

**DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY**

REGULAR AUDIT

FOR THE YEAR ENDED DECEMBER 31, 2024





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Columbus, Ohio 43215
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Board of Directors
Dayton-Montgomery County Port Authority
8 North Main Street
Dayton, Ohio 45402

We have reviewed the *Independent Auditor's Report* of the Dayton-Montgomery County Port Authority, prepared by Charles E. Harris & Associates, Inc., for the audit period January 1, 2024 through December 31, 2024. 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 Dayton-Montgomery County Port Authority is responsible for compliance with these laws and regulations.

KEITH FABER
Ohio Auditor of State

A handwritten signature in black ink that reads "Tiffany L Ridenbaugh".

Tiffany L Ridenbaugh, CPA, CFE, CGFM
Chief Deputy Auditor

September 30, 2025

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**DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY**

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INDEPENDENT AUDITOR'S REPORT

Dayton-Montgomery County Port Authority
Montgomery County
8 North Main Street
Dayton, Ohio 45402

To the Board of Directors:

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities and the aggregate remaining fund information of the Dayton-Montgomery County Port Authority, Montgomery County, Ohio (the Authority), as of and for the year ended December 31, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities and the aggregate remaining fund information of the Dayton-Montgomery County Port Authority, Montgomery County, Ohio. as of December 31, 2024, and the changes in financial position and its cash flows, thereof for the year then ended in accordance with the accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

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

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, and schedules of net pension and other post-employment benefit assets/liabilities and pension and other post-employment benefit contributions be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board 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 Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 29, 2025, on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. 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 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 Authority's internal control over financial reporting and compliance.

Charles E. Harris & Associates

Charles E. Harris & Associates, Inc.

June 29, 2025

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

Our discussion and analysis of the Dayton-Montgomery County Port Authority's (the "Port Authority") financial performance provides an overview of the Port Authority's financial activities for the fiscal year ended December 31, 2024. Please review it in conjunction with the basic financial statements, which begin on page 12.

FINANCIAL HIGHLIGHTS

- Total assets and deferred outflows of resources were less than liabilities and deferred inflows of resources as of December 31, 2024 with the net position of the Port Authority being \$14,141,912. This represents an increase of \$3,867,470 from the previous year. A good portion the increase is the result of the Port Authority collecting over \$2.8 million in administrative fees and other operating fees similar to the \$2.7 million in 2023.
- The Port Authority maintains restricted cash and investment balances in the custodial fund which, at December 31, 2024 totaled \$29,114,497. Of that amount, \$11,524,304 is maintained in the Southwest Regional Bond Fund trust accounts and project accounts related specifically to Port Authority projects and another \$12,156,121 in Southwest Regional Bond Fund for Cincinnati Port Authority projects.
- The Port Authority reflects debt balances of \$56,555,000 in the custodial fund for projects the Port Authority supported with a financing lease receivable or intergovernmental receivable. Although the Port Authority reports these debt balances, the Port Authority has no financial responsibility for payment on these debts except for receiving the respective lease payments through the respective bank trustee. Several of the issuances are a special PACE financing which doesn't have a receivable reported.
- The Port Authority had operating revenues of \$4,212,018 and operating expenses of \$1,748,147 resulting in an operating income of \$2,463,871 for 2024. This was an increase of \$379,116 from 2023 as the operating expenses and intergovernmental expenses were lower in 2024.
- For 2024, the Southwest Ohio Bond Fund (the "Fund") saw one new bond issue bringing the total active projects to thirty-seven active projects in the Fund.
- The Southwest Ohio Regional Bond Fund is rated A- by S&P Global.
- The Port Authority used \$2 million to fund a PACE Lending Program managed in partnership with CityWide Development Corporation.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

USING THIS ANNUAL REPORT

This discussion and analysis is intended to serve as an introduction to the Port Authority's basic financial statements. The following is a list of the basic financial statements included in this report:

Management's Discussion and Analysis
Basic Financial Statements
 Statement of Net Position
 Statement of Revenues, Expenses and Changes in Net Position
 Statement of Cash Flows
 Statement of Fiduciary Net Position
 Statement of Changes in Fiduciary Net Position
Notes to the Basic Financial Statements
Required Supplementary Information – Pension/OPEB Tables

The Port Authority is a single enterprise fund using proprietary fund accounting, which means these statements (non-fiduciary) are presented in a manner similar to private-sector business. The statements are presented using economic resource management focus and the accrual basis of accounting. The statements are designed to provide readers with a broad overview of the Port Authority's finances.

The Statement of Net Position and the Statement of Revenues, Expenses and Changes in Net Position

Our analysis of the Port Authority begins here. One of the most important questions asked about the Port Authority's finances is "Is the Port Authority as a whole better off or worse off as a result of the year's activities?" The net position increased by \$3.9 million so the answer is clearly yes. In addition, the Port Authority has over \$11.1 million in operating (non-restricted) cash reserves which is an increase of \$0.5 million from 2023. As stated above, the increase in net position was caused by administrative project fees exceeding operating expenses.

The Statement of Net Position and the Statement of Revenues, Expenses and Changes in Net Position report information about the Port Authority as a whole, other than activity reported on the fiduciary (custodial fund) statements, and about its activities in a way that helps answer the question above. These statements include all the assets, deferred outflows of resources, liabilities and deferred inflows of resources using the accrual basis of accounting.

These two statements report on the Port Authority's *net position* and changes in net position. One can think of the Port Authority's net position, the difference between assets and deferred outflows of resources (what the Port Authority owns) and liabilities and deferred inflows of resources (what the Port Authority owes), as one way to measure the Port Authority financial health, or *financial position*. Over time, *increases or decreases* in the Port Authority's net position are one indicator of whether its *financial health* is improving or deteriorating. One will need to consider other nonfinancial factors, however, such as changes in the Port Authority's jurisdiction and the availability of capital projects to assess the overall health of the Port Authority.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

Statement of Cash Flows

The Statement of Cash Flows provides information about the Port Authority's cash receipts and cash payments during the year. The statement reports cash receipts, cash payments, and net changes in cash resulting from operations, capital and related financing activities, non-capital activities and investing activities.

These financial statements report on all the functions of the Port Authority that are principally supported by fees.

Statement of Fiduciary Net Position and Statement of Changes in Fiduciary Net Position

The Statement of Fiduciary Net Positions reports the restricted cash held in the regional bond fund and the amount of pledged lease payments due from companies with debt issued through the regional bond fund. The statement of change in fiduciary net position reports the additions and deletions during the year for the activity that is not removed as the assets and liabilities are adjusted on the statement of net position.

These financial statements can be found on pages 12 through 16 of this report.

Notes to the Basic Financial Statements

The notes to the basic financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements. The notes can be found on pages 17-71 of this report.

Required Supplementary Information

The required supplementary information provides additional information about the pension system liabilities and the Port Authority's required contributions. The required supplementary information can be found on pages 72-75 of this report.

FINANCIAL ANALYSIS OF THE PORT AUTHORITY

As stated previously, the Statement of Net Position looks at the Port Authority as a whole without regard to the custodial fund. The following table provides a summary of the Port Authority's net position for 2024 compared to 2023.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

	Net Position (in thousands)		
	2024	2023	Change
Current Assets	\$12,994	\$13,919	(\$925)
Restricted Assets	158	107	51
Noncurrent Asset	2,506	500	2,006
Capital Assets	20,278	20,909	(631)
Total Assets	35,936	35,435	501
Deferred Outflows of Resources	63	114	(51)
Current Liabilities	1,583	1,569	14
Long Term and Other Liabilities	18,672	20,505	(1,833)
Total Liabilities	20,255	22,074	(1,819)
Deferred Inflows of Resources	1,602	3,200	(1,598)
Net position:			
Net Investment in Capital Assets	1,790	2,014	(224)
Restricted	6	0	6
Unrestricted	12,346	8,261	4,085
Total Net Position	\$14,142	\$10,275	\$3,867

In prior years, the Port Authority adopted GASB Statement 68, “Accounting and Financial Reporting for Pensions—an Amendment of GASB Statement 27,” which significantly revises accounting for pension costs and liabilities. The Port Authority also adopted GASB Statement 75, “Accounting and Financial Reporting for Postemployment Benefits Other Than Pension,” which significantly revises accounting for other postemployment benefit (OPEB) costs and liabilities. For reasons discussed below, many end users of this financial statement will gain a clearer understanding of the Port Authority’s actual financial condition by adding deferred inflows related to pension and OPEB, the net pension/OPEB asset/liability to the reported net position and subtracting deferred outflows related to pension and OPEB.

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

GASB 68 and GASB 75 require the net pension/OPEB asset/liability to equal the Port Authority’s proportionate share of each plan’s collective:

1. Present value of estimated future pension benefits attributable to active and inactive employees’ past service

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
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FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

2 Minus plan assets available to pay these benefits.

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

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

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

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

Unrestricted net position, which is the portion of net position that can be used to finance the day-to-day operations without constraints established by debt covenants or other legal requirements, increased by \$4.1 million in 2024. The majority of the increase is from additional project fee revenues and lower operating expenses.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

The current assets decreased as the Port Authority funded \$2 million to the PACE Lending Program which was recorded as noncurrent assets. Capital assets decreased by \$0.6 million with no new construction during 2024 and depreciation expense reducing the carrying value of the assets.

The current liabilities increased slightly as the Port Authority reported the amount due in one year on the outstanding bonds that was slightly higher. The long-term liabilities decreased by \$1.8 million with the current year payments on the three outstanding debts.

The following tables look at the change in the Port Authority's revenues and expenses from 2024 to 2023.

Changes in Net Position (in thousands)			
	2024	2023	Change
Fee revenue	\$4,076	\$4,143	(\$67)
Other revenue	136	257	(121)
Total operating revenue	4,212	4,400	(188)
Salaries and benefits	165	196	(31)
Operating expenses	952	1,188	(236)
Intergovernmental	0	300	(300)
Depreciation	631	631	0
Total Operating expense	1,748	2,315	(567)
 Operating Income	 2,464	 2,085	 379
Capital Grants	1,844	1,472	372
Capital Distributions	(378)	0	(378)
Interest income	594	472	122
Interest expenses	(657)	(748)	91
Total nonoperating revenues and expenses	1,403	1,196	207
 Transfers from Custodial Fund	 0	 430	 (430)
Change in Net Position	3,867	3,711	\$156
Beginning Net Position	10,275	6,564	
Ending Net Position	\$14,142	\$10,275	

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

The Port Authority's operating revenue modestly decreased about \$0.2 million from 2023 given smaller sized projects. Notwithstanding, the fifteen transactions were closed in 2024 compared to six transactions closed in 2023. The Port Authority is still reporting significant administrative fees during 2024 but the size of closed transactions dropped. In fiscal year 2024, the Port Authority collected almost \$673,000 (up from \$660,000 in 2023) in reoccurring project administrative fees. Operating expenses were 4% lower than the prior year as the Port Authority saw professional service fees decrease based on transactions size and there were no one time payments to local governments to assist with infrastructure projects. The Port Authority saw significant interest revenue increase with the larger invested balances available and higher interest rates.

The Port Authority reports several different capital grants and distributions in those nonoperating revenue and expenses. The Port Authority is working with the Montgomery County Land Bank on a project involving federal funding and also was assisting the City of Dayton with a potential development project. The largest capital grant relates to funds received from the Montgomery County TID for the debt service on the Project Walnut SIB loan debt service.

CAPITAL ASSETS AND DEBT ADMINISTRATION

The Port Authority reports as capital assets in the enterprise fund the Main Street parking garage where the Port Authority holds title and ownership, with an operating agreement in place. The Port Authority also reports a capital asset for the Levitt Pavilion. See note 3 for additional information on the Port Authority's capital assets.

Debt reported in the enterprise fund

The Port Authority has a long-term liability due to the City of Dayton for the debt outstanding on the Main Street Garage. In 2024, the Port Authority paid \$737,478 of net garage revenue to the City for this debt, \$407,075 of which was paid on the principal owed. The Port Authority's liability for this debt is limited to the net revenues generated from the Main Street Garage. The Port Authority's SIB loan for Walnut Project's obligations, which are guaranteed and paid by Montgomery County and City of Union, had a balance of \$1,384,536 at December 31, 2024. See Notes 4 and 10 for additional information on the Port Authority's debt related to the enterprise fund.

Debt reported in the custodial fund

As discussed in the highlights, the Port Authority's long term debt issuances maintained in the custodial fund are \$56.6 million in non-recourse revenue bonds. The Port Authority only issues non-recourse obligations for which the company or entity maintains the liability for repayment. For more information on the Port Authority's custodial fund debt balances see notes 4 and 9 of the financial statements.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2024
(unaudited)

ECONOMIC FACTORS

Montgomery County continued to experience increased development activity in 2024 generating project closing revenue over \$2 million. The Port Authority is still working with other counties that do not have an active port authority to finance various projects when it matches with the interests of the Port Authority and participating county. The southern portion of the County is benefiting from the Austin Interchange increasing taxable valuation by \$308 million because of developments including Austin Landing, Connor Group expansion and the first development project around the Wright Brothers Airport with several more planned. The Port Authority's involvement in Project Walnut (Proctor and Gamble) has also brought significant valuation increase to the northern portion of the county in the Cities of Union, Vandalia, and Dayton. There is continued interest in development around the City of Dayton airport properties with NorthPoint developers now have fourteen buildings financed or planned to be financed in some way through the Port Authority. Other property developers have also invested in the region leveraging the access to interstate 70 and 75. The downtown Dayton area continues to surge with significant re-development projects including Grant-Deneau Tower, Dayton Arcade, Oregon East, Water District, AC Marriot, and Delco properties to name a few. The Port Authority's largest project in fiscal year 2023 was assisting in the capital lease structure for the new General Motors facility in Brookville with an approximate value over \$289 million. The Port Authority added two buildings for SIGNET around the Dayton International Airport, which were also the largest two projects in 2024.

Equally important to commercial development, the Port Authority executed six affordable housing project financings in 2024. The Port Authority was the conduit issuer of tax-exempt financing and or Port Authority Lease Bonds.

The Port Authority is heavily involved with the Property Assessed Clean Energy (PACE) bond issues through a partnership with the City of Dayton's created Energy Special Improvement District (ESID). Through 2024, the ESID has issued over \$22 million through eleven bond funds deals and more to come in fiscal year 2025. The Port Authority, City of Dayton, Montgomery County and City-wide Development Corporation successfully funded the \$4.75 million PACE Direct program that should help the smaller borrowers (\$250,000-\$2M) take advantage of the PACE program. The Port Authority has successfully assisted with other financings outside of Montgomery County over the last several years and continues as viable financing option for those communities for the future.

Although the pandemic hit Montgomery County hard with the unemployment rate increasing to 16.8 percent in April 2020, the employment figures rebounded nicely to finish December 2020 at just 5.2 percent, December 2021 3.6 percent, December 2022 4.1% and December 2023 was 3.3%. The rate moved back up to 4.6% as of December 2024.

