represents the costs of the services, which ends up being paid primarily from general receipts (subsidies provided by Mahoning and Trumbull Counties, investment earnings, proceeds from debt, sale of assets, passenger facility charges, and miscellaneous receipts). Therefore, dependence upon general receipts is apparent as 44% of total disbursements (excluding Interfund Transfers-Out) were supported through general receipts. An indicator of whether the Port Authority's financial health is improving or deteriorating is its reliance on fund balances available at January 1.

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In 2019, the Port Authority's total net position increased \$492,562, therefore, 0% of total disbursements (excluding Interfund Transfers-Out) were supported from fund balances available at January 1 as compared to \$280,974, or 7%, in 2018.

This increase in 2019 from 2018 in reliance on fund balances available at January 1 suggests an improvement in the Port Authority's financial condition. Also, when evaluating financial health, one must also consider investment in capital assets. In 2019, the Port Authority invested \$1,040,445, or 26% of total disbursements for the acquisition and improvement of capital assets. This investment will increase rental and lease income in the future the result of which will improve the Port Authority's financial condition.

**Capital Assets and Debt Administration**

*Capital Assets* - The Port Authority does not currently maintain tracking of its capital assets and infrastructure although Management anticipates acquiring software to begin this performance in 2020. However, the Port Authority does maintain an *Airport Capital Improvement Plan* and a *10-Year Master Plan* that collectively are the primary planning tools for systematically identifying, prioritizing, and estimating costs for critical development and associated capital needs of the Airport. In addition, the *Airport Capital Improvement Plan* presents the Airport's warranted and eligible capital assets and infrastructure needs as identified by the Airport's Sponsors, State of Ohio Aviation Officials, and the Federal Aviation Administration (FAA) and is contained in the FAA's National Plan of Integrated Airport Systems. The *10-Year Master Plan* is available for viewing on the Port Authority's Website at [www.yngairport.com](http://www.yngairport.com).

*Capital Lease Obligations* - The Port Authority financed the acquisition of a copier in 2014 through a leasing arrangement. This leasing arrangement meets the criteria of a capital lease as defined by GASB Statement No. 62 "Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1987 FASB and AICPA Pronouncements", which defines a capital lease as one that transfers benefits and risks of ownership to the lessee. The requirements of the 2014 lease were satisfied fully in 2019.

*Debt Administration* - The Port Authority's outstanding debt at December 31, 2019 for capital projects is \$6,847,419, \$5,553,856 principal and \$1,293,563 interest, consisting of 1) \$2,545,000 of principal remaining for 20-year Airport Development Revenue Bonds with various interest rates from 2.125% to 4.625% issued in December 2011 to provide financial resources for the construction and/or improvement of Port Authority Airport facilities. Amounts needed to service this debt, including interest and fiscal charges, approximately 55% will be derived from Passenger Facility Charges, if available, that are assessed to each enplaning commercial airline passenger as approved by the Federal Aviation Administration and approximately 45% will be derived from revenues (fees, charges, and rents) generated from facilities of which the construction and/or improvement thereof were financed by the proceeds of the Bonds; 2) \$327,641 of principal remaining for a 10-year Development Revenue Bond, 3.271%, issued in 2012 to provide financial resources for the construction of a 14-unit T-Hangar. Amounts needed to service this debt, including interest and fiscal charges, will be derived from rent generated from the T-Hangar; 3) \$771,219 of principal remaining for a 10-year Development Revenue Bond, 3.4884%, issued in 2012 to provide financial resources for the acquisition of an air cargo building. Amounts needed to service this debt, including interest and fiscal charges, will be derived from rent generated from the air cargo building; 4) \$228,081 of principal remaining for a 10-year Development Revenue Bond, 4.867%, issued in 2013 to provide financial resources for the construction of a wheeled-vehicle maintenance building. Amounts needed to service this debt, including interest and fiscal charges, will be derived from rent generated from the wheeled-vehicle maintenance building; 5) \$449,347 of principal remaining for a 10-year Development Revenue Bond, 3.08%, issued in 2014 to provide financial resources for the construction of a 14-unit T-Hangar. Amounts needed to service this debt, including interest and fiscal charges, will be derived from rent generated from the T-Hangar; 6) \$459,753 of principal remaining for a 10-year Development Revenue Bond, 2.89%, issued in 2014 to provide financial resources for the replacement of the Airport Terminal's electrical substation and stand-by generator.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED DECEMBER 31, 2019**

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Amounts needed to service the debt on the Bond, including interest and fiscal charges, will be derived from revenues (fees, charges, and rents) generated from the Terminal; and 7) \$772,815 of principal remaining for a 10-year Acquisition and Improvement Bond, 3.5%, issued in 2018 to provide financial resources for the acquisition and improvement of a commercial building. Amounts needed to service this debt, including interest and fiscal charges, will be derived from rent generated from the building.

The Port Authority's outstanding debt (principal and interest) at December 31, 2019 for conduit debt arrangements is \$55,644,517, \$360,703 as related to the Timken Latrobe Steel Distribution Project, \$2,430,504 as related to the Southern Park Mall Project, \$19,461,845 as related to the Poland Way Project, \$1,655,574 as related to the Pittsburgh Institute of Aeronautics Project, \$14,000,000 as related to the Youngstown Campus Associate Project, \$12,000,000 as related to the Youngstown Stambaugh Holdings Project, \$1,652,667 as related to the Campus Lofts Project, \$3,625,248 as related to the Trailstar Manufacturing Warehouse Project, and \$457,976 as related to the Hallmark Phase III Project.

However, debt service obligations for all conduit debt arrangements are made directly from owners of these Projects to the trustees of such debt obligations and do not pass-through the Port Authority.

**Fund Budgeting**

The Port Authority's annual budget is prepared according to Ohio law and is based upon accounting for certain transactions on a basis of cash receipts, cash disbursements, and encumbrances (budgetary basis of accounting). The budget presents the Port Authority's estimated resources and appropriations for its funds for the current year, and includes outstanding encumbrances appropriated from prior years.

Estimated resources in the budget include estimates of cash to be received (budgeted receipts) plus unencumbered cash as of January 1. Estimated resources establish a limit on the amount the Board of Directors may appropriate. Estimated resources may be adjusted during the year if the Board of Directors projects increases or decreases in receipts.

Appropriations in the budget are the Port Authority's authorization to spend resources and set limits on expenditures plus encumbrances at the level of control selected by the Board of Directors. The legal level of control has been established by the Board of Directors at the function level for its funds. Any budgetary modifications at this level may only be made by resolution of the Board of Directors. The Board of Directors may amend appropriations throughout the year with the restriction that appropriations may not exceed estimated resources.

**Contacting the Port Authority's Management**

This financial report is designed to provide our users, citizens, taxpayers, creditors, and all other interested parties with a general overview of the Port Authority's finances and to reflect the Port Authority's accountability for the monies it receives. Questions concerning any of the information in this report or requests for additional information should be directed to John Moliterno, Executive Director, Western Reserve Port Authority, Youngstown-Warren Regional Airport, 100 Federal Plaza East, Suite 422, Youngstown, Ohio, 44503.



**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
STATEMENT OF NET POSITION – CASH BASIS  
DECEMBER 31, 2019**

	<b>Port Authority</b>	<b>Aviation</b>	<b>Economic Development</b>	<b>Total Business- Type Activities</b>
<b>Assets</b>				
Equity in Pooled Cash and Cash Equivalents	\$704,348	\$45,819	\$655,437	\$1,405,604
Restricted Cash with Fiscal Agent	0	192,460	0	192,460
<b>Total Assets</b>	<b>\$704,348</b>	<b>\$238,279</b>	<b>\$655,437</b>	<b>\$1,598,064</b>
<b>Net Position</b>				
Restricted for:				
Capital Outlay	\$0	\$38,412	\$0	\$38,412
Debt Service	0	192,460	0	192,460
Other Purposes	0	5,275	0	5,275
Unrestricted	704,348	2,132	655,437	1,361,917
<b>Total Net Position</b>	<b>\$704,348</b>	<b>\$238,279</b>	<b>\$655,437</b>	<b>\$1,598,064</b>

See accompanying Notes to the Basic Financial Statements.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
STATEMENT OF ACTIVITIES – CASH BASIS  
FOR THE YEAR ENDED DECEMBER 31, 2019**

	<u>Program Cash Receipts</u>				<b>Net Receipts (Disbursements) and Changes in Net Position</b>
	Cash Disbursements	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Total
<b>Business-Type Activities</b>					
Port Authority	\$276,298	\$0	\$0	\$0	(\$276,298)
Aviation	2,428,653	679,052	1,590	588,803	(1,159,208)
Economic Development	1,253,458	939,004	0	0	(314,454)
<b>Total Business-Type Activities</b>	<u>\$3,958,409</u>	<u>\$1,618,056</u>	<u>\$1,590</u>	<u>\$588,803</u>	<u>(1,749,960)</u>
			<b>General Receipts</b>		
			Grants and Entitlements not Restricted to Specific Programs		1,639,651
			Investment Earnings		28,198
			Sale of Assets		2,200
			Proceeds from Debt		476,776
			Passenger Facility Charges		8,214
			Miscellaneous Receipts		<u>87,483</u>
			Total General Receipts		<u>2,242,522</u>
			Changes in Net Position		492,562
			Net Position - January 1, 2019		<u>1,105,502</u>
			<b>Net Position - December 31, 2019</b>		<b><u><u>\$1,598,064</u></u></b>

