

Palm Beach County, Florida Department of Airports

Financial Report
September 30, 2015

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RSM US LLP

Independent Auditor's Report

To the Honorable Board of County Commissioners
Palm Beach County, Florida

Report on the Financial Statements

We have audited the accompanying financial statements of the Palm Beach County, Florida Department of Airports (the Department) as of and for the years ended September 30, 2015 and 2014, and the related notes to the financial statements, which collectively comprise the Department's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Department as of September 30, 2015 and 2014, and the changes in its financial position and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in note 1, the financial statements referred to above present only the Department and do not purport to, and do not, present fairly the financial position of Palm Beach County, Florida, as of September 30, 2015 and 2014, and the changes in its financial position and where applicable, its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

As discussed in Note 11 to the financial statements, the Department adopted the provisions of Governmental Accounting Standards Board Statement No. 68, *Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement No. 27* and Statement No. 71, *Pension Transactions for Contributions Made Subsequent to Measurement Date - an Amendment of GASB Statement No. 68*. Accordingly, the net position of the Department has been restated as of October 1, 2013. Our opinion is not modified in respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, the schedule of the Department's proportionate share of the net pension liability for the Florida Retirement System Pension Plan (FRS) and Health Insurance Subsidy Pension Plan (HIS), and schedules of contributions for the FRS and HIS plans, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board 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 evidence sufficient 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 reports dated June 21, 2016, and March 26, 2015, on our consideration of the Department's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of these reports is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. These reports are an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Department's internal control over financial reporting and compliance.

RSM US LLP

West Palm Beach, Florida
June 21, 2016

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

The following Management's Discussion and Analysis (MD&A) of the Palm Beach County Department of Airports' (the Department) activities and financial performance provides the reader with an introduction to the financial statements of the Department for the fiscal year ended September 30, 2015. The information contained in this MD&A should be considered in conjunction with the information contained in the financial statements including the notes thereto which are essential to a full understanding of the financial statement data. In addition to the financial statements and accompanying notes, this section presents certain required supplementary information regarding debt service requirements and a schedule of Department payments to other governmental units for goods and services.

Airport Activities and Highlights

Fiscal year 2015 results showed a 6.1% increase in enplanements (departing passengers). Enplanements for the fiscal year totaled 3,090,339.

Fiscal year 2014 results showed a 3% increase in enplanements (departing passengers). Enplanements for the fiscal year totaled 2,913,818.

The following table shows a summary of various activities:

	2015	2014	2013
Enplanements	3,090,339	2,913,818	2,830,273
% Change	6.1%	3.0%	0.5%
Air Carrier Operations	53,660	51,930	51,098
% Change	3.3%	1.6%	(2.6)%
Landed Weight	3,623,045	3,397,782	3,375,723
% Change	6.6%	0.7%	(2.5)%
Cargo Tons	26,242	26,468	21,039
% Change	(0.9)%	25.8%	0.2%
Parking Transactions	832,519	792,137	771,279
% Change	5.1%	2.7%	(1.3)%

Financial Operations Highlights

Financial impacts are highlighted as follows:

Changes Between 2015 and 2014

- Compared to the prior year, operating revenues decreased 7.8% to \$3.2 million (a decline of \$5.4 million). Airline revenues declined due to decreased costs, specifically annual debt service requirements as discussed below. The County's Airline agreement bases charges to airlines on costs to operate the terminal and airfield facilities. Airline terminal rents decreased by 50% totaling \$7.6 million and landing fees decreased by 21% totaling \$4.4 million in 2015 as a result of reduced operating costs under the cost sharing agreements. Other operating revenues increased including parking, up 11% totaling \$17.4 million, car rental concession revenue up 6%, totaling \$11.6 million, and non-airline facility rentals up 5%, totaling \$11.7 million. These other operating revenue increases partially offset the terminal rent and landing fee decreases.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

- Compared to the prior year, operating expenses increased by 5% or \$2 million. General/administrative costs increased 7%, mainly due to increases in advertising expenses related to marketing PBI A and promoting flights. Maintenance expenses increased 6%, primarily to the upkeep of buildings, including the PBI A terminal, and associated systems within those structures.
- Debt service, as calculated by sinking fund requirements during the year, decreased from \$17.6 million to \$6.8 million. The decrease is due to the Series 2002 Revenue Bonds maturing October 1, 2015. This resulted in a \$.7 million decrease in interest expense and a \$10 million decrease in the restricted net position for debt service.

Changes Between 2014 and 2013

- Compared to the prior year, operating revenues increased 5% to \$68.6 million. Concessions revenues including car rental companies and parking increased by 7% resulting in a revenue increase of \$2.1 million. Non-airline rentals also increase by 13% resulting in a revenue increase of \$1.3 million. These rentals consist of buildings, hangars, and ground rentals.
- Compared to the prior year, operating expenses increased by 1% or \$600,000. Maintenance costs increased by 11% or \$620,000; other cost areas were stable with little or no increases.
- As a result of the factors above, 2014 operating income before depreciation increased \$2.6 million, or 10% over the prior year.
- During fiscal year 2014, hangar and building assets developed by tenants and sub-tenants at Lantana Airport were turned over to the Department. The fair market value of those assets are categorized as a contribution to the Department in the amount of \$7 million. These assets, while now owned by the Department will be managed by a private fixed base operator and will return revenue to the Department.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

The change in net position for fiscal year 2015 totaled \$34.5 million; the change in net position for fiscal year 2014 totaled \$23.4 million.

	2015	2014	2013
Operating revenues	\$ 63,163,758	\$ 68,592,462	\$ 65,373,251
Operating expenses	42,406,403	40,349,051	39,773,302
Operating income before depreciation and amortization	20,757,355	28,243,411	25,599,949
Depreciation and amortization	27,443,447	28,471,031	28,586,881
Operating loss	(6,686,092)	(227,620)	(2,986,932)
Other nonoperating income and expenses, net, including capital contributions, and transfers	41,206,548	23,648,363	11,703,598
Change in net position	\$ 34,520,456	\$ 23,420,743	\$ 8,716,666

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Financial Position Summary

Net position may serve over time as a useful indicator of the Department's financial position. The Department's assets and deferred outflows exceeded liabilities and deferred inflows by approximately \$444 million at September 30, 2015, and \$409 million at September 30, 2014. A condensed summary of the Department's net position at September 30 is shown below:

	2015	2014*	2013
Assets			
Current and other assets	\$ 178,757,802	\$ 158,907,589	\$ 141,879,103
Capital assets	383,053,250	364,528,857	368,067,625
Total assets	561,811,052	523,436,446	509,946,728
Deferred outflows of resources-pension related	2,010,597	502,095	56,449
Liabilities			
Current and other liabilities	27,834,732	21,450,618	18,410,782
Long-term debt outstanding	89,815,147	90,377,106	99,913,596
Total liabilities	117,649,879	111,827,724	118,324,378
Deferred inflows of resources-pension related	2,289,970	2,749,473	-
Net Position			
Net investment in capital assets	296,790,283	265,752,985	257,614,568
Restricted	73,715,348	79,567,689	71,752,135
Unrestricted	73,376,169	64,040,670	62,312,096
Total net position	\$ 443,881,800	\$ 409,361,344	\$ 391,678,799

- Certain amounts in the 2014 column were restated as part of implementation of GASB Statements 68 and 71. Net position as of October 1, 2013 was restated and reduced by \$5.7 million as a result. See note 12 for further details.

A significant portion of the Department's net position each year (67% at September 30, 2015) represents its investment in capital assets (e.g., land, buildings, improvements and equipment), less the related indebtedness outstanding used to acquire those capital assets. The Department uses these capital assets to provide services to its passengers and visitors to the Airport; consequently these assets are not available for future spending. Although the Department's investment in its capital assets is reported net of related debt, it is noted that the resources required to repay this debt must be provided annually from operations, since it is unlikely the capital assets themselves will be liquidated to pay liabilities.

An additional portion of the Department's net position (17% at September 30, 2015) represents restricted assets that are subject to external restrictions on how they can be used under bond resolution covenants and Passenger Facility Charge regulations. The remaining unrestricted net position (16% at September 30, 2015) may be used to meet any of the Department's ongoing obligations.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Financial Position, 2015 Versus 2014

Total assets increased by \$38.4 in 2015 due to the construction of new assets. Unrestricted cash and cash equivalents increased by \$9.9 million; liabilities increased by \$5.8 million. As a result of the foregoing, total net position increased by \$34.5 million over the prior year.

Financial Position, 2014 Versus 2013

Total assets increased by \$13.5 million in 2014 due to the contributions and construction of new assets. Unrestricted cash and cash equivalents increased by \$3.4 million. Long term debt outstanding decreased by \$9.6 million, primarily due to repayment of long-term revenue bond principal of \$11.6 million. As a result of the foregoing, total net position after the effect of the previously described restatement increased by \$17.7 million over the prior year.

Airline-Airport Use and Lease Agreement

The Department and Signatory air carriers operate under a negotiated Airline-Airport Use and Lease agreement (the Agreement) which establishes how the Signatory airlines (Airlines) will be assessed rates and charges for the use of Palm Beach International Airport (PBIA). The Agreement serves as the basis for calculating landing fees, terminal rental rates, baggage and gate equipment charges, and apron fees taking into account costs associated with the operation, maintenance and debt service of the airfield and terminal. Landed weight and rentable square footage serve as the units for landing fees and terminal rents, respectively. Under the current Agreement, airfield revenues are credited towards the Airline's net requirement (residual rate setting methodology.) The terminal cost center expenditure requirements are wholly payable by airline rents (compensatory rate setting methodology.) The Department also has the ability under the Agreement to adjust airline rates and charges at any time throughout the year if the Department determines a rate adjustment is required resulting in an increase of 10% or more. This insures the Department is in a position to meet all financial requirements of the Bond resolution regarding debt service coverage requirements.

The Department, effective October 1, 2014, is operating under a five-year agreement covering fiscal years 2015 through 2019. All signatory airlines under the prior agreement, which terminated September 30, 2014, have signed on to the five-year agreement. Rights and obligations of the new five-year agreement did not change materially from the prior agreement, however, commercial airline rates and charges did have material changes in the method of calculation, application, and amount of those fees. Because the Department's debt service decreased significantly effective fiscal year 2015, certain charges decreased and as a result, some individual rates were eliminated such as commercial airline apron fees and loading bridge charges. The Department has achieved a significantly lower Cost Per Enplanement metric going forward. The new agreement still contains revenue sharing with the signatory airlines, however, revenue sharing will be accomplished by direct payout rather than reducing forward rates. The table below shows landing fees and terminal rates net of revenue sharing distributions in 2015 and 2016:

	2016			
	Projected	2015	2014	2013
Landing fee (per 1,000 lbs MGLW)	\$ 1.080	\$ 0.930	\$ 1.393	\$ 1.370
Signatory Airline Annual terminal rate (per square foot)	48.45	47.67	63.93	64.66
Revenue from airline (in thousands)	13,537	11,402	20,583	20,935
Enplanements (in thousands)	3,228	3,090	2,914	2,830
Airline cost per enplanement (passenger airlines)	4.19	3.92	7.06	7.40
Landed weight of commercial aircraft	3,453	3,623	3,398	3,184
Signatory airline terminal leasehold area (sq. ft.)	154,224	155,269	196,918	199,642

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Factors Impacting the Airline sector and PBIA Traffic

At PBIA, fiscal year 2015 total passenger traffic was up 5.8% compared to fiscal year 2014. Fiscal year 2014 total passenger traffic was also up over the prior year by 3.2%. Total passenger traffic for the first six months of 2016 has also shown growth over the same period in the prior year, increasing by 5.3% through March of 2016. PBIA has exhibited passenger growth for 21 straight months and 27 months out of the prior 28 months (comparing same month, prior year).

