

LAWRENCE COUNTY PORT AUTHORITY  
LAWRENCE COUNTY  
SINGLE AUDIT  
FOR THE YEAR ENDED DECEMBER 31, 2020



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OHIO AUDITOR OF STATE  
KEITH FABER



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Board of Directors  
Lawrence County Port Authority  
305 N. 5th St.  
Ironton, OH 45638

We have reviewed the *Independent Auditor's Report* of the Lawrence County Port Authority, Lawrence County, prepared by Millhuff-Stang, CPA, Inc., for the audit period January 1, 2020 through December 31, 2020. 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 Lawrence County 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

September 16, 2021

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**Lawrence County Port Authority**  
**Lawrence County**  
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*For the Year Ended December 31, 2020*

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**Independent Auditor's Report**

Board of Directors  
Lawrence County Port Authority  
305 North 5th Street  
Ironton, Ohio 45638

**Report on the Financial Statements**

We have audited the accompanying financial statements of the business-type activities of Lawrence County Port Authority, (the Port Authority), a component unit of Lawrence County, as of and for the year ended December 31, 2020, 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 accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

*Auditor's Responsibility*

Our responsibility is to express an opinion on these financial statements based on our 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 Port Authority'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 Port Authority's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of the Lawrence County Port Authority, Lawrence County, as of December 31, 2020, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

***Emphasis of Matter***

As discussed in Note 12 to the financial statements, the financial impact of COVID-19 and the continuing emergency measures will impact subsequent periods of the Port Authority. We did not modify our opinion regarding this matter.

***Other Matters***

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, on pages 4 through 7 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

***Other Information***

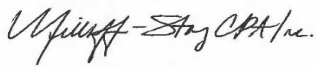
Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Port Authority's basic financial statements. The Schedule of Federal Award Expenditures (the Schedule) as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) is presented for purposes of additional analysis and is not a required part of the basic financial statements.

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



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

In accordance with *Government Auditing Standards*, we have also issued our report dated August 5, 2021 on our consideration of the Port Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port Authority's internal control over financial reporting and compliance.



Millhuff-Stang, CPA, Inc.  
Portsmouth, Ohio

August 5, 2021

## **Introduction**

The discussion and analysis of the Lawrence County Port Authority's financial performance provides an overview of the Port Authority's financial performance as a whole for the year ended December 31, 2020. 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 the notes to the basic financial statements to enhance their understanding of the Port Authority's financial performance.

## **Financial Highlights**

Key financial highlights for the year ended December 31, 2020 are as follows:

- Total assets increased \$177,773 or 4.9%, between 2020 and 2019. Total liabilities increased \$12,209, or 1.3%, between 2020 and 2019. Total net position increased \$181,572 or 7.1%, between 2020 and 2019.
- Total operating revenues increased \$363,276 or 28.0% between 2020 and 2019. Total operating expenses increased \$301,023, or 25.4%, between 2020 and 2019.

## **Using this Annual Financial Report**

This financial report contains the basic financial statements of the Port Authority, as well as the Management's Discussion and Analysis and notes to the basic financial statements. The basic financial statements include a statement of net position, statement of revenues, expenses and changes in net position, and a statement of cash flows. As the Port Authority reports its operations using enterprise fund accounting, all financial transactions and accounts are reported as one activity, therefore the entity wide and the fund presentations information is the same.

### *Statement of Net Position*

The statement of net position answers the question, "How did we do financially during the year?" This statement include all assets and liabilities plus deferred inflows of resources, both financial and capital, and short-term and long-term, using the accrual basis of accounting and the economic resources focus, which is similar to the accounting used by private sector companies. This basis of accounting takes into account all revenues and expenses during the year regardless of when the cash is received or paid.

This statement reports the Port Authority's net position, however, in evaluating the overall position and financial viability of the Port Authority, non-financial information, such as the condition of the Port Authority's capital assets, will also need to be evaluated.

Table 1 provides a summary of the Port Authority's net position for 2020 and 2019.

Table 1  
Net Position

	2020	2019	Change
Assets:			
Current assets	\$ 793,135	\$ 540,196	\$ 252,939
Capital assets, net	2,065,376	2,003,722	61,654
Non-current assets (other than capital)	<u>960,855</u>	<u>1,097,675</u>	<u>(136,820)</u>
 Total assets	 <u>3,819,366</u>	 <u>3,641,593</u>	 <u>177,773</u>
 Liabilities:			
Current liabilities	161,469	123,442	38,027
Long term liabilities	<u>806,120</u>	<u>831,938</u>	<u>(25,818)</u>
 Total liabilities	 967,589	 955,380	 12,209
 Deferred Inflows of Resources:			
Lease Interest	95,736	111,744	(16,008)
 Net position:			
Net investment in capital assets	2,065,376	2,000,897	64,479
Unrestricted	<u>690,665</u>	<u>573,572</u>	<u>117,093</u>
 Total net position	 <u>\$ 2,756,041</u>	 <u>\$ 2,574,469</u>	 <u>\$ 181,572</u>

The increase in total assets between 2020 and 2019 was primarily due to the purchase of equipment and increase in cash from revenues. The increase in current liabilities was primarily due to increase in due to affiliates. The decrease in long-term liabilities between 2020 and 2019 was due to the reduction of the long term debt.