See accompanying Notes to the Basic Financial Statements.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
STATEMENT OF FUND NET POSITION – CASH BASIS  
PROPRIETARY FUNDS  
DECEMBER 31, 2019**

	<b>Port Authority</b>	<b>Aviation</b>	<b>Economic Development</b>	<b>Total Enterprise Funds</b>
<b>Assets</b>				
Equity in Pooled Cash and Cash Equivalents	\$704,348	\$45,819	\$655,437	\$1,405,604
Restricted Cash with Fiscal Agent	0	192,460	0	192,460
<b>Total Assets</b>	<b>\$704,348</b>	<b>\$238,279</b>	<b>\$655,437</b>	<b>\$1,598,064</b>
<b>Fund Balances</b>				
Restricted for:				
Capital Outlay	\$0	\$38,412	\$0	\$38,412
Debt Service	0	192,460	0	192,460
Deposits	0	5,275	0	5,275
Committed for:				
Encumbrances	1,230	736	1,057	3,023
Assigned for:				
Airport Operations	0	1,396	0	1,396
Economic Development Operations	0	0	654,380	654,380
Unassigned	703,118	0	0	703,118
<b>Total Fund Balances</b>	<b>\$704,348</b>	<b>\$238,279</b>	<b>\$655,437</b>	<b>\$1,598,064</b>

See accompanying Notes to the Basic Financial Statements.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
STATEMENT OF RECEIPTS, DISBURSEMENTS,  
AND CHANGES IN FUND NET POSITION – CASH BASIS  
PROPRIETARY FUNDS  
FOR THE YEAR ENDED DECEMBER 31, 2019**

	Port Authority	Aviation	Economic Development	Total
<b>Operating Cash Receipts</b>				
Fees and Charges for Services	\$0	\$235,605	\$855,294	\$1,090,899
Rental/Lease Income	0	443,447	83,710	527,157
<b>Total Operating Cash Receipts</b>	<b>0</b>	<b>679,052</b>	<b>939,004</b>	<b>1,618,056</b>
<b>Operating Cash Disbursements</b>				
Personal Services	144,424	603,273	318,789	1,066,486
Materials and Supplies	6,446	119,989	17,345	143,780
Contractual Services	80,752	460,365	248,932	790,049
Conferences and Travel	18,172	5,859	15,731	39,762
Utilities	1,350	206,000	16,224	223,574
Repairs and Maintenance	0	20,381	99	20,480
Facility Lease	0	0	36,246	36,246
Capital Outlay	0	510,022	530,423	1,040,445
Debt Service	0	489,410	34,046	523,456
Other Cash Disbursements	25,154	13,354	35,623	74,131
<b>Total Operating Cash Disbursements</b>	<b>276,298</b>	<b>2,428,653</b>	<b>1,253,458</b>	<b>3,958,409</b>
Operating Income/(Loss)	(276,298)	(1,749,601)	(314,454)	(2,340,353)
<b>Non-Operating Cash Receipts</b>				
Intergovernmental Receipts	1,639,651	590,393	0	2,230,044
Earnings on Investments	0	16,989	11,209	28,198
Sale of Assets	0	2,200	0	2,200
Proceeds from Debt	0	0	476,776	476,776
Passenger Facility Charges	0	8,214	0	8,214
Other Cash Receipts	1,259	74,793	11,431	87,483
<b>Total Non-Operating Cash Receipts</b>	<b>1,640,910</b>	<b>692,589</b>	<b>499,416</b>	<b>2,832,915</b>
Transfers-In	0	929,000	300,000	1,229,000
Transfers-Out	(1,229,000)	0	0	(1,229,000)
Change in Net Position	135,612	(128,012)	484,962	492,562
Net Position - January 1, 2019	568,736	366,291	170,475	1,105,502
<b>Net Position - December 31, 2019</b>	<b>\$704,348</b>	<b>\$238,279</b>	<b>\$655,437</b>	<b>\$1,598,064</b>

See accompanying Notes to the Basic Financial Statements.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019**

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**NOTE 1 – DESCRIPTION OF THE WESTERN RESERVE PORT AUTHORITY AND REPORTING ENTITY**

Western Reserve Port Authority (the Port Authority) is a body corporate and politic created under the provisions of Revised Code Section 4582.202, and established to exercise the rights and privileges conveyed to it by the constitution and laws of the State of Ohio. The Port Authority operates under the direction of an appointed eight-member Board of Directors established under the provisions of Revised Code Section 4582.27. The Mahoning County and Trumbull County Boards of County Commissioners each appoint four Directors. The purpose of the Port Authority is to stimulate and support activities that enhance, foster, aid, provide, or promote transportation, economic development, housing, recreation, education, governmental operations, culture, or research within Mahoning and Trumbull Counties, or other activities authorized by Sections 13 and 16 of Article VIII, Ohio Constitution. An appointed Executive Director is responsible for overseeing the overall operation of the Port Authority. An appointed Director of Economic Development is responsible for the operation of the Port Authority's Economic Development Division. The Port Authority is also responsible for the safe and efficient operation and maintenance of the Youngstown-Warren Regional Airport (the Airport). An appointed Director of Aviation is responsible for the operation of the Port Authority's Aviation Division.

***Reporting Entity***

The Port Authority follows the provisions of Governmental Accounting Standards Board (GASB) Statement No. 14, "The Financial Reporting Entity" as amended by GASB Statement No. 39, "Determining Whether Certain Organizations are Component Units", GASB Statement No. 61, "The Financial Reporting Entity: Omnibus an Amendment of GASB Statements No. 14 and No. 34", GASB Statement No. 80, "Blending Requirements for Certain Component Units – An Amendment of GASB Statement No. 14", and GASB Statement No. 90, "Majority Equity Interests - An Amendment Of GASB Statements No. 14 and No. 61", regarding the definition of its financial reporting entity. A reporting entity is comprised of the primary government, component units, and other organizations that are included to ensure that the financial statements are not misleading. The primary government of the Port Authority consists of all funds and departments that are not legally separate from the Port Authority.

Component units are legally separate organizations for which the Port Authority is financially accountable. The Port Authority is financially accountable for an organization if the Port Authority appoints a voting majority of the organization's governing board and 1) the Port Authority is able to significantly influence the programs or services performed or provided by the organization; 2) the Port Authority is legally entitled to or can otherwise access the organization's resources; 3) the Port Authority is legally obligated or has otherwise assumed the responsibility to finance the deficits of or provide financial support to the organization; or 4) the Port Authority is obligated for the debt of the organization. Component units may also include organizations for which the Port Authority approves the budget, the issuance of debt, or the levying of taxes. The Port Authority has no component units and or other organizations whose activities are required to be presented in the Port Authority's financial statements.

**NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

As discussed further in Note 2(C), these financial statements are presented on a cash-basis of accounting. The cash-basis of accounting differs from accounting principles generally accepted in the United States of America (GAAP) as applied to local governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial principles. Generally Accepted Accounting Principles (GAAP) include all relevant (GASB) pronouncements, which have been applied to the extent they are applicable to the cash-basis of accounting. Following are the more significant of the Port Authority's accounting policies.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

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**A. Basis of Presentation**

The Port Authority's basic financial statements consist of government-wide statements, including a statement of net position, a statement of activities, and fund financial statements providing a more detailed level of financial information.

**Government-Wide Financial Statements** The statement of net position and the statement of activities display information about the Port Authority as a whole. The government-wide statement of net position presents the cash balances of the business-type activities of the Port Authority at year-end.

The government-wide statement of activities presents a comparison between direct disbursements with program receipts for each function or program of the Port Authority's business-type activities. Direct disbursements are reported by function. A function is a group of related activities designed to accomplish a major service or regulatory program for which the government is responsible.

Program receipts include charges paid by the recipient of the program's goods or services and grants and contributions restricted to meeting the operational or capital requirements of a particular program. General receipts are all receipts not classified as program receipts, with certain limited exceptions. The comparison of direct disbursements with program receipts identifies the extent to which each business segment or government function is self-financing on a cash basis or draws from the Port Authority's general receipts.

**Fund Financial Statements** During the year, the Port Authority segregates transactions related to certain Port Authority functions or activities in separate funds in order to aid financial management and to demonstrate legal compliance. Fund financial statements are designed to present financial information of the Port Authority at this more detailed level. The focus of proprietary fund financial statements is on major funds. The Port Authority maintains three funds; each is a major fund and is presented in a separate column.