Growth at PBIA has been a function of airline capacity and economic conditions. Airline seat capacity serving PBIA for fiscal year 2015 increased by 7% over the prior fiscal year. In Fiscal year 2014, seat capacity increased 1.1%. Continued increases in employment and general economic conditions, coupled with low fuel prices will serve the travel industry well in the coming months. Airlines and travel industries continue to do well in low price fuel environment and will likely continue to grow passenger traffic. Management does not anticipate any significant changes in traffic during fiscal year 2016 and is projecting an increase for passenger traffic in the range of 4 to 6%.

Fiscal year 2015 saw several announcements of new Palm Beach International Airport flights including the addition of two new carriers: Frontier Airlines with flights to Denver, Co, Dulles Airport, Washington D.C., and Trenton, NJ plus WestJet which will serve Toronto to PBIA beginning December 2015. Additionally, existing carriers expanded their network of flights to PBIA, including Spirit to Boston, Ma. and Jetblue to DCA Reagan Airport, Washington D.C. Carriers have also "upgauged" aircraft size to handle more passenger traffic as evidenced by the 7% seat capacity increase. This is evidenced by viewing fiscal year 2015 landed weight increases (up 6.6%) compared to commercial aircraft operations (up 3.3%). PBIA's two largest carriers experienced considerable increases in passenger traffic: Delta's passenger count increased by 7.4% and jetBlue increased by 12.6%.

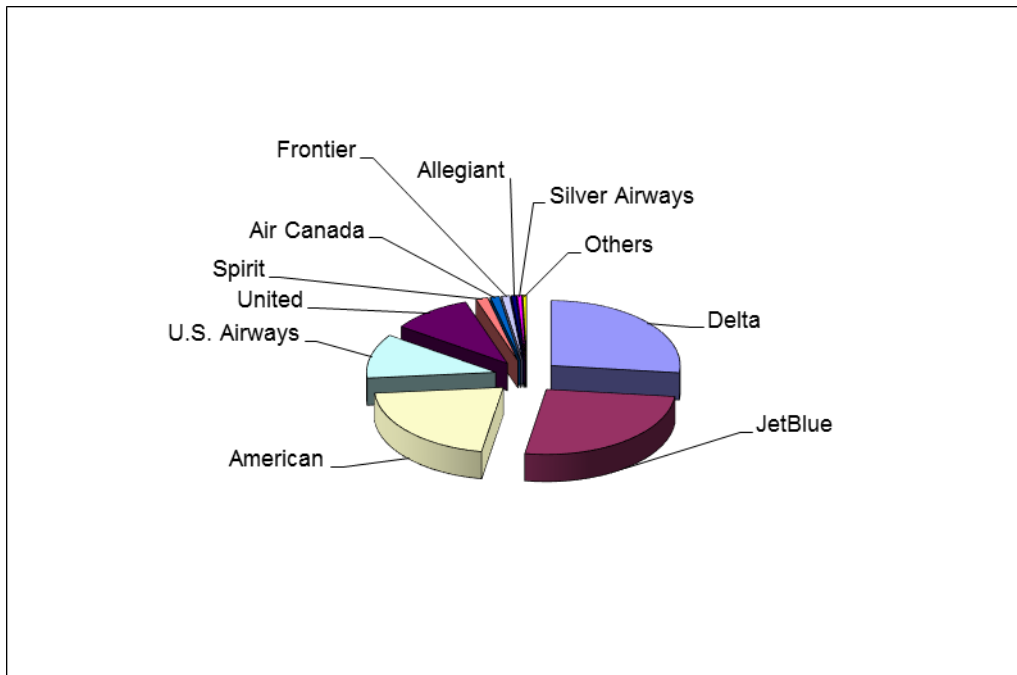
During the period, American Airlines and US Airways merged into one carrier under the American Airlines banner. Impacts to the leasehold footprint at PBIA were positive; as a result of the merger, American's leased space increased 5% to better handle passengers. Consolidated flight operations however have resulted in a 5% seat capacity reduction at PBIA, causing a similar decrease to American's passenger totals at PBIA. Management believes most of the declines were American Airlines system-wide network decisions and not related to the PBIA market specifically, including the loss of the long haul flight to Los Angeles service.

Palm Beach County, Florida Department of Airports

Management’s Discussion and Analysis (Unaudited) (Continued)

Airline Market Share and Passenger Information

Total passenger traffic (enplaned plus deplaned) is presented below for fiscal year 2015 by airline, showing market share at PBIA and comparisons to fiscal year 2014:



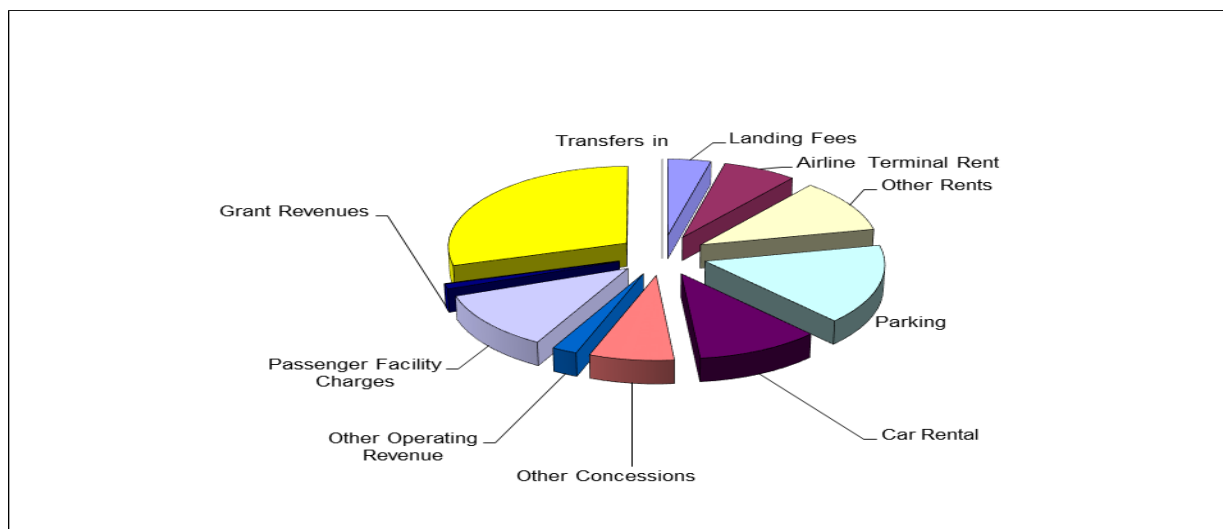
	2015	Change From 2014	% Change From 2014
Delta	1,651,504	114,424	7%
Jetblue	1,598,845	178,967	13%
American	1,289,117	(40,213)	(3)%
Southwest	681,426	(24,139)	(3)%
United	623,592	13,221	2%
Spirit	92,775	42,609	85%
Air Canada	70,467	(6,526)	(8)%
Frontier	63,085	63,085	100%
Allegiant	35,765	22,645	173%
Silver	35,021	(10,572)	(23)%
Others	28,326	(12,832)	(31)%
Total	6,169,923	340,669	5.8%

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Revenues

The following chart and table summarize revenues for the year ended September 30, 2015:



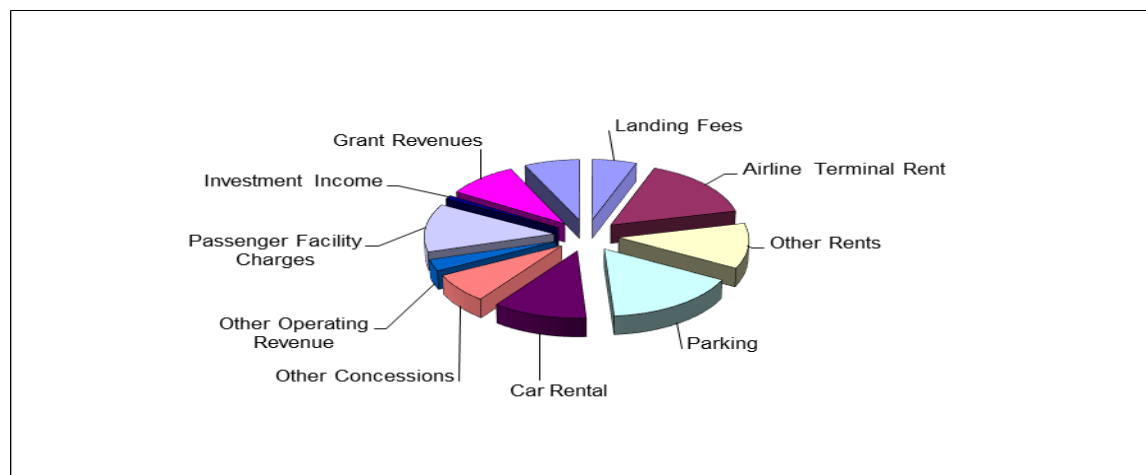
	2015	Percent of Total	Change From 2014	% Change From 2014
Operating				
Landing fees	\$ 4,424,724	4%	\$ (1,203,071)	(21)%
Airline terminal rent	7,586,044	7%	(7,602,719)	(50)%
Other rental revenue	11,761,324	11%	600,808	5%
Parking	17,367,279	16%	1,725,963	11%
Car rental concessions	11,634,190	11%	668,752	6%
Other concessions	8,008,492	7%	865,041	12%
Other operating revenue	2,381,705	2%	(483,478)	(17)%
Total operating revenues	63,163,758	58%	(5,428,704)	(8)%
Other Sources				
Passenger facility charges	12,602,242	12%	678,581	6%
Investment income	1,066,253	1%	150,469	16%
Contributions of assets	-	0%	(7,000,000)	(100)%
Grants and other items	32,138,604	29%	23,197,028	259%
Transfers in	-	0%	-	0%
Total other sources	45,807,099	42%	17,026,078	59%
Total revenues	\$ 108,970,857	100%	\$ 11,597,374	12%

As noted earlier, airline revenues declined due to decreased costs, specifically annual debt service requirements. It is important to note that the rate setting methodology for airline terminal rents and landing fees is based on the cost to operate the terminal and airfield facilities. Airline terminal rents totaling \$7.6 million decreased by 50% and landing fees totaling \$4.4 million decreased by 21% due to the cost sharing agreements and reduced operating costs. Parking revenue totaling \$17.4 million increased 16%. Car rental concession revenue totaling \$11.6 million increased by 11%, and other rental revenue totaling \$11.7 million increased by 11%.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

The following chart and table summarize revenues for the year ended September 30, 2014:



	2014	Percent of Total	Change From 2013	% Change From 2013
Operating				
Landing fees	\$ 5,627,795	6%	\$ 212,114	4%
Airline terminal rent	15,188,763	16%	(496,612)	(3)%
Other rental revenue	11,160,516	11%	1,310,575	13%
Parking	15,641,316	16%	893,237	6%
Car rental concessions	10,965,438	11%	631,993	6%
Other concessions	7,143,451	7%	663,100	10%
Other operating revenue	2,865,183	3%	4,804	0%
Total operating revenues	68,592,462	70%	3,219,211	5%
Other Sources				
Passenger facility charges	11,923,661	13%	243,970	2%
Investment income	915,784	1%	1,238,653	384%
Contributions of assets	7,000,000	7%	6,761,829	2839%
Grants and other items	8,941,576	9%	2,126,128	24%
Transfers in	25,000	0%	25,000	100%
Total other sources	28,806,021	30%	10,395,580	51%
Total revenues	\$ 97,398,483	100%	\$ 13,614,791	16%