Request for Information

The financial report is designed to provide a general overview of the Port Authority's finances for all those with an interest in the Port Authority's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Dayton-Montgomery County Port Authority, 8 North Main Street, Dayton, Ohio 45402-2400.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
STATEMENT OF NET POSITION
DECEMBER 31, 2024

ASSETS:

CURRENT ASSETS:

Cash and cash equivalents	\$ 11,113,437
Intergovernmental receivable	1,575,423
Accounts receivable	278,146
Interest receivable	26,630
Total current assets	<u>12,993,636</u>

RESTRICTED ASSETS:

Restricted cash and cash equivalents	<u>157,571</u>
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NONCURRENT ASSETS

Loan Receivable	2,500,000
Net OPEB Asset	5,912
Total noncurrent assets	<u>2,505,912</u>

CAPITAL ASSETS:

Land and land improvements	4,218,337
Buildings	25,090,908
Total	<u>29,309,245</u>
Less: Accumulated depreciation	(9,030,928)
Total capital assets, net	<u>20,278,317</u>

TOTAL ASSETS

35,935,436

DEFERRED OUTFLOWS OF RESOURCES:

Pensions	58,135
OPEB	5,340
	<u>63,475</u>

TOTAL DEFERRED OUTFLOWS OF RESOURCES

63,475

LIABILITIES:

CURRENT LIABILITIES:

Accounts payable	186,280
Accrued interest on SIB loan	12,780
Current portion of long term debt:	
SIB loan payable - Project Walnut	1,384,536
Total current liabilities	<u>1,583,596</u>

LONG TERM AND OTHER LIABILITIES

Revenue bonds, notes and loans:	
Main Street Garage	18,487,905
Net pension liabilities	183,787
Total long term and other liabilities	<u>18,671,692</u>

TOTAL LIABILITIES

20,255,288

DEFERRED INFLOWS OF RESOURCES:

Intergovernmental grant	1,575,423
Pension	22,793
OPEB	3,495
	<u>1,601,711</u>

TOTAL DEFERRED INFLOWS OF RESOURCES

1,601,711

NET POSITION:

Net investment in capital assets	1,790,412
Restricted	5,912
Unrestricted	12,345,588
	<u>14,141,912</u>

TOTAL NET POSITION

\$ 14,141,912

See accompanying notes to the financial statements

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
STATEMENT OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION
FOR THE YEAR ENDED DECEMBER 31, 2024

OPERATING REVENUES:

Port fees	\$ 2,730,373
Parking garage fees	1,345,789
Other revenues	<u>135,856</u>
	<u>4,212,018</u>
Total Operating Revenues	<u>4,212,018</u>

OPERATING EXPENSES:

Salaries and benefits	164,869
Operating expenses	546,388
Project related expenses	20,966
Professional services	385,388
Depreciation	<u>630,536</u>
	<u>1,748,147</u>
Total Operating Expenses	<u>1,748,147</u>

OPERATING INCOME

2,463,871

NONOPERATING REVENUES (EXPENSES):

Capital grants	1,843,854
Capital distributions	(377,679)
Interest income	594,149
Interest and fiscal charges	<u>(656,725)</u>
	<u>1,403,599</u>
Total Nonoperating Revenues (Expenses)	<u>1,403,599</u>

CHANGE IN NET POSITION

3,867,470

Net Position Beginning of Year

10,274,442

Net Position End of Year

\$ 14,141,912

See accompanying notes to the financial statements

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED DECEMBER 31, 2024

Cash flows from operating activities:

Cash received from customers	\$ 4,111,602
Cash payments to employees for services	(190,465)
Cash payments to supplier for goods and services	(954,430)
Cash received from other sources	136,831
Net cash provided by operating activities	<u><u>3,103,538</u></u>

Cash flows from capital and related financing activities:

Retirement of debt	(1,768,588)
Interest paid	(663,469)
Capital grants for debt payment	1,471,786
Capital grants for PACE Program	2,000,000
Capital distributions for PACE Program	(4,000,000)
Net cash used for capital and related financing activities	<u><u>(2,960,271)</u></u>

Cash flows from noncapital financing activities:

Capital grants for HUD program	72,068
Capital distributions related to HUD program	(73,069)
Capital grants for economic development	150,000
Capital distributions for economic development	(304,610)
Net cash used for noncapital financing activities	<u><u>(155,611)</u></u>

Cash flows from investing activities:

Net Interest received	<u><u>590,032</u></u>
Net increase in cash and cash equivalents	577,688
Cash and cash equivalents at beginning of year	10,693,320
Cash and cash equivalents at end of year	<u><u>11,271,008</u></u>

Reconciliation of operating income to net cash provided by operating activities

Operating Income	2,463,871
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation	630,536
Changes in assets and liabilities:	
Decrease in accounts receivable	36,415
Decrease in accounts payable	(1,298)
Change in net pension/OPEB asset/liability and related deferred inflows/outflows	(25,986)
Net cash provided by operating activities	<u><u>\$ 3,103,538</u></u>

See accompanying notes to the financial statements

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS - CUSTODIAL FUNDS
DECEMBER 31, 2024

Assets:

Cash, Cash Equivalents and Investments in Restricted Accounts	\$ 29,114,497
Intergovernmental Receivable	15,947,260
Financing Leases Receivable	<u>30,114,239</u>
 Total Assets	 <u>75,175,996</u>

Liabilities :

Liabilities:

ODOD Loan Payable	1,500,000
Accounts reserves held for Cincinnati Port Authority	12,156,121
Interest and Fees Payable	29,151,868
Revenue Bonds Payable	<u>56,555,000</u>
 Total Liabilities	 <u>99,362,989</u>

Net Position

Unrestricted	<u>\$ (24,186,993)</u>
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See accompanying notes to the basic financial statements

**DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO**
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS - CUSTODIAL FUNDS
FOR THE FISCAL YEAR ENDED DECEMBER 31, 2024

**Southwest Ohio
Regional Bond Fund**

Additions:

Lease Payments	\$ 1,151,602
Interest Earnings/Change in Fair Value	626,957
Capital contributions	2,150,000
Total Additions	3,928,559

Deductions:

Project distributions	2,981,549
Interest and fiscal charges	84,186
Issuance Costs	195,375
Total Deductions	3,261,110

Net Increase in Fiduciary Net Position	667,449
Beginning Net Position	(24,854,442)
Ending Net Position	\$ (24,186,993)

See accompanying notes to the basic financial statements

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
NOTES TO THE BASIC FINANCIAL STATEMENTS
DECEMBER 31, 2024

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization

The Dayton-Montgomery County Port Authority, Montgomery County, Ohio (the “Port Authority”) is a body corporate and politic established to exercise the rights and privileges conveyed to it by the constitution and laws of the State of Ohio. The Port Authority was established in January 2000 pursuant to section 4582.22 of the Ohio Revised Code by resolution of Montgomery County and by ordinance of the City of Dayton. A nine-member Board of Directors directs the Port Authority. Five of the Directors are appointed by the Montgomery County Commissioners and four are appointed by the Mayor of the City of Dayton, with the advice and consent of the Dayton City Commission.

The Port Authority provides services that are enumerated in Sections 4582.31 of the Ohio Revised Code. The services include but are not limited to the power to finance, purchase, construct, reconstruct, enlarge, improve, equip, develop, sell, exchange, lease, convey other interest in, and operate Port Authority facilities.

The accompanying basic financial statements comply with the provisions of the Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, as amended by Governmental Accounting Standards Board (GASB) Statement No. 39, *Determining Whether Certain Organizations are Component Units*, and No. 61, *The Financial Reporting Entity: Omnibus – An Amendment of GASB Statements No. 14 and No. 34 and GASB Statement No. 97 “Certain Component Unit Criteria, and accounting and financial reporting for Internal Revenue Code Section 457 Deferred Compensation Plans* in that the financial statements include all divisions and operations for which the Port Authority is financially accountable. Financial accountability exists if a primary government/component unit appoints a majority of an organization’s governing board and is able to impose its will on the organization. Financial accountability may also be deemed to exist if there is a potential for the organization to provide financial benefits to, or to impose specific financial burdens on, the primary government/component unit. On this basis, no governmental organization other than the Port Authority itself is included in the financial reporting entity.

The purpose of the Port Authority is to facilitate economic and community development in the Dayton Region. The operating policy and practice of the Port Authority has been to be financially self-sustaining. To that end, the Port Authority’s policy and practice is, and has been from its inception, to limit its financial exposure to individual projects by utilizing one or more of the following approaches: full financial, operating and legal indemnification by project beneficiary; bond issuances supported by financing leases and/or credit enhancement, wherein the beneficiary/tenant is responsible for all debt service and operating expenses; strict limitation of financial liability to individual project revenues; and guaranty of debt service by another unit of government, with all operating expenses the responsibility of the tenant/beneficiary.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
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In conclusion, the Port Authority never takes credit risk on behalf of a conduit borrower and has no credit risk to Bond Fund borrowers, beyond resources previously pledged in 2004 to the Bond Fund reserves.

Basis of Accounting

The Port Authority's activities, other than activity related to bond financings either through the bond fund issues or other trust activity that are fiduciary in nature and reported in a custodial fund, are financed and operated as a single enterprise fund such that the costs and expenses, of providing the services are recovered primarily through administrative fees. The enterprise fund measurement focus is on the determination of revenues, expenses, financial position, and cash flows as the identification of these items is necessary for appropriate capital maintenance, public policy, management control, and accountability. The Port Authority's financial transactions are recorded on the accrual basis of accounting where revenues are recognized when earned and expenses are recognized when incurred.

As defined by GAAP, the fiduciary fund category is split into four classifications: private purpose trust funds, pension trust funds, investment trust funds and custodial funds. The Port Authority maintains a fiduciary custodial fund for its projects that are issued through the Southwest Ohio Regional Bond Fund, and other stand-alone issuances where the Port Authority has a financing lease receivable. Examples of such projects are STEM School, White Castle, Fieldstone, Hematite, Economy Linen, Quarry Trails or the Delco Parking Garage.

Investments

The Port Authority's investments (including cash equivalents) are recorded at fair value. Money market funds are recorded at share values reported by the money market fund.

Statement of Cash Flows

For purposes of the Statement of Cash Flows, the Port Authority considers all highly liquid investments with maturities of less than three months (including restricted assets) to be cash equivalents.

Capital Assets

The Port Authority defines capital assets as follows:

- Land assets will always be capitalized without regard to costs and not depreciated.
- Infrastructure assets will be capitalized if it has a life expectancy of five (5) years or greater and a designated value exceeding \$300,000
- Assets other than land or infrastructure will be capitalized if the asset has a useful life of two (2) years or more and a designated value exceeding \$5,000.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
NOTES TO THE BASIC FINANCIAL STATEMENTS
DECEMBER 31, 2024

Capital assets are stated at historical cost. Donated capital assets are recorded as acquisition value at the date of donation. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Major outlays for capital assets and improvements are capitalized as the projects are constructed and updated for the cost of additions and retirement during the year. Interest incurred during construction is capitalized until substantial completion of the project.

All capital assets are depreciated, excluding land. Depreciation has been provided using the straight-line method over the following estimated useful lives:

- Buildings and Improvements – 40 years
- Infrastructure – 40 years
- Office Equipment – 3 years

Restricted Assets and Related Liabilities

Bond indentures and other agreements require portions of debt proceeds as well as other resources of the Port Authority to be set aside for various purposes. These amounts are reported as restricted assets on the Statement of Net Position and Statement of Fiduciary Net Position. The liabilities that relate to the restricted assets are included in other liabilities in the same statement. The Port Authority also reports restricted cash for the balance maintained in the Main Street Garage account of \$157,571. The City of Dayton is provided a monthly review of the Port Authority's expenses in that account.

Budgetary Accounting and Control

The Port Authority's annual budget, as provided by law, is prepared on the cash basis of accounting. The budget includes amounts for current year revenues and expenses.

The Port Authority maintains budgetary control by not permitting total expenditures and accounts charges to individual expense categories to exceed their respective appropriations without an amendment of appropriations by the Board of Directors.

Operating Revenues and Expenses

Operating revenues are those revenues that are generated directly from charges for services. Operating expenses are necessary costs incurred to provide the goods or services that are the primary activity of the Port Authority. Revenues and expenses that do not meet these criteria are considered non-operating and reported as such.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY, OHIO
NOTES TO THE BASIC FINANCIAL STATEMENTS
DECEMBER 31, 2024

Deferred Outflows of Resources

In addition to assets, the statement of financial position reports a separate section for deferred outflows of resources. Deferred outflows of resources represent a consumption of net position that applies to a future period and will not be recognized as an expense until then. The Port Authority reports deferred outflows of resources on the statement of net position for pension/OPEB. The deferred outflows of resources related to pension/OPEB are explained in Notes 5 and 6.

Deferred Inflows of Resources

In addition to liabilities, the statement of financial position reports 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 revenue until that time.

Deferred inflows of resources related to pension/OPEB and revenues received from the City of Union for debt service payment associated with the SIB loan are reported on the statement of net position. The deferred inflows of resources related to pension/OPEB are explained in Notes 5 and 6.

Pensions/Other Postemployment Benefits (OPEB)

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

Net Position

Total net position represents the difference between assets plus deferred outflows and liabilities plus deferred inflows. Net position - net investment in capital assets, consists of capital assets, net of accumulated depreciation and reduced by the outstanding balances of any borrowing, or portion of a borrowing, used for the acquisition, construction or improvement of those assets. Net position is reported as restricted when there are limitations imposed on its use through 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 first when an expense is incurred for purposes for which both restricted and unrestricted net position is available.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
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NOTES TO THE BASIC FINANCIAL STATEMENTS
DECEMBER 31, 2024

Conduit Debt

The Port Authority issues conduit debt on behalf of other entities, whether public entities or private companies, whether taxable or tax exempt. The Port Authority is contractually protected from liability related to these issues. For the purposes of the financial statements, the various conduit debts of the Port Authority are classified in one of two manners, depending on applicable accounting rules. First, a completely “off book” issuance where the Port Authority has issued the debt in name only on behalf of a private company, or organization. These are disclosed in Note 8. Second, bond issuances that involve a lease receivable where the company or organization is responsible for making payments to a trustee for payment of principal, interest and related fees on debt issued in the Port Authority’s name. These are disclosed in Notes 9 and 11 and reported within the Custodial Fund statements.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

2. DEPOSITS AND INVESTMENTS

Monies held by the Port Authority are classified by State statute into three categories.

Active deposits are public deposits determined to be necessary to meet current demands upon the Port Authority 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 that the Board of Directors have identified as not required for use within the current five-year period of designation of depositories. 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 five years from the date of deposit or by savings accounts, including passbook accounts.

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

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
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NOTES TO THE BASIC FINANCIAL STATEMENTS
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- United States Treasury Notes, Bills, Bonds, or any other obligation or security issued by the United States Treasury or any other obligation guaranteed as to principal and interest by the United States;
- 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;
- Written repurchase agreements in the securities listed above provided that the fair 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; and
- Bond and other obligations of the State of Ohio;
- Time certificates of deposit or savings or deposit accounts including, but not limited to, passbook accounts;
- No-load money market mutual funds consisting exclusively of obligations described in division (1) or (2) provided that investments in securities described in this division are made only through eligible institutions; and,
- Certain bankers' acceptances and commercial paper for a period not to exceed 270 days and in an amount not to exceed forty percent of the District interim monies available for investment at any one time if the training requirements have been met; and,
- The State Treasurer's investment pool (STAR Ohio).