Proprietary fund financial statements distinguish operating transactions from non-operating transactions. Operating receipts generally result from exchange transactions such as charges for services directly relating to the fund's principal services. All other receipts are reported as non-operating. Operating disbursements generally include costs of sales and services and administrative costs. All of the Port Authority's disbursements are reported as operating.

**B. Fund Accounting**

The Port Authority uses funds to maintain its financial records during the year. A fund is defined as a fiscal and accounting entity with a self-balancing set of accounts. The Port Authority maintains three funds, all of which are classified as proprietary.

**Proprietary Funds** A fund financed primarily from user charges for goods or services is classified as proprietary. The following are the Port Authority's proprietary funds that are classified as enterprise funds:

**Port Authority Fund** The Port Authority Fund accounts for all financial resources except those required to be accounted for in another fund. This Fund's fund balance is available to the Port Authority for any purpose provided it is expended or transferred according to the general laws of Ohio.

**Aviation Fund** The Aviation Fund accounts for all financial resources of the Port Authority's *Aviation Division* that operates the Youngstown-Warren Regional Airport. This Fund's receipts include fees and charges for services, rental and lease income, operating and capital improvement financial assistance grants, and proceeds from the sale of assets. These receipts are only to be expended for operation of the Airport and maintenance, acquisition, construction, and/or improvement of its facilities.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

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***Economic Development Fund*** The Economic Development Fund accounts for all financial resources of the Port Authority's *Economic Development Division*. This Fund's receipts include administrative fees for administrating and/or financing economic development projects, contributions received from other governmental units and community organizations for advancing economic development, and from financial assistance grants for furthering the Port Authority's economic development initiatives.

***C. Basis of Accounting***

The Port Authority's financial statements are prepared using the cash-basis of accounting. Except for modifications having substantial support, receipts are recorded in the Port Authority's financial records and reported in the financial statements when cash is received rather than when earned and disbursements are recorded in the Port Authority's financial records and reported in the financial statements when cash is paid rather than when a liability is incurred. Any such modifications made by the Port Authority are described in the appropriate section in the notes.

As a result of the use of this cash-basis of accounting, certain assets and their related revenues (such as accounts receivable and revenue for billed or provided services not yet collected) and certain liabilities and their related expenses (such as accounts payable and expenses for goods or services received but not yet paid, and accrued expenses and liabilities) and deferred inflows/outflows of resources are not recorded in these financial statements.

***D. Cash and Cash Equivalents***

To improve cash management, except proceeds from bond issuances, cash received by the Port Authority is pooled. Monies for all funds is maintained in this pool. Individual fund integrity is maintained through Port Authority records. Each fund's interest in this pool is valued at cost and is presented in the statement of net position as "equity in pooled cash and cash equivalents".

Cash received by the Port Authority from bond issuances is restricted to use and maintained in a segregated account or maintained with a fiscal agent in accounts in the name of the Port Authority.

All of the Port Authority's cash and cash equivalents are maintained in interest and non-interest bearing checking accounts with the exception of \$800 of cash-on-hand. Interest earned from these accounts during 2019 amounted to \$28,198 of which \$16,989 was credited to the Aviation Fund and \$11,209 credited to the Economic Development Fund. Non-interest bearing checking accounts are maintained due to regulations prohibiting the Port Authority from earning interest on available cash balances received from several of its federal financial assistance grants or clearing accounts established pursuant to debt covenants.

An analysis of the Port Authority's equity in cash and cash equivalents at December 31, 2019 is provided in Note 4.

***E. Prepaid Items***

On the cash-basis of accounting, payments made to vendors for services that will benefit periods beyond December 31, 2019 are reported as disbursements when paid. These items are not reflected as assets in the accompanying financial statements.

***F. Inventory***

On the cash-basis of accounting, inventories of fuel, oil, and supplies are reported as disbursements when purchased. These items are not reflected as assets in the accompanying financial statements.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

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**G. Capital Assets**

On the cash-basis of accounting, acquisitions of property, plant, and equipment are reported as disbursements when purchased. These items are not reflected as assets in the accompanying financial statements.

**H. Long-Term Obligations**

On the cash-basis of accounting, proceeds from long-term debt are reported when cash is received and the subsequent debt service principal and interest payments are reported when paid. These long-term debt obligations are not reflected as liabilities in the accompanying financial statements. In addition, on the cash-basis of accounting, payments for other long-term obligations such as capital leases are reported when paid. These long-term obligations are not reflected as liabilities in the accompanying financial statements.

**I. Accumulated Leave Time**

In certain circumstances, such as separation of employment or retirement, employees are entitled to cash payment for unused leave time. On the cash-basis of accounting, unpaid leave time is not reflected as a liability in the accompanying financial statements.

**J. Fund Balances**

Following the provisions of Governmental Accounting Standards Board (GASB) Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions", the Port Authority divides fund balances into five classifications based primarily on the extent to which the Port Authority is bound to observe constraints imposed upon the use of the resources in its funds. Following are such classifications:

**Nonspendable** A nonspendable fund balance includes amounts that cannot be spent because they are not in spendable form or legally required to be maintained intact. The "not in spendable form" criterion includes items that are not expected to be converted in cash (such as inventory).

**Restricted** A restricted fund balance includes amounts that can only be spent for specific purposes due to constraints that are either externally imposed by creditors (such as debt covenants), grantors, contributors, or laws or regulations of other governments, or is imposed by law through constitutional provisions or enabling legislation.

**Committed** A committed fund balance includes amounts that can be used only for the specific purposes imposed by formal action of the Board of Directors. Those committed amounts cannot be used for any other purpose unless the Board of Directors removes or changes the specified use by taking the same type of action it employed to previously commit those amounts. In contrast to fund balance that is "restricted" by enabling legislation, committed fund balance classification may be redeployed for other purposes with appropriate due process. Committed fund balance also incorporates contractual obligations to the extent that existing resources in the fund have been specifically committed for use in satisfying those contractual requirements.

**Assigned** An assigned fund balance includes amounts intended to be used for specific purposes but do not meet the criterion to be classified as restricted nor committed. In funds other than the Port Authority Fund, assigned fund balance represents the remaining amount that is not restricted or committed. In the Port Authority Fund, assigned amounts represent intended uses established by policies of the Board of Directors.



**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

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**Unassigned** An unassigned fund balance is the residual classification for the Port Authority Fund and includes all spendable amounts not contained in other classifications. Unassigned amounts are technically available for any purpose. In other funds, the unassigned classification is only used to report a deficit fund balance resulting from overspending for specific purposes for which the amounts have been restricted, committed, or assigned. The deficit fund balance will be reported as a negative amount in the unassigned classification for that fund.

The Port Authority applies restricted resources first when expenditures are incurred for purposes for which restricted and unrestricted (committed, assigned, and unassigned) fund balances are available. Similarly, with unrestricted fund balance, committed amounts are reduced first followed by assigned, then unassigned amounts when expenditures are incurred for purposes for which amounts in any of the unrestricted fund balance classifications could be used.

***K. Net Position Restrictions***

Net position is reported as restricted when there are limitations imposed on its use either through constitutional provisions, enabling legislation (adopted by the Port Authority), or through external restrictions imposed by creditors, grantors, or laws or regulations of other governments. The government-wide statement of net position reports \$236,147 of net position restricted for business-type activities, of which \$56,796 is restricted by enabling legislation, as defined by GASB Statement No. 46, "Net Assets Restricted by Enabling Legislation", (\$26,357) is restricted by requirements of Federal Aviation Administration Airport Improvement Grants, \$7,973 is restricted by agreements with the Federal Aviation Administration permitting the collection and expending of Passenger Facility Charges, \$192,460 is restricted by covenants of the Port Authority's Development Revenue Bonds, Series 2011, (debt service requirements), and \$5,275 is restricted by deposit agreements with current and prospective hangar tenants. The Port Authority first applies restricted resources when incurring an expense for which it may use either restricted or unrestricted resources.

***L. Interfund Activity***

Non-exchange flows of cash from one fund to another are reported in the financial statements as interfund transfers. The Port Authority may make interfund transfers from its Port Authority Fund to its other Funds to contribute financial resources to support the operations accounted for by those Funds. In 2019, the Port Authority transferred \$929,000 from the Port Authority Fund into the Aviation Fund and transferred \$300,000 from the Port Authority Fund into the Economic Development Fund. Interfund transfers are reflected as other financing sources/(uses) in the accompanying financial statements.

***M. Budgetary Process***

The Ohio Revised Code requires the Board of Directors to annually prepare a budget for the Port Authority. The Port Authority's annual budget, which is prepared on the budgetary basis of accounting, presents the Port Authority's estimated resources and appropriations for its funds for the current year, and includes outstanding encumbrances appropriated from prior years.

Estimated resources in the budget include estimates of cash to be received (budgeted receipts) plus unencumbered cash as of January 1. Estimated resources establish a limit on the amount the Board of Directors may appropriate. Estimated resources may be adjusted during the year if the Board of Directors projects increases or decreases in receipts.