Table 2 provides a summary of changes in the Port Authority's net position for 2020 and 2019.

Table 2  
Changes in Net Position

	2020	2019	Change
<i>Operating revenues:</i>			
Grants/reimbursement contracts	\$ 1,308,371	\$ 778,530	\$ 529,841
Service fees	151,903	155,460	(3,557)
Rent income	73,400	203,067	(129,667)
Contributions	-	35,000	(35,000)
In-kind contributions	109,539	125,278	(15,739)
Other income	18,020	622	17,398
<i>Total operating revenues</i>	<u>1,661,233</u>	<u>1,297,957</u>	<u>363,276</u>
<i>Operating expenses:</i>			
Professional fees	37,492	17,283	20,209
Consultants/ contractual	988,091	659,567	328,524
Space costs	147,600	182,951	(35,351)
Insurance	34,808	28,898	5,910
Equipment lease and maintenance	4,320	8,309	(3,989)
Taxes	-	20,678	(20,678)
Depreciation	106,154	94,321	11,833
Amortization	-	347	(347)
Economic Development Assistance	128,000	124,460	3,540
Other	37,720	46,348	(8,628)
<i>Total operating expenses</i>	<u>1,484,185</u>	<u>1,183,162</u>	<u>301,023</u>
<i>Non-operating revenues/(expenses):</i>			
Interest income	28,570	17,068	11,502
Interest expense	(24,046)	(22,618)	(1,428)
<i>Total non-operating revenues/(expenses)</i>	<u>4,524</u>	<u>(5,550)</u>	<u>10,074</u>
<i>Change in net position</i>	181,572	109,245	72,327
<i>Beginning net position</i>	<u>2,574,469</u>	<u>2,465,224</u>	<u>109,245</u>
<i>Ending net position</i>	<u>\$ 2,756,041</u>	<u>\$ 2,574,469</u>	<u>\$ 181,572</u>

The increase in total operating revenues between 2020 and 2019 was primarily due to an increase in grants awarded to the Port Authority, specifically from Federal Transportation Administration and State grant funds. Additionally, during 2020, the Port Authority received revenue totaling \$318,578 from CARES Act Operating Assistance Grant from the U.S. Department of Transportation. The increase in total operating expenses between 2020 and 2019 was due to an increase in Federal and State pass-through expenses and increases in depreciation.

### **Capital Assets**

At December 31, 2020, the Port Authority had a total of \$2,962,131 invested in capital assets less accumulated depreciation of \$896,755 resulting in total in total capital assets, net of accumulated depreciation, of \$2,065,376. Capital asset additions of \$167,808 were recorded for 2020 and depreciation expense for the year totaled \$106,154. See Note 3 of the notes to the basic financial statements for more detailed information on the Port Authority's capital assets.

### **Debt Administration**

The Port Authority finances construction in progress primarily through the issuance of debt. At December 31, 2020, debt outstanding was \$481,414. See Note 10 of the notes to financial statements for more detailed information on the Port Authority's debt obligations.

### **Request for Information**

This financial report is designed to provide a general overview of the Port Authority's finances and to show the Port Authority's accountability for the money it receives, spends, and invests. Questions concerning any of the information provided in this report or requests for additional information should be directed to Dr. Bill Dingus, Executive Director of Lawrence County Economic Development Corporation, 216 Collins Avenue, South Point, Ohio 45680 or Kelly Adkins, CFO of Ironton-Lawrence County Area Community Action Organization, Inc. 305 N. 5<sup>th</sup> Street, Ironton, Ohio 45638.

Lawrence County Port Authority  
Statement of Net Position  
December 31, 2020

**Assets:**

**Current Assets:**

Cash	\$ 584,683
Lease receivable, current portion	48,000
Grants receivable	160,452
	793,135

**Capital Assets:**

Land	259,583
Buildings	1,961,540
Equipment	741,008
Accumulated Depreciation	(896,755)
Total	2,065,376

**Other long-term assets:**

Due from affiliates	452,855
Lease receivable, net of current portion	508,000
	960,855

<b>Total assets</b>	<b>\$ 3,819,366</b>
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**Liabilities:**

**Current liabilities**

Accounts payable	\$ 7,609
Current portion due to affiliates	103,870
Accrued expenses	21,882
Current portion of notes payable	28,108
	161,469

**Long term liabilities:**

Notes payable, net of current portion	453,306
Due to affiliates, net of current portion	352,814
	806,120

<b>Total liabilities</b>	<b>967,589</b>
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**Deferred Inflows of Resources:**

Lease interest	95,736
	95,736

<b>Total deferred inflows of resources</b>	<b>95,736</b>
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**Net position:**

Investment in capital assets	2,065,376
Unrestricted net position	690,665
<b>Total net position</b>	<b>2,756,041</b>

<b>Total liabilities, deferred inflows of resources and net position</b>	<b>\$ 3,819,366</b>
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The accompanying notes are an integral part of these financial statements.