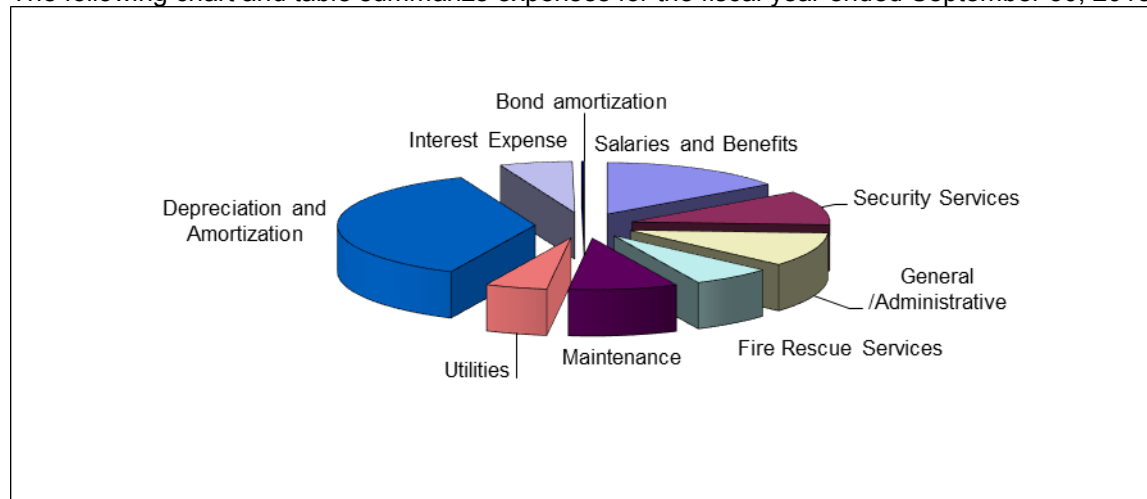
Other rental revenue from buildings, hangars, and ground leases increased 13% due to fair market value adjustments and increased leased units. Parking revenues were up 6% due to increased passenger traffic and less off airport competition for customers. Car rental concessions were up 6% due to greater passenger traffic.

Palm Beach County, Florida Department of Airports

Management’s Discussion and Analysis (Unaudited) (Continued)

Expenses

The following chart and table summarize expenses for the fiscal year ended September 30, 2015:



	2015	Percent of Total	Change From 2014	% Change From 2014
Operating				
Salaries and benefits	\$ 11,286,249	15%	\$ 849,296	8%
Security services	7,975,755	11%	119,787	2%
General/administrative	7,928,419	11%	546,099	7%
Fire rescue services	4,836,882	7%	132,302	3%
Maintenance	6,624,220	9%	402,394	6%
Utilities	3,754,878	4%	7,474	0%
Total operating	42,406,403	57%	2,057,352	5%
Depreciation and Amortization	27,443,447	37%	(1,027,584)	(4)%
Nonoperating:				
Interest expense	4,413,766	6%	(718,757)	(14)%
Bond amortization	(12,905)	0%	19,280	60%
Transfers to Other County Funds	56,484	0%	(836)	(1)%
Total non-operating	4,457,345	6%	(700,313)	(14)%
Total expenses	\$ 74,307,195	100%	\$ 329,455	0%

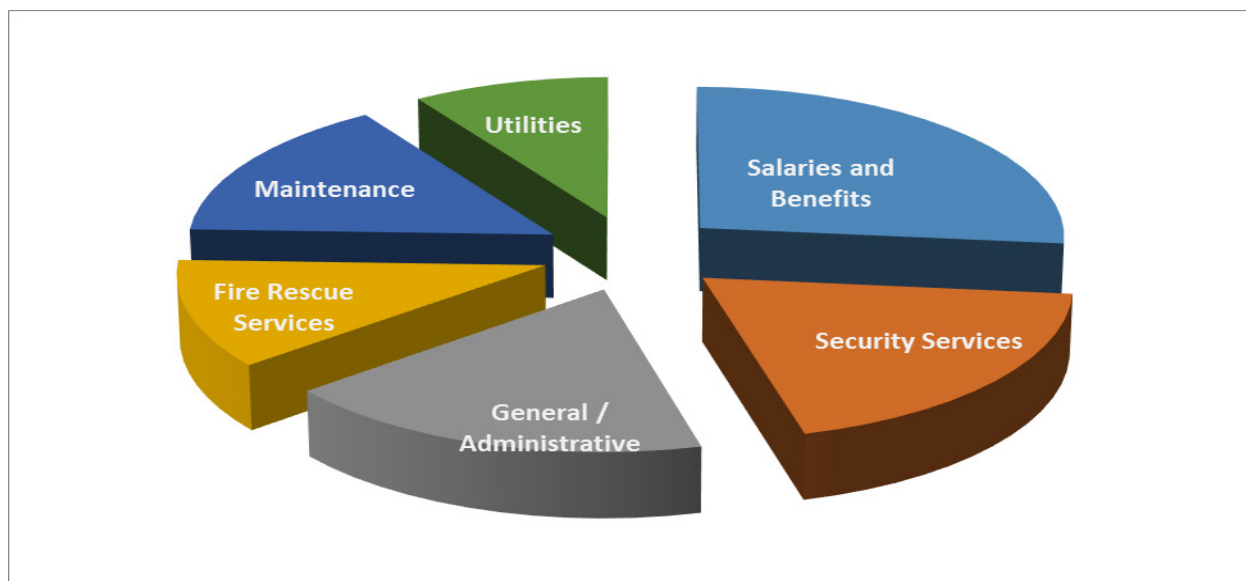
Operating expenses increased 5% overall. General/administrative expenses increased by 7% primarily due to increased spending for advertising and maintenance costs increased by 6%, contributing to the overall increase.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Expenses (Continued)

The following chart and table summarize expenses for the fiscal year ended September 30, 2014:



	2014	Percent of Total	Change From 2013	% Change From 2013
Operating				
Salaries and benefits	\$ 10,436,953	14%	\$ (184,267)	(2)%
Security services	7,855,968	10%	139,340	2%
General/administrative	7,382,320	10%	59,209	1%
Fire rescue services	4,704,580	6%	(102,337)	(2)%
Maintenance	6,221,826	7%	623,605	11%
Utilities	3,747,404	5%	40,199	1%
Total operating	40,349,051	52%	575,749	1%
Depreciation and Amortization	28,471,031	39%	(115,850)	(0)%
Nonoperating:				
Interest expense	5,132,523	8%	(669,577)	(12)%
Gain (loss) on disposal of capital assets	-	1%	(917,468)	(100)%
Bond amortization	(32,185)	0%	17,962	36%
Transfers to Other County Funds	57,320	0%	19,899	53%
Total non-operating	5,157,658	9%	(1,549,184)	(23)%
Total expenses	\$ 73,977,740	100%	\$ (1,089,285)	(1)%

Operating expenses increased 1% overall primarily to increased maintenance costs which increased 11% year to year. Other cost categories were either flat or slightly decreased compared to the prior year.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Summary of Cash Flow Activities

The following shows a summary of the major sources and uses of cash and cash equivalents for the past three fiscal years. Cash equivalents include cash on hand, bank deposits and highly-liquid investments with an original maturity of three months or less:

	2015	2014	2013
Cash flows provided by operating activities	\$ 13,781,516	\$ 27,733,171	\$ 24,752,735
Cash flows provided by (used in) investing activities	1,140,564	1,058,235	(188,264)
Cash flows provided by noncapital financing activities	270,825	345,575	533,812
Cash flows used in capital and related financing activities	(15,814,135)	(14,271,280)	(18,140,775)
Net change in cash and cash equivalents	(621,230)	14,865,701	6,957,508
Cash and cash equivalents			
Beginning of year	147,950,524	133,084,823	126,127,315
End of year	<u>\$ 147,329,294</u>	<u>\$ 147,950,524</u>	<u>\$ 133,084,823</u>

Capital Acquisitions and Construction Activities

During fiscal year 2015, the Department expended \$45.4 million on capital activities, which is a substantial increase over prior years due to the ongoing construction of an in line baggage system, estimated to be substantially complete in fiscal year 2016 at a total cost of \$45 million. Completed projects during fiscal year 2015 totaling \$10.1 million were transferred from construction-in-progress to their respective capital accounts. The major projects completed fiscal year 2015 are as follows:

North County Airport wetlands	\$7.01 million
General Aviation Security System	1.21 million
Pahokee Airfield Lighting	330,000
Terminal Generator	224,000

During 2014, the Department expended \$18.0 million on capital activities. Completed projects during 2014 totaling \$9.5 million were transferred from construction-in-progress to their respective capital accounts. The major projects completed fiscal year 2014 involved airfield, parking garage and terminal improvements, as follows:

Building 3400 refurbishment	\$2.00 million
Pahokee Airport airfield lighting	1.33 million
North County Airport apron	1.14 million
Pahokee Airport apron	1.11 million
PBIA taxiway C	.5 million

In general, acquisitions are funded using a variety of financing sources, including Federal Grants, State Grants, Airport revenues, Passenger Facility Charges, and Revenue Bonds. See Note 3, Capital Assets, in the financial statements for additional information.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Long-Term Debt

The Department had outstanding long-term debt of \$83.5 million and \$85.9 million as of September 30, 2015 and 2014, respectively. Both amounts are net of any current maturities, unamortized premiums or unamortized discounts. The following table reflects the debt activities for Revenue Refunding Bonds that occurred during fiscal year 2015:

	Balance at October 1, 2014	Additions	Reductions	Balance at September 30, 2015	Due Within One Year
Revenue Bonds:					
Series 2006A	\$ 69,080,000	\$ -	\$ -	\$ 69,080,000	\$ -
Series 2006B	16,855,000	-	-	16,855,000	2,425,000
Series 2002	12,500,000	-	12,500,000	-	-
	<u>\$ 98,435,000</u>	<u>\$ -</u>	<u>\$ 12,500,000</u>	<u>85,935,000</u>	<u>\$ 2,425,000</u>
Less current maturities				<u>2,425,000</u>	
Long-term portion				<u>83,510,000</u>	
Add unamortized premium				<u>327,967</u>	
Total				<u>\$ 83,837,967</u>	

The following table reflects the debt activities that occurred during Fiscal Year 2014:

	Balance at October 1, 2013	Additions	Reductions	Balance at September 30, 2014	Due Within One Year
Revenue Bonds					
Series 2006A	\$ 69,080,000	\$ -	\$ -	\$ 69,080,000	\$ -
Series 2006B	16,855,000	-	-	16,855,000	-
Series 2002	24,145,000	-	11,645,000	12,500,000	12,500,000
	<u>\$ 110,080,000</u>	<u>\$ -</u>	<u>\$ 11,645,000</u>	<u>98,435,000</u>	<u>\$ 12,500,000</u>
Less current maturities				<u>12,500,000</u>	
Long-term portion				<u>85,935,000</u>	
Add unamortized premium				<u>340,872</u>	
Total				<u>\$ 86,275,872</u>	

The County, on behalf of the Department, has not issued any new revenue bonds during fiscal years 2015 and 2014 and has no plans in the short or medium time frame for any new issues. The changes in debt in fiscal years 2015 and 2014 represent payment of the required annual principal amounts per the maturity schedules. See Note 5, Revenue Bonds and Loan Payable, in the notes to the financial statements for additional information.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

Credit Ratings and Bond Insurance

On an underlying basis (i.e., uninsured) the Department's credit ratings currently stand at: Standard and Poor's A+ (ratings increase March 2016), Fitch A and Moody's Investors Service A2. On an insured basis the Department's credit rating are as follows: Moody's, S & P, Fitch; Aaa, AAA and AAA, respectively. These ratings are unchanged from the previous year, however Moody's increased their outlook from "stable" to "positive".