Appropriations in the budget are the Port Authority's authorization to spend resources and set limits on expenditures plus encumbrances at the level of control selected by the Board of Directors. The legal level of control has been established by the Board of Directors at the function level for its funds.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

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Any budgetary modifications at this level may only be made by resolution of the Board of Directors. The Board of Directors may amend appropriations throughout the year with the restriction that appropriations may not exceed estimated resources.

***L. Accounting of Conduit Debt Activity***

As discussed in Notes 14 through 24, the Port Authority issued debt to provide financial resources for several projects that assisted ownership of such projects to establish and/or retain and improve/expand their local operations. Debt service payments required to satisfy all obligations are made directly from these companies to respective trustees.

Based on the criteria described in GASB Interpretation No. 2, "Disclosure of Conduit Debt Obligations", since these payments do not flow-through the Port Authority and since these payments do not have an effect on the fund balances/net position of the Port Authority, such debt service activity is not reflected in the financial statements.

**NOTE 3 – CHANGE IN ACCOUNTING PRINCIPLES**

***A. Implementation of New Accounting Pronouncements***

For 2019, the Port Authority implemented Government Accounting Standards Board (GASB) Statement No. 83, "Certain Asset Retirement Obligations"; Statement No. 88, "Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placements"; and Statement No. 90, "Majority Equity Interests - An Amendment of GASB Statements No. 14 and No. 61".

GASB Statement No. 83, "Certain Asset Retirement Obligations", addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability based on the this Statement's guidance that establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for AROs and requires that recognition occur when the liability is both incurred and reasonably estimable. The determination of when the liability is incurred should be based on the occurrence of external laws, regulations, contracts, or court judgments, together with the occurrence of an internal event that obligates a government to perform asset retirement. This Statement enhances comparability of financial statements among governments by establishing uniform criteria for governments to recognize and measure certain AROs, including obligations that may not have been previously reported, and also enhance the decision-usefulness of the information provided to financial statement users by requiring disclosures related to those AROs.

GASB Statement No. 88, "Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placements", improves the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. This Statement improves financial reporting by providing users of financial statements with essential information that currently is not consistently provided and information about resources to liquidate debt and the risks associated with changes in terms associated with debt. As a result, users will have better information to understand the effects of debt on a government's future resource flows.

GASB Statement No. 90, "Majority Equity Interests - An Amendment of GASB Statements No. 14 and No. 61", improves the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units.

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This Statement improves financial reporting by providing users of financial statements with essential information related to presentation of majority equity interests in legally separate organizations that previously was reported inconsistently. In addition, it requires reporting of information about component units if the government acquires a 100 percent equity interest by providing information about the cost of services to be provided by the component unit in relation to the consideration provided to acquire the component unit.

The implementation of GASB Statements No. 83, No. 83, and No. 90, did not affect the presentation of the financial statements and did not have an effect on the fund balances/net position of the Port Authority as previously reported at December 31, 2018.

***B. Future Accounting Pronouncements***

In January 2017, the GASB issued Statement No. 84, "Fiduciary Activities", which improves guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments with the focus of the criteria generally on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. An activity meeting the criteria should be reported in a fiduciary fund in the basic financial statements and Governments with activities meeting the criteria should present a statement of fiduciary net position and a statement of changes in fiduciary net position. An exception to that requirement is provided for a business-type activity that normally expects to hold custodial assets for three months or less. This Statement will enhance consistency and comparability by (1) establishing specific criteria for identifying activities that should be reported as fiduciary activities and (2) clarifying whether and how business-type activities should report their fiduciary activities. Greater consistency and comparability enhance the value provided by the information reported in financial statements for assessing government accountability and stewardship. GASB Statement No. 84 is required to be adopted for years beginning after December 15, 2019.

In March 2019, the GASB issued Statement No. 91, "Conduit Debt Obligations" which will provide a single method of reporting conduit debt obligations by issuers and will eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement will clarify the existing definition of a conduit debt obligation, will establish that a conduit debt obligation is not a liability of the issuer, will establish standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations, and will improve required note disclosure. This Statement will require issuers to disclose general information about their conduit debt obligations, organized by type of commitment, including the aggregate outstanding principal amount of the issuers' conduit debt obligations, and a description of each type of commitment. This Statement will improve financial reporting by eliminating the existing option for issuers to report conduit debt obligations as their own liabilities. GASB Statement No. 91 is required to be adopted for years beginning after December 15, 2021 but will be adopted in 2020 since conduit debt is a significant activity of the Port Authority.

The Port Authority is currently evaluating the impact GASB Statements No. 84 and No. 91, will have on its financial statements when adopted during the Port Authority's 2020 fiscal year.

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**NOTE 4 – DEPOSITS AND INVESTMENTS**

State statutes require the classification of funds held by the Port Authority into three categories.

Active deposits are public deposits determined to be necessary to meet current demands on the treasury. Such monies must be maintained either as cash in the Port Authority treasury, in commercial accounts payable or withdrawable on demand, including negotiable order of withdrawal (NOW) accounts, or in money market deposit accounts.

Inactive deposits are public deposits not required for use within the current five-year period of designation of depositories as identified by the Port Authority Board of Directors. Inactive deposits must either be evidenced by certificates of deposit maturing not later than the end of the current period of designation of depositories, or by savings or deposit accounts including, but not limited to, passbook accounts.

Interim deposits are deposits of interim monies. Interim monies are those monies, which are not needed for immediate use, but which will be needed before the end of the current period of designation of depositories. Interim deposits must be evidenced by time certificates of deposit maturing not more than one year from the date of deposit or by savings accounts, including passbook accounts.

Protection of Port Authority deposits is provided by the Federal Deposit Insurance Corporation (FDIC), by eligible securities pledged by the financial institution as security for repayment, by surety company bonds deposited with the Port Authority's Board Secretary by the financial institution, or by a single collateral pool established by the financial institution to secure the repayment of all public monies deposited with the institution.

Interim monies held by the Port Authority may be deposited or invested in the following securities:

1. United States Treasury Notes, Bills, Bonds, or any other obligation or security issued by the United States Treasury, or by any other obligation guaranteed as to principal and interest by the United States;
2. Bonds, notes, debentures, or any other obligations or securities issued by any federal government agency or instrumentality, including but not limited to, the Federal National Mortgage Association, Federal Home Loan Bank, Federal Farm Credit Bank, Federal Home Loan Mortgage Corporation, Government National Mortgage Association, and Student Loan Marketing Association. All federal agency securities shall be direct issuances of federal government agencies or instrumentalities;
3. Written repurchase agreements in the securities listed above provided that the market value of the securities subject to the repurchase agreement must exceed the principal value of the agreement by at least two-percent and be marked to market daily, and that the term of the agreement must not exceed thirty days;
4. Bonds and other obligations of the State of Ohio or other Ohio local governments;
5. No-load money market mutual funds consisting exclusively of obligations described in division (1) or (2) of this section and repurchase agreements secured by such obligations, provided that investments in securities described in this division are made only through eligible institutions;
6. The State Treasurer's investment pool State Treasury Asset Reserve of Ohio (STAR Ohio);
7. Certain banker's acceptances and commercial paper notes for a period not to exceed one hundred eighty days from the purchase date in an amount not to exceed twenty-five percent of the interim monies available for investment at any one time; and.
8. Under limited circumstances, corporate debt interests rated in either of the two highest classifications by at least two nationally recognized rating agencies.

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The Port Authority may also invest any monies not required to be used for a period of six months or more in the following:

1. Bonds and other obligations guaranteed by the United States;
2. Discount notes of the Federal National Mortgage Association;
3. Bonds of the State of Ohio; and
4. Bonds of any municipal corporation, village, county, township, or other political subdivision of the State of Ohio, as to which there is no default of principal, interest, or coupons.

Investments in stripped principal or interest obligations, reverse repurchase agreements, and derivatives are prohibited. The issuance of taxable notes for the purpose of arbitrage, the use of leverage and short selling are also prohibited.

An investment must mature within five years from the date of purchase unless matched to a specific obligation or debt of the Port Authority and must be purchased with the expectation that it will be held to maturity. Investments may only be made through specified dealers and institution. Payment for investments may be made only upon delivery of the securities representing the investments to the Port Authority's Board Secretary or qualified trustee or, if the securities are not represented by a certificate, upon receipt of confirmation of transfer from the custodian.

**A. Cash on Hand / Cash Held by Others**

At December 31, 2019, the Port Authority had \$800 of undeposited cash on hand and \$1,000 held by a third-party.

**B. Deposits with Financial Institutions**

At December 31, 2019, the carrying amount of the Port Authority's deposits was \$1,596,264 and the bank balance was \$1,662,755. Based on the criteria described in GASB Statement No. 40, "Deposits and Investment Risk Disclosures" as of December 31, 2019, all of the Port Authority's bank balance was covered by Federal Deposit Insurance.

**C. Investments**

The Port Authority did not maintain any investments in 2019.