Lawrence County Port Authority  
Statement of Revenues, Expenses and Changes in Net Position  
Year Ended December 31, 2020

<b>Operating revenues:</b>	
Grants and reimbursement contracts	\$ 1,308,371
Service fees	151,903
Rent income	73,400
Other Income	18,020
In-kind contributions	109,539
Total operating revenues	1,661,233
 <b>Operating expenses</b>	
Professional fees	37,492
Consultants/contractual	988,091
Space costs	147,600
Insurance	34,808
Equipment lease and maintenance	4,320
Depreciation and amortization	106,154
Economic Development Assistance	128,000
Other	37,720
Total operating expenses	1,484,185
Operating income	177,048
 <b>Non-operating revenues/(expenses):</b>	
Interest income	28,570
Interest expense	(24,046)
Total non-operating revenues/(expenses)	4,524
<b>Change in net position</b>	181,572
 <b>Net position at beginning of year</b>	2,574,469
<b>Net position at end of year</b>	\$ 2,756,041

The accompanying notes are an integral part of these financial statements.

Lawrence County Port Authority  
Statement of Cash Flows  
Year Ended December 31, 2020

**Cash flows from operating activities:**

Cash from grants and reimbursement contracts	\$ 1,251,784
Cash from service fees	151,903
Cash from rental income	73,400
Cash from contributions and other income	18,020
Cash payments for goods and services	<u>(1,237,002)</u>
Net cash provided by operating activities	<u>258,105</u>

**Cash flows from investing activities:**

Purchase of land improvements	(23,778)
Purchases of buildings	(27,000)
Purchases of equipment	<u>(117,030)</u>
Net cash used in investing activities	<u>(167,808)</u>

**Cash flows from noncapital financing activities:**

Advances to/from affiliates	<u>133,982</u>
Net cash provided by noncapital financing activities	<u>133,982</u>

**Cash flows from capital and related financing activities:**

Principal paid on debt	(27,426)
Cash from lease and other interest	28,570
Cash payment for interest	<u>(24,046)</u>
Net cash used in capital and related financing activities	<u>(22,902)</u>

Net change in cash 201,377

Cash at beginning of year 383,306

Cash at end of year \$ 584,683

**Reconciliation of operating income to net cash provided by operating activities:**

Operating income	\$ 177,048
Depreciation	106,154
Changes in assets and liabilities	
(Increase)/decrease in grants receivable	(51,562)
(Increase)/decrease in lease receivable and related deferred interest	31,992
(Increase)/decrease in accounts payable and accrued expenses	(502)
(Increase)/decrease in unearned grant revenue	<u>(5,025)</u>

Net cash provided by operating activities \$ 258,105

**Supplemental Disclosure**

Non-cash in-kind contributions \$ 109,539

The accompanying notes are an integral part of these financial statements.



**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The Lawrence County Port Authority was established to exercise the rights and privileges conveyed to it by the constitution and laws of the State of Ohio pursuant to the authority of Section 4582.21 to 4582.59 of the Ohio Revised Code. The Port Authority was created in December 2, 2004 by the Lawrence County Commissioners. The purpose of the Port Authority is to be involved in the activities that enhance, foster, aid, provide, or promote transportation, economic development, housing, recreation, education, governmental operations, culture, or research within Lawrence County. The Port Authority provides services that are enumerated in Sections 4582.21 to 4582.59 of the Ohio Revised Code. These services included but are not limited to the power to purchase, construct, reconstruct, enlarge, improve, equip, develop, sell, exchange, lease, convey other interest in, and operate Port Authority facilities to accomplish these activities.

The Port Authority is statutorily created as a separate and distinct political subdivision of the State. The Authority was governed by a five member Board of Directors appointed by the Lawrence County Commissioners. As of June 1, 2013, the Port Authority entered into an agreement where the Ironton Port Authority merged into the Lawrence County Port Authority. This merger resulted in the Lawrence County Port Authority going from a five member board to a nine member Board of Directors that is appointed by the Lawrence County Commissioners. Lawrence County Port Authority did not receive any assets or liabilities as a result of this merger. However, the Port Authority will eventually receive certain excluded assets, as defined in the transfer agreement from the City of Ironton at a future date. The Port Authority is a component unit of Lawrence County, Ohio. Ironton – Lawrence County Area Community Action Organization, Inc. is the fiscal agent for the Port Authority. Ironton – Lawrence County Area Community Action Organization, Inc. and Lawrence Economic Development Corporation provides administrative staff and services for the Port Authority for no fee. These services are recorded as in-kind contributions in the financial statements.

The financial statements are presented as of December 31, 2020 and for the year then ended and have been prepared in conformity with generally accepted accounting principles (GAAP) applicable to local governments. The Governmental Accounting Standards Board (the "GASB") is the standard-setting body for establishing governmental accounting and financial reporting principles, which are primarily set forth in the GASB's Codification of Governmental Accounting and Financial Reporting Standards (GASB Codification).

***A. Reporting Entity***

The accompanying basic financial statements comply with the provisions of accounting principles generally accepted in the United States of America in that the financial statements include all organizations, activities, functions and component units for which the Port Authority (the primary government) is financially accountable. The Port Authority is financially accountable for an organization if it has (1) the ability to appoint a voting majority of another entity's governing body and to impose its will on that entity, (2) the potential for that entity to provide specific financial benefits to or impose specific financial burdens on others, and (3) the entity's fiscal dependency on others.