Passenger Facility Charges

The Department, as of September 30, 2015 and 2014, has collected \$218,449,833 and \$205,679,438, respectively, in Passenger Facility Charges (PFC) Revenues, including interest on PFC cash balances, since the inception of the program in April 1, 1994. The Department has capital expenditures from PFC sources totaling \$164,561,063 and \$156,678,071, respectively, over the same time period. As of September 30, 2015 and 2014, the Department was authorized to collect \$271,834,587 in PFC revenues. The Department's PFC level was authorized at \$4.50 per enplaned passenger.

Economic Factors and Next Year's Budgets and Rates

- 2.4 million people live in the Palm Beach International Airport catchment area which includes Palm Beach, Martin, St. Lucie, and Indian River counties as well as a small portion of Broward County. Population growth in this area is expected to grow 8% by 2020. (Source: Woods and Poole, 2015 estimate)
- The Palm Beach County area enjoys a comparably high per capita personal income, estimated at \$61,117, among the highest in Florida and in the U.S. and an increase of \$1,706 over the prior year. Other area counties are also higher than other Florida and U.S. counties. (Source: Woods and Poole, 2015 estimate).
- Palm Beach County Tourism statistics have shown strong returns for the last few years. In 2015, the County was visited by 6.8 million tourists, a 10% visitation increase over 2014. The County expects tourism visitation to increase going forward with hotel occupancy and revenue statistics to show significant increases as well. Palm Beach County statistics have generally exceeded the Florida and national averages in past years. More than 1,000 new hotel rooms are expected to open in 2016 with additional room inventory scheduled to be added in the 2017 to 2018 time period. Particularly important is the completion of a convention center located Hilton Hotel in late 2015 which should boost convention traffic to the area. (Sources: Palm Beach County Convention and Visitors Bureau Press release dated 2/20/2016 and 2014/2015 Marketing and Sales Plan).
- The Department's fiscal year 2016 operating expense budget totals \$47 million, not including interfund transfers and reserves, which represents an increase of 4% from the prior year budget; additionally the Department expects actual expenditures will be somewhat less than the budgeted amount with expected expenditures to be within the range of \$44 million to \$45 million. Operating revenues are budgeted at \$60.1 million for fiscal year 2016, an increase compared to fiscal year 2015 budgeted operating revenues although less than actual fiscal year 2015 revenues due to the Department's conservative budgeting approach.
- The Department is constructing an in line baggage system which is estimated to be complete in 2016 at a cost of \$45 million. This project is largely funded with PFC collections and Homeland Security grants. While the enhanced baggage system will provide additional utility to users, system complexity will drive additional operations and maintenance (O & M) cost. The Department estimates annualized O & M costs from the system to be approximately \$2 million per year in the early phases of deployment as the system will be adjusted to enhance performance. This cost is recovered from airlines on a pro rata basis estimated to be approximately \$.81 per enplanement.

Palm Beach County, Florida Department of Airports

Management's Discussion and Analysis (Unaudited) (Continued)

- The Fiscal year 2016 terminal rates average \$48.45 per square foot; landing fees are \$1.08 per 1,000 lbs. of landed weight. The Fiscal year 2015 terminal rates average \$47.67 per square foot; landing fees are \$.93 per 1,000 lbs. of landed weight. Airline cost per enplanement for fiscal year 2016 is expected be approximately \$4.19 compared to \$3.92 for fiscal year 2015. Rates and cost per enplanement is shown net of estimated revenue sharing payouts to signatory airlines.

Request for Information

This financial report is designed to provide a general overview of the Department's finances. Questions concerning the information provided in this report can be addressed to Mike Simmons, Deputy Director of Airports, Finance and Administration, Palm Beach County, Department of Airports, Palm Beach International Airport, Building 846, West Palm Beach, Florida 33406 or email at msimmons@pbia.org. Additional business information and statistics for the Airport can be viewed and downloaded at the Department's website: www.pbia.org.

Palm Beach County, Florida Department of Airports

**Statements of Net Position
September 30, 2015 and 2014**

Assets	2015	2014
Current Assets		
Pooled cash and cash equivalents	\$ 75,099,676	\$ 65,198,444
Nonpooled cash and cash equivalents	1,100	1,100
Restricted pooled cash and cash equivalents	263,737	305,615
Restricted cash with fiscal agent	4,631,884	15,068,971
Accounts receivable, less allowance for doubtful accounts of \$275,530 and \$345,425 in 2015 and 2014, respectively	2,587,033	3,204,601
Government grants receivable	20,891,123	3,486,071
Due from other funds	107,181	-
Due from other governments	45,920	-
Current portion of other receivable	-	74,311
Inventories	1,454,067	1,343,985
Other current assets	4,683,285	1,040,973
Total current assets	109,765,006	89,724,071
Noncurrent Assets		
Restricted assets:		
Pooled cash and cash equivalents	14,774,799	15,308,285
Nonpooled cash and cash equivalents	52,558,098	52,068,109
Accounts receivable	1,654,531	1,807,124
Total noncurrent restricted assets	68,987,428	69,183,518
Capital assets:		
Land	108,129,920	101,070,428
Construction in progress	51,392,749	16,845,585
Depreciable capital assets, net of accumulated depreciation	223,530,581	246,612,844
Total capital assets	383,053,250	364,528,857
Other noncurrent assets:		
Net OPEB Asset	5,368	-
Total other noncurrent assets	5,368	-
Total noncurrent assets	452,046,046	433,712,375
Total assets	\$ 561,811,052	\$ 523,436,446
Deferred outflows of resources-pension related	\$ 2,010,597	\$ 502,095

See Notes to Financial Statements.

Palm Beach County, Florida Department of Airports

**Statements of Net Position (Continued)
September 30, 2015 and 2014**

	2015	2014
Liabilities and Net Position		
Current Liabilities		
Accounts and contracts payable	\$ 20,929,162	\$ 4,619,686
Compensated absences payable	74,035	65,768
Unearned revenue	1,160,708	649,835
Due to other funds	115,472	94,491
Due to other governments	93,918	82,827
Due to Component Unit	757	-
Other current liabilities	565,059	563,425
Total current liabilities	22,939,111	6,076,032
Current Liabilities Payable From Restricted Assets		
Accounts and contracts payable	-	24,461
Security deposits	263,739	283,866
Interest payable on revenue bonds	2,206,882	2,566,259
Current maturities of revenue bonds	2,425,000	12,500,000
Total current liabilities payable from restricted assets	4,895,621	15,374,586
Long-Term Liabilities		
Other long-term liabilities	-	5,249
Compensated absences payable	1,049,704	1,041,772
Net Pension Liability	4,927,476	3,054,213
Revenue bonds payable (less current maturities)	83,837,967	86,275,872
Total long-term liabilities	89,815,147	90,377,106
Total liabilities	117,649,879	111,827,724
Deferred inflows of resources-pension related	2,289,970	2,749,473
Net Position		
Net investment in capital assets	296,790,283	265,752,985
Restricted:		
Passenger facility charges	56,384,514	51,312,105
Debt service	2,728,854	12,802,087
Renewal and replacement	2,777,174	3,955,830
Operation and maintenance	7,502,828	7,303,077
Capital outlay	4,321,978	4,194,590
	73,715,348	79,567,689
Unrestricted	73,376,169	64,040,670
Total net position	\$ 443,881,800	\$ 409,361,344

Palm Beach County, Florida Department of Airports

**Statements of Revenues, Expenses and Changes in Net Position
Years Ended September 30, 2015 and 2014**

	2015	2014
Operating Revenues		
Rentals	\$ 19,347,368	\$ 26,349,279
Concessions	37,009,961	33,750,205
Landing fees	4,424,724	5,627,795
Other	2,381,705	2,865,183
Total operating revenues	63,163,758	68,592,462
Operating Expenses		
Employee compensation and benefits	11,286,249	10,436,953
General and administrative	7,928,419	7,382,320
Maintenance	6,624,220	6,221,826
Contracted security services	7,975,755	7,855,968
Contracted fire-rescue services	4,836,882	4,704,580
Utilities	3,754,878	3,747,404
Total operating expenses before depreciation and amortization	42,406,403	40,349,051
Operating Income Before Depreciation and Amortization	20,757,355	28,243,411
Depreciation and Amortization	27,443,447	28,471,031
Operating loss	(6,686,092)	(227,620)
Nonoperating Revenues (Expenses)		
Investment income	1,066,253	915,784
Passenger facility charges	12,602,242	11,923,661
Interest expense	(4,413,766)	(5,132,523)
Gain (loss) on disposal of capital assets	(97,442)	52,482
Amortization of revenue bond costs	12,905	32,185
Other revenues (expenses)	327,311	377,895
Total nonoperating revenues (expenses), net	9,497,503	8,169,484
Income before contributions and transfers	2,811,411	7,941,864
Airport Improvement Capital Grants	31,765,529	8,511,199
Capital Contributions From Other Funds	-	-
Capital Contributions From Customers	-	7,000,000
Transfers From Other County Funds	-	25,000
Transfers to Other County Funds	(56,484)	(57,320)
Change in net position	34,520,456	23,420,743
Net Position at Beginning of Year, as previously stated	409,361,344	391,678,799
Restatement due to adoption of GASB 68 and 71 (See note 12)	-	(5,738,198)
Net Position at Beginning of Year, as restated	409,361,344	385,940,601
Net Position at End of Year	\$ 443,881,800	\$ 409,361,344

See Notes to Financial Statements.

Palm Beach County, Florida Department of Airports

**Statements of Cash Flows
Years Ended September 30, 2015 and 2014**

	2015	2014
Cash Flows From Operating Activities		
Cash received from customers	\$ 60,596,154	\$ 68,726,092
Cash payments to vendors for goods and services	(18,670,069)	(13,300,393)
Cash payments to employees for services	(11,419,626)	(10,949,506)
Cash payments to other funds	(16,724,943)	(16,743,022)
Net cash provided by operating activities	13,781,516	27,733,171
Cash Flows From Noncapital Financing Activities		
Transfer to other county funds	(56,484)	(32,320)
Operating grants and other	327,309	377,895
Net cash provided by noncapital financing activities	270,825	345,575
Cash Flows From Capital and Related Financing Activities		
Acquisition and construction of capital assets	(25,667,241)	(15,804,799)
Proceeds from sale of capital assets	45,766	52,482
Principal repayment on revenue bonds	(12,500,000)	(11,645,000)
Passenger facility charges received	12,754,835	11,862,001
Receipt of capital grants and reimbursements	14,325,648	6,731,348
Interest and fiscal charges paid	(4,773,143)	(5,467,312)
Net cash used in capital and related financing activities	(15,814,135)	(14,271,280)
Cash Flows From Investing Activities		
Receipt of repayments on other receivables	74,311	142,451
Interest and gains or losses on investments	1,066,253	915,784
Net cash provided by investing activities	1,140,564	1,058,235
Net change in cash and cash equivalents	(621,230)	14,865,701
Cash and cash equivalents at beginning of year (including restricted accounts totaling \$87,750,980 for 2015 and \$71,321,981 for 2014)	147,950,524	133,084,823
Cash and cash equivalents at end of year (including restricted accounts totaling \$72,228,518 for 2015 and \$82,750,980 for 2014)	\$ 147,329,294	\$ 147,950,524

(Continued)