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 institutions.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
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NOTES TO THE BASIC FINANCIAL STATEMENTS
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Deposits

Custodial credit risk is the risk that in the event of a bank failure the Port Authority's deposits may not be returned. Protection of the Port Authority's cash and deposits is provided by the Federal Deposit Insurance Corporation (FDIC) as well as qualified securities pledged by the institutions holding the assets. Ohio law requires that deposits be placed in eligible banks or savings and loan associations located in Ohio. Any public depository in which the Port Authority places deposits must pledge as collateral eligible securities of aggregate market value equal to the excess of deposits not insured by FDIC. The securities pledged as collateral are pledged to a pool for each individual financial institution in amount equal to at least 105 percent of the carrying value of all public deposits held by each institution that are not covered by FDIC. Obligations that may be pledged as collateral are limited to obligation of the United States and its agencies and obligations of any state, county, municipal corporation or other legally constituted authority of any state, or any instrumentality of such county, municipal corporation or other authority. Collateral is held by trustees including the Federal Reserve Bank and designated third party trustees of the financial institutions.

Custodial credit risk for deposits is the risk that in the event of bank failure, the Port Authority will not be able to recover deposits or collateral securities that are in the possession of an outside party. As of December 31, 2024, none of the Port Authority's bank balance of \$767,786 was exposed to custodial credit risk since it was collateralized with securities held in the Ohio Pooled Collateral System.

The Port Authority has no deposit policy for custodial risk beyond the requirements of the State statute.

Investments

During fiscal year 2024, the Port Authority invested in State Treasury Asset Reserve of Ohio (STAROhio). Investments are reported at net asset value (NAV) which is based on the fund's quoted market prices.

The Port Authority's investment in the State Treasury Asset Reserve of Ohio (STAR Ohio) is an investment pool managed by the State Treasurer's Office which allows governments within the State to pool their funds for investment purposes. STAR Ohio is not registered with the SEC as an investment company and is recognized as an external investment pool by the Port Authority. The Port Authority measures their investment in STAR Ohio at the net asset value (NAV) per share provided by STAR Ohio. The NAV per share is calculated on an amortized cost basis that provides a NAV per share that approximates fair value.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
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NOTES TO THE BASIC FINANCIAL STATEMENTS
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There were no limitations or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates. However, notice must be given 24 hours in advance to all deposits and withdrawals of \$100 million or more. STAR Ohio reserves the right to limit the transaction to \$250 million per day, required any excess amount to be transacted the following business day(s), but only to the \$250 million limit. All accounts of the participant will be combined for these purposes.

The Port Authority also had the following cash equivalents and investments as of December 31, 2024 reported in the enterprise fund as follows:

	Fair Value	Fair Value Measuring Unit	Credit Rating	Maturity	Concentration Percentage
STAR Ohio	\$3,910,755	Level 1	AAAm	<60 days	37.23%
U.S Government MM Funds	199,762	NA	AA+	<60 days	1.91%
U.S Treasury Notes	2,511,495	Level 2	N/A	0.37	23.91%
U.S Agency Notes	980,435	Level 2	AA+	0.70	9.33%
Commercial Paper	1,713,618	Level 2	AA+	0.41	16.32%
Negotiable Certificates of Deposit	1,187,157	Level 2	AA+	1.27	11.30%
Total	\$10,503,222				

The Port Authority also has cash equivalents and investments as of December 31, 2024 reported in the Custodial fund were as follows:

	Fair Value	Fair Value Measuring Unit	Credit Rating	Maturity	Concentration Percentage
	Fair Value	Measuring Unit	Rating	Maturity	Percentage
U.S Government MM Funds	\$10,467,134	Level 1	AA+	<60 days	36.14%
U.S Treasury Notes	14,930,452	Level 2	N/A	1-7 years	51.56%
Federal Home Loan Bank Notes	3,562,264	Level 2	N/A	<1 year	1.23%
Total	\$28,959,751				

Fair Value Measurement

Fair value as defined by GASB Statement No. 72 requires the Port Authority to apply valuation techniques that best represent fair value in the circumstances-market approach, cost approach and income approach. The following are the levels for which inputs can be measured. Level 1 – quoted prices (unadjusted) in active markets for identical assets/liabilities (most reliable); Level 2 – quoted prices for similar assets/liabilities, quoted price for identical assets/liabilities or similar assets/liabilities in markets that are not active, or other quoted prices that are observable; and Level 3 – unobservable inputs (least reliable).

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
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NOTES TO THE BASIC FINANCIAL STATEMENTS
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Interest Rate Risk – State statute requires that an investment mature within five years from the date of purchase, unless matched to a specific obligation or debt of the Port Authority, and that an investment must be purchased with the expectation that it will be held to maturity. The Guaranteed Investment Contracts are matched to obligations within the Bond Fund Program.

Concentration of Credit Risk – The Port Authority places no limit on the amount the Port Authority may invest in one issuer.

Custodial Credit Risk – For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Port Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Port Authority has no investment policy dealing with the investment custodial risk beyond the requirement in State statute that prohibits payment for investments prior to the delivery of the securities representing such investment to the Port Authority or qualified trustee.

3. CAPITAL ASSETS

Capital asset activity for the fiscal year ended December 31, 2024, was as follows:

	<u>Balance</u> <u>12/31/2023</u>	<u>Increases</u>	<u>Decreases</u>	<u>Balance</u> <u>12/31/2024</u>
Cost				
Land and Improvements	\$4,218,337	\$0	\$0	\$4,218,337
Levitt Pavilion	4,413,510	0	0	4,413,510
Parking Garages	20,677,398	0	0	20,677,398
Total Cost	<u>29,309,245</u>	<u>0</u>	<u>0</u>	<u>29,309,245</u>
 Accumulated Depreciation				
Levitt Pavilion	(551,689)	(110,338)	0	(662,027)
Parking Garages	(7,848,703)	(520,198)	0	(8,368,901)
Total Accumulated Depreciation	<u>(8,400,392)</u>	<u>(630,536)</u>	<u>0</u>	<u>(9,030,928)</u>
Net Capital Assets	<u>\$20,908,853</u>	<u>(\$630,536)</u>	<u>\$0</u>	<u>\$20,278,317</u>

The Port Authority reports a significant amount of capital assets within the enterprise fund. The Main Street parking garage in the name of the Port Authority will remain with the Port Authority after final payment on the respective debt obligation. In prior years, the Port Authority constructed the Levitt Pavilion.

DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
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4. PROJECTS

Main Street Parking Garage (Enterprise Fund reported)

In conjunction with the CareSource Management Group project, during 2007 the Port Authority constructed a seven story parking garage in downtown Dayton which is owned and operated by the Port Authority. CareSource Management Group agreed to rent 900 spaces for 20 years with an option to re-negotiate rental rates after 10 years. The number of spaces leased to CareSource has since increased to 1,050.

As of December 31, 2024, \$24,895,735 of cost has been capitalized, including \$4,218,337 of land and \$20,677,398 of construction costs. Funding of \$20,010,000 under the financing arrangement has been provided by the City of Dayton as of December 31, 2024. The amount funded is reflected on the statement of net position as a payable to the City of Dayton less the amount repaid against the obligation plus accrued interest added to the principal. Construction of the garage was completed in December 2008.

During January 2008, the City of Dayton issued economic development revenue bonds and entered into a loan agreement with the Port Authority for the permanent funding of the project. The City of Dayton and Port Authority agreed to repay the loan from garage net revenues. For 2024, the Port Authority paid \$737,478 to the City of Dayton in net revenues. \$407,075 of this amount was applied towards principal payments.

The Port Authority is not paying the full principal payments to the City of Dayton in connection with the Main Street Garage Project. Per the loan agreement between the City of Dayton and Port Authority, dated January 10, 2008, the City of Dayton could declare all loan payments due in the event of default. During 2018, the City of Dayton waived this covenant. If the City of Dayton rescinds the waiver of this covenant violation, then the full balance of the loan may be due at that time. The amount outstanding at December 31, 2024 is \$18,487,905.

The Port Authority's obligation for this payable is limited to its revenues from the garage, net of operating and additional construction or capital expenses.

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White Castle (Partially conduit not reported on the financial statements, Partially Custodial Fund reported)

On October 31, 2012, the Port Authority borrowed on behalf of White Castle Distributing LLC \$9,850,000 in State Economic Development Revenue Bonds at a variable interest rate ranging from 1.125 – 4.0% with a final maturity of December 1, 2027. The Port Authority received a \$2,000,000 State of Ohio 166 loan at a 3% interest rate with a final maturity of November 15, 2027. The loan is conduit in nature with White Castle making payments directly to the State. The proceeds from the bonds and loan are being used to finance a portion of the costs of acquisition and constructing an approximately 74,000 square foot frozen food manufacturing facility located in Vandalia, Ohio just north of the City of Dayton. White Castle entered into a financing lease with the Port Authority to service the respective debt obligations on this project. The initial principal payments on the bonds started in June 2014 and terminate in December 2027. On May 19, 2022, the Port Authority issued a Southwest Ohio Regional Bond Fund bond for \$5,000,000 to assist White Castle in the expansion of the Vandalia Facility. The principal payments started in November 2023 and terminate in November 2029 with a 2.75% interest rate.

Annual debt service requirements to maturity for both bonds are as follows:

Year	Annual Payments (2012)		Annual Payments (2021)	
	Principal	Interest	Principal	Interest
2025	\$805,000	\$74,384	\$735,000	\$103,194
2026	830,000	48,018	760,000	82,444
2027	855,000	20,841	785,000	61,737
2028	0	0	815,000	39,943
2029	0	0	840,000	17,393
Total	<u>\$2,490,000</u>	<u>\$143,243</u>	<u>\$3,935,000</u>	<u>\$304,711</u>

The future lease payments to be received (less cash on hand) and the Port Authority's net investment in the lease are as follows:

Year	2012 Issue	2021 Issues
2025	\$884,496	\$859,207
2026	884,496	859,714
2027	836,799	859,319
2028	0	854,943
2029	0	870,319
Total	<u>\$2,605,791</u>	<u>\$4,303,502</u>

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Sherman Dixie (Conduit not reported on financial statements)

In 2005, the Port Authority issued \$3,500,000 Facilities Revenue Bonds and loaned the proceeds to Sherman-Dixie, a concrete products manufacturer who purchased a plant in Dayton and proposed to use the fund to renovate and update the facility. The bonds have a twenty year term and payable as a bullet payment with the final payment in December 2025.

STEM School (Custodial Fund reported)

The Port Authority issued \$5,000,000 in qualified school construction bonds designated as Taxable Development Revenue Bonds (Dayton Regional Bond Fund) Series 2011A (Dayton Regional STEM School) (the “Dayton Bonds”). The proceeds of the Bonds were used for the acquisition, construction, equipping, improvement, and installation of “port authority facilities” as defined in Sections 4582.01 and 4582.22, Ohio Revised Code, and consistent with the intended purposes pursuant to Section 54F of the Internal Revenue Code. Specifically, the facilities consist of a school facility owned by the Port Authority, leased to the Dayton Regional STEM Schools, Inc., and located in Kettering, Ohio.

The Port Authority is to make monthly principal payments on the Bonds, Series 2011A, in varying monthly amounts ranging from \$300,000 beginning on May 15, 2024 to \$1,425,000 on November 15, 2025. The bonds bear an interest rate of 5.5 percent and are secured by the property and rental payments to be received under the lease with the Dayton Regional STEM Schools through November 15, 2025. The Port Authority is receiving an interest subsidy of 5.41 percent from the U.S Treasury.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$1,580,000	\$82,638

The future lease payments to be received (less cash on hand) and the Port Authority's net investment in the lease are as follows:

Year	Total
2025	\$1,040,655

On August 29, 2024, the Port Authority issued \$20,000,000 in port authority lease revenue bonds for Dayton STEM to construct a new 60,000 ft² elementary school in Kettering. The bonds have a thirty-seven-year term payable with annual principal payments and the final payment in December 2060.

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Fieldstone (Custodial Fund reported)

On December 20, 2013, the Port Authority issued Development Revenue Bonds from the Regional Bond Fund for acquisition and construction of an extend care facility in Tipp City using tax incremental financing (TIF) revenues from Tipp City with a secondary pledge from the Granger company being the guarantor of minimum service payments on the TIF bond through a letter of credit with PNC. The bonds were issued at a 4.25% interest rate with a final maturity on November 15, 2042.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$40,000	\$46,962
2026	40,000	45,263
2027	40,000	43,562
2028	50,000	41,756
2029	50,000	39,631
2030-2034	275,000	165,219
2035-2039	360,000	98,919
2040-2042	260,000	19,763
Total	<u>\$1,115,000</u>	<u>\$501,075</u>

The future lease payments to be received (less cash on hand) and the Port Authority's net investment in the lease are as follows:

Year	Total
2025	\$95,250
2026	93,250
2027	91,250
2028	99,125
2029	96,625
2030-2034	469,375
2035-2039	476,375
2040-2042	<u>209,909</u>
Total	<u>\$1,631,159</u>

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Project Walnut (Enterprise fund reported)

The Port Authority and Montgomery County Transportation Improvement District (the “TID”) worked together with the City of Union and Montgomery County on the logistic park (referred to now as Airpark Boulevard) to provide infrastructure needs to support larger manufacturing facilities. The Port Authority received a State Infrastructure Bank (the “SIB”) loan finance the project back by local funding for the Project. The TID was the construction agent handling the infrastructure improvements and submitting the project invoices to the Port Authority for approval and submission to the SIB. The loan is guaranteed through an intergovernmental agreement with the City of Union providing tax increment financing revenues to cover the debt service payments. As of December 31, 2024, \$13,251,888 of the authorized \$14,500,000 loan was drawn down.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$1,384,536	\$69,122

Project Walnut (Custodial fund reported)

As part of the Project Walnut project, Montgomery County initially provided funding to write down the land cost for the developer. During fiscal year 2015, the City of Union borrowed \$790,000 through the Bond Fund to repay Montgomery County for the funds. The bond is guaranteed through an intergovernmental agreement with the City of Union to provide tax increment financing revenues to cover the debt service payments at the same time of the State Infrastructure Bank Loan.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$100,000	\$3,563

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Property Assessed Clean Energy Program (PACE) Stratacache Tower formerly known as the Kettering Tower (Custodial fund reported)

The Port Authority was authorized by the State of Ohio as an authorized participant in the State of Ohio Property Assessed Clean Energy Program (PACE). As part of this program, the Port Authority received \$125,000 from the State of Ohio as additional bond fund reserves to help secure these projects. During 2016, the State of Ohio deposited another \$1,000,000 in bond fund reserves for the energy projects. The first PACE project for the Port Authority is related to the improvements to the Stratacache Tower. The Port Authority and Toledo Port Authority issued PACE bonds through their respective bond funds to allow the owner to make energy improvements. The City of Dayton created a Dayton Regional Energy Special Improvement District on June 24, 2015 when the Stratacache Tower petitioned the City to participate in this program. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$55,000	\$2,066