Based on the foregoing, the Port Authority's financial reporting entity has no component units.

The Port Authority participates in a joint venture, Old Engineer Property, LLC. The joint venture is presented in Note 14.

***B. Basis of Presentation***

The Port Authority operates a self-supporting governmental enterprise and uses accounting policies applicable to governmental enterprise funds. All transactions are accounted for in a single enterprise fund.

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

***C. Measurement Focus***

The enterprise fund is accounted for on a flow of economic resources measurement focus. All assets and liabilities plus deferred inflows of resources associated with the operation of the Port Authority are included on the statement of net position. The statement of revenues, expenses and changes in net position presents increases (i.e., revenues) and decreases (i.e., expenses) in net position. The statement of cash flows provides information about how the Port Authority finances and meets the cash flow needs of its enterprise activity.

***D. Basis of Accounting***

Basis of accounting determines when transactions are recorded in the financial records and reported on the financial statements. The Port Authority's financial statements are prepared using the accrual basis of accounting.

Revenue resulting from exchange transactions, in which each party gives and receives essentially equal value, is recorded on the accrual basis when the exchange takes place. Non-exchange transactions, in which the Port Authority receives value without directly giving equal value in return, include grant revenue received by the Port Authority. Grant revenue is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted. Under the accrual basis of accounting, expenses are recognized at the time they are incurred.

***E. Budgetary Process***

Ohio Revised Code Section 4582.39 requires the Port Authority annually to prepare a budget. No further approvals or actions are required under section 4582 of the Ohio Revised Code.

***F. Cash***

The Port Authority maintains a cash management program whereby cash is deposited with a banking institution in Lawrence County. The agreements restrict activity to certain deposits. The deposits are stated at cost, which approximate market value. Investments procedures are restricted by the provision of the Ohio Revised Code. For the purpose of the Statement of Cash Flows, the Port Authority considers all high liquid investments with maturities of less than three months (including restricted assets) to be cash equivalents.

***G. Capital Assets***

Capital assets utilized by the Port Authority are reported on the statement of net position. All capital assets are capitalized at cost, unless donated. Donated capital assets are reported at their acquisition values as of the date received. Improvements are capitalized. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend an asset's life are not. Capital assets are depreciated using the straight-line method over estimated useful lives ranging from three to forty years.

***H. Net Position***

Net position represents the difference between assets and liabilities plus deferred inflows of resources. Investment in capital assets consists of capital assets, net of accumulated depreciation. Net position is reported as restricted when there are limitations imposed on its use either through the enabling legislation adopted by the Port Authority or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. The Port Authority applies restricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available.

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**H. Net Position (Continued)**

The Port Authority did not have any restricted net position as of December 31, 2020.

**I. Operating Revenues and Expenses**

Operating revenues are those revenues that are generated directly from primary activities. For the Port Authority, these revenues are grants, contributions, and fees. Operating expenses are necessary costs incurred to provide the goods or services that are the primary activity of the Port Authority. Revenues and expenses not meeting these definitions are reported as non-operating.

**J. Estimates**

The preparation of financial statements in conformity with generally accepted accounting principles require management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**K. Deferred Inflows of Resources**

In addition to liabilities, the Statement of Net Position will sometimes report a separate section for deferred inflows of resources. Deferred inflows of resources represent an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time. For the Port Authority, deferred inflows of resources include lease interest.

**NOTE 2 - CASH**

**Deposits**

At December 31, 2020, the carrying amount of the Port Authority's deposits was \$584,683 and the depository balance was \$699,208. The Port Authority's deposits at year-end consisted entirely of deposits with one financial institution. The depository balance is insured by the Federal Deposit Insurance Corporation up to \$250,000. The remaining balance is collateralized by securities by the Port Authority's financial institution.

**NOTE 3 - CAPITAL ASSETS**

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

<b>Capital assets not being depreciated</b>	<u>Balance at 12/31/19</u>	<u>Additions</u>	<u>Disposals</u>	<u>Balance at 12/31/20</u>
Land	\$ 193,612	\$ 65,971	\$ -	\$ 259,583
Construction in progress	42,193	-	(42,193)	-
<b>Capital assets being depreciated</b>				
Buildings	1,934,540	27,000	-	1,961,540
Equipment	623,978	117,030	-	741,008
Less accumulated depreciation				
Building	(398,930)	(53,102)	-	(452,032)
Equipment	<u>(391,671)</u>	<u>(53,052)</u>	<u>-</u>	<u>(444,723)</u>
<b>Capital assets, net</b>	<u>\$ 2,003,722</u>	<u>\$ 103,847</u>	<u>\$ (42,193)</u>	<u>\$ 2,065,376</u>

**NOTE 4 – DUE FROM AFFILIATES**

Changes in due from affiliates of the Port Authority during the year ended December 31, 2020 consisted of the following:

	<u>Balance at</u> <u>12/31/19</u>	<u>Additions</u>	<u>Payments</u>	<u>Balance at</u> <u>12/31/20</u>
Ironton- Lawrence County Area Community Action Organization, Inc.	\$ 12,632	\$ -	\$ (12,632)	\$ -
Old Engineer Property LLC	218,099	23,000	(128,107)	112,992
Rumpke	-	16,357	-	16,357
Proctors Landing	310,944	12,562	-	323,506
	<u>\$ 541,675</u>	<u>\$ 51,919</u>	<u>\$ (140,739)</u>	<u>\$ 452,855</u>

All of the due from affiliates is considered non-current assets at December 31, 2020.