Palm Beach County, Florida Department of Airports

**Statements of Cash Flows (Continued)
Years Ended September 30, 2015 and 2014**

	2015	2014
Reconciliation of Operating Loss to Net Cash Provided by		
Operating Activities:		
Operating loss	\$ (6,686,092)	\$ (227,620)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation and amortization	\$ 27,443,447	28,471,031
Provision for doubtful accounts	(69,895)	(113,423)
Changes in assets, liabilities and deferred inflows/outflows:		
Accounts receivable	687,463	(635,811)
Due from other funds	(107,181)	234,710
Inventories	(110,082)	83,989
Other current assets	(3,642,312)	(17,182)
Accounts and contracts payable	(4,158,787)	(106,052)
Compensated absences payable	16,199	(8,183)
Unearned revenues	510,873	506,840
Due to other funds	20,980	2,900
Other assets	(5,368)	-
Other liabilities	(2,860)	(49,312)
Security deposits	(20,127)	27,891
Deferred outflows of resources	(1,508,502)	(361,315)
Deferred inflows of resources	(459,503)	2,749,473
Net pension liability	1,873,263	(2,824,765)
Total adjustments	20,467,608	27,960,791
Net cash provided by operating activities	\$ 13,781,516	\$ 27,733,171
Supplemental Disclosures of Noncash Capital and Related Financing Activities		
Amortization of premium on bonds, including write off	\$ (7,932)	\$ 88,634
Amortization of deferred advance refunding loss	-	56,449
Capital assets in accounts/contracts payable	-	2,127,464
Contributions of capital assets from other funds	-	-
Disposition of fully depreciated capital assets	1,925,427	482,407
Capital grants receivable	17,439,881	-
Passenger facility charges receivable	1,641,837	1,794,430
Contributed assets from customers	-	7,000,000

See Notes to Financial Statements.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies

A. Reporting Entity

Palm Beach County (the County) is a chartered political subdivision of the State of Florida and is granted the power of self-governance by the Constitution of the State of Florida and Florida Statutes. The Board of County Commissioners (the Board) is the legislative and governing body of the County.

Pursuant to the general laws of Florida, the County owns the Palm Beach International Airport and three general aviation airports, Palm Beach County Park Airport in Lantana, Palm Beach County Glades Airport in Pahokee and North County General Aviation Airport in Palm Beach Gardens (collectively, the Airports), all operated by the Palm Beach County Department of Airports (the Department of Airports).

The financial statements only present the Department of Airports, an enterprise fund of Palm Beach County, Florida, and do not purport to, and do not present fairly the financial position of Palm Beach County, Florida, and the changes in its financial position and, where applicable, cash flows, in conformity with accounting principles generally accepted in the United States.

B. Basis of Presentation

The Department of Airports operates the Airports as an enterprise fund of the County. An enterprise fund is used to account for the financing of services to the general public where all or most of the costs incurred are recovered in the form of charges to users of such services.

The financial statements included in this report represent the operations of the four airports.

C. Basis of Accounting

The accounts of the Department of Airports are maintained on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America. Revenues are recognized when earned and expenses are recognized when incurred.

Rental revenue includes revenue from terminal fees charged to airlines and is recognized when earned in terms of the lease agreement. Concession revenue includes car rental concessions and parking fees and is recognized when earned in terms of the concession agreement.

Landing fees are recognized in accordance with the agreement with signatory airlines, based on landed weight of aircraft.

Intergovernmental revenues from federal or state grants are recognized when eligibility requirements of the grant program have been met.

Revenues from airlines, concessions, rental cars and parking are reported as operating revenues. Transactions which are capital, financing or investing-related are reported as non-operating revenues or capital contributions. All expenses related to operating the Airport are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Certain prior year amounts have been reclassified to conform to the current year presentation.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

D. Implementation of Governmental Accounting Standards Board (GASB) Statements

The Department implemented GASB Statement No. 68 *Accounting and Financial Reporting for Pensions (an amendment of GASB Statement No. 27)* and GASB Statement No. 71 "Pension Transition for Contributions Made Subsequent to the Measurement Date (an amendment of GASB Statement No. 68)" during the fiscal year ended September 30, 2015. The Department through the County, participates in the Florida Retirement System (FRS) defined benefit pension plan and the Health Insurance Subsidy (HIS) defined benefit plan administered by the Florida Division of Retirement. As a participating employer, GASB 68 requires employers participating in cost-sharing multi-employer defined benefit pension plans to report the employer's proportionate share of the net pension liabilities and related pension amounts of the plans. This resulted in a restatement of the beginning net position. See Note 12 for further details.

E. Cash and Cash Equivalents and Investments

The Department of Airports considers all highly-liquid investments with maturities of three months or less when purchased, as well as its proportionate share of the County's internal investment pool, to be cash equivalents for purposes of the statement of net assets and the statement of cash flows. The County's internal investment pool is valued at a combination of fair value and amortized cost as more fully described in the notes to the County financial statements. The non-pooled money market funds and cash with fiscal agents-money market funds are stated at fair value, based on the last reported sales price for securities traded on a national exchange. Gain or loss on sales of investments is based on the specific identification method.

F. Accounts Receivable

Accounts receivable are composed primarily of monthly billings to airlines and concessionaires operating at Palm Beach International Airport for various rentals and other fees under the Department of Airports operating leases. No collateral is required for accounts receivable. An allowance for doubtful accounts is provided for receivables where there is a question as to ultimate collectability. Receivables are written off when management has determined that the amount will not be collected. Collection on accounts previously written off is included in other operating revenues when received.

G. Inventories

Inventories, consisting mostly of materials and supplies, are stated at the lower of cost or market determined on the first-in, first-out basis or market value.

H. Capital Assets

Capital assets are recorded at cost or, if donated, at fair value at the date of donation. Capital assets transferred to or from the Department to other County funds are recorded at their net book value (historical cost less accumulated depreciation) as of the date of the transfer. Maintenance and repairs are charged to expense as incurred. Capital assets are defined as those assets with an initial, individual cost of over \$1,000. Major renewals and betterments which are significant and add to the productive capacity or extend the useful life of capital assets are capitalized and depreciated using the straight-line method over the estimated useful lives of the assets, which are summarized as follows:

Buildings	5 – 40 years
Improvements other than buildings	5 – 20 years
Furniture, fixtures and equipment	3 – 12 years

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

The Department of Airports purchases certain residential parcels of land that are considered to be within the area designated as “noise-impacted” surrounding the Airports. The costs of acquisition, structure demolition and relocation of residents in this area are eligible under the Federal Aviation Administration (FAA) Noise Abatement Grant Program for reimbursement. Those items that are deemed to be capital expenditures are recorded as capital asset additions when the costs are incurred. The FAA funds approximately 80% of these costs with the remainder financed by the State of Florida and the Department of Airports. The FAA retains a continuing interest in the properties equal to its original funding percentage and restricts the use of such properties to purposes which are compatible with noise levels associated with the operation of Airports. The total cost associated with acquiring these parcels of land are \$49,866,823 at September 30, 2015 and 2014, and is recorded under the caption “land” in the accompanying statements of net position.

Property acquired through the Department’s Residential Buyout Program of Noise Impacted Areas is recorded as capital assets at cost until such time it is no longer needed for its original use. At that time the property is transferred to assets held for sale and is reported at the lower of cost or net realizable value.

I. Intangible Assets

The costs of various easement rights are capitalized as intangible assets and are amortized using the straight-line method over their remaining lives, which is determined to be 40 years.

J. Security Deposits

Security deposits represent cash deposits held by the Department of Airports pursuant to certain operating leases.

K. Unearned Revenue

Unearned revenue consists of lease payments received from airport tenants in advance of the due date under operating leases.

L. Restricted Assets

Certain assets are restricted in accordance with the provisions of the Bond Resolution (Resolution) and in accordance with FAA restrictions. Assets restricted under the Resolution which are designated primarily for payment of debt service are \$4,935,645 and \$15,368,346 at September 30, 2015 and 2014, respectively, and the retention of the operation and maintenance reserve of \$7,502,828 and \$7,303,077 at September 30, 2015 and 2014, respectively, all as defined in the Resolution. Assets that are subject to FAA restrictions include restricted cash and cash equivalents of approximately \$2,034,811 and \$2,048,086 at September 30, 2015 and 2014, respectively, and results from the sale of excess land previously contributed by the FAA and not required for aviation purposes. These assets are restricted until appropriated for FAA approved projects. In addition, the Department of Airports also has restricted assets consisting of cash and receivables of approximately \$56,384,514 and \$51,312,105 at September 30, 2015 and 2014, respectively, for passenger facility charge revenues that are restricted by the FAA to capital projects.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

M. Amortization of Discounts/Premiums on Bonds and Debt Issuance Costs

Bond discount or premium incurred in connection with the issuance or gain/losses on refunding of revenue bonds are deferred and amortized using the effective interest method over the life of the related debt issue. Debt issuance costs are expensed when incurred.

N. Interest

Interest costs are expensed or capitalized in accordance with the provisions of GASB Statement No. 62. The amount of interest cost to be capitalized for qualifying assets is intended to be that portion of the interest cost incurred during the assets acquisition periods that theoretically could have been avoided if outlays for the assets had not been made. The amount of interest cost incurred was \$4,413,766 and \$5,132,523 for the fiscal years ended September 30, 2015 and 2014, respectively, none of which was recorded as capitalized interest in either fiscal year as the construction activity conducted by the Airports is primarily funded through capital grants and/or passenger facility charges.

O. Compensated Absences

The Department of Airports' employees accumulate unused vacation and sick leave within certain limitations. Accumulated vacation and sick leave is payable to employees upon termination or retirement at their pay rate on that date. The Department of Airports accrues unused vacation and sick leave on the statement of net assets as compensated absences payable.

The Department of Airports through contributions to the County's Combined Insurance Fund, provides an implicit subsidy for health insurance to retired employees.

P. Passenger Facility Charges

In 1994, the FAA began a program allowing Airports to collect a \$3 Passenger Facility Charge (PFC) per enplaned passenger. The monies collected under this program must be used for capital-related improvements to the Airport facilities and all expenditures of these funds must be preapproved by the FAA. PFC revenue is treated as non-operating revenue in the financial statements. On October 9, 2007, the Federal Aviation Administration approved an amendment to the PFC collection authorization increasing the PFC fee from \$3.00 to \$4.50 per enplaned passenger effective July 2008. Total collection authority for the Department is \$271,834,587. Cumulative PFC expenditures through September 30, 2015, total \$165,149,688.

Q. Capital Contributions

Grants from other governmental agencies for the acquisition of capital assets are recorded as capital contributions when related eligibility requirements are met. Contributions from fixed-base operators in the form of buildings and hangars which revert to the Department are recorded as capital contributions at fair value when title is transferred to the Department.

R. Deferred Outflows of Resources and Deferred Inflows of Resources

In addition to assets, the Statement of Net Position includes a separate section for deferred outflows of resources which represents a consumption of net position applicable to a future period and will not be recognized as an outflow or expense until that time. The Department reports deferred outflows related to pensions.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

In addition to liabilities, the Statement of Net Position includes a separate section for deferred inflows of resources, which represents an acquisition of net position that applies to a future period and will not be recognized as an inflow (revenue or reduction of expense) until that time. The Department reports deferred inflows for pension related amounts.

S. Use of Estimates

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

T. Use of Restricted Resources

When both restricted and unrestricted resources are available for use, it is the Department's policy to use restricted resources first, then unrestricted resources as they are needed.