PACE – Top of the Market / 32 Webster Street (Custodial fund reported)

On August 14, 2015, 32 Webster Street petitioned the City of Dayton to be added to the PACE program. The Port Authority and Toledo Port Authority issued PACE bonds through their respective bond funds to allow the owner to make energy improvements. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

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Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$20,000	\$6,090
2026	20,000	5,220
2027	20,000	4,350
2028	20,000	3,480
2029	20,000	2,610
2030	45,000	1,740
Total	<u>\$145,000</u>	<u>\$23,490</u>

PACE – Front Street Project (Custodial fund reported)

During 2019, the Front Street project owners petitioned the City of Dayton to be added to the PACE program. The Port Authority issued PACE bonds through the bond fund to allow the owner to make energy improvements. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$30,000	\$16,170
2026	40,000	14,740
2027	40,000	12,980
2028	40,000	11,220
2029	40,000	9,460
2030-2032	<u>185,000</u>	<u>9,790</u>
Total	<u>\$375,000</u>	<u>\$74,360</u>

PACE – Roseville Holdings Project (Custodial fund reported)

On February 20, 2020, Roseville Holdings and the City of Riverside petitioned the City of Dayton to be added to the PACE program. The Port Authority issued PACE bonds through the bond fund to allow the owner to make energy improvements. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

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Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$30,000	\$33,330
2026	30,000	32,010
2027	35,000	30,690
2028	40,000	29,040
2029	40,000	27,280
2030-2034	180,000	83,820
2035-2039	410,000	55,000
Total	<u>\$765,000</u>	<u>\$291,170</u>

PACE – Tomco Project (Custodial fund reported)

On February 20, 2020, Tomco and the City of Springboro petitioned the City of Dayton to be added to the PACE program. The Port Authority issued PACE bonds through the bond fund to allow the owner to make energy improvements. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$40,000	\$37,290
2026	40,000	35,640
2027	40,000	33,880
2028	40,000	32,120
2029	40,000	30,360
2030-2034	200,000	92,840
2035-2039	455,000	60,940
Total	<u>\$855,000</u>	<u>\$323,070</u>

PACE – Beth Abraham Synagogue Project (Custodial fund reported)

On March 2, 2020, the Beth Abraham Synagogue and the City of Oakwood petitioned the City of Dayton to be added to the PACE program. The Port Authority issued PACE bonds through the bond fund to allow the owner to make energy improvements. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

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Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$50,000	\$51,150
2026	50,000	48,950
2027	50,000	46,750
2028	55,000	44,550
2029	60,000	42,020
2030-2034	280,000	128,810
2035-2039	630,000	84,150
Total	<u>\$1,175,000</u>	<u>\$446,380</u>

PACE – 130 West Second Street (Custodial fund reported)

On August 25, 2021 the Port Authority issued PACE bonds through the bond fund to allow the owner to make energy improvements. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$90,000	\$56,325
2026	90,000	53,625
2027	90,000	50,925
2028	95,000	48,225
2029	100,000	45,300
2030-2034	450,000	137,025
2035-2039	660,000	89,700
2040-2041	325,000	6,750
Total	<u>\$1,900,000</u>	<u>\$487,875</u>

PACE – Dayton Phoenix Group (Custodial fund reported)

On October 20, 2021 the Port Authority issued PACE bonds through the bond fund to allow the owner to make energy improvements. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority.

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Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$365,000	\$176,406
2026	380,000	164,843
2027	395,000	152,891
2028	410,000	140,391
2029	425,000	127,500
2030-2034	1,940,000	311,562
2035-2037	1,820,000	65,234
Total	<u>\$5,735,000</u>	<u>\$1,138,827</u>

Yankee Trace (Custodial fund reported)

During 2017, the Port Authority partnered with the Development Finance Authority of Summit County and the Toledo-Lucas County Port Authority to provide \$14,500,000 in public financing for the Yankee Trace Public Improvement Project. The Port Authority issued \$5,500,000 of Southwest Ohio Regional Bond Fund bonds at a fixed interest rate of 3.80 percent with a maturity date of November 15, 2034. On August 20, 2020, the 2017 bond were refunded with a \$14,795,000 combined issuance that matures on November 15, 2040. The Port Authority issued \$6,145,000 of Southwest Ohio Regional Bond Fund bonds at a fixed interest rate of 2.75-3.00 percent with a maturity date of November 15, 2040.

Principal payments range from \$140,000 on May 15, 2024 to \$755,000 on November 15, 2040. All of the bond payments are secured through new community authority charges for the development on a monthly basis starting at \$104,153 in January 2024 to \$1,554,137 in November 2034. The Port Authority has the rights to portion of the charges to service the respective debt service.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$265,000	\$151,219
2026	275,000	143,638
2027	285,000	135,763
2028	295,000	127,606
2029	305,000	119,175
2030-2033	1,690,000	458,726
2035-2038	1,125,000	198,300
2040	1,155,000	23,362
Total	<u>\$5,395,000</u>	<u>\$1,357,789</u>

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Hematite (Custodial fund reported)

During 2017, the Port Authority partnered with JOBS Ohio to provide \$7,875,000 in public financing for the Hematite manufacturing facility construction project. The Port Authority issued \$4,375,000 of Southwest Ohio Regional Bond Fund bonds at a fixed interest rate of 3.92 percent with a maturity date of May 15, 2032. JOBS Ohio provided an additional \$3,500,000 loan that is secured by Hematite RE through a mortgage on the property. Principal payments on the Port Authority bonds range from \$130,000 starting on May 15, 2023 to \$625,000 on May 15, 2032. The bond payments are secured through lease payments on a monthly basis starting at \$33,140 in January 2025 to \$33,656 in May 2032.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$275,000	\$109,074
2026	290,000	98,098
2027	305,000	86,632
2028	315,000	74,578
2029	330,000	62,034
2030-2032	1,335,000	96,529
Total	<u>\$2,850,000</u>	<u>\$526,945</u>

The future lease payments to be received (less cash on hand) and the Port Authority's net investment in the lease are as follows:

Year	Total
2025	\$400,424
2026	401,998
2027	403,845
2028	400,952
2029	400,952
2030-2032	324,478
Total	<u>\$2,332,649</u>

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YMCA of Greater Dayton (Conduit not reported on financial statements)

During 2014, the Port Authority entered into agreement with the YMCA of Greater Dayton to refinance four existing borrowings through refunding bonds. The Port Authority agreed to issue up to \$9 million in economic development revenue refunding bonds for the project that were purchased by PNC Bank. The issuance was down through two series. Series A was retired in fiscal year 2021. Series B was issued for \$6,110,500 ranging in payments of \$24,754 on January 2, 2024 to a final maturity of \$43,942 on June 2, 2034. Series B has a variable interest rate initially based the LIBOR which was amended in November 2022 to include a substitute rate such as Secured Overnight Funding Rate multiplied by an interest factor plus 108 basis points.

During 2024, the Port Authority supported the YMCA of Greater Dayton on a \$3.9 million renovation of a 15,346 ft² senior center in Huber Heights.

Storypoint of Troy (Conduit not reported on financial statements)

During 2015, the Port Authority entered into agreement with the Storypoint of Troy to finance the acquisition, construction, improvement, installation and equipping of a facility constituting a residential supportive senior living facility. The Port Authority agreed to issue up to \$32.26 million in project revenue bonds Series 2015-1 and \$1.47 million in project revenue bonds taxable Series 2015-2. Series 2015-1 was issued as three separate term bonds: \$1.23 million due January 15, 2025 at 6.125%; \$11.79 million due January 15, 2040 at 7%; and \$19.24 million due January 15, 2050 at 7.125%. Series 2015-2 was issued as a term bond due on January 15, 2027 at 8%. During February 2021, Storypoint refinanced the bonds through another conduit issuance by the Port Authority. \$33,270,000 was outstanding at December 31, 2024.

Chaminade Julienne Catholic High School (Conduit not reported on financial statements)

In 2015 and 2017, the Port Authority issued \$6,000,000 Facilities Revenue Bonds and loaned the proceeds to Chaminade Julienne Catholic High School, a school who proposed to use the fund to renovate and update the facility. The bonds were issued as two separate series with Series A issued on December 31, 2015 for \$3,500,000 and a final maturity on December 31, 2030. Series B was issued on October 31, 2017 for \$2,500,000 and a final maturity on October 31, 2032. The outstanding balance as of December 31, 2024 was \$1,472,045.

St. Vincent De Paul (Conduit not reported on financial statements)

In 2015, the Port Authority issued \$11,000,000 refinance existing borrowings through refunding bonds. The Port Authority agreed to issue up to \$11 million in economic development revenue refunding bonds for the project that were purchased by PNC Bank. The bonds have a twenty year term and payable as a bullet payment with the final payment in December 2035. The outstanding balance as of December 31, 2024 was \$3,086,424.

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Goodwill Easter Seals (Conduit not reported on financial statements)

In 2015, the Port Authority issued \$10,200,000 refinance existing borrowings through refunding bonds. The Port Authority agreed to issue up to \$10.2 million in economic development revenue refunding bonds for the project that were purchased by PNC Bank. The bonds have a twenty-year term and payable as a bullet payment with the final payment in December 2035. The outstanding balance as of December 31, 2024 was \$6,120,000.

NorthPoint Development (Conduit not reported on financial statements)

In 2016, the Port Authority issued \$17,400,000 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport. The bonds were purchased by Associated Bank. The bond has a twenty-five year term payable as a bullet with the final payment in February 2038.

In 2018, the Port Authority issued \$14,400,000 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport and \$16,177,830 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport. The bonds were purchased by Security Bank of Kansas City. The bonds have a twenty-five year term payable as a bullet with the final payment in February 2039.

In 2019, the Port Authority issued \$21,610,000 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport and \$29,163,545 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport. The bonds were purchased by Security Bank of Kansas City. The bonds have a twenty-five year term payable as a bullet with the final payment in February 2040.

On January 14, 2021, the Port Authority issued \$27,572,611 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport. On July 9, 2021, the Port Authority issued \$16,157,864 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport. On July 22, 2021, the Port Authority issued \$32,753,494 in lease revenue bonds for the construction of a manufacturing facility around the Dayton International Airport. The bonds were purchased by Security Bank of Kansas City. The bonds have a twenty-five year term payable as a bullet with the final payment in February 2040.

On June 30, 2022, the Port Authority issued \$24,990,972 in lease revenue bonds for the construction of a manufacturing facility near the intersection of Frederick Pike and Jackson Road in Dayton, Ohio. On July 13, 2022, the Port Authority issued \$16,970,000 in lease revenue bonds for the construction of a manufacturing facility near the intersection of Peters Road and Macy Lane in Dayton, Ohio. The bonds have a five year term payable as a bullet with the final payment in June or July 2027.

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On April 24, 2024, the Port Authority issued \$15,708,000 in lease revenue bonds for the construction of a manufacturing facility near the Washington Church Road around the Wright Brother Airport in Miami Township (called Wright Aero). The bonds have a five year term payable as a bullet with the final payment in April 2029.

Midmark Corporation (Conduit not reported on financial statements)

In 2018, the Port Authority issued \$20,249,000 in lease revenue bonds for a new approximately 107,000 square foot technical design center containing a leading research and development facility. The project is expected to create 97 new full-time jobs. The bonds were purchased by commercial lender arranged by the lessee. The bonds have a five-year term payable as a bullet with the final payment in September 2023. The bonds were retired in 2023. In 2023, related to another Midmark project, the Port Authority entered into a forty year capital lease with Midmark for an expansion that was funded through the company for a total of \$19,035,067.

Village of Versailles - North West Street Extension (Custodial fund reported)

During 2018, the Port Authority partnered with the Village of Versailles, Midmark Corporation and the Ohio Department of Transportation to provide \$2,727,370 in public financing for the North West Street Extension Project. The Port Authority issued \$1,855,000 of Southwest Ohio Regional Bond Fund bonds at a fixed interest rate of 4.215 percent with a maturity date of May 15, 2033. Principal payments range from \$45,000 starting on May 15, 2024 to \$65,000 on May 15, 2033. All the bond payments are secured through .5% income tax revenue specifically levied and used for street construction, if not .5% is not renewed the remaining 1% of general income tax will be used. The Port Authority has the rights to portion of the income tax the respective debt service.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$95,000	\$49,512
2026	100,000	47,812
2027	100,000	46,112
2028	110,000	44,412
2029	110,000	42,713
2030-2033	435,000	115,706
Total	<u><u>\$950,000</u></u>	<u><u>\$346,267</u></u>

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Biltmore Towers Project (Conduit not reported on financial statements)

In 2020, the Port Authority issued \$16,375,000 in multifamily housing green tax-exempt mortgage-back bonds (Series A) and \$3,625,000 in multifamily housing revenue bonds (Series B). The bonds will be used to finance the acquisition, construction, rehabilitation, furnishing and equipment of a low and moderate income multifamily rental housing facility located on approximately 0.85 acre parcel in the City of Dayton, Ohio. The project contains 230 revenue-generating apartment units located in one high-rise building and contain community spaces and commercial suite. The project is marketed to low-income elderly (ages 55+) and disabled households. The Series A bonds have an eighteen-year term payable as a bullet with the final payment in September 2038. The balance on the bonds at December 31, 2024 was \$16,028,238. The Series B bonds were retired in fiscal year 2022.

Delco Developer Loan (Enterprise fund reported)

On May 25, 2023, the Port Authority executed a promissory note in connection with City Wide Development to provide a developer loan to Crawford Hoying for a portion of the Delco redevelopment project. The Port Authority loaned \$500,000 at 6.5 percent interest with a final maturity of June 1, 2026.

Cargill Project (Conduit not reported on financial statements)

In 2020, the Port Authority issued \$126,000,000 taxable development lease revenue bonds to assist Cargill Incorporated to facilitate the acquisition, construction and expansion of building consisting of approximately 19,200 square feet of preparation area, 11,300 square feet of extraction area and 9,975 square feet of loading area and related site improvements and facilities located on the project site and for Cargill to increase capacity at the soybean crush area of its plant. The bonds have a five year term payable as a bullet with the final payment in September 2025.

Dayton North Arcade Project (Custodial fund reported)

On January 29, 2020, Cross Street Partners and other investors petitioned the City of Dayton to establish a New Community Authority (“NCA”) to serve as the repayment source and security mechanism for Port Authority issued bonds. Proceeds of the bonds were used to finance a portion of the redevelopment of the land and improvements at the North Arcade parcel. The owner will be assessed through the real estate taxation process to repay the Port Authority bonds. The Port Authority has reported an intergovernmental receivable for the principal and interest less the project cash reserve held at the Port Authority. The Port Authority's issuance was a small portion of the overall financing.

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Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$80,000	\$100,926
2026	80,000	97,902
2027	85,000	94,878
2028	90,000	91,571
2028	90,000	88,168
2030-2034	430,000	300,697
2035-2039	650,000	275,562
2040-2044	1,185,000	139,671
Total	<u>\$2,690,000</u>	<u>\$1,189,375</u>

On April 27, 2023, the Port Authority issued \$10,000,000 in capital lease bonds that was a portion of a total \$36,700,000 financing for the next phase of the North Arcade redevelopment project.