**NOTE 5 - DUE TO AFFILIATES**

Changes in due to affiliates of the Port Authority during the year ended December 31, 2020 consisted of the following:

	<u>Balance at</u> <u>12/31/19</u>	<u>Additions</u>	<u>Payments</u>	<u>Balance at</u> <u>12/31/20</u>
Ironton- Lawrence County Area Community Action Organization, Inc.	\$ 375,679	\$ 103,870	\$ (58,708)	\$ 420,841
Lawrence Economic Development Corporation	35,843	-	-	35,843
Total	<u>\$ 411,522</u>	<u>\$ 103,870</u>	<u>\$ (58,708)</u>	<u>\$ 456,684</u>

At December 31, 2020, \$352,814 of the \$456,684 due from affiliates is considered non-current liabilities.

**NOTE 6 - RELATED PARTY TRANSACTIONS**

Ironton-Lawrence County Area Community Action Organization, Inc. provided \$109,539 of in-kind contributions to Lawrence County Port Authority in 2020 for consulting services in providing administrative services.

**NOTE 7 - RISK MANAGEMENT**

Lawrence County Port Authority is exposed to various risk of loss related to torts, theft of, damage to and destruction of assets, errors and omissions, injuries to employees, and natural disasters. These risks are covered by commercial insurance purchased from independent third parties.

Settled claims have not exceeded the Port Authority's commercial insurance coverage for any of the past three years: there have been no claims. There has been no significant reduction in coverage in relation to the prior year.

**NOTE 8 - CONCENTRATION OF CREDIT RISK**

Lawrence County Port Authority's primary assets consist of land, capital assets and lease receivables located in Lawrence County, Ohio. Lawrence County Port Authority's primary source of income has been private and state loans, state and federal grants used in the remedial development of industrial property that is ultimately sold at fair market value. The purpose of Lawrence County Port Authority's sale of industrial property is to promote the creation of industrial related jobs in Lawrence County and property sales are typically made at or below cost. Lawrence County Port Authority has been totally dependent on local and state loans, and state and federal funds for its continued existence.

**NOTE 9 - CONTINGENCIES**

The Port Authority has received federal and state grants for specific purposes that are subject to review and audit by the grantor agency or their designee. These audits could lead to a request for reimbursement to the grantor agency for expenditures disallowed under terms of the grant. Based upon prior experience, the Board of Directors believes such disallowance, if any, will be immaterial. Lawrence County Port Authority is not a defendant in any lawsuit.

**NOTE 10 - NOTES PAYABLE**

Changes in note obligations of the Port Authority during the year ended December 31, 2020 consisted of the following:

	Balance at <u>12/31/19</u>	<u>Additions</u>	<u>Payments</u>	Balance at <u>12/31/20</u>	Due in <u>One Year</u>
Liberty Federal	\$ 2,776	\$ -	\$ (2,776)	\$ -	\$ -
Citizens Deposit	<u>506,064</u>	<u>-</u>	<u>(24,650)</u>	<u>481,414</u>	<u>28,108</u>
Total	<u>\$ 508,840</u>	<u>\$ -</u>	<u>\$ (27,426)</u>	<u>\$ 481,414</u>	<u>\$ 28,108</u>

On December 7, 2009, the Port Authority entered into a loan agreement with Liberty Federal Bank to finance EMS stations. The Loan Agreement was for \$338,250 for thirty years and was collateralized by the associated assets being financed. The terms of the note provide among other things, for repayment in equal monthly installments including principal and 4.37% interest. The note matured in January 2020.

On July 19, 2012, the Port Authority entered into a loan agreement with Ohio River Valley Bank (now Citizens Deposit Bank). The Loan Agreement is for \$700,000 for fifteen years and is collateralized by an open-end mortgage on the property. The terms of the note provide among other things, for repayment in equal monthly installments including principal and 3.30% initial interest, adjusting every 5 years based on the New York Prime Rate as published by the Wall Street Journal. The current interest rate on the note is 4.25%. The note matures in August 2027.

Maturities of indebtedness during each of the five years and for each five year period thereafter subsequent to December 31, 2020 are as follows:

	Citizens Deposit Loan		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2021	\$ 28,108	\$ 19,892	\$ 48,000
2022	29,326	18,674	48,000
2023	30,596	17,404	48,000
2024	31,923	16,077	48,000
2025	33,306	14,694	48,000
2026-2027	<u>328,155</u>	<u>19,316</u>	<u>347,471</u>
Total	<u>\$ 481,414</u>	<u>\$ 106,057</u>	<u>\$ 587,471</u>