Note 2. Cash and Cash Equivalents and Investments

Cash and cash equivalents and investments consist of the following at September 30, 2015 and 2014:

	2015	2014
County Internal Investment Pool	\$ 90,138,212	\$ 80,812,344
Non-pooled Money Market Funds	52,558,098	52,068,109
Cash with fiscal agent	4,631,884	15,068,971
Petty cash	1,100	1,100
Total	\$ 147,329,294	\$ 147,950,524
Amounts as presented in the financial statements are as follows:		
Unrestricted pooled cash and cash equivalents	\$ 75,099,676	\$ 65,198,444
Unrestricted nonpooled cash and cash equivalents	1,100	1,100
	<u>75,100,776</u>	<u>65,199,544</u>
Restricted pooled cash and cash equivalents	15,038,536	15,613,900
Restricted nonpooled cash and cash equivalents	52,558,098	52,068,109
Restricted cash with fiscal agent	4,631,884	15,068,971
	<u>72,228,518</u>	<u>82,750,980</u>
Total	\$ 147,329,294	\$ 147,950,524

Cash and Cash Equivalents

The Department of Airports participates in the County's pooled cash system to maximize earnings and facilitate cash management. The County's pooled cash fund is a highly liquid investment pool of approximately \$1.4 and \$1.3 billion as of September 30, 2015 and 2014, respectively, of which approximately 11% and 37%, respectively, are invested in U.S. Government and Agency obligations. The County's investment policy for this pool requires that all securities be insured or registered in the name of the County and held by a third party custodial institution, with capital and surplus stock of at least \$500 million and a separate custody account at the Federal Reserve Bank that is restricted for the safekeeping of County-owned securities.

The equity in the County pooled cash system is available to the Department of Airports on a demand basis. See the County's Comprehensive Annual Financial Report for disclosures relating to its investment policy interest rate risk, credit risk, custodial credit risk and concentration of credit risk.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 2. Cash and Cash Equivalents and Investments (Continued)

As of September 30, 2015, the Department of Airports had \$4,631,884 on deposit with a fiscal agent as required by the bond documents and \$52,558,098 of PFC monies held in a non-pooled money market account; the Department had the following underlying investments:

	Fair Value	Percentage of Total	Maturity	Standard & Poor's Investment Rating Service
Bank of New York Mellon Cash and Short Term Money Market Account	\$ 4,631,884	100%	Less than 1 yr	AAAm
Wells Fargo Advantage Heritage Fund Institutional Class	\$ 52,558,098	100%	Less than 1 yr	AAAm

As of September 30, 2014, the Department of Airports had \$15,068,971 on deposit with a fiscal agent as required by the bond documents and \$52,068,109 of PFC monies held in a non-pooled money market account; the Department had the following underlying investments:

Investments	Fair Value	Percentage of Total	Maturity	Standard & Poor's Investment Rating Service
Bank of New York Mellon Cash and Short Term Money Market Account	\$ 15,068,971	100%	Less than 1 yr	AAAm
Wells Fargo Advantage Heritage Fund Institutional Class	\$ 52,068,109	100%	Less than 1 yr	AAAm

Interest Rate Risk

Interest rate risk is the risk that changes in the interest rate will adversely affect the fair value of an investment. The Department's investments have a maturity of less than one year, resulting in minimal interest rate risk.

Credit Risk

Credit risk is the risk that an issuer will not fulfill its obligations. In accordance with the County's Investment Policy, no-load money market mutual funds backed by government bonds are allowable if rated in the highest rating category of a Nationally Recognized Statistical Rating Organization (NRSRO).

Custodial Credit Risk

Custodial credit risk would arise in the event of the failure of a custodian of the Department's investments, after which the government would not be able to recover the value of its investments that are in the possession of the third party custodian. The Department follows the County's Investment Policy and has all securities registered in the name of the Department and held by a third party safekeeping institution.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. The Department does not have a formal investment policy that limits investment concentration risk.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 2. Cash and Cash Equivalents and Investments (Continued)

Investments

The Department of Airports follows the County's investment policy. County ordinance and the Resolution authorize the Department of Airports to invest in obligations of the U.S. Government, U.S. Government Agencies and Instrumentalities, repurchase agreements, interest-bearing time deposits or savings accounts, the Local Government Surplus Funds Trust Fund, the Florida Local Government Investment Trust, Collateralized Mortgage Obligations (CMOs), money market mutual funds, and certain corporate securities.

Note 3. Capital Assets

	Balance at September 30, 2014	Additions	Retirements	CIP Transfer	Balance at September 30, 2015
Depreciable capital assets					
Buildings	\$ 371,358,787	\$ 183,701	\$ (1,897,295)	\$ 2,163,875	\$ 371,809,068
Improvements other than buildings	240,681,194	50,621	-	614,750	241,346,565
Furniture, fixtures and equipment	42,270,671	1,208,443	(505,492)	283,000	43,256,622
Intangible – easement rights	13,754,957	-	-	-	13,754,957
Total depreciable capital assets	668,065,609	1,442,765	(2,402,787)	3,061,625	670,167,212
Less accumulated depreciation					
Buildings	214,533,963	15,169,238	(1,754,087)	-	227,949,114
Improvements other than buildings	168,942,782	9,175,110	-	-	178,117,892
Furniture, fixtures and equipment	33,441,228	2,755,225	(505,494)	-	35,690,959
Intangible – easement rights	4,534,792	343,874	-	-	4,878,666
Total accumulated depreciation	421,452,765	27,443,447	(2,259,581)	-	446,636,631
Depreciable capital assets, net of accumulated depreciation	246,612,844	(26,000,682)	(143,206)	3,061,625	223,530,581
Nondepreciable capital assets					
Land	101,070,428	49,274	-	7,010,218	108,129,920
Construction in progress	16,845,585	44,619,007	-	(10,071,843)	51,392,749
Total capital assets	\$ 364,528,857	\$ 18,667,599	\$ (143,206)	\$ -	\$ 383,053,250

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 3. Capital Assets (Continued)

	Balance at				Balance at
	September 30,	Additions	Retirements	CIP Transfer	September 30,
	2013				2014
Depreciable capital assets					
Buildings	\$ 361,426,437	\$ 7,000,000	\$ (36,245)	\$ 2,968,595	\$ 371,358,787
Improvements other than buildings	235,168,820	48,114	(106,633)	5,570,893	240,681,194
Furniture, fixtures and equipment	41,572,681	905,460	(339,529)	132,059	42,270,671
Intangible – easement rights	13,754,957	-	-	-	13,754,957
Total depreciable capital assets	651,922,895	7,953,574	(482,407)	8,671,547	668,065,609
Less accumulated depreciation					
Buildings	199,258,558	15,311,650	(36,245)	-	214,533,963
Improvements other than buildings	159,436,629	9,612,786	(106,633)	-	168,942,782
Furniture, fixtures and equipment	30,578,038	3,202,719	(339,529)	-	33,441,228
Intangible – easement rights	4,190,918	343,874	-	-	4,534,792
Total accumulated depreciation	393,464,143	28,471,029	(482,407)	-	421,452,765
Depreciable capital assets, net of accumulated depreciation	258,458,752	(20,517,455)	-	8,671,547	246,612,844
Nondepreciable capital assets					
Land	100,114,058	234,170	-	722,200	101,070,428
Construction in progress	9,494,815	16,828,735	-	(9,477,965)	16,845,585
Total capital assets	\$ 368,067,625	\$ (3,454,550)	\$ -	\$ (84,218)	\$ 364,528,857

Note 4. Leases, as Lessor

The Department leases a major portion of its property to airlines, rental car companies and concessionaires. Certain of the concessionaire leases provide for minimum rentals plus a contingency portion specified as a percentage of the tenants' gross revenues. Contingent rental income under such arrangements amounted to approximately \$2,482,220 and \$2,279,883 for the years ended September 30, 2015 and 2014, respectively. All the Department's leases are operating leases. A significant portion of the rental car companies operating leases are scheduled to expire after fiscal year 2016 resulting in a decline in minimum future receipts.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 4. Leases, as Lessor (Continued)

Minimum future receipts, exclusive of contingent rentals under such leases, are approximately:

Fiscal Years Ending September 30,

2016	\$ 33,282,545
2017	21,747,559
2018	21,723,107
2019	21,316,082
2020	11,784,515
Thereafter	<u>65,960,845</u>
	<u>\$ 175,814,653</u>

A schedule of the carrying value of property held for lease, by major classification, as of September 30, 2015 and 2014, is as follows:

	<u>2015</u>	<u>2014</u>
Buildings	\$ 251,620,742	\$ 249,768,457
Less accumulated depreciation	<u>177,177,660</u>	<u>166,427,547</u>
	74,443,082	83,340,910
Land	<u>9,158,963</u>	<u>9,158,963</u>
Property held for lease, net	<u>\$ 83,602,045</u>	<u>\$ 92,499,873</u>

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 5. Revenue Bonds Payable and Long-Term Obligations

Revenue bonds payable by the Department consist of the following as of September 30, 2015 and 2014:

	2015	2014
Series 2006A Revenue Bonds, principal due annually, in various amounts, beginning October 1, 2021 through October 1, 2036, with interest from 4.7% to 5.0% payable semi-annually on October 1 and April 1.	\$ 69,080,000	\$ 69,080,000
Series 2006B Revenue Refunding Bonds, principal due annually, in various amounts, beginning October 1, 2015 through October 1, 2020, with interest at 5.9% payable semi-annually on October 1 and April 1.	16,855,000	16,855,000
Series 2002 Revenue Refunding Bonds, principal due annually, in various amounts, beginning October 1, 2011 through October 1, 2014, with interest at 5.75% payable semi-annually on October 1 and April 1.	-	12,500,000
	85,935,000	98,435,000
Less current portion	2,425,000	12,500,000
	83,510,000	85,935,000
Unamortized bond premium	327,967	340,872
Long-term portion	\$ 83,837,967	\$ 86,275,872

Series 2006 A and B

The proceeds of the Series 2006A, \$69,080,000 Airport System Revenue Bonds, dated May 17, 2006, were used for the construction of an additional 3,200 space long-term parking garage. The garage is necessary to meet additional passenger traffic demands for parking facilities at Palm Beach International Airport. The new garage structure was fully operational in the second quarter of fiscal year 2008. The 2006B Bonds were issued to advance refund and defease a portion of the Series 2001 Bonds and a portion of the Series 2002 Bonds.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 5. Revenue Bonds Payable and Long-Term Obligations (Continued)

Pursuant to the Bond Resolution, the County covenants that it will fix, charge and collect rates, fees, rentals and charges for the use of the Airport System, and shall revise such rates, fees, rentals and charges as often as may be necessary or appropriate to produce revenues in each fiscal year at least equal to the sum of operation and maintenance expenses, including reserves therefore provided for in the annual budget, plus the greater of (A) an amount equal to the sum of 1.25 times the aggregate debt service for such fiscal year, or (B) the sum of: (i) the amount to be paid during such fiscal year into the debt service account, plus (ii) the amount, if any, to be paid during the fiscal year into the debt service account (including amounts payable to the issuer of any debt service reserve account facility and excluding amounts required to be paid into such account out of the proceeds of Bonds), plus (iii) the amount, if any, to be paid into the Renewal and Replacement Fund as provided in the annual budget, plus (iv) all other charges and liens whatsoever payable out of revenues during such fiscal year, plus (v) to the extent not otherwise provided for, all amounts payable on subordinated indebtedness.

Accordingly, the Department has pledged for the payment of principal and interest all (Airport System) Net Revenues available for Debt Service, and all funds and accounts established by the Bond Resolution. The full faith and credit of the County is not pledged for the payment of Airport indebtedness. Debt service coverage in 2015 was 3.18 times the aggregate debt service; principal and interest paid in 2015 and Net Revenues Available for Debt Service were approximately \$6.8 and \$22.9 million, respectively.