Quarry Trails (Custodial fund reported)

On February 15, 2021, the Port Authority partnered with Central Ohio Regional Bond Fund and Northwest Ohio Bond Fund to issue \$16,875,000 in port authority bonds to finance the project that includes apartments, office space, single-family homes and townhomes and flats. The Port Authority issued \$5,000,000 of Southwest Ohio Regional Bond Fund bonds at a fixed interest rate of 3.125 percent with a maturity date of May 15, 2051. Principal payments range from \$50,000 starting on May 15, 2025 to \$615,000 on May 15, 2051. All the bond payments are secured through minimum service payments from the development along with personal and corporate guarantees.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$105,000	\$151,358
2026	130,000	147,892
2027	155,000	143,482
2028	160,000	138,521
2029	155,000	133,717
2030-2034	925,000	582,515
2035-2039	780,000	438,718
2040-2044	665,000	338,625
2045-2049	920,000	214,674
2050-2051	825,000	24,570
Total	<u>\$4,820,000</u>	<u>\$2,314,072</u>

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Economy Linen (Custodial fund reported)

On April 21, 2021, the Port Authority issued \$10,035,000 of Southwest Ohio Regional Bond Fund bonds at a fixed interest rate of 3.55 percent with a maturity date of November 1, 2040. The Port Authority bonds will be used for the acquisition and construction of new laundry cleaning facility located in the City of Dayton. Principal payments range from \$32,500 starting on January 1, 2024 to \$63,333 on November 1, 2040. All the bond payments are secured by a mortgage and assignment of lease revenues generated from the project. The Port Authority also holds a third security interest in the equipment installed in the facility and has personal guarantees from the principals for the company.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$415,833	\$317,296
2026	426,667	302,445
2027	446,667	287,121
2028	466,667	271,087
2029	486,667	254,343
2030-2034	2,744,167	995,583
2035-2039	3,361,667	460,997
2040	726,665	17,913
Total	<u>\$9,075,000</u>	<u>\$2,906,785</u>

Homestead Village (Conduit not reported on financial statements)

On August 4, 2021, the Port Authority issued \$13,000,000 in port authority lease revenue bonds to assist HSL Marketplace LLC in the acquisition, construction and expansion of building consisting of a 131-unit, 88,792 square foot active senior living community including 123 parking spaces and a 6,700 square foot amenity village for senior focused programs and activities. The bonds have a thirty year term with the last scheduled maturity date of June 15, 2056.

Klepinger Schools (Conduit not reported on financial statements)

On March 1, 2021, the Port Authority issued \$11,975,000 in port authority lease revenue bonds and issued \$240,000 in port authority taxable lease revenue bonds to assist Klepinger School Properties LLC in the acquisition, renovation and construction of certain land and educational facilities including the acquisition and construction of a gymnasium with restrooms and storage as well as six additional classrooms. The bonds have a six-year term payable as a bullet with the final payment in August 2027. No principal payments have been made as of December 31, 2024.

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Sutton (Conduit not reported on financial statements)

On August 12, 2021, the Port Authority issued \$7,800,000 in port authority lease revenue bonds to assist Sutton Development LLC in the acquisition, construction and expansion of building consisting of a 71-unit multi-family apartment building located on East First and North Patterson Boulevard in Dayton, Ohio. The bonds have a five-year term payable as a bullet with the final payment in August 2026.

Connor Group (Conduit not reported on financial statements)

On September 13, 2021, the Port Authority received a total project fee of \$113,360 on pending capital lease revenue bond to assist the Connor Group with a 23,800 square foot expansion of the existing corporate headquarters. On October 8, 2021, the Port Authority received a total project fee of \$42,680 on pending capital lease revenue bond to assist the Connor Group with the construction of a 17,230 square foot airplane hangar located next to the corporate headquarters. Both capital lease bonds closed during fiscal year 2022.

CH Realty IX – JV Dayton Logistics (Conduit not reported on financial statements)

On October 1, 2021, the Port Authority issued \$18,799,868 in port authority lease revenue bonds to assist CH Realty IX – JV Dayton Logistics LP in the acquisition, construction and expansion of building consisting of a 524,160 square foot cross-dock building including 461 employee parking spaces and 140 trailer parking spaces. The bonds have a five-year term payable as a bullet with the final payment in October 2026.

The 503 Apartment (Conduit not reported on financial statements)

On November 10, 2021, the Port Authority issued \$19,000,000 in port authority lease revenue bonds to assist the 503 QOAB LLC in the acquisition and construction of a 127,200 square foot four story apartment building including a lower-level garage of 82 parking space and 33 surface parking spaces located at 503 East Fourth Street, Dayton, Ohio. The bonds have a six-year term payable as a bullet with the final payment in November 2027.

Signet Dayton Airport Hangar (Conduit not reported on financial statements)

On December 30, 2021, the Port Authority issued \$32,753,494 in port authority lease revenue bonds to assist the SD Hangar Development LLC group with the construction of approximately 96,000 square foot airplane hangar that includes approximately 6,000 square foot of office space at the Dayton International Airport. The bonds have a five-year term payable as a bullet with the final payment in December 2026.

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Sierra Nevada Airport Hangars (Conduit not reported on financial statements)

On October 25, 2023, the Port Authority entered into a capital lease with SNC Dayton LLC to assist Pure Development with the construction of approximately 108,000 square foot aircraft maintenance and repair hangar at the Dayton International Airport. The lease has a term of forty years.

On December 16, 2024, the Port Authority entered into a capital leases with ERCOR SNC Dayton 1 and ERCOR SNC 2 LLCs to assist the developer with the construction of approximately two 121,000 square foot aircraft maintenance and repair hangars at the Dayton International Airport. The leases have terms of forty years.

AC Marriott (Conduit not reported on financial statements)

On March 25, 2022, the Port Authority issued \$23,150,620 in port authority lease revenue bonds to assist the Dayton CHY Hotel II, LLC with the construction of a 134-key hotel, which includes a rooftop restaurant in downtown Dayton. The bonds have a five-year term payable as a bullet with the final payment in March 2027.

Pinchal (Conduit not reported on financial statements)

On April 21, 2022, the Port Authority issued \$32,161,801 in port authority lease revenue bonds related to the construction of 728,000 square foot industrial warehouse located in Vandalia, Ohio. The bonds have a six-year term payable as a bullet with the final payment in April 2028.

Grand Villa Clayton (Conduit not reported on financial statements)

On June 22, 2022, the Port Authority issued \$16,910,905 in port authority lease revenue bonds to with construction of 108-unit ranch style apartments including 337 parking spaces located in Clayton, Ohio. The bonds have a forty-year term payable as a bullet with the final payment in June 2062 unless the developer exercises the purchase option earlier.

Abbott Laboratories (Conduit not reported on financial statements)

On August 31, 2022, the Port Authority entered into a capital lease with Abbott Laboratories related to the expansion of the existing manufacturing facility including an additional 157,000 square feet of manufacturing space and 10,000 square feet of employee space located in Tipp City, Ohio. The Port Authority will hold title to the facility for a five year period.

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Kendall Electric (Conduit not reported on financial statements)

On September 2, 2022, the Port Authority entered into a capital lease with Kendall Electric related to the construction of an approximately 125,000 square feet facility that will include 25,000 square feet of office space and 100,000 square feet of automated warehousing and distribution center located in Vandalia, Ohio. The Port Authority will hold title to the facility for a five year period.

SEMCORP Manufacturing (Conduit not reported on financial statements)

On October 4, 2022, the Port Authority entered into a capital lease with SEMCORP Manufacturing related to the construction of an approximately 850,000 square foot facility to manufacture wet process separators and advanced coated separators for the lithium-ion battery industry located near Sidney, Ohio. The Port Authority will hold title to the facility for a five year period.

On July 16, 2024, the Port Authority amended the capital lease with SEMCORP to acquire, construct, equip and otherwise improve an additional approximately 94,686 square foot facility for an estimated cost of approximately \$10,660,000 which incorporated the original 2022 into the amended lease. The Port Authority will hold title to the facility for a five year period from the amended lease date.

Grant-Deneau Tower (Conduit not reported on financial statements)

On October 25, 2022, the Port Authority issued \$29,305,000 in port authority lease revenue bonds to assist with the redevelopment of the Grant-Deneau Tower including 135,000 square feet of multi-family apartments, 34,000 square feet of office space and 10,000 square feet of ground floor retail located in downtown Dayton, Ohio. The bonds have a six-year term payable as a bullet with the final payment in October 2028.

Lau Parkway Industrial Development (Conduit not reported on financial statements)

On November 7, 2022, the Port Authority issued \$18,000,000 in port authority lease revenue bonds to construct an industrial building with an aggregate square footage of 249,955 with additional parking located in Englewood, Ohio. The bonds have a six-year term payable as a bullet with the final payment in November 2028.

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Delco Parking Facility and bond anticipation notes (Conduit not reported on financial statements)

On November 23, 2022, the Port Authority issued \$6,000,000 in tax exempt revenue bond anticipation notes to pay for the construction of approximately 482 space public parking facility. The Port Authority also issued \$8,695,000 in port authority lease revenue bonds for the commercial component of the redevelopment project. The project includes 90,000 square feet of office space and 19,600 square feet of ground floor retail located in downtown Dayton, Ohio. The parking facility will have a fifty-year term ground lease. On May 23, 2023, the Port Authority issued capital lease revenue bonds to assist Crawford Hoying in the renovation of the former Mendelson's Liquidation Outlet. The renovation of the building will include approximately 160 multi-family residential units, 77,401 square feet of office space, 19,600 square feet of retail space. The lease term is forty years.

On May 16, 2023, Crawford Hoying entered into a financial agreement with the State of Ohio for an Ohio Enterprise Bond Fund issuance of \$24,670,000 and Port Authority Bond fund issuance of \$8,400,000. The issuance retired the outstanding bond anticipation note. The Port Authority bond fund issuance has a final maturity of November 15, 2024 with an interest rate of 5.41%.

Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$10,000	\$454,305
2026	10,000	453,764
2027	10,000	453,223
2028	10,000	452,682
2029	20,000	452,006
2030-2034	110,000	2,243,663
2035-2039	170,000	2,207,146
2040-2044	1,110,000	2,066,565
2045-2049	2,285,000	1,656,809
2050-2054	4,665,000	816,639
Total	<u>\$8,400,000</u>	<u>\$11,256,802</u>

Fuyao Glass America (Conduit not reported on financial statements)

On December 28, 2022, the Port Authority entered a capital lease with Fuyao Glass America related to the construction of project facilities worth approximately \$140,000,000 and installation of approximately \$70,000,000 of machinery and equipment located in Moraine, Ohio. The Port Authority will hold title to the facility for a five year period.

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General Motors (Conduit not reported on financial statements)

On August 8, 2023, the Port Authority entered into a capital lease with General Motors related to the construction of project facilities worth approximately \$289,000,000 for a 1.1 million square foot facility located in Brookville. The Port Authority will hold title to the facility for a six year period.

PACE Direct Program (Enterprise fund reported)

In May 2024, the Port Authority helped create a PACE Direct revolving loan fund. The Port Authority received \$1 million from the City of Dayton and Montgomery County to match their \$2 million contribution (reported as a loan receivable on the financial statements). The Port Authority disbursed the funds to City-Wide Development Corporation, who also contributed \$750,000 to the program. The program would allow smaller PACE borrowers to receive financial assistance for their projects over \$250,000 at a fixed interest rate and a term between 15-25 years. The smaller loans can be packaged together and issued a larger PACE bond through the Port Authority's bond fund program. The Port Authority receives 1% interest on the invested funds. As of December 31, 2024, there are no loans made under the program.

Continental Properties (Conduit not reported on financial statements)

On June 26, 2024, the Port Authority issued \$36,750,000 in port authority lease revenue bonds for Continental Properties related to the construction of 10 residential buildings totaling 288 multi-family housing units, 550 surface parking space and resident amenity space in Huber Heights. The bonds have a six-year term payable as a bullet with the final payment in June 2030.

Related Affordable (Conduit not reported on financial statements)

In November and December 2024, the Port Authority issued \$51,400,000 in port authority lease revenue bonds for five Related Affordable properties titled Asbury Apartments, Northcrest Gardens, Pinewood Gardens, Mad River Manor and Albright related to the rehabilitation of 40 residential buildings, one eight-story and one four-story building totaling 567 multi-family housing units in Riverside, two in Dayton and two in Trotwood. The bonds have a maximum forty-five-year term payable as a bullet.

Scott Drive Redevelopment (Conduit not reported on financial statements)

On November 26, 2024, the Port Authority issued \$2,1500,000 in tax exempt revenue bonds from bond fund to allow the City of Piqua to refinance a portion of its outstanding bond anticipation notes that were used to acquire the development site. The City will repay the bond using TIF revenue over a thirty-year term with a final payment in November 2054.

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Annual debt service requirements to maturity for bonds are as follows:

Year	Annual Payments	
	Principal	Interest
2025	\$0	\$99,437
2026	0	107,500
2027	0	107,500
2028	0	107,500
2029	0	107,500
2030-2034	25,000	536,250
2035-2039	195,000	517,500
2040-2044	400,000	440,375
2045-2049	550,000	323,250
2050-2054	980,000	163,500
Total	<u><u>\$2,150,000</u></u>	<u><u>\$2,510,312</u></u>

Cambridge House II (Conduit not reported on financial statements)

On December 19, 2024 the Port Authority issued \$7,300,000 in port authority lease revenue bonds to assist Cambridge House II developers with the construction of 47 affordable multi-family apartment units in the City of Dayton. The bonds have a six-year term payable as a bullet with the final payment in December 2030.

Washington Trace (Conduit not reported on financial statements)

On December 30, 2024 the Port Authority issued \$38,000,000 in port authority lease revenue bonds to assist TH Centerville, LLC with the construction of a for-rent single family home development comprised of approximately 200 unites along with related amenities in Washington Township, Montgomery County. The bonds have a six-year term payable as a bullet with the final payment in December 2030.

5. DEFINED BENEFIT PENSION PLAN

Net Pension Liability

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

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

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

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

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

Plan Description – The 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 and the combined plan is a cost-sharing, multiple-employer defined benefit pension plan with defined contribution features. While members (Port Authority employees) may elect the member-directed plan and the combined plan, substantially all employee members are in OPERS' traditional plan; therefore, the following disclosure focuses on the traditional pension plan.

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

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

Group A	Group B	Group C
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
Age and Service Requirements: Age 60 with 60 months of service credit; or Age 55 with 25 years of service credit	Age and Service Requirements: Age 60 with 60 months of service credit; or Age 55 with 25 years of service credit	Age and Service Requirements: Age 62 with 5 years of service credit; or Age 57 with 25 years of service credit
Formula: 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	Formula: 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	Formula: 2.2% of FAS multiplied by years of service for the first 35 years and 2.5% for service years in excess of 35

Traditional plan state and local members who retire before meeting the age-and-years of service credit requirement for unreduced benefits receive a percentage reduction in the benefit amount. The amount of a member's pension benefit vests at retirement.