**NOTE 10 - NOTES PAYABLE (Continued)**

The Citizens Deposit note are subject to default stipulations. According to the agreement, if the Port Authority, a) fails to make any payment when due under the loan, b) fails to comply with or to perform any other term, obligation, covenant or condition contained in any agreement between Citizens Deposit and the Port Authority, c) fails to comply with or perform when due any term, obligation, covenant or condition contained in any environmental agreement executed in connection with any loan, d) defaults under any loan, extension of credit, security agreement, purchase or sales agreement, or any other agreement, in favor of any other creditor or person that may material affect any of the Port Authority's property or ability to repay the loans or perform their respective obligations under this agreement or any of the related documents, e) any warranty, representation or statement made or furnished to Citizens Deposit by the Port Authority or on the Port Authority's behalf under this agreement or related documents is false or misleading in any material respect, either now or at the time made or furnished or becomes false or misleading at any time thereafter, f) the dissolution or termination of the Port Authority's existence as a going business, the insolvency of the Port Authority, the appointment of a receiver for any part of the Port Authority's property, any assignment for the benefit of creditors, any type of creditor workout, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against the Port Authority, g) this agreement or any of the related documents ceases to be in full force and effect, h) commencement of foreclosure or forfeiture proceedings, whether by judicial proceeding, self-help, repossession or any other method, by any creditor of the Port Authority or by any governmental agency against any collateral securing the loan, i) any of the preceding events occurs with respect to any guarantor of any of the indebtedness or any guarantor dies or become incompetent, or revokes or disputes the validity of, or liability under, any guaranty of the indebtedness, j) any change in ownership of twenty-five percent or more of the common stock of the Port Authority, k) a material adverse change occurs in the Port Authority's financial condition, or Citizens Deposit believes the prospect of payment or performance of the loan is impaired, l) Citizens Deposit in good faith believes itself insecure, at Citizens Deposit option, all indebtedness immediately will become due and payable, all without notice of any kind to the Port Authority, except in the event of default of the type described in the "insolvency" above, such acceleration shall be automatic and not optional.

On April 23, 2013, the Port Authority, Lawrence Economic Development Corporation and the KYOVA Interstate Planning Commission ("the Commission") entered into a loan agreement with the Ohio Department of Transportation to construct a crane foundation as part of the sheet pile dock staging facility used for transferring goods from barges to road. This loan is payable solely from and secured by a pledge of the Commission's Congestion Mitigation and Air Quality Improvement Program ODOT Sub-Allocation. The loan does not constitute a debt or pledge of the faith and credit of the Port Authority, and accordingly has not been reported in the accompanying financial statements. At December 31, 2020, the outstanding balance on the note was \$779,179

In March 2016, the Port Authority authorized the issuance and sale of revenue bonds in an amount not to exceed \$8,500,000 for the purpose of developing certain Port Authority facilities. In April 2016, the Port Authority entered into a lease agreement with Precision Paint Systems, LLC for the use of the aforementioned facilities. The bonds are payable from and secured by a pledge of the rental and other revenues pursuant to the aforementioned lease. These bonds do not constitute a debt or pledge of the faith and credit of the Port Authority, and accordingly has not been reported in the accompanying financial statements. At December 31, 2020, the outstanding balance on the note was \$4,819,913.

**NOTE 11 – LEASES**

The Port Authority entered into a property lease with the Lawrence County Board of Commissioners in December 2009 to provide facilities for the Southeast Ohio Emergency Medical Services "SEOEMS" at an annual amount not to exceed \$62,100 per year. The lease term ended in December of 2014 but was extended at that time for an additional 10 years through December 2024.

The Port Authority entered into a property lease with the Columbia Gas Transmission in September 2019 to provide an area to store construction equipment and supplies. The lease calls for rent in the amount of \$49,784 for 2019, \$74,676 for 2020, and monthly rent payments of \$6,223 starting January 2021 through December 2021.



**NOTE 11 – LEASES (Continued)**

The Port Authority entered into a property lease with River City Depot, LLC in March of 2014 to provide for property for the Depot Restaurant. The original lease term ended in March of 2019 and was renewed for a period of five years at a monthly rate of \$1,000 per month. The renewed lease term ends in March of 2024.

The Port Authority entered into a property lease with Batchelor Holdings, LLC in June 2017 to provide use of the property known as the Transit Center. The lease term is month to month with a minimum of a 60 day notice of termination. The original lease rent was \$800 per month; however, the amount was reduced to \$500 per month in January of 2018 and remains at this rate.

Future minimum rentals required under the above-mentioned leases at December 31, 2020 are as follows:

<u>Year</u>	<u>Amount</u>
2021	\$ 80,100
2022	74,100
2023	74,100
2024	<u>65,100</u>
Total	<u>\$ 293,400</u>

Also, the Port Authority is the lessor in a direct financing lease with the Lawrence County Agricultural Society for property for the Lawrence County Fairgrounds. The lease began in July 2012 and is scheduled to end on July 2032. Under the lease agreement, the lessee has a bargain option to purchase the leased property at the end of the lease term and, during the term of the lease, is required to pay the cost of taxes, insurance, utilities, maintenance and repair of the property. The County has recognized a lease receivable of \$556,000 that is equal to the future minimum lease payments to be received. The unearned portion of the lease is reported as a deferred inflow of resources. The following represents the future minimum lease payments to be received by the Port Authority at December 31, 2020:

<u>Year</u>	<u>Amount</u>
2021	\$ 48,000
2022	48,000
2023	48,000
2024	48,000
2025	48,000
Thereafter	<u>316,000</u>
Total future minimum lease receivable	\$ 556,000
Less: unearned interest income	<u>(95,736)</u>
Net minimum lease receivable	<u>\$ 460,264</u>

**NOTE 12-UNCERTAINTY RELATED TO COVID-19**

The United States and the State of Ohio declared a state of emergency in March 2020 due to COVID-19 pandemic. Due to the pandemic, the Port Authority deferred rent payments on the River City's Depot LLC and Batchelor Holdings LLC rental agreements beginning April 1, 2020 through May 31, 2020. The full financial impact of Covid-19 and the continuing emergency measures will impact subsequent periods of the Port Authority. In addition, the impact of the Port Authority's future operating costs, revenues, and any recovery from emergency funding, either federal or state, cannot be estimated.