**D. Reconciliation of Cash and Investments to the Statement of Net Position**

<u>Cash and Investments per Footnote</u>	
Undeposited Cash on Hand	\$800
Cash Held by Others	1,000
Carrying amount of deposits with Financial Institutions	<u>1,596,264</u>
Total Cash and Investments per Footnote	<u>\$1,598,064</u>
 <u>Cash and Cash Equivalents Per Statement of Net Position</u>	
Business-Type Activities	<u>\$1,598,064</u>

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**NOTE 5 – CAPITAL LEASE OBLIGATIONS**

The Port Authority financed the acquisition of a copier in 2014 through a leasing arrangement (cost/principal \$12,743, 60-month term, 10.35%).

Payments totaling \$1,334 were made in 2019 to satisfy fully the requirements of the lease.

**NOTE 6 – LONG-TERM OBLIGATIONS**

Changes in the Port Authority's long-term obligations for the year ended December 31, 2019 follows:

	<b>Balance January 1, 2019</b>	<b>Increase</b>	<b>Decrease</b>	<b>Balance December 31 2019</b>	<b>Due Within One Year</b>
Development Revenue Bonds (Series 2011)	\$2,700,000	\$0	\$155,000	\$2,545,000	\$160,000
Development Revenue Bond (Series 2012(A))	348,126	0	20,485	327,641	21,145
Development Revenue Bond (Series 2012(B))	816,832	0	45,613	771,219	47,177
Development Revenue Bond (Series 2013)	239,293	0	11,212	228,081	11,678
Development Revenue Bond (Series 2014(A))	472,989	0	23,645	449,344	23,546
Development Revenue Bond (Series 2014(B))	498,884	0	39,136	459,748	39,112
Acquisition and Improvement Bond (Series 2018(A))	305,989	476,776	9,950	772,815	40,543
<b>Total</b>	<b>\$5,382,113</b>	<b>\$476,776</b>	<b>\$305,041</b>	<b>\$5,553,848</b>	<b>\$343,201</b>

Additional information for these obligations is discussed in Notes 7 through 13.

**NOTE 7 – DEVELOPMENT REVENUE BONDS (SERIES 2011) – SPECIAL OBLIGATION**

In 2011, pursuant to a Cooperative Agreement, dated November 1, 2011, between the Port Authority, Mahoning County, and Trumbull County, the Port Authority issued \$3,610,000 in Development Revenue Bonds (Series 2011) (various rates from 2.125% to 4.625%, 20 years) to provide financial resources for the construction and/or improvement of Port Authority Airport facilities.

Of the amounts needed to service the debt on the Bonds, including interest and fiscal charges, approximately 55%, if available, will be derived from Passenger Facility Charges (PFCs) that are assessed to each enplaning commercial airline passenger as approved by the Federal Aviation Administration and approximately 45%, or the remaining amount if PFCs are not available, will be derived from Airport revenues (fees, charges, and rents) generated from facilities of which the construction and/or improvement thereof were financed by the proceeds of the Bonds. In the event of default by the Port Authority, Mahoning County and Trumbull County have agreed, severally not jointly, to satisfy current debt service requirements on the Bonds.

In 2019, payments totaling \$269,044 were made to satisfy current principal and interest requirements of the Bonds.

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Future debt service of principal and interest follow:

Year	Airport Revenues	PFCs	Total
2020	\$121,140	\$148,060	\$269,200
2021	120,960	147,840	268,800
2022	120,611	147,414	268,025
2023	121,956	149,057	271,013
2024	120,864	147,723	268,587
2025 – 2029	606,715	741,541	1,348,256
2030 – 2031	<u>304,729</u>	<u>372,446</u>	<u>677,175</u>
Total	<u>\$1,516,975</u>	<u>\$1,854,081</u>	<u>\$3,371,056</u>

**NOTE 8 – DEVELOPMENT REVENUE BOND (SERIES 2012(A)) – T-HANGAR CONSTRUCTION PROJECT**

In 2012, the Port Authority issued a \$470,000 Development Revenue Bond (Series 2012(A)) (3.271%, 20 years amortization, 10 years repayment plus balloon payment) to provide financial resources for the construction of a 14-unit T-Hangar. Amounts needed to service the debt on the Bond, including interest and fiscal charges, will be derived from rent generated from the T-Hangar.

In 2019, payments totaling \$31,719 were made to satisfy current principal and interest requirements of the Bond.

Future debt service of principal and interest follow:

Year	Amount
2020	\$31,719
2021	31,719
2022	<u>291,385</u>
Total	<u>\$354,823</u>

**NOTE 9 – DEVELOPMENT REVENUE BOND (SERIES 2012(B)) – AIR CARGO BUILDING ACQUISITION**

In 2012, the Port Authority issued a \$1,075,000 Development Revenue Bond (Series 2012(B)) (3.4884%, 20 years amortization, 10 years repayment plus balloon payment) to provide financial resources for the acquisition of an air cargo building. Amounts needed to service the debt on the Bond, including interest and fiscal charges, will be derived from rent generated from the air cargo building.

In 2019, payments totaling \$73,764 were made to satisfy current principal and interest requirements of the Bond.

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Future debt service of principal and interest follow:

Year	Amount
2020	\$73,764
2021	73,764
2022	<u>699,662</u>
Total	<u>\$847,190</u>

**NOTE 10 – DEVELOPMENT REVENUE BOND (SERIES 2013) – WHEELED-VEHICLE MAINTENANCE BUILDING CONSTRUCTION PROJECT**

In 2013, the Port Authority issued a \$300,000 Development Revenue Bond (Series 2013(A)) (4.867%, 20-year amortization, 10-year repayment plus balloon payment) to provide financial resources for the construction of a wheeled-vehicle maintenance building. Amounts needed to service the debt on the Bond, including interest and fiscal charges, will be derived from rent generated from the wheeled-vehicle maintenance building.

In 2019, payments totaling \$22,702 were made to satisfy current principal and interest requirements of the Bond.

Future debt service of principal and interest follow:

Year	Amount
2020	\$22,702
2021	22,702
2022	22,702
2023	<u>199,610</u>
Total	<u>\$267,716</u>

**NOTE 11 – DEVELOPMENT REVENUE BOND (SERIES 2014(A)) – T-HANGAR B CONSTRUCTION PROJECT**

In 2014, the Port Authority issued a \$570,000 Development Revenue Bond (Series 2014(A)) (3.515%, 20-year amortization, 10-year repayment plus balloon payment) to provide financial resources for the construction of a 14-unit T-Hangar. Amounts needed to service the debt on the Bond, including interest and fiscal charges, will be derived from rent generated from the T-Hangar.

In 2019, payments totaling \$38,567 were made to satisfy current principal and interest requirements of the Bond.



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Future debt service of principal and interest follow:

Year	Amount
2020	\$39,221
2021	39,221
2022	39,221
2023	39,221
2024	<u>358,931</u>
Total	<u>\$515,815</u>

**NOTE 12 – DEVELOPMENT REVENUE BOND (SERIES 2014(B)) – TERMINAL ENERGY IMPROVEMENT PROJECT**

In 2014, the Port Authority issued a \$650,000 Development Revenue Bond (Series 2014(B)) (3.655%, 15-year amortization, 10-year repayment plus balloon payment) to provide financial resources for the replacement of the Airport Terminal's electrical substation and stand-by generator. Amounts needed to service the debt on the Bond, including interest and fiscal charges, will be derived from revenues (fees, charges, and rents) generated from the Terminal.

In 2019, payments totaling \$53,615 were made to satisfy current principal and interest requirements of the Bond.

Future debt service of principal and interest follow:

Year	Amount
2020	\$55,468
2021	55,468
2022	55,468
2023	55,468
2024	<u>303,625</u>
Total	<u>\$525,497</u>

**NOTE 13 – ACQUISITION AND IMPROVEMENT BOND (SERIES 2018(A)) – HARSHMAN BUILDING ACQUISITION AND IMPROVEMENT PROJECT**

In September 2018, the Port Authority issued a \$782,765 Acquisition and Improvement Bond (Series 2018(A)) (3.5%, 1<sup>st</sup> year monthly interest-only payments then, 20 years amortization, 10 years repayment plus balloon payment) to provide financial resources for the acquisition and improvement of a commercial building. Amounts needed to service the debt on the Bond, including interest and fiscal charges, will be derived from rent generated from the building. The Bond is secured by the facility acquired/improved from the proceeds of the Bond.

In 2019, payments totaling \$34,046 were made to satisfy current principal and interest requirements of the Bond.

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Future debt service of principal and interest follow:

<b>Year</b>	<b>Amount</b>
2020	\$67,386
2021	67,386
2022	67,386
2023	67,386
2024	67,386
2025 - 2029	<u>628,390</u>
Total	<u>\$965,320</u>

**NOTE 14 – CONDUIT DEBT OBLIGATION – TIMKEN LATROBE STEEL DISTRIBUTION PROJECT**

In 2000, the Port Authority participated with the State of Ohio, through the Director of the Ohio Department of Development (Director), in the Timken Latrobe Steel Distribution (Timken) Project (Project) that consisted of assisting Timken retain and expand its operations in the Mahoning Valley by providing financial resources to Timken to acquire a site, construct a building, and equip and furnish the same. The Director obtained \$6,185,000 in State Economic Development Revenue Bonds (8.64% - 20 years) through the Ohio Enterprise Bond Fund Program, and obtained a \$3,000,000 Loan (2% - 20 Years) from ODOD's 166 Direct Loan Program.