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.

When a traditional plan benefit recipient has received benefits for 12 months, the member is eligible for an annual cost of living adjustment (COLA). This COLA is calculated on the base retirement benefit at the date of retirement and is not compounded. Members retiring under the combined plan receive a cost-of-living adjustment on the defined benefit portion of their pension benefit. For those who retired prior to January 7, 2013, the cost-of-living adjustment is 3 percent. For those retiring on or after January 7, 2013, beginning in calendar year 2019, the adjustment is based on the average percentage increase in the Consumer Price Index, capped at 3 percent.

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

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	State and Local
2023 Statutory Maximum Contribution Rates	
Employer	14.0 %
Employee	10.0 %
2023 Actual Contribution Rates	
Employer:	
Pension	14.0 %
Post-employment Health Care Benefits**	0.0
Total Employer	<u>14.0 %</u>
Employee	<u>10.0 %</u>

* This rate is determined by OPERS' Board and has no maximum rate established by ORC.

** The Authority's employee only participates in the traditional plan.

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Port Authority's contractually required contribution was \$18,037 for the year ending December 31, 2024. Of this amount, \$695 is reported as a liability on the statement of net position.

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

The net pension liability was measured as of December 31, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Port Authority's proportion of the net pension liability was based on Port Authority's share of contributions to the pension plan relative to the contributions of all participating entities. Following is information related to the proportionate share and pension expense:

<u>OPERS</u>	
Proportion of the Net Pension Liability - prior measurement date	0.000750%
Proportion of the Net Pension Liability - current measurement date	<u>0.000702%</u>
Change in proportionate share	<u>-0.000048%</u>
Proportionate Share of the Net Pension Liability	\$183,787
Net Pension Expense (Income)	(26,632)

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At December 31, 2024, the Port Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following source:

<u>OPERS</u>	
Deferred Outflows of Resources	
Differences between expected and actual experience	\$3,004
Net difference between projected and actual earnings on pension plan investments	37,094
District contributions subsequent to the measurement date	<u>18,037</u>
Total Deferred Outflows of Resources	<u><u>\$58,135</u></u>
Deferred Inflows of Resources	
Changes in proportionate share	\$22,793

\$18,037 reported as deferred outflows of resources related to pension resulting from the Port Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending December 31, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

<u>OPERS</u>	
Fiscal Year Ending June 30:	
2025	(\$11,822)
2026	10,738
2027	23,671
2028	<u>(5,282)</u>
Total	<u><u>\$17,305</u></u>

Actuarial Methods and Assumptions - OPERS

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

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Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of benefits provided at the time of each valuation. The total pension liability was determined by an actuarial valuation as of December 31, 2023, using the following key actuarial assumptions and methods applied to all periods included in the measurement in accordance with the requirements of GASB 67:

OPERS Traditional Plan	
Wage Inflation	2.75 percent
Future Salary Increases, including inflation	2.75 to 10.75 percent including wage inflation
COLA or Ad Hoc COLA:	
Pre-January 7, 2013 Retirees	3.0 percent, simple
Post-January 7, 2013 Retirees	3.0 percent, simple through 2023, then 2.05 percent, simple
Investment Rate of Return	6.9 percent
Actuarial Cost Method	Individual Entry Age

Pre-retirement mortality rates are based on 130 percent of the Pub-2010 General Employee Mortality tables (males and females) for State and Local Government divisions and 170 percent of the Pub-2010 Safety Employee Mortality tables (males and females) for the Public Safety and Law Enforcement divisions. Post-retirement mortality rates are based on 115 percent of the PubG-2010 Retiree Mortality Tables (males and females) for all divisions. Post-retirement mortality rates for disabled retirees are based on the PubNS-2010 Disabled Retiree Mortality Tables (males and females) for all divisions. For all of the previously described tables, the base year is 2010 and mortality rates for a particular calendar year are determined by applying the MP-2020 mortality improvement scales (males and females) to all of these tables.

The most recent experience study was completed for the five-year period ended December 31, 2020.

During 2023, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio, and the Defined Contribution portfolio. The Defined Benefit portfolio contains the investment assets for the Traditional Pension Plan, the defined benefit component of the Combined Plan and the annuitized accounts of the Member-Directed Plan. Within the Defined Benefit portfolio contributions into the plans are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Defined Benefit portfolio was 11.2 percent for 2023.

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The allocation of investment assets with the Defined Benefit portfolio is approved by the Board of Trustees as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans. The long-term expected rate of return on defined benefit investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected real rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation. Best estimates of geometric rates of return were provided by the Board's investment consultant. For each major class that is included in the Defined Benefit portfolio's target asset allocation as of December 31, 2023, these best estimates are summarized below:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return (Geometric)
Fixed Income	24.00%	2.85%
Domestic Equities	21.00	4.27
Real Estate	13.00	4.46
Private Equity	15.00	7.52
International Equities	20.00	5.16
Risk Parity	2.00	4.38
Other investments	5.00	3.46
Total	100.00%	

Discount Rate The discount rate used to measure the total pension liability for the current year was 6.9 percent for the traditional plan and the combined plan. The discount rate for the prior year was 7.2 percent. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the contractually required rates, as actuarially determined. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefits payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments for the traditional pension plan, combined plan and member-directed plan was applied to all periods of projected benefit payments to determine the total pension liability.

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Sensitivity of the Port Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following table presents the Port Authority's proportionate share of the net pension liability calculated using the current period discount rate assumption of 6.9 percent, as well as what the Port Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one-percentage-point lower (5.9 percent) or one-percentage-point higher (7.9 percent) than the current rate:

	1% Decrease (5.90%)	Current (6.90%)	1% Increase (7.90%)
Port Authority's proportionate share of the net pension liability	\$289,329	\$183,787	\$96,006

6. OTHER POSTEMPLOYMENT BENEFITS

Net OPEB Asset

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

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

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

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

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Plan Description – Ohio Public Employees Retirement System (OPERS)

Plan Description - The Ohio Public Employees Retirement System (OPERS) administers three separate pension plans: the traditional pension plan, a cost-sharing, multiple-employer defined benefit pension plan; the member-directed plan, a defined contribution plan; and the combined plan, a cost-sharing, multiple-employer defined benefit pension plan that has elements of both a defined benefit and defined contribution plan.

OPERS maintains a cost-sharing, multiple-employer defined benefit post-employment health care trust. The 115 Health Care Trust (115 Trust or Health Care Trust) was established in 2014, under Section 115 of the Internal Revenue Code (IRC). The purpose of the 115 Trust is to fund health care for the Traditional Pension, Combined and Member-Directed plans. Medicare-enrolled retirees in the Traditional Pension and Combined plans may have an allowance deposited into a health reimbursement arrangement (HRA) account to be used toward the health care program of their choice selected with the assistance of an OPERS vendor. Non-Medicare retirees have converted to an arrangement similar to the Medicare-enrolled retirees, and are no longer participating in OPERS provided self-insured group plans.

With one exception, OPERS-provided health care coverage is neither guaranteed nor statutorily required. Ohio law currently requires Medicare Part A equivalent coverage or Medicare Part A premium reimbursement for eligible retirees and their eligible dependents.

OPERS offers a health reimbursement arrangement (HRA) allowance to traditional pension plan and combined plan benefit recipients meeting certain age and service credit requirements. The HRA is an account funded by OPERS that provides tax free reimbursement for qualified medical expenses such as monthly post-tax insurance premiums, deductibles, co-insurance, and co-pays incurred by eligible benefit recipients and their dependents.

OPERS members enrolled in the Traditional Pension Plan or Combined Plan retiring with an effective date of January 1, 2022, or after must meet the following health care eligibility requirements to receive an HRA allowance:

Age 65 or older Retirees Minimum of 20 years of qualifying service credit

Age 60 to 64 Retirees Based on the following age-and-service criteria:

Group A 30 years of total service with at least 20 years of qualified health care service credit;

Group B 31 years of total service credit with at least 20 years of qualified health care service credit; or

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Group C 32 years of total service cred with at least 20 years of qualified health care service credit.

Age 59 or younger Based on the following age-and-service criteria:

Group A 30 years of qualified health care service credit;

Group B 32 years of qualified health care service credit at any age or 31 years of qualified health care service credit and at least age 52; or

Group C 32 years of qualified health care service credit and at least age 55.

Retirees who do not meet the requirement for coverage as a non-Medicare participant can become eligible for coverage at age 65 if they have at least 20 years of qualifying service.

Members with a retirement date prior to January 1, 2022, who were eligible to participate in the OPERS health care program will continue to be eligible after January 1, 2022, as summarized in the following table:

Group A	Group B	Group C
Age and Service Requirements <i>December 1, 2014 or Prior</i> Any Age with 10 years of service credit	Age and Service Requirements <i>December 1, 2014 or Prior</i> Any Age with 10 years of service credit	Age and Service Requirements <i>December 1, 2014 or Prior</i> Any Age with 10 years of service credit
January 1, 2015 through December 31, 2021 Age 60 with 20 years of service credit or Any Age with 30 years of service credit	January 1, 2015 through December 31, 2021 Age 52 with 31 years of service credit or Age 60 with 20 years of service credit or Any Age with 32 years of service credit	January 1, 2015 through December 31, 2021 Age 55 with 32 years of service credit or Age 60 with 20 years of service credit

See the Age and Service Retirement section of the OPERS ACFR for a description of Groups A, B and C.

Eligible retirees may receive a monthly HRA allowance for reimbursement of health care coverage premiums and other qualified medical expenses. Monthly allowances, based on years of service and the age at which the retiree first enrolled in OPERS coverage, are provided to eligible retirees, and are deposited into their HRA account.

The base allowance is determined by OPERS and is currently \$1,200 per month for non-Medicare retirees and \$350 per month for Medicare retirees. The retiree receives a percentage of the base allowance, calculated based on years of qualifying service credit and age when the retiree first enrolled in OPERS health care. Monthly allowances range between 51 percent and 90 percent of the base allowance for both non-Medicare and Medicare retirees.

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Retirees will have access to the OPERS Connector, which is a relationship with a vendor selected by OPERS to assist retirees participating in the health care program. The OPERS Connector may assist retirees in selecting and enrolling in the appropriate health care plan.

When members become Medicare-eligible, recipients enrolled in OPERS health care programs must enroll in Medicare Part A (hospitalization) and Medicare Part B (medical).

OPERS reimburses retirees who are not eligible for premium-free Medicare Part A (hospitalization) for their Part A premiums as well as any applicable surcharges (late-enrollment fees). Retirees within this group must enroll in Medicare Part A and select medical coverage, and may select prescription coverage, through the OPERS Connector. OPERS also will reimburse 50 percent of the Medicare Part A premium and any applicable surcharges for eligible spouses. Proof of enrollment in Medicare Part A and confirmation that the retiree is not receiving reimbursement or payment from another source must be submitted. The premium reimbursement is added to the monthly pension benefit.

Participants in the Member-Directed Plan have access to the Connector and have a separate health care funding mechanism. A portion of employer contributions for these participants is allocated to a retiree medical account (RMA). Members who elect the Member-Directed Plan after July 1, 2015, will vest in the RMA over 15 years at a rate of 10 percent each year starting with the sixth year of participation. Members who elected the Member-Directed Plan prior to July 1, 2015, vest in the RMA over a five-year period at a rate of 20 percent per year. Upon separation or retirement, participants may use vested RMA funds for reimbursement of qualified medical expenses.

Disclosures for the health care plan are presented separately in the OPERS financial report. Interested parties may obtain a copy by visiting <https://www.opers.org/financial/reports.shtml>, by writing to OPERS, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling (614) 222-5601 or 800-222-7377.

Funding Policy - The Ohio Revised Code provides the statutory authority allowing public employers to fund postemployment 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, OPERS no longer allocated a portion of its employer contributions to health care for the traditional plan.

Employer contribution rates are expressed as a percentage of the earnable salary of active members. In 2024, state and local employers contributed at a rate of 14.0 percent of earnable salary. This is the maximum employer contribution rates permitted by the Ohio Revised Code. Active member contributions do not fund health care.

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Each year, the OPERS Board determines the portion of the employer contribution rate that will be set aside to fund health care plans. For 2024, OPERS did not allocate any employer contribution to health care for members in the Traditional Pension Plan. Beginning July 1, 2022, there was a two percent allocation to health care for the Combined Plan which has continued through 2024. The OPERS Board is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care provided. Payment amounts vary depending on the number of covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited into the RMA for participants in the member-directed plan for 2024 was 4.0 percent. Effective July 1, 2022, a portion of the health care rate was funded with reserves which has continued through 2024.

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Port Authority's contractually required contribution was \$0 for 2024.

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

The net OPEB asset for OPERS were determined by an actuarial valuation as of December 31, 2022, rolled forward to the measurement date of December 31, 2023, by incorporating the expected value of health care cost accruals, the actual health care payment, and interest accruals during the year. The Port Authority's proportion of the net OPEB asset was based on the Port Authority's share of contributions to the retirement plan relative to the contributions of all participating entities. Following is information related to the proportionate share:

	<u>OPERS</u>
Proportion of the Net OPEB Asset:	
Current Measurement Date	0.000698%
Prior Measurement Date	<u>0.000655%</u>
Change in Proportionate Share	<u>0.0000430%</u>
Proportionate Share of the Net	
OPEB Asset	\$5,912
OPEB Expense	647

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At December 31, 2024, the Port Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>OPERS</u>
Deferred Outflows of Resources	
Changes of assumptions	\$ 1,520
Net difference between projected and actual earnings on pension plan investments	3,550
Changes in proportionate Share	<u>270</u>
Total Deferred Outflows of Resources	<u><u>\$5,340</u></u>
Deferred Inflows of Resources	
Differences between expected and actual experience	\$841
Changes of assumptions	2,540
Changes in proportionate Share	<u>114</u>
Total Deferred Inflows of Resources	<u><u>\$3,495</u></u>

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

	<u>OPERS</u>
Fiscal Year Ending June 30:	
2025	(\$89)
2026	371
2027	2,762
2028	<u>(1,199)</u>
Total	<u><u>\$1,845</u></u>

Actuarial Assumptions - OPERS

Actuarial valuations of an ongoing plan involve estimates of the values of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

Projections of health care costs for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of coverage provided at the time of each valuation and the historical pattern of sharing of costs between OPERS and plan members. The total OPEB liability was determined by an actuarial valuation as of December 31, 2022, rolled forward to the measurement date of December 31, 2023.

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

Wage Inflation	2.75 percent
Projected Salary Increases,	2.75 to 10.75 percent including wage inflation
Single Discount Rate	5.22 percent
Prior Year Single Discount Rate	6.00 percent
Investment Rate of Return	6.00 percent
Municipal Bond Rate	4.05 percent
Prior Year Municipal Bond Rate	1.84 percent
Health Care Cost Trend Rate	5.5 percent, initial 3.50 percent, ultimate in 2036
Actuarial Cost Method	Individual Entry Age

Pre-retirement mortality rates are based on 130 percent of the Pub-2010 General Employee Mortality tables (males and females) for State and Local Government divisions and 170 percent of the Pub-2010 Safety Employee Mortality tables (males and females) for the Public Safety and Law Enforcement divisions. Post-retirement mortality rates are based on 115 percent of the PubG-2010 Retiree Mortality Tables (males and females) for all divisions. Post-retirement mortality rates for disabled retirees are based on the PubNS-2010 Disabled Retiree Mortality Tables (males and females) for all divisions. For all of the previously described tables, the base year is 2010 and mortality rates for a particular calendar year are determined by applying the MP-2020 mortality improvement scales (males and females) to all of these tables.