**NOTE 13 – SUBSEQUENT EVENTS**

The Port Authority evaluates events and transactions occurring subsequent to the date of the financial statements for matters requiring recognition or disclosure in the financial statements.

**NOTE 14 – JOINT VENTURE**

The Port Authority is a member of the Old Engineer Property LLC (the Company), which is a limited liability company organized pursuant to Ohio Revised Code Chapter 1705 to acquire, own, hold, develop, manage, lease and sell real property and associated personal property commonly known as the “Old County Engineer Property” and “Lawrence County Children’s Home.” The Company operates as a partnership with the Port Authority holding a 25% partnership interest. The other members include the Ironton-Lawrence County Area Community Action Agency, Inc. and Lawrence Economic Development Corporation. The members have an ongoing financial responsibility to the Company and contribute cash and/or property to the capital of the Company when called for by the Company’s management committee. The Port Authority’s capital contributions for the year ended December 31, 2020 totaled \$23,000. Complete financial statements of the joint venture can be obtained from the Ironton Lawrence County Community Action Agency, Inc. at 305 North 5<sup>th</sup> Street, Ironton, Ohio 45638.

**NOTE 15 – New Accounting Pronouncements**

For the year ended December 31, 2020, the Port Authority was required to implement Governmental Accounting Standards Board Statement No. 88, “Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements.”

GASB Statement No. 88, among other things, clarifies which liabilities governments should include in their note disclosures related to debt. Statement No. 88 requires that all debt disclosures present direct borrowing and direct placements of debt separately from other types of debt. Statement No. 88 defines debt for purposes of disclosure in the notes to financial statements as a liability that arises from a contractual obligation to pay cash (or other assets that may be used in lieu of cash) in one or more payments to settle an amount that is fixed at the date the contractual obligation is established. Statement No. 88 also requires governments to disclose additional essential debt-related information for all types of debt, including amounts of used lines of credit; assets pledged as collateral for debt; and terms specified in debt agreements related to significant: (a) events of default with finance-related consequences, (b) termination events with finance-related consequences, and (c) subjective acceleration clauses. The implementation of GASB Statement No. 88 did not require a restatement of beginning net position; however, changes to note disclosures were incorporated.



**LAWRENCE COUNTY PORT AUTHORITY**  
**SCHEDULE OF FEDERAL AWARDS EXPENDITURES**  
**YEAR ENDED DECEMBER 31, 2020**

<u>Federal Grantor/Pass-Through Grantor/Program or Cluster Title</u>	<u>Federal CFDA Number</u>	<u>Pass-Through Entity Identifying Number</u>	<u>Federal Expenditures</u>
<b><u>U.S. Department of Transportation:</u></b>			
Direct from the Federal Government			
Federal Transit Cluster:			
Federal Transit_Formula Grants - OH-2017-009	20.507	N	\$ 43,316
Federal Transit_Formula Grants - OH-2019-005	20.507	N	373,560
COVID-19 Federal Transit_Formula Grants - OH-2020-014	20.507	N	<u>318,578</u>
Total Federal Transit Cluster			<u>735,454</u>
<b>Total U.S. Department of Transportation</b>			<u>735,454</u>
<b><u>U.S. Department of Housing and Urban Development</u></b>			
Direct from the Federal Government			
Continuum of Care Program	14.267	N	9,269
Continuum of Care Program	14.267	N	<u>7,024</u>
			<u>16,293</u>
Pass Through from Ironton-Lawrence County Area CAO, Inc.			
Continuum of Care Program	14.267	OH0188L5E071811	71,579
Continuum of Care Program	14.267	OH0188L5E071912	<u>53,617</u>
Total Pass through from Ironton-Lawrence County Area CAO, Inc.			<u>125,196</u>
Total Continuum of Care Program			<u>141,489</u>
<b>Total U.S. Department of Housing and Urban Development</b>			<u>141,489</u>
<b>TOTAL FEDERAL AWARDS EXPENDITURES</b>			<u>\$ 876,943</u>

N - direct award

See the accompanying notes to the schedule of federal awards expenditures.

**Lawrence County Port Authority**  
**Lawrence County**  
*Notes to the Schedule of Federal Awards Expenditures*  
*2 CFR 200.510(b)(6)*  
*Year Ended December 31, 2020*

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**NOTE 1 – BASIS OF PRESENTATION**

The accompanying Schedule of Federal Awards Expenditures (Schedule) includes the federal award activity of Lawrence County Port Authority under programs of the federal government for the year ended December 31, 2020.