Series 2002

The proceeds of the Series 2002, \$60,150,000 Airport System Revenue Refunding Bonds, dated July 1, 2002, were used for the purpose of refunding the \$90,690,000 Airport System Revenue Refunding Bonds, Series 1992, paying the swap termination fee related to the Series 2002 bonds, and paying the issuance costs of the Series 2002 bonds. The Series 2002 bonds **were fully paid off** as of September 30, 2015.

A portion of this Series amounting to \$14,740,000 was defeased during fiscal year 2006 by placing monies with an escrow depository. The balance of the defeased portion of this Series as of September 30, 2015, is \$0.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 5. Revenue Bonds Payable and Long-Term Obligations (Continued)

A summary of changes in long-term obligations for the years ended September 30, 2015 and 2014, is as follows:

	Balance at October 1, 2014	Additions	Retirements	Reductions	Balance at September 30, 2015	Due Within One Year
Revenue bonds:						
Series 2006A	\$ 69,080,000	\$ -	\$ -	\$ -	\$ 69,080,000	\$ -
Series 2006B	16,855,000	-	-	-	16,855,000	2,425,000
Series 2002	12,500,000	-	-	12,500,000	-	-
OPEB	5,249	-	-	5,249	-	-
Compensated absences payable	1,107,540	16,199	-	-	1,123,739	74,035
	<u>\$ 99,547,789</u>	<u>\$ 16,199</u>	<u>\$ -</u>	<u>\$ 12,505,249</u>	<u>87,058,739</u>	<u>\$ 2,499,035</u>
Less current maturities					2,499,035	
Long-term portion					84,559,704	
Add unamortized bond premium					327,967	
Total					<u><u>\$ 84,887,671</u></u>	

	Balance at October 1, 2013	Additions	Retirements	Reductions	Balance at September 30, 2014	Due Within One Year
Revenue bonds:						
Series 2006A	\$ 69,080,000	\$ -	\$ -	\$ -	\$ 69,080,000	\$ -
Series 2006B	16,855,000	-	-	-	16,855,000	-
Series 2002	24,145,000	-	-	11,645,000	12,500,000	12,500,000
OPEB	42,569	-	-	37,320	5,249	-
Termination benefits	8,189	-	-	8,189	-	-
Compensated absences payable	1,115,723	-	-	8,183	1,107,540	65,768
	<u>\$ 111,246,481</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 11,698,692</u>	<u>99,547,789</u>	<u>\$ 12,565,768</u>
Less current maturities					12,565,768	
Long-term portion					86,982,021	
Add unamortized bond premium					340,872	
Total					<u><u>\$ 87,322,893</u></u>	

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 5. Revenue Bonds Payable and Long-Term Obligations (Continued)

The annual debt service requirements for all outstanding bonds are as follows:

Fiscal Years Ending September 30,	Principal	Interest	Total
2016	\$ 2,425,000	\$ 4,342,170	\$ 6,767,170
2017	2,565,000	4,194,840	6,759,840
2018	2,715,000	4,038,948	6,753,948
2019	2,880,000	3,873,756	6,753,756
2020	3,045,000	3,698,820	6,743,820
2021-2025	15,810,000	15,967,493	31,777,493
2026-2030	19,620,000	11,589,150	31,209,150
2031-2035	25,035,000	6,033,525	31,068,525
2036-2037	11,840,000	562,826	12,402,826
	<u>\$ 85,935,000</u>	<u>\$ 54,301,528</u>	<u>\$ 140,236,528</u>

Note 6. Retirement Plans

The County provides retirement benefits to County employees through the following plans:

Plan Descriptions

The **Florida Retirement System (FRS) Pension Plan** and the **Retiree Health Insurance Subsidy (HIS) Program** are cost-sharing, multiple-employer defined benefit plans administered by the Florida Department of Management Services, Division of Retirement. The FRS Pension Plan provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. These benefits are established by Chapter 121, Florida Statutes, and may only be amended by the Florida legislature.

The HIS Program benefit is a monthly payment to assist retirees of the State-administered retirement systems in paying their health insurance costs. The HIS Program was established under Section 112.363, Florida Statutes, and may be amended by the Florida legislature at any time.

A comprehensive annual financial report including financial information and required supplementary information on both plans is publicly available on the web site of the Florida Department of Management Services (<http://www.dms.myflorida.com>).

The Department contributes to the **Florida Retirement System Investment Plan (Investment Plan)**, a defined contribution plan, for its eligible employees who elect to participate in the Investment Plan in lieu of participating in the FRS Pension Plan. As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of FRS defined-benefit plan. County employees participating in the DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class, Elected County Officers, etc.) as the FRS Pension Plan. Contributions are directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices. The Investment Plan is administered by the State Board of Administration (SBA), and is reported in the SBA's annual financial statements and in the State of Florida's comprehensive annual financial report. Financial information on this plan is available on the web at <http://www.sbafla.com/>.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

PENSION EXPENSE/EXPENDITURES

The Department's aggregate pension expense/expenditures for all plans amounted to \$696,591 for the fiscal year ended September 30, 2015. The Department's aggregate net pension liability for all plans was \$4,927,476, with balances of deferred outflows of resources related to pensions of \$2,010,597 and deferred inflows of resources related to pensions of \$2,289,970 as of September 30, 2015.

FLORIDA RETIREMENT SYSTEM (FRS) PENSION PLAN

Benefits Provided

The Florida Retirement System was created on December 1, 1970. Members enrolled in the FRS and actively employed on July 1, 2001, or first enrolled between July 1, 2001 and June 30, 2011, will be vested, or eligible to receive future benefits after 6 years of creditable service. Participants first enrolled on or after July 1, 2011 will be vested, or eligible to receive future benefits after 8 years of creditable service. Retirement, disability, and death benefits are based on age, average final compensation and years-of-service credit. For members initially enrolled in the FRS before July 1, 2011, average final compensation is the average of the five highest fiscal years of salary earned during covered employment. For members initially enrolled in the FRS on or after July 1, 2011, average final compensation is the average of the eight highest fiscal years of salary earned during covered employment. Members are eligible for normal retirement when they have met the minimum requirements established by their membership class. For members initially enrolled in the FRS before July 1, 2011, Regular Class members are eligible for normal retirement if they are vested and age 62 or if they have 30 years of creditable service regardless of age. For members initially enrolled in the FRS on or after July 1, 2011, Regular Class members are eligible for normal retirement if they are vested and age 65 or if they have 33 years of creditable service regardless of age. Early retirement may be taken any time after vesting. However, there is a 5% reduction of benefits for each year prior to normal retirement age or date. The percentage level of employees' payroll contribution rates is determined using the frozen entry age actuarial cost method.

Beginning July 1, 1998, the FRS implemented the Deferred Retirement Option Program (DROP), which is a program within the FRS Pension Plan that allows members to retire without terminating their employment for up to five years while their retirement benefits accumulate and earn interest compounded monthly at a stated effective annual rate. For members who entered DROP prior to July 1, 2011, the rate is 6.5%. For members who enter DROP on or after July 1, 2011, the rate is 1.3%. Members may participate in DROP when they are vested and have reached their normal retirement date. When the DROP period ends, members must terminate employment. At that time, members will receive their accumulated DROP benefits and begin receiving their monthly retirement benefit.

The FRS was amended in 2000 to provide a defined contribution plan alternative to the defined benefit plan for FRS members effective July 1, 2002. This integrated defined contribution plan is known as the FRS Investment Plan, which is described later in this note.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

Contributions

The following membership classes and contribution rates, which apply to both the FRS Pension Plan and the FRS Investment Plan, were in effect at September 30, 2015:

<u>Membership Class</u>	<u>Employee Contribution Rate</u>	<u>Employer Contribution Rate*</u>
Regular	3.00%	7.26%
Special Risk	3.00%	22.04%
State Attorney/Public Defender	3.00%	45.80%
County, City, Special District Elected Officers	3.00%	42.27%
Special Risk Administrative Support	3.00%	32.95%
Senior Management	3.00%	21.43%
Deferred Retirement Option Program	N/A	12.88%

*Employer contribution rates in the above table include a 1.26% contribution for the Retiree Health Insurance Subsidy Program.

The Department's employer contributions to the FRS Pension Plan totaled approximately \$687,000 and employee contributions totaled \$149,000 for the fiscal year ended September 30, 2015. The Department contributed 100% of its statutorily required contributions for the current year and preceding two years.

Net Pension Liability, Deferrals, and Pension Expense

At September 30, 2015, the Department reported a liability of \$3 million for its proportionate share of the FRS Pension Plan's net pension liability. The net pension liability was measured as of June 30, 2015, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2015. The Department's proportionate share of the net pension liability was based on the Department's 2014-15 fiscal year contributions relative to the 2014-15 fiscal year contributions of all participating members. At June 30, 2015, the Department's proportionate share was 1.5757% of the County portion, which was an increase of .093% from its proportionate share measured as of June 30, 2014.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

For the fiscal year ended September 30, 2015, the County recognized a reduction of pension expense of (\$94,742) related to the FRS Pension Plan. In addition, the County reported deferred outflows of resources and deferred inflows of resources related to the FRS Pension Plan from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 322,945	\$ 74,778
Change of assumptions	203,040	-
Net difference between projected and actual earnings on pension plan investments	1,077,484	1,863,417
Changes in proportion and differences between Department contributions and proportionate share of contributions	49,900	326,348
Department contributions subsequent to the measurement date	188,581	-
	<u>\$ 1,841,950</u>	<u>\$ 2,264,543</u>

The Department's contributions to the FRS Pension Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the fiscal year ending September 30, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to the FRS Pension Plan will be recognized in pension expense as follows:

Fiscal Years Ending September 30	Amount
2016	\$ (163,510)
2017	(163,510)
2018	(163,510)
2019	(163,510)
2020	32,974
Thereafter	9,892

Actuarial Assumptions

The total pension liability in the July 1, 2014 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.60 percent
Salary increases	3.25 percent, average, including inflations
Investment rate of return	7.65 percent, net of pension plan investment expense, including inflation

Mortality rates were based on the Generational RP-2000 with Projection Scale BB, with adjustments for mortality improvements based on Scale AA.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

The actuarial assumptions used in the July 1, 2014 valuation were based on the results of an actuarial experience study for the period July 1, 2008 through June 30, 2013.

The long-term expected rate of return on pension plan investments was not based on historical returns, but instead is based on a forward-looking capital market economic model. The allocation policy's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions, and includes an adjustment for the inflation assumption. The target allocation and best estimates of arithmetic and geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation (1)	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.00%	3.11%	3.10%	1.65%
Intermediate-Term Bonds	18.00%	4.18%	4.05%	5.15%
High Yield Bonds	3.00%	6.79%	6.25%	10.95%
Broad US Equities	26.50%	8.51%	6.95%	18.90%
Developed Foreign Equities	21.20%	8.66%	6.85%	20.40%
Emerging Market Equities	5.30%	11.58%	7.60%	31.15%
Private Equity	6.00%	11.80%	8.11%	30.00%
Hedge Funds/Absolute Return	7.00%	5.81%	5.35%	10.00%
Real Estate (Property)	12.00%	7.11%	6.35%	13.00%
TOTAL	100.00%			

Assumed inflation – Mean 2.60% 2.00%

Note: (1) As outlined in the Plan's investment policy

Discount Rate

The discount rate used to measure the total pension liability was 7.65%. The Plan's fiduciary net position was projected to be available to make all projected benefit payments of current and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

Sensitivity to Changes in the Discount Rate

The following presents the Department's proportionate share of the net pension liability calculated using the discount rate of 7.65%, as well as what the Department's proportionate share of the net pension liability would be if were calculated using a discount rate that is 1-percentage point lower (6.65%) or 1% higher (8.65%) than the current rate:

	1% Decrease (6.65%)	Current Discount Rate (7.65%)	1% Increase (8.65%)
Department's proportionate share of the Net Pension Liability	\$ 3,477,169	\$ 3,051,611	\$ 2,696,760

Pension Plan Fiduciary Net Position

Detailed information about the Plan's fiduciary net position is available in the separately issued FRS Pension Plan and Other State Administered Systems Comprehensive Annual Financial Report.