The most recent experience study was completed for the five year period ended December 31, 2020.

During 2023, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio and the Defined Contribution portfolio. The Health Care portfolio includes the assets for health care expenses for the Traditional Pension Plan, Combined Plan and Member-Directed Plan eligible members. Within the Health Care portfolio, if any contribution are made into the plans, the contributions are assumed to be received continuously throughout the year based on the actual payroll payable at the time contributions are made. Health care-related payments are assumed to occur mid-year. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Health Care portfolio was 14.0 percent for 2023.

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The allocation of investment assets within the Health Care portfolio is approved by the Board of Trustees as outlined in the annual investment plan. Assets are managed on a total return basis with a long-term objective of continuing to offer a sustainable health care program for current and future retirees. OPERS' primary goal is to achieve and maintain a fully funded status for the benefits provided through the defined pension plans. Health care is a discretionary benefit. The long-term expected rate of return on health care investment assets was determined using a building-block method in which best-estimate ranges of expected future rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future rates of return by the target asset allocation percentage, adjusted for inflation. Best estimates of geometric rates of return were provided by the Board's investment consultant. For each major asset class that is included in the Health Care's portfolio's target asset allocation as of December 31, 2023, these best estimates are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Weighted Average Long-Term Expected Real Rate of Return (Geometric)</u>
Fixed Income	37.00%	2.85%
Domestic Equities	25.00	4.27
Real Estate Investment Trust	5.00	4.68
International Equities	25.00	5.16
Risk Parity	3.00	4.38
Other investments	<u>5.00</u>	<u>2.43</u>
Total	<u><u>100.00%</u></u>	

Discount Rate A single discount rate of 5.70 percent was used to measure the total OPEB liability on the measurement date of December 31, 2023; however, the single discount rate used at the beginning of the year was 5.22 percent. Projected benefit payments are required to be discounted to their actuarial present value using a single discount rate that reflects (1) a long-term expected rate of return on OPEB plan investments (to the extent that the health care fiduciary net position is projected to be sufficient to pay benefits), and (2) a tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate are not met).

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This single discount rate was based on the actuarial assumed rate of return on the health care investment portfolio of 6.00 percent and a municipal bond rate of 3.77 percent. (Fidelity Index's "20-Year Municipal GO AA Index") The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at rates equal to the actuarially determined contribution rate. Based on these assumptions, the health care fiduciary net position and future contributions were sufficient to finance health care costs through the year 2070. As a result, the actuarial assumed long-term expected rate of return on health care investments was applied to projected costs through the year 2070, and the municipal bond rate was applied to all health care costs after that date.

Sensitivity of the Port Authority's Proportionate Share of the Net OPEB Liability (Asset) to Changes in the Discount Rate The following table presents the Authority's proportionate share of the net OPEB liability (asset) calculated using the single discount rate of 5.70 percent, as well as what the Authority's proportionate share of the net OPEB liability (asset) would be if it were calculated using a discount rate that is one-percentage-point lower (4.70 percent) or one-percentage-point higher (6.70 percent) than the current rate:

	Current	1% Decrease (4.70%)	Discount Rate (5.70%)	1% Increase (6.70%)
Port Authority's proportionate share of the net OPEB liability/asset	\$3,249	(\$5,912)	(\$13,500)	

Sensitivity of the Port Authority's Proportionate Share of the Net OPEB Asset to Changes in the Health Care Cost Trend Rate Changes in the health care cost trend rate may also have a significant impact on the net OPEB asset. The following table presents the net OPEB asset calculated using the assumed trend rates, and the expected net OPEB asset if it were calculated using a health care cost trend rate that is 1.0 percent lower or 1.0 percent higher than the current rate.

Retiree health care valuations use a health care cost-trend assumption that changes over several years built into the assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2023 is 5.50 percent. If this trend continues for future years, the projection indicates that years from now virtually all expenditures will be for health care. A more reasonable alternative is the health plan cost trend will decrease to a level at, or near, wage inflation. On this basis, the actuaries project premium rate increases will continue to exceed wage inflation for approximately the next decade, but by less each year, until leveling off at an ultimate rate, assumed to be 3.50 percent in the most recent valuation.

	Cost Trend Rate		
	1% Decrease	Assumption	1% Increase
Port Authority's proportionate share of the net OPEB asset	(\$6,157)	(\$5,912)	(\$5,633)

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7. RISK MANAGEMENT

The Port Authority is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets, errors and omissions, injuries, and natural disasters. The Port Authority has obtained commercial insurance for comprehensive property and general liability, employee bonding, auto insurance and specific property insurance for the Main Street Parking Garage. Settled claims resulting from these risks have not exceeded commercial insurance coverage in the last three years. There has not been a significant reduction in coverage from the prior year.

8. CONDUIT DEBT (NOT INCLUDED IN FINANCIAL STATEMENTS)

The following table provides the latest available information for the Port Authority's conduit (non-recourse full indemnification) debt outstanding:

Issue Name	Issue		Maturity Date	12/31/2024 Balance
	Amount	Date		
Sherman Dixie**	\$3,500,000	10/31/2005	12/01/2025	\$3,500,000
White Castle 166 loan	2,000,000	10/31/2012	11/15/2027	492,379
YMCA Refinancing Project	8,706,750	07/01/2014	06/02/2034	4,847,376
Storypoint of Troy	33,730,000	01/15/2021	01/15/2050	33,270,000
Chaminade Julienne Catholic HS	6,000,000	09/01/2015	10/31/2032	1,472,045
St. Vincent De Paul	11,000,000	11/01/2015	12/01/2035	3,086,024
Goodwill Easter Seal	10,200,000	12/01/2015	12/01/2035	6,120,000
NorthPoint – Concorde	14,400,000	02/09/2018	02/09/2023	14,400,000
NorthPoint – Airpark	16,177,830	08/09/2018	08/09/2023	16,177,830
NorthPoint – Building V	18,170,000	11/01/2019	11/01/2024	18,170,000
Biltmore Towers	20,000,000	08/01/2020	09/01/2038	16,028,258
Cargill Inc.	126,000,000	09/11/2020	09/01/2025	126,000,000
Klepinger Schools	12,215,000	03/01/2021	06/15/2056	12,110,000
NorthPoint – Building 6	31,169,975	01/14/2021	06/24/2026	31,169,975
NorthPoint – Building 8	16,385,636	07/09/2021	07/09/2026	16,385,636
Elm Tree Affiliate**	34,277,323	07/22/2021	07/22/2027	14,886,700
Homestead Village (HSL)	13,000,000	08/04/2021	08/04/2027	12,845,593
Sutton (Crawford Hoying)**	7,800,000	08/12/2021	08/12/2026	7,800,000
CH Realty IX **	18,799,868	10/01/2021	08/01/2026	18,799,868
503 Apartments (Weyland)**	19,000,000	11/10/2021	11/10/2027	19,000,000
Signet Development	32,753,494	12/30/2021	12/30/2026	34,433,203
Pinchal/Capstone**	32,161,801	04/21/2022	04/21/2028	32,161,801
Grand Villas Clayton	17,452,080	06/22/2022	06/22/2027	17,452,080

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Issue Name	Issue		Maturity Date	12/31/2024 Balance
	Amount	Date		
North Point #9	25,990,972	06/30/2022	06/30/2027	\$21,610,000
North Point #10	17,340,000	07/13/2022	07/13/2027	17,340,000
Grant Deneau Tower**	29,305,000	10/25/2022	10/25/2028	12,452,395
Lau Parkway**	18,000,000	11/07/2022	11/07/2028	12,614,966
Delco Commercial/Residential**	24,670,000	11/23/2022	11/23/2028	24,670,000
Hunters Path**	4,200,000	03/15/2023	12/01/2055	4,200,000
North Arcade**	10,000,000	04/24/2023	04/24/2029	10,000,000
North Point – First in Flight #1	16,700,000	04/24/2024	04/24/2030	15,716,800
Five Affordable Projects	51,400,000	12/13/2024	12/13/2069	49,248,535

** Most recent information available for balance presented all others updated as of December 31, 2024.

9. CUSTODIAL FUND

Financing Leases Receivable

The Port Authority enters into various financing arrangements for the purpose of funding the construction of facilities that are leased to private and public companies. Financing lease agreements with the companies provide for leasing payments sufficient to fund the related debt issued by the Port Authority and other costs and expenses related to the project. The leases are non-cancelable until the underlying debt and any related charges are paid in full. Lease payments cover a minimum of the principal and interest payments on the debt as they become due. Lease arrangements allow the lessee an option to purchase the leased facility at the termination of the lease. All expenses related to the debt and operation and maintenance of the leased facilities are the responsibility of the lessee. The Port Authority has no responsibility for the repayment of any of the debt issued for the construction of the leased facilities if the resources provided by the underlying lease are insufficient to pay the obligation. All lease payments and debt retirement payments are administered and flow through accounts of the Port Authority and are recognized in the accompanying statements.

Southwest Ohio Regional Bond Fund

The Port Authority established the Southwest Ohio Regional Bond Fund Program, formerly the Dayton Regional Bond Fund, to provide long-term, fixed interest rate financing for qualified industrial, commercial and public projects. The primary objective of the Bond Fund program is to further economic development efforts in the Dayton region. The Bond Fund Program is designed to provide a secondary source of repayment and credit enhancement for debt issued through the Bond Fund but does not represent a liability to the Port Authority and is reported as a custodial fund on the Port Authority's financial statements.

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The State of Ohio Department of Development (ODOD) awarded the Port Authority a grant of \$4,000,000 during 2000 to establish the Bond Fund Program. Amounts held in the Port Authority's Bond Fund Program Reserve are included in restricted assets and as a liability on the accompanying statement of fiduciary assets and liabilities, due to the nature of the grant that restricts the use of the funds solely to the Bond Fund Program activities. Under the Program, debt service requirements on each bond issue are to be secured by a pledge of amounts to be received under lease or loan agreements with borrowers who utilize the financed facilities, as well a lien on related assets. In addition, all borrowers are required to provide a letter of credit or cash as additional security for the related bonds

During 2003, the Port Authority obtained an additional \$2,000,000 grant/loan from ODOD to further increase the funds of the Bond Fund Program. The terms of the grant/loan allow the Port Authority to use the funds for the Bond Fund Program and for any purpose approved by the Board for economic development purposes.

The conditional grant/loan was initially for a 20-year term, with 25 percent of the interest earned on the fund remitted back to ODOD through December 2017 and then, beginning 2018 and continuing through December 2022, 100 percent of the interest earned was required to be remitted back to ODOD. In addition to the interest repayment requirements, the Port Authority was to make a \$1,000,000 repayment of principal on December 31, 2022. During May 2004 the terms were renegotiated whereby the Port Authority is to make annual interest payments of \$25,000 over 20 years on the loan portion and a final repayment in 2024 totaling \$1,500,000, representing the original \$1,000,000 of loan principal and \$500,000 in accumulated interest if the funds are not in reserves. The Port Authority was able to extend the grant/loan for another twenty year until December 2044 with the same terms. As of December 31, 2024, the Port Authority has accrued interest payments owed to ODOD totaling \$25,000.

In addition, the Port Authority has obtained a \$15,000,000 letter of credit with a commercial bank for additional reserves. As of December 31, 2024, no amounts of this line of credit have been utilized. The letter of credit is to be accessed only in the event the other reserves of the Regional Bond Fund have been exhausted. In prior years, JOBS Ohio provided the Port Authority with an additional \$2,000,000 reserve to increase the new of bond financings that could be completed.

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On March 16, 2015, the Port Authority approved the creation of the Southwest Ohio Regional Bond Fund (the “SWORBF”). The SWORBF is the combination of the Dayton Montgomery County Port Authority and Cincinnati Port Authority for the purpose of an expanded scope and reserves of the Dayton Regional Bond Fund. Each port authority continues to operate as separate port authorities for every other purpose. The Cincinnati Port Authority added \$3,500,000 in bond fund reserves that are reported within the Custodial Fund as restricted cash and also as proceeds held for the Cincinnati Port Authority. During 2024, the Cincinnati Port Authority, in connection with the Dayton Port, authorized a bond fund deal for the 3300 Spring Grove project although the cash balance held on behalf of the Cincinnati Port decreased by \$1,560,214 at December 31, 2024 for ending balance of \$12,156,121.

During 2021, JobsOhio executed an agreement with the various Ohio Port Authorities and their related Bond Fund Programs to make a JobsOhio Additional Reserve Deposit of \$50 million. Further, JobsOhio allowed the various Ohio Port Authorities to pledge the JobsOhio Additional Reserve Deposit to the Trustees under the respective Bond Fund Indentures to secure the repayment of the Bond Fund Bonds when due, all in accordance with and subject to the terms and conditions set forth in an inter-governmental Cooperative Agreement. As a subset of the JobsOhio reserve deposit the SWORBF received \$2 million of available funds to pledge to its Trustee.

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For Custodial fund Dayton only projects, the table below reflects bond principal balance, as well as the gross lease receivable (which includes interest expenses and other fees reported on the Statement of Fiduciary Net Position of \$29,151,868.)

	Bond Balance At 12/31/2024	Lease Receivable at 12/31/2024
<u>Bond Fund Projects</u>		
STEM	\$1,580,000	\$1,040,655
Fieldstone	1,115,000	1,631,159
Project Walnut – Union	100,000	0
Yankee Trace	5,395,000	0
Hematite	2,850,000	2,332,649
Versailles	950,000	0
Arcade North	2,690,000	0
White Castle (2021)	3,935,000	4,303,502
Economy Linen	9,075,000	2,866,315
Quarry Trails	4,820,000	2,911,574
Delco	8,400,000	12,422,594
Scott Drive	2,150,000	0
PACE – Stratacache	55,000	0
PACE – Top of the Market	145,000	0
PACE – Front Street	375,000	0
PACE – RE Holdings	765,000	0
PACE – Tomco	855,000	0
PACE – Beth Abraham	1,175,000	0
PACE – 130 West Second St	1,900,000	0
PACE – Phoenix Group	5,735,000	0
Subtotal Bond Fund Projects	<u>54,065,000</u>	<u>27,508,448</u>
<u>Other Custodial Projects</u>		
White Castle	2,490,000	2,605,791
Total	<u>\$56,555,000</u>	<u>\$30,114,239</u>

The Port Authority has \$26,881,641 in restricted cash, cash equivalents and investments maintained in the regional bond fund. Of that amount, \$3,170,345 is related to the projects listed above which is used to reduce the lease receivable due from the companies.