The Port Authority's involvement in the Project consisted of obtaining a \$150,000 Development Grant from the Ohio Department of Development (ODOD) and passing through the proceeds of the Grant to the Director who administered the Project and retained ownership of the land, improvements, facilities, and equipment. The Director let a 20-year capital lease to the Port Authority for the land, improvements, facilities, and equipment. The Port Authority subleased the same to Timken who makes monthly lease payments directly to the Director to meet amounts needed to service the debt, including interest and fiscal charges, on the Bonds and the Loan. In the event of default by Timken, the Port Authority shall not have any liability under or in respect of its performances of the lease agreement.

At such time, the Director will terminate the lease agreement and exclude the Port Authority from possession of the Project.

In 2019, payments totaling \$868,838 were made to satisfy current principal and interest requirements of the Lease.

Future lease payments to the Director follow:

<b>Year</b>	<b>Amount</b>
2020	<u>\$360,703</u>

**NOTE 15 – CONDUIT DEBT OBLIGATION – CENTRAL WASTE, INC. PROJECT**

In 2007, the Port Authority participated in the Central Waste, Inc. (Central Waste) Project (Project) that consisted of assisting Central Waste expand its operations in the Mahoning Valley by providing financial resources to Central Waste to establish a solid waste landfill including costs for site acquisition, construction and installation of solid waste disposal facilities, and related equipment purchases.

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The Port Authority's involvement in the Project consisted of issuing \$40,000,000 in Solid Waste Facility Revenue Bonds (Series 2007(A)) (\$12,750,000 @ 6.1% - 20 years and \$27,250,000 @ 6.35% - 20 years) and issuing \$5,000,000 in Subordinate Solid Waste Facility Revenue Bonds (Series 2007(B)) (7.25% - 20 years). The Port Authority passed through the proceeds of the Bonds issuances to Central Waste, Inc. In the event of default by Central Waste, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bonds. The Bonds are secured by a first mortgage on the property/assets acquired by Central Waste from the proceeds of the Bonds.

In 2013, Central Waste defaulted on payments needed to service the debt, including interest and fiscal charges, on the Bonds and filed for Chapter 7 bankruptcy. Pursuant to an Order from the United States Bankruptcy Court for the District of New Jersey, and as reflected in the Notice of Final Distribution and Cancellation of Bonds, dated December 20, 2019, issued by Wells Fargo Bank, Bond Trustee, a final distribution of assets, in the amount of \$75,172.11, was made and the bonds were cancelled.

**NOTE 16 – CONDUIT DEBT OBLIGATION – BEULAH PARK GAMING PROJECT**

In 2013, the Port Authority participated in the Penn National Gaming, Inc. (Penn National) Beulah Park Gaming Project (Project) by assisting Penn National relocate its Beulah Park racetrack operations to the Mahoning Valley. The Project consisted of the construction, equipping, and furnishing of thoroughbred racetrack and other facilities (known as Hollywood Gaming at Mahoning Valley Race Course).

The Port Authority's involvement in the Project consisted of 1) entering into a ground lease with Penn National to secure property necessary for the Project, 2) issuing a \$32,891,027 Development Revenue Bond (Series 2013) (3.5% - 10 years) to finance the Project, and 3) letting of a facility lease to Penn National for its operation of such facilities. The Bond and capital lease are co-terminus. Semiannual facility lease payments by Penn National meet the amounts needed to service current interest and fiscal charges on the Bond. In the event of default by Penn National, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facilities/assets constructed/acquired from the proceeds of the Bond.

In 2019, payments totaling \$33,658,485 were made to satisfy fully all principal and interest requirements of the Bond.

**NOTE 17 – CONDUIT DEBT OBLIGATION – SOUTHERN PARK MALL PROJECT**

In 2015, the Port Authority participated in the Southern Park Mall, LLC (SPM) Project (Project) by assisting SPM engage in energy efficiency improvements at the Southern Park Mall, including roof improvements, lighting system upgrades, and other energy related improvements.

The Port Authority's involvement in the Project consisted of 1) creating an Ohio Energy Special Improvement District in the Township of the Project, and 2) issuing a \$2,338,000 Property Assessed Clean Energy Revenue Bond (Series 2015) (4.835% - 15 Years) to finance the Project. Special assessments assessed against SPM meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. In the event of default by SPM, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by future special assessments assessed against SPM.

In 2019, payments totaling \$220,911 were made to satisfy current principal and interest requirements of the Bond.

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Future debt service of principal and interest follow:

<b>Year</b>	<b>Amount</b>
2020	\$220,746
2021	221,268
2022	221,474
2023	220,343
2024	220,897
2025 – 2029	1,105,016
2030	<u>220,760</u>
Total	<u>\$2,430,504</u>

**NOTE 18 – CONDUIT DEBT OBLIGATION – POLAND WAY PROJECT**

In 2015, the Port Authority participated in the Poland Way Facility Realty, LLC (Poland Way) Project (Project) by assisting Poland Way construct an 89-bed assisted living facility. The Project consisted of constructing, equipping, and furnishing the facility (known as the Inn at Poland Way).

The Port Authority's involvement in the Project consisted of 1) entering into a ground lease with Poland Way to secure land necessary for the Project, 2) issuing a \$10,600,000 Development Revenue Bond (Series 2015) (5.96% - 25 Years) to finance the Project, and 3) letting of a capital (facility) lease to Poland Way to construct the Project and operate such facility. The Bond and capital lease are co-terminus. Monthly payments by Poland Way meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. In the event of default by Poland Way, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facility/assets constructed/acquired from the proceeds of the Bond

In 2019, payments totaling \$816,581 were made to satisfy current principal and interest requirements of the Bond.

Future debt service of principal and interest follow:

<b>Year</b>	<b>Amount</b>
2020	\$816,581
2021	816,581
2022	816,580
2023	816,581
2024	816,580
2025 – 2029	4,082,905
2030 – 2034	4,082,904
2035 – 2039	4,082,906
2040 – 2043	<u>3,130,227</u>
Total	<u>\$19,461,845</u>

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**NOTE 19 – CONDUIT DEBT OBLIGATION – PITTSBURGH INSTITUTE OF AERONAUTICS PROJECT**

In 2016, the Port Authority participated in the Pittsburgh Institute of Aeronautics (PIA) Project (Project) by assisting (PIA) construct an approximate 8,500 sq. ft. addition to its existing aviation technician training facility located at Youngstown-Warren Regional Airport. The Project consisted of the constructing, equipping, and furnishing additional offices and classrooms at the facility. PIA owns the existing facility and maintains a ground lease with the Port Authority for land where the existing facility is situated and for land necessary for the Project.

The Port Authority's involvement in the Project consisted of 1) issuing a \$1,521,000 Development Revenue Bond (Series 2016(B)) (2.699% - 20 Years) to finance the Project, and 2) letting of a loan and finance agreement to PIA. Monthly payments by PIA meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. In the event of default by PIA, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facility/assets constructed/acquired from the proceeds of the Bond

In 2019, payments totaling \$98,851 were made to satisfy current principal and interest requirements of the Bond.

Future debt service of principal and interest follow:

<b>Year</b>	<b>Amount</b>
2020	\$98,851
2021	98,851
2022	98,851
2023	98,851
2024	98,851
2025 – 2029	494,257
2030 – 2034	494,257
2035 – 2036	<u>172,805</u>
Total	<u>\$1,655,574</u>

**NOTE 20 – CONDUIT DEBT OBLIGATION – YOUNGSTOWN CAMPUS ASSOCIATE PROJECT**

In 2016, the Port Authority participated in the Youngstown Campus Associate, LLC (YCA) Project (Project) by assisting YCA construct a retail and approximate 166-bed student housing facility located at Youngstown State University. The Project consisted of constructing, equipping, and furnishing of the facility (known as the YSU Enclave).

The Port Authority's involvement in the Project consisted of 1) entering into a ground lease with YCA to secure land necessary for the Project, 2) issuing a \$14,000,000 Development Revenue Bond (Series 2016(C)) to finance the Project, and 3) letting of a capital (facility) lease to YCA to construct the Project and operate such facility.

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(CONTINUED)**

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\$14,000,000 has been drawn as of 12/31/19. Interest is accruing at 5.17% on outstanding principal amounts and is being paid monthly through capital lease payments. An amortization schedule will be set at February 1, 2021 and capital lease payments by YCA will meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. The Bond and capital lease are co-terminus. In the event of default by YCA, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facility/assets constructed/acquired from the proceeds of the Bond.