The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Since the schedule presents only a selected portion of the operations of Lawrence County Port Authority, it is not intended to and does not present Lawrence County Port Authority's net position, change in net position, or cash flows.

**NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES**

(a) Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

(b) Lawrence County Port Authority has elected not to use the 10 percent de minimus indirect cost rate as allowed under the Uniform Guidance.

(c) Pass-through entity identifying numbers are presented where available.

**NOTE 3 – DOT FEDERAL TRANSIT – FORMULA GRANTS**

Cash receipts from the U.S. Department of Transportation are commingled with State grants. It is assumed federal monies are expended first.

**NOTE 4 – MATCHING REQUIREMENTS**

Certain Federal programs require the Lawrence County Port Authority to contribute non-federal funds (matching funds) to support the federally funded programs. The Lawrence County Port Authority has met its matching requirements. The schedule does not include the expenditures of non-federal matching funds.

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

Independent Auditor's Report

Board of Directors  
Lawrence County Port Authority  
305 North 5th Street  
Ironton, Ohio 45638

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 financial statements of the business-type activities of Lawrence County Port Authority, (the Port Authority) as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise the Port Authority's basic financial statements, and have issued our report thereon dated August 5, 2021, wherein we noted the financial impact of COVID-19 and the continuing 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 Port Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Port Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Port Authority's internal control.

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

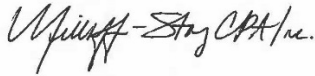
Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit, we did not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

### **Compliance and Other Matters**

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

### **Purpose of this Report**

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



Millhuff-Stang, CPA, Inc.  
Portsmouth, Ohio

August 5, 2021

**Report on Compliance For Each Major Federal Program and on Internal Control Over Compliance  
Required by the Uniform Guidance**

Independent Auditor's Report

Board of Directors  
Lawrence County Port Authority  
305 North 5th Street  
Ironton, Ohio 45638

**Report on Compliance for Each Major Federal Program**

We have audited the Lawrence County Port Authority's (the Port Authority) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Port Authority's major federal program for the year ended December 31, 2020. The Port Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

**Management's Responsibility**

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

**Auditor's Responsibility**

Our responsibility is to express an opinion on compliance for the Port Authority's major federal program based on our audit of the types of 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 audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Port Authority'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 major federal program. However, our audit does not provide a legal determination of the Port Authority's compliance.

### **Opinion on Each Major Federal Program**

In our opinion, the Port Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2020.

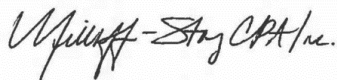
### **Report on Internal Control Over Compliance**

Management of the Port Authority 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 Port Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, 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 Port Authority'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 type of compliance requirement of a federal 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 a type of compliance requirement of a federal 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 a type of compliance requirement of a federal 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 Uniform Guidance. Accordingly, this report is not suitable for any other purpose.



Millhuff-Stang, CPA, Inc.  
Portsmouth, Ohio

August 5, 2021

**Lawrence County Port Authority**  
**Lawrence County**  
*Schedule of Findings and Questioned Costs*  
*For the Year Ended December 31, 2020*

**Section I – Summary of Auditor’s Results**

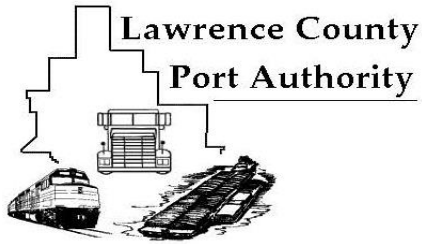
<i>Financial Statements</i>		
Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:		Unmodified
Internal control over financial reporting:		
	Material weakness(es) identified?	No
	Significant deficiency(ies) identified?	None reported
Noncompliance material to financial statements noted?		No
<i>Federal Awards</i>		
Internal control over major program(s):		
	Material weakness(es) identified?	No
	Significant deficiency(ies) identified?	None reported
Type of auditor’s report issued on compliance for major programs:		Unmodified
Any auditing findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?		No
Identification of major program(s):		Federal Transit Cluster (CFDA #20.507)
Dollar threshold used to distinguish between type A and type B programs:		Type A: >\$750,000 Type B: All Others
Auditee qualified as low-risk auditee?		No

**Section II – Financial Statement Findings**

None

**Section III – Federal Award Findings and Questioned Costs**

None



Administrative Office  
 216 Collins Ave  
 South Point, OH 45680  
 740-377-4550  
 740-377-2091 (fax)

Financial Office  
 305 N. 5<sup>th</sup> Street  
 Ironton, OH 45638  
 740-532-3534 ext 236  
 740-532-5489 (fax)

Schedule of Prior Audit Finding  
 For the Year Ended December 31, 2020

	Finding Summary	Fully Corrected?	Not Corrected, Partially Corrected; Significantly Different Corrective Action Taken; or Finding No Longer Valid; <i>Explain</i>
Finding 2019-001	Material Weakness – Financial Reporting	No	Partially corrected, reissued in Management Letter



# OHIO AUDITOR OF STATE KEITH FABER



**LAWRENCE COUNTY PORT AUTHORITY**

**LAWRENCE 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 9/28/2021**

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)