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10. PROJECT RELATED DEBT OBLIGATIONS

For the year ended December 31, 2024, changes in Port Authority's project related debt were as follows:

	Balance at January 1, 2024	Additions	Payments/ Deletions	Balance at December 31, 2024	Due Within One Year
<i>Main Street Parking Garage</i>					
City of Dayton	\$18,849,980	\$0	(\$407,075)	\$18,487,905	\$0
<i>Project Walnut</i>					
SIB Loan	2,746,049	0	(1,361,513)	1,384,536	1,384,536
Net Pension Liability	221,551	0	(37,764)	183,787	0
Net OPEB Liability	4,401	0	(4,401)	0	0
Total Debt Obligations	<u>\$21,821,981</u>	<u>\$0</u>	<u>(\$1,810,753)</u>	<u>\$20,056,228</u>	<u>\$1,384,536</u>

11. FINANCING LEASES

For the year ending December 31, 2024, changes in the Port Authority's financing leases were as follows:

	Balance at January 1, 2024	Additions	Payments/ Deletions	Balance at December 31, 2024
STEM	\$1,450,122	\$0	\$409,467	\$1,040,655
Fieldstone Revenue Bonds	1,728,499	0	97,250	1,631,159
White Castle	3,491,133	0	885,342	2,605,791
Hematite	2,734,257	0	401,608	2,332,649
White Castle (2021)	5,166,541	0	863,039	4,303,502
Economy Linen	3,646,524	0	780,229	2,866,315
Quarry Trails	3,208,740	0	297,166	2,911,574
Delco (2023)	12,673,334	0	250,740	12,422,594
	<u>\$34,099,060</u>	<u>\$0</u>	<u>\$3,984,821</u>	<u>\$30,114,239</u>

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12. RELATED PARTY DISCLOSURE

City of Dayton

The Port Authority has board members selected by the City of Dayton who have authority to authorize various bond issuances of the Port Authority. In prior years, the Port Authority has approved bond issuance in relation to the City of Dayton Main Street parking garages. The City of Dayton has issued bond debt through their investment portfolio and required payment from the Port Authority. The Port Authority makes monthly payments to the City of Dayton of the net revenues for the Main Street garage. During the current year, the City of Dayton contributed \$1 million to the PACE Direct Program in partnership with the Port Authority, Montgomery County and City-Wide Development Corporation.

Montgomery County

The Port Authority has board members selected by Montgomery County who have authority to authorize various financial transaction involving Montgomery County and the Port Authority. In prior years, the Port Authority issued bonds in relation to Project Walnut and Montgomery County has guaranteed the debt payments by providing an intergovernmental receivable to the Port Authority that is still outstanding at December 31, 2024. During the current year, the Montgomery County contributed \$1 million to the PACE Direct Program in partnership with the Port Authority, City of Dayton and City-Wide Development Corporation.

13. NON-COMPLIANCE

The Port Authority did not certify expenditures in accordance with requirements of Ohio Revised Code Section 5704.41(D).

14. CHANGE IN ACCOUNTING PRINCIPLE

For fiscal year 2024, the Port Authority implemented Governmental Accounting Standards Board Statement No. 100, ***Accounting Changes and Error Corrections***. The statement addresses how certain items need to be accounted for with respect to financial reporting:

Change in Accounting Principle

- The nature of the change in accounting principle, including (1) identification of the financial statement line items (excluding totals and subtotals) affected by the application of the new accounting principle and (2) for the implementation of a new pronouncement, identification of the pronouncement that was implemented.
- Except for the implementation of a new pronouncement, the reason for the change in accounting principle, including an explanation of why the newly adopted accounting principle is preferable.

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Correction of an Error

The Port Authority should disclose the following in notes to financial statements for each error correction:

- The nature of the error and its correction, including the periods affected by the error and identification of the financial statement line items (excluding totals and subtotals) affected by the error in prior periods.
- For financial statements that present a single period, the effect on the prior period's change in net position, fund balance, or fund net position, as applicable, had the error not occurred.

The implementation of the statement had no other impacts on beginning net position for the Port Authority.

DAYTON MONTGOMERY COUNTY PORT AUTHORITY
SCHEDULE OF THE PORT AUTHORITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM - TRADITIONAL PENSION PLAN
LAST TEN FISCAL YEARS (1)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
The Port Authority's Proportion of the Net Pension Liability	0.000702%	0.000750%	0.001254%	0.000972%	0.000725%	0.000676%	0.000689%	0.000689%	0.000689%	0.000646%
The Port Authority's Proportion Share of the Net Pension Liability	\$ 183,787	\$ 221,551	\$ 109,103	\$ 143,932	\$ 143,301	\$ 185,142	\$ 108,091	\$ 156,460	\$ 119,343	\$ 77,915
The Port Authority's Covered Payroll	\$ 120,243	\$ 116,200	\$ 182,000	\$ 136,907	\$ 101,993	\$ 95,000	\$ 91,000	\$ 85,808	\$ 85,783	\$ 101,233
The Port Authority's Proportion Share of the Net Pension Liability as a Percentage of its Covered Payroll	152.85%	190.66%	59.95%	105.13%	140.50%	194.89%	118.78%	182.34%	139.12%	76.97%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	79.01%	75.74%	92.62%	86.88%	82.17%	74.60%	84.66%	77.25%	81.08%	86.45%

(1) Amounts presented for each year were determined as of the Port Authority's measurement date, which is the prior year end.

Notes to the Schedule:

For fiscal year 2022, the discount rate was reduced from 7.2% to 6.9%. This impacted the projected inflows and outflows from investment earnings.

For fiscal year 2019, the discount rate was reduced from 7.5% to 7.2%. This impacted the projected inflows and outflows from investment earnings.

Changes in assumptions: In 2017, changes in assumptions were made based upon an updated experience study that was completed for the five-year period ended December 31, 2015. Significant changes included a reduction of the discount rate from 8.0% to 7.5%, to a reduction in the wage inflation rate from 3.25%, and transitions from the RP-2014 mortality tables to the RP-2014 mortality tables. For 2020, cost of living adjustments for Post 1/7/2013 retirees changed from 1.40% simple through 2020 then 2.15% simple to 0.50% through 2021 then 2.15% simple.

DAYTON MONTGOMERY COUNTY PORT AUTHORITY
SCHEDULE OF PORT AUTHORITY'S PENSION CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM - TRADITIONAL PENSION PLAN
LAST TEN FISCAL YEARS

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Contractually Required Contributions	\$ 18,037	\$ 16,834	\$ 16,268	\$ 25,480	\$ 19,167	\$ 14,279	\$ 13,300	\$ 11,830	\$ 10,297	\$ 10,294
Contributions in Relation to the Contractually Required Contribution	<u>(18,037)</u>	<u>(16,834)</u>	<u>(16,268)</u>	<u>(25,480)</u>	<u>(19,167)</u>	<u>(14,279)</u>	<u>(13,300)</u>	<u>(11,830)</u>	<u>(10,297)</u>	<u>(10,294)</u>
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
The Port Authority Employee Payroll	\$ 128,836	\$ 120,243	\$ 116,200	\$ 182,000	\$ 136,907	\$ 101,993	\$ 95,000	\$ 91,000	\$ 85,808	\$ 85,783
Contributions as a Percentage of Employee Payroll	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	14.00%	13.00%	12.00%	12.00%

See notes to the required supplementary information

DAYTON MONTGOMERY COUNTY PORT AUTHORITY
SCHEDULE OF THE PORT AUTHORITY'S PROPORTIONATE SHARE OF THE NET OPEB (ASSET)/LIABILITY
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
LAST EIGHT FISCAL YEARS (1) (2)

	2024	2023	2022	2021	2020	2019	2018	2017
The Port Authority's Proportion of the Net OPEB (Asset)/Liability	0.00655%	0.000998%	0.001167%	0.000905%	0.000672%	0.000630%	0.000622%	0.000640%
The Port Authority's Proportion Share of the Net OPEB (Asset) Liability	\$ (5,912)	\$ 4,401	\$ (36,552)	\$ (16,123)	\$ 93,235	\$ 82,137	\$ 69,499	\$ 63,127
The Port Authority's Covered Payroll	\$ 120,243	\$ 116,200	\$ 182,000	\$ 136,907	\$ 101,993	\$ 95,000	\$ 91,000	\$ 85,808
The Port Authority's Proportion Share of the Net OPEB (Asset) Liability as a Percentage of its Covered Payroll	4.92%	3.79%	-20.08%	-11.78%	91.41%	86.46%	76.37%	73.57%
Plan Fiduciary Net Position as a Percentage of the Total OPEB (Asset)/Liability	107.76%	94.79%	128.23%	115.57%	47.80%	46.33%	54.14%	NA

(1) Information prior to 2017 is not available
 (2) Amounts presented for each year were determined as of the Port Authority's measurement date, which is the prior year end.

Notes to the Schedule:

For fiscal year 2019, the discount rate was increased from 3.85% to 3.96%. This impacted the projected inflows and outflows from investment earnings. The initial health care cost trend rate initial rate also changed from 7.50% to 10.0%.

For fiscal year 2020, the discount rate was increased from 3.96% to 3.16%. This impacted the projected inflows and outflows from investment earnings. The initial health care cost trend rate initial rate also changed from 10% to 10.5%.

For fiscal year 2021, the discount rate was increased from 3.16% to 6%. This impacted the projected inflows and outflows from investment earnings. The initial health care cost trend rate initial rate also changed from 10.5% to 8.5%.

For fiscal year 2022, the initial health care cost trend rate initial rate changed from 8.5% to 5.7%.

For fiscal year 2023, the initial health care cost trend rate initial rate changed from 5.7% to 6.0%.

**DAYTON MONTGOMERY COUNTY PORT AUTHORITY
SCHEDULE OF PORT AUTHORITY'S OPEB CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
LAST TEN FISCAL YEARS**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Contractually Required Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 910	\$ 1,716	\$ 1,716
Contributions in Relation to the Contractually Required Contribution	<u>\$ -</u>	<u>\$ (910)</u>	<u>\$ (1,716)</u>	<u>\$ (1,716)</u>						
Contribution Deficiency (Excess)	<u><u>\$ -</u></u>									
The Port Authority Employee Payroll	\$ 128,836	\$ 120,243	\$ 116,200	\$ 182,000	\$ 136,907	\$ 101,993	\$ 95,000	\$ 91,000	\$ 85,808	\$ 85,783
Contributions as a Percentage of Employee Payroll	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.00%	2.00%

See notes to the required supplementary information.

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

Dayton-Montgomery County Port Authority
Montgomery County
8 North Main Street
Dayton, Ohio 45402

To the Board of Directors:

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the business-type activities and the aggregate remaining fund information of the Dayton-Montgomery County Port Authority, Montgomery County, Ohio (the Authority) as of and for the year ended December 31, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated June 29, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purposes of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the 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 Authority's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

*Dayton-Montgomery County Port Authority
Montgomery County
Independent Auditor's Report on Internal Control Over
Financial Reporting and on Compliance and Other Matters
Required by *Government Auditing Standards**
Page 2

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and accordingly, we do not express such an opinion. The results of our tests disclosed an instance of noncompliance or other matter that is required to be reported under *Government Auditing Standards*, which is described in the accompanying Schedule of Findings as item 2024-001.

Port Authority's Response to Finding

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

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority'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 Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Charles E. Harris & Associates, Inc.

June 29, 2025

**DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY**

**SCHEDULE OF FINDINGS
DECEMBER 31, 2024**

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

FINDING NUMBER 2024-001 - NONCOMPLIANCE

Ohio Rev. Code § 5705.41(D)(1) states that except as otherwise provided in division (D)(2) of this section and section 5705.44 of the Revised Code, no subdivision or taxing unit shall make any contract or give any order involving the expenditure of money unless there is attached thereto a certificate of the fiscal officer of the subdivision that the amount required to meet the obligation or, in the case of a continuing contract to be performed in whole or in part in an ensuing fiscal year, the amount required to meet the obligation in the fiscal year in which the contract is made, has been lawfully appropriated for such purpose and is in the treasury or in process of collection to the credit of an appropriate fund free from any previous encumbrances. This certificate need be signed only by the subdivision's fiscal officer. Every such contract made without such a certificate shall be void, and no warrant shall be issued in payment of any amount due thereon. If no certificate is furnished as required, upon receipt by the taxing authority of the subdivision or taxing unit of a certificate of the fiscal officer stating that there was at the time of the making of such contract or order and at the time of the execution of such certificate a sufficient sum appropriated for the purpose of such contract and in the treasury or in process of collection to the credit of an appropriate fund free from any previous encumbrances, such taxing authority may authorize the drawing of a warrant in payment of amounts due upon such contract, but such resolution shall be passed within thirty days after the taxing authority receives such certificate; provided that, if the amount involved is less than three thousand dollars, the fiscal officer may authorize it to be paid without such affirmation of the taxing authority of the subdivision or taxing unit, if such expenditure is otherwise valid.

The Port Authority did not certify expenditures pursuant to this section. Failure to properly certify the availability of funds could result in misappropriation of monies and negative cash fund balances. Unless the exceptions noted above are used, prior certification is not only required by statute but is a key control in the disbursement process to assure that purchase commitments receive prior approval.

The Port Authority should establish and implement policies and procedures to verify that fiscal officer certificates are utilized properly for all purchases and that operating budgets are approved in a timely manner to verify that the Port Authority has appropriate time to adapt to any anticipated changes in the ensuing fiscal year.

The Treasurer should certify that the funds are or will be available prior to the obligation by the Port Authority to improve controls over disbursements and to help reduce the possibility that purchases would exceed budgetary spending limitations. When prior certification is not possible, "then and now" certification should be used. The Port Authority should certify purchases to which section 5705.41(D) applies. The most convenient certification method is to use purchase orders that include the certification language 5705.41(D) requires to authorize disbursements. The Treasurer should sign the certification prior to the Port Authority incurring a commitment, and only when the requirements of 5705.41(D) are satisfied. The Treasurer should also post approved purchase commitments to the proper appropriation code to reduce the available appropriation.

Management Response:

See Corrective Action Plan.

**DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY**

**SUMMARY SCHEDULE OF PRIOR FINDINGS –
PREPARED BY MANAGEMENT
FOR THE YEAR ENDED DECEMBER 31, 2024**

FINDING NUMBER	FUNDING SUMMARY	STATUS	ADDITIONAL INFORMATION
2023-001	Ohio Rev. Code § 5705.41(D)(1) – approving budget and utilizing fiscal officer certificate for encumbering expenditures	Finding not corrected	N/A

**DAYTON-MONTGOMERY COUNTY PORT AUTHORITY
MONTGOMERY COUNTY**

**CORRECTIVE ACTION PLAN – PREPARED BY MANAGEMENT
FOR THE YEAR ENDED DECEMBER 31, 2024**

FINDING NUMBER	PLANNED CORRECTIVE ACTION	ANTICIPATED COMPLETION DATE	RESPONSIBLE CONTACT PERSON
2024-001	Due to the limited nature of staff, PO process is not time efficient.	N/A	Sean Fraunfelter, Contract Accountant

OHIO AUDITOR OF STATE KEITH FABER



DAYTON-MONTGOMERY COUNTY PORT AUTHORITY

MONTGOMERY 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 10/14/2025

65 East State 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