**NOTE 21 – CONDUIT DEBT OBLIGATION – YOUNGSTOWN STAMBAUGH HOLDINGS PROJECT**

In 2016, the Port Authority participated in the Youngstown Stambaugh Holdings, LLC (YSH) Project (Project) by assisting YSH improve and convert into a hotel facility the Stambaugh Building located in downtown Youngstown. The Project consisted of remodeling, equipping, and furnishing the facility.

The Port Authority's involvement in the Project consisted of 1) entering into a ground lease and a capital (facility) lease with YSH to secure facilities necessary for the Project, 2) issuing a \$12,000,000 Development Revenue Bond (Series 2016(D)) to finance the Project, and 3) letting of a capital (facility) lease to YSH to construct the Project and operate such facility.

\$12,000,000 has been drawn as of December 31, 2019. Interest is accruing at variable rates on outstanding principal amounts and is being paid monthly through capital lease payments. An amortization schedule will be set at January 1, 2021 and capital lease payments by YSH will meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. The Bond and capital lease are co-terminus. In the event of default by YSH, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facility/assets constructed/acquired from the proceeds of the Bond.

**NOTE 22 – CONDUIT DEBT OBLIGATION – CAMPUS LOFTS PROJECT**

In September 2019, the Port Authority participated in the Campus Lofts, LLC (Campus Lofts) Campus Lofts Project (Project) by assisting Campus Lofts construct an approximate 190-bed student housing facility located at Youngstown State University. The Project consists of constructing, equipping, and furnishing the facility.

The Port Authority's involvement in the Project consists of 1) entering into a ground lease with Campus Lofts to secure land necessary for the Project, 2) issuing a maximum \$9,954,375 Development Lease Revenue Bond (Series 2019(A)) to finance the Project, and 3) letting of a capital (facility) lease to Campus Lofts to construct the Project and operate such facility.

The Bond is being issued in increments, as a draw-down bond, similar to a traditional draw-down loan. \$1,652,667 has been drawn as of December 31, 2019. Interest is accruing at 4.4% on outstanding principal amounts and is being paid monthly through capital lease payments. An amortization schedule will be set at the end of the construction period and capital lease payments by Campus Lofts will meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. The Bond and capital lease are co-terminus. In the event of default by Campus Lofts, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facility/assets constructed/acquired from the proceeds of the Bond.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

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**NOTE 23 – CONDUIT DEBT OBLIGATION – TRAILSTAR MANUFACTURING WAREHOUSE PROJECT**

In September 2019, the Port Authority participated in the Trailstar Realty, LLC (Trailstar) Trailstar Manufacturing Warehouse Project (Project) by assisting Trailstar construct an approximate 66,300sf manufacturing warehouse facility located in Alliance, Ohio. The Project consists of constructing, equipping, and furnishing the facility.

The Port Authority's involvement in the Project consists of 1) entering into a ground lease with Trailstar to secure land necessary for the Project, 2) issuing a maximum \$4,720,000 Development Lease Revenue Bond (Series 2019(B)) to finance the Project, and 3) letting of a capital (facility) lease to Trailstar to construct the Project and operate such facility.

The Bond is being issued in increments, as a draw-down bond, similar to a traditional draw-down loan. \$3,625,248 has been drawn as of December 31, 2019. Interest is accruing at variable rates on outstanding principal amounts and is being paid monthly through capital lease payments. An amortization schedule will be set at the end of the construction period and capital lease payments by Trailstar will meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. The Bond and capital lease are co-terminus. In the event of default by Trailstar, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facility/assets constructed/acquired from the proceeds of the Bond.

**NOTE 24 – CONDUIT DEBT OBLIGATION – HALLMARK PHASE III PROJECT**

In October 2019, the Port Authority participated in the Hallmark Student Housing Youngstown, LLC (Hallmark) Phase III Project (Project) by assisting Hallmark construct an approximate 163-bed student housing facility located at Youngstown State University. The Project consists of constructing, equipping, and furnishing an additional building to the multi-phase facility (known as the University Edge).

The Port Authority's involvement in the Project consists of 1) entering into a ground lease with Hallmark to secure land necessary for the Project, 2) issuing a maximum \$9,300,000 Development Lease Revenue Bond (Series 2019(C)) to finance the Project, and 3) letting of a capital (facility) lease to Hallmark to construct the Project and operate such facility.

The Bond is being issued in increments, as a draw-down bond, similar to a traditional draw-down loan. \$457,976 has been drawn as of December 31, 2019. Interest is accruing at various rates on outstanding principal amounts and is being paid monthly through capital lease payments. An amortization schedule will be set at the end of the construction period and capital lease payments by Hallmark will meet amounts needed to service the debt, including interest and fiscal charges, on the Bond. The Bond and capital lease are co-terminus. In the event of default by Hallmark, the Port Authority shall not have any liability under or in respect of its debt service performances of the Bond. The Bond is secured by the facility/assets constructed/acquired from the proceeds of the Bond.

**NOTE 25 – PENSION PLANS**

**Plan Description** Port Authority employees participate in the Ohio Public Employees Retirement System (OPERS). OPERS administers three separate pension plans. The *Traditional Pension Plan* is a cost-sharing, multiple-employer defined benefit pension plan. The *Member-Directed Plan* is a defined contribution plan. The *Combined Plan* is a cost-sharing, multiple-employer defined benefit pension plan with defined contribution features. While members (e.g. Port Authority employees) may elect the *Member-Directed Plan* and the *Combined Plan*, substantially all employee members are in the *Traditional Pension Plan*; therefore, the following disclosure focuses on the *Traditional Pension Plan*.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

OPERS provides retirement, disability, survivor and death benefits, and annual cost-of-living adjustments to members of the *Traditional Pension Plan*. Chapter 145 of the Ohio Revised Code provides statutory authority to establish and amend benefits. OPERS issues a stand-alone financial report that includes financial statements, required supplementary information, and detailed information about OPERS' fiduciary net position which may be obtained by visiting <https://www.opers.org/financial/reports.shtml>, by writing to OPERS, Attention: Finance Director, 277 East Town Street, Columbus, OH 43215-4642, or by calling (800) 222-7377.

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

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

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

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

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

**Funding Policy** The Ohio Revised Code provides statutory authority for Port Authority employee and employer contributions as follows:

<b>2019 Statutory Maximum Contribution Rates:</b>	
Employer (Port Authority)	14.0%
Employee (Member)	10.0%

**2019 Actual Contribution Rates:**



**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

Employer (Port Authority):	
Pension	14.0%
Post-Employment Health Care Benefits	0.0%
Total Employer (Port Authority) Contribution Rate	14.0%
Total Employee (Member) Contribution Rate	10.0%

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Port Authority's contractually required contributions to fund pension obligations for the years ending December 31, 2019, 2018, and 2017 were \$178,777, \$197,027, and \$214,985, respectively. In January 2020, the Port Authority made \$13,991 in contributions to satisfy fully its 2019 pension obligations.

**NOTE 26 – POSTRETIREMENT BENEFIT PLANS**

**Plan Description** OPERS maintains a cost-sharing, multiple employer defined benefit post-employment healthcare trust, which funds multiple health care plans including medical coverage, a prescription drug coverage, and deposits to a Health Reimbursement Arrangement to qualifying members of both the *Traditional Pension Plan* and the *Combined Plan*. This trust is also used to fund health care for *Member-Directed Plan* members, in the form of a Retiree Medical Account (RMA). At retirement or refund, *Member-Directed Plan* members may be eligible for reimbursement of qualified medical expenses from their vested RMA balance.

To qualify for post-employment health care coverage, age-and-service retirees under the *Traditional Pension Plan* and the *Combined Plan* must have 20 or more years of qualifying Ohio service credit. Health care coverage for disability benefits and qualifying survivor benefits is available. The health care coverage provided by OPERS meets the definition of an Other Post-Employment Benefit (OPEB) as described in GASB Statement 75. Please see the Plan Statement in the OPERS financial report referenced below for additional information.

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 benefits is provided in Chapter 145 of the Ohio Revised Code. OPERS issues a stand-alone financial report which may be obtained by visiting <https://www.opers.org/investments/cafr.shtml>, by writing to OPERS, Attention: Finance Director, 277 East Town Street, Columbus, OH 43215-4642, or by calling (800) 222-7377.

**Funding Policy** The Ohio Revised Code provides the statutory authority requiring public employers to fund post-employment 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. Beginning in 2018, health care is not being funded.

Employer contribution rates are expressed as a percentage of the earnable payroll of active members. In 2019, the Port Authority contributed at a rate of 14% of earnable payroll of active members. This is the maximum employer contribution rate permitted by the Ohio Revised Code. Active members do not fund post-employment health care.

Each year, the OPERS Board of Trustees determines the portion of the employer contribution rate that will be set aside to fund health care plans. The portion of employer contributions allocated to health care for members in the *Traditional Pension Plan* and the *Combined Plan* was 1% during calendar year 2017.

As recommended by OPERS' actuary, the portion of employer contributions allocated to health care beginning January 1, 2018 decreased to 0% for both the *Traditional Pension Plan* and the *Combined Plan*.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
FOR THE YEAR ENDED DECEMBER 31, 2019  
(CONTINUED)**

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The OPERS Board of Trustees is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of health care provided. Payment amounts vary depending on the number of covered dependents and the coverage selected.

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Port Authority's required contribution for 2019 was \$0.

**NOTE 27 – CONTINGENT LIABILITIES**

***A. Pending Litigation***

The Port Authority is not a party to any legal proceedings.

***B. Grant Compliance***

The Port Authority receives assistance from federal agencies in the form of grants. The disbursement of funds received under these grant programs generally requires compliance with terms and conditions specified in the grant agreements and are subject to audit by the grantor agencies. Any disallowed claims, including amounts already received, resulting from such audits could become a liability of the Port Authority Fund or any other applicable Fund.

However, in the opinion of management, any such disallowed claims will not have a material adverse effect on the overall financial position of the Port Authority at December 31, 2019.

**NOTE 28 – RISK MANAGEMENT**

The Port Authority is exposed to various risks of loss to torts; thefts of, damage to, and destruction of assets; errors and omissions; non-performance of duty; injuries to employees; and natural disaster. The Port Authority maintains comprehensive insurance coverage with private carriers for real property, building contents, vehicles and general airport liability. Vehicle policies include liability coverage for bodily injury and property damage. Real property and building contents are 90% coinsured.

The Port Authority has also obtained commercial insurance for its general liability risks and its public officials' liability risks. The Port Authority provides health insurance, dental, and vision coverage to full-time employees through a private carrier.

Workers' compensation is provided by the State of Ohio. The Port Authority pays the State Workers' Compensation System a premium based on a rate per \$100 of salaries. This rate is calculated based on accident history and administrative costs.

**NOTE 29 – SIGNIFICANT SUBSEQUENT EVENTS**

The United States and the State of Ohio declared a state of emergency in March 2020 due to the COVID-19 pandemic. Port Authority management is of the opinion that the financial impact of COVID-19 and the ensuing emergency measures will impact subsequent periods of the Port Authority. However, such impact on the Port Authority's future operating costs, revenues and any recovery from emergency funding, either federal or state, cannot be estimated. There are no other significant subsequent events that will have a material effect, if any, on the overall financial position of the Port Authority.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
SCHEDULE OF PASSENGER FACILITY CHARGES COLLECTED AND EXPENDED  
FOR THE YEAR ENDED DECEMBER 31, 2019**

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Passenger Facility Charges Collected	\$8,214
Interest Earnings	<u>480</u>
Total	8,694
Passenger Facility Charges Expended	<u>(74,896)</u>
Decrease in Unexpended Passenger Facility Charges	(66,202)
Unexpended Passenger Facility Charges – January 1, 2019	<u>74,175</u>
<b>Unexpended Passenger Facility Charges – December 31, 2019</b>	<b><u>\$7,973</u></b>

See accompanying Note to the Schedule of Passenger Facility Charges Collected and Expended.

**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
NOTE TO THE SCHEDULE OF PASSENGER FACILITY CHARGES  
COLLECTED AND EXPENDED  
FOR THE YEAR ENDED DECEMBER 31, 2019**

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The Aviation Safety and Capacity Expansion Act of 1990 and its implementing Regulation, 14 CFR Part 158, provide airports with the ability to obtain funds for improvement projects by assessing a \$1, \$2, \$3, \$4, or \$4.50 Passenger Facility Charge (PFC) for each enplaning commercial airline passenger (passenger). Each airport choosing to assess PFCs must make an application with the Federal Aviation Administration of the U.S. Department of Transportation (FAA) to obtain approval for the PFC amount that will be assessed each passenger and for the improvement projects that PFCs collected may be expended for. Upon such approval, commercial airlines are then required to collect PFCs from passengers and remit them to the assessing airport, net of allowable processing fees incurred by the commercial airlines.

The Western Reserve Port Authority (Port Authority), for its operation of the Youngstown-Warren Regional Airport (the Airport), has been granted FAA approvals for its Application #6 and Application #7, which allows the Airport to assess a PFC for each passenger at a rate of \$4.50 through January 1, 2033.

The accompanying Schedule of Passenger Facility Charges Collected and Expended (the Schedule) was prepared to comply with regulations issued by the FAA (14 CFR 158) to implement 49 U.S.C. 40117, as amended. Those Regulations define collection as the point when agents or other intermediaries remit PFCs to commercial airlines. However, the Schedule is presented on the cash basis of accounting. Under the cash basis of accounting, the Port Authority records PFCs as collected when received from an airline rather than when earned (assessed) and records PFCs as expended when cash is paid rather than when a liability is incurred.

# JAMES G. ZUPKA, C.P.A., INC.

*Certified Public Accountants*

*5240 East 98<sup>th</sup> Street*

*Garfield Hts., Ohio 44125*

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## **REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS REQUIRED BY GOVERNMENT AUDITING STANDARDS**

Board of Directors  
Western Reserve Port Authority

The Honorable Keith Faber  
Auditor of State  
State of Ohio

We have audited, in accordance with the 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 cash basis financial statements of the business-type activities and each major fund of the Western Reserve Port Authority, Trumbull County, Ohio, as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Western Reserve Port Authority, Ohio's basic financial statements, and have issued our report thereon dated June 26, 2020, wherein we noted that the Western Reserve Port Authority, Ohio, uses a comprehensive basis of accounting other than accounting principles generally accepted in the United States of America. Also, during 2019, the financial impact of COVID-19 and the ensuing emergency measures will impact subsequent periods of the Port Authority.

### **Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Western Reserve Port Authority, Ohio'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 opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Western Reserve Port Authority, Ohio's internal control. Accordingly, we do not express an opinion on the effectiveness of the Western Reserve Port Authority, Ohio'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 Western Reserve Port Authority, Ohio'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 Western Reserve Port Authority, Ohio'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*.

## **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 Western Reserve Port Authority, Ohio'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 Western Reserve Port Authority, Ohio's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "James G. Zupka, CPA, Inc." The signature is written in a cursive style.

James G. Zupka, CPA, Inc.  
Certified Public Accountants

June 26, 2020

**JAMES G. ZUPKA, C.P.A., INC.**

*Certified Public Accountants  
5240 East 98<sup>th</sup> Street  
Garfield Hts., Ohio 44125*

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**REPORT ON COMPLIANCE WITH REQUIREMENTS APPLICABLE TO  
THE PASSENGER FACILITY CHARGE PROGRAM AND ON  
INTERNAL CONTROL OVER COMPLIANCE**

Board of Directors  
Western Reserve Port Authority

The Honorable Keith Faber  
Auditor of State  
State of Ohio

**Report on Compliance with Requirements Applicable to the Passenger Facility Charge Program**

We have audited the Western Reserve Port Authority, Trumbull County, Ohio's compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (Guide), for its Passenger Facility Charge Program for the year ended December 31, 2019.

***Management's Responsibility***

Management is responsible for compliance with the requirements of laws and regulations applicable to its Passenger Facility Charge Program.

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for the Western Reserve Port Authority, Ohio's compliance based on our audit of the compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Guide. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the Passenger Facility Charge Program occurred. An audit includes examining, on a test basis, evidence about the Western Reserve Port Authority, Ohio's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the Passenger Facility Charge Program. However, our audit does not provide a legal determination of the Western Reserve Port Authority, Ohio's compliance.

***Opinion on the Passenger Facility Charge Program***

In our opinion, the Western Reserve Port Authority, Ohio complied, in all material respects, with the compliance requirements referred to above that are applicable to its Passenger Facility Charge Program for the year ended December 31, 2019.

## Report on Internal Control Over Compliance

Management of the Western Reserve Port Authority, Ohio, is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Western Reserve Port Authority, Ohio's internal control over compliance with the requirements that could have a direct and material effect on the Passenger Facility Charge Program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the Passenger Facility Charge Program and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Western Reserve Port Authority, Ohio's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a compliance requirement of the Passenger Facility Charge Program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with compliance requirements of the Passenger Facility Charge Program will not be prevented, or detected and corrected, on a timely basis.

*A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with compliance requirements of the Passenger Facility Charge Program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.



James G. Zupka, CPA, Inc.  
Certified Public Accountants

June 26, 2020



**WESTERN RESERVE PORT AUTHORITY  
TRUMBULL COUNTY, OHIO  
SCHEDULE OF PRIOR YEAR FINDINGS AND RECOMMENDATIONS  
FOR THE YEAR ENDED DECEMBER 31, 2019**

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The prior audit report, as of December 31, 2018, included no citations or instances of noncompliance. Management letter recommendations were corrected, repeated, or procedures instituted to prevent occurrences in this audit report.

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# OHIO AUDITOR OF STATE KEITH FABER



**WESTERN RESERVE PORT AUTHORITY**

**TRUMBULL COUNTY**

**AUDITOR OF STATE OF OHIO CERTIFICATION**

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



**Certified for Release 8/11/2020**

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

This report is a matter of public record and is available online at  
[www.ohioauditor.gov](http://www.ohioauditor.gov)