RETIREE HEALTH INSURANCE SUBSIDY (HIS) PROGRAM

Benefits Provided

For the fiscal year ended September 30, 2015, eligible retirees and beneficiaries received a monthly HIS payment of \$5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$30 and a maximum HIS payment of \$150 per month. To be eligible to receive a HIS Plan benefit, a retiree under a State-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

Contributions

The HIS Program is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal year ended September 30, 2015, the contribution rate was 1.26% of payroll. The County contributed 100% of its statutorily required contributions for the current and preceding three years. The HIS Program contributions are deposited in a separate trust fund from which payments are authorized. The HIS Program benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or cancelled.

The Department's employer contributions to the HIS Program totaled approximately \$9,000 for the fiscal year ended September 30, 2015. The Department contributed 100% of its statutorily required contributions for the current and preceding two years.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

Net Pension Liability, Deferrals, and Pension Expense

At September 30, 2015, the Department reported a liability of \$1.9 million for its proportionate share of the HIS Program's net pension liability. The net pension liability was measured as of June 30, 2015, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2015. The Department's proportionate share of the net pension liability was based on the Department's 2014-15 fiscal year contributions relative to the 2015-15 fiscal year contributions of all participating members. At June 30, 2015, the Department's proportionate share of the County's liability was 1.5757% which was a decrease of 0.093% from its proportionate share measured as of June 30, 2014.

In addition, the Department reported deferred outflows of resources and deferred inflows of resources related to the HIS Program from the following sources which are the Department's proportionate share of the County's totals:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ -
Change of assumptions	140,065	-
Net difference between projected and actual earnings on pension plan investments	964	-
Changes in proportion and differences between Department contributions and proportionate share of contributions	25,212	25,427
Department contributions subsequent to the measurement date	2,406	-
Total	\$ 168,647	\$ 25,427

The Department's contributions to the HIS Program subsequent to the measurement date will be recognized as a reduction of the net pension liability in the fiscal year ending September 30, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to the HIS Program will be recognized in pension expense as follows:

<u>Fiscal Years Ending September 30</u>	<u>Amount</u>
2016	\$ 22,797
2017	22,797
2018	22,797
2019	22,797
2020	22,556
Thereafter	27,070

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

Actuarial Assumptions

The total pension liability in the July 1, 2014 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.60 percent
Salary increases	3.25 percent, average, including inflations
Investment rate of return	3.80 percent Municipal Bond Rate

Mortality rates were based on the Generational RP-2000 with Projection Scale BB, with adjustments for mortality improvements based on Scale AA.

The actuarial assumptions used in the July 1, 2014 valuation were based on the results of an actuarial experience study for the period July 1, 2008 through June 30, 2013.

Discount Rate

The discount rate used to measure the total pension liability was 3.80%. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent of discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable bond index.

Sensitivity to Changes in the Discount Rate.

The following presents the County's proportionate share of the net position calculated using the discount rate of 3.80%, as well as what the County's proportionate share of the net pension liability would be if were calculated using a discount rate that is 1-percentage point lower (3.29%) or 1% higher (5.29%) than the current rate:

	1% Decrease (3.29%)	Current Discount Rate (4.29%)	1% Increase (5.29%)
Department's proportionate share of the Net Pension Liability	\$ 2,137,461	\$ 1,875,865	\$ 1,657,733

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 6. Retirement Plans (Continued)

FLORIDA RETIREMENT SYSTEM INVESTMENT PLAN

Vesting Provisions

For all membership classes, employees are immediately vested in their own contributions and are vested after one year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Nonvested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five year period, the employee will regain control over their account. If the employee does not return within the five year period, the employee will forfeit the accumulated account balance. Costs of administering the Investment Plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04% of payroll, which is included in the FRS contribution rates, and by forfeited benefits of Investment Plan members. For the fiscal year ended September 30, 2015, the information for the amount of forfeitures was unavailable from the SBA, however, management believe that these amounts, if any, would be immaterial to the County. After termination and applying to receive benefits, the member may rollover vested funds to another qualified plan, structure a periodic payment under the Investment Plan, receive a lump-sum distribution, leave the funds invested for future distribution, or any combination of these options. Disability coverage is provided; the member may either transfer the account balance to the FRS Pension Plan when approved for disability retirement to receive guaranteed lifetime monthly benefits under the FRS Pension Plan, or remain in the Investment Plan and rely upon that account balance for retirement income.

The County's employer contributions to the Investment Plan totaled \$64,600 for the fiscal year ended September 30, 2015.

Note 7. Related Party Transactions

The Department reimburses the General Fund of Palm Beach County for an allocated portion of certain support department costs which include such services as legal, administrative, fiscal, engineering, purchasing, personnel, internal audit and communication costs. The Department is also charged for the cost of services provided by the Motor Pool, Casualty Self-Insurance, Workers' Compensation and Data Processing Internal Service Funds of the County. The total cost for the above services was approximately \$4.5 and \$4.7 million for the fiscal years ended September 30, 2015 and 2014, respectively. In addition, the Department pays solid waste disposal fees to the Solid Waste Authority of Palm Beach County, a dependent special district and component unit of Palm Beach County, Florida. Fees paid to the Solid Waste Authority for the fiscal years ended September 30, 2015 and 2014, totaled approximately \$313,000 and \$417,000, respectively. At September 30, 2015, there was a receivable from other funds and departments of Palm Beach County of \$107,181. At September 30, 2015 and 2014, \$115,472 and \$94,491, respectively, was payable to other Palm Beach County funds and departments.

The Department also contracts directly with the Palm Beach County Sheriff's Department for security services at PBIA. The cost of these services from the Sheriff's Department was approximately \$7.7 and \$7.6 million for the fiscal years ended September 30, 2015 and 2014, respectively. The Department also contracts with the Fire-Rescue Department for fire-rescue service at PBIA. The cost of these services was approximately \$4.8 and \$4.7 million for the fiscal years ended September 30, 2015 and 2014, respectively.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 8. Major Customers

A significant portion of the Department's earnings and revenues are directly or indirectly attributed to the activity of a number of major airlines operating out of PBIA.

The Department's earnings and revenues could be materially and adversely affected should any of these major airlines discontinue operations at PBIA and should the Department be unable to replace those airlines with similar activity. The level of operations is determined based upon the relative share of enplaned passengers.

Major customers, based on number of enplaned passengers, are as follows:

Airline	Percent of Activity Based Upon Enplaned Passengers	
	Fiscal Years Ended September 30,	
	2015	2014
Delta	26.8%	26.4%
Jet Blue	25.9%	24.4%
American	20.9%	22.8%
Southwest	11.1%	12.1%
United	10.1%	10.5%
Spirit	1.5%	0.9%
Air Canada	1.1%	1.2%
Frontier Airlines	1.0%	0.0%
Others	1.6%	1.7%
	<u>100.0%</u>	<u>100.0%</u>

Note 9. Commitments and Contingencies

Litigation

The Department is involved in various lawsuits arising in the ordinary course of operations. Although the outcome of these matters is not presently determinable, it is the opinion of management of the Department, based upon consultation with legal counsel, that the outcome of these lawsuits will not materially affect the financial position of the Department.

Grants

Amounts received or receivable from grantor agencies are subject to audit and adjustment by those agencies, principally the State of Florida and the Federal Aviation Administration. Any disallowed claims, including amounts already received, might constitute a liability of the Department for the return of those funds.

Risk Management

The Department covers risk of loss for natural disasters through the purchase of commercial insurance. In the last three years, none of the settlements have exceeded the Department insurance coverage.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 9. Commitments and Contingencies (Continued)

The Department participates in the County-wide self-insurance programs for casualty, employee health and workers' compensation. Premiums charged to the Department by the County self-insurance fund are based on actuarial estimates of the amounts needed to pay prior and current year claims. Premiums paid by the department were \$2,052,000 and \$1,984,000 for the fiscal years ended September 30, 2015 and 2014, respectively. While each of these county-wide self-insurance programs is subject to potential losses in excess of the amounts that have been accrued and funded as of September 30, 2015 and 2014, management believes it is unlikely that the amounts of such potential losses, if any, would be material.

Contract Commitments

The Department has several uncompleted design and construction contracts for improvements to the airport system. At September 30, 2015 and 2014, the remaining commitment on these uncompleted contracts was \$38,956,141 and \$10,889,917, respectively, which is summarized as follows:

	Contract Amount	Approved Payments	Retainage Payable	Remaining Contract Commitment
2015	\$ 116,092,463	\$ 76,467,247	\$ 669,075	\$ 38,956,141
2014	\$ 46,383,843	\$ 35,382,432	\$ 111,494	\$ 10,889,917

Note 10. Other Post-Employment Benefits

Government Accounting Standards (GASB Statement No. 45), *Accounting and Financial Reporting by Employers for Post-Employment Benefits Other Than Pensions* (OPEB), was effective for the Department beginning with its fiscal year ending September 30, 2008. This Statement improves the relevance and usefulness of financial reporting by requiring systematic, accrual-basis measurement and recognition of OPEB cost (expense) over a period that approximates employees' years of services and provides information about actuarial accrued liabilities associated with OPEB and whether, and to what extent, progress is being made in funding the plan.

Pursuant to Section 112.0801, Florida Statutes, the County is mandated to permit participation in the health insurance program by retirees and their eligible dependents at a cost to the retiree that is no greater than the cost at which coverage is available for active employees. Retirees pay 100% of the blended (active and retiree combined) equivalent premium rates. The blended rates provide an implicit subsidy for retirees because on an actuarial basis, their current and future claims are expected to result in higher costs to the plan on average than those of active employees. The calculations are based on the benefits provided under the terms of the substantive plan in effect at the time of each valuation and the pattern of sharing costs between the employer and plan members to that point.

Palm Beach County, Florida Department of Airports

Notes to Financial Statements

Note 10. Other Post-Employment Benefits (Continued)

As determined by an actuarial valuation, the County records a Net OPEB obligation in its government-wide financial statements related to the implicit subsidy. The Department participates in the County's plan on an allocation basis, which is approximately 10% to 15% of the County's obligation. See the County's Comprehensive Annual Financial Report for disclosures relating to the funding policy, funding status, funding progress and actuarial methods and assumptions. The approximate portion of the County's actuarial accrued liability and unfunded actuarial accrued liability attributed to the Department is estimated at \$251,000 and \$254,000 at September 30, 2015 and 2014, respectively. The covered payroll is approximately \$8.3 and \$8 million for fiscal years 2015 and 2104, respectively. Based on the Net OPEB allocation applicable to the Department, the following table reflects the components of the annual OPEB cost and (asset)/obligation for the years ended September 30, 2015 and 2014:

	2015	2014
Annual required contribution (ARC)	\$ 23,000	\$ 23,000
Interest on net OPEB obligation	(3,414)	(1,772)
Adjustment to annually required contributions	2,965	1,535
Annual OPEB cost	22,551	22,763
Contributions made	(33,168)	(60,083)
Change in net OPEB obligation	(10,617)	(37,320)
Net OPEB obligation – beginning of year	5,249	42,569
Net OPEB (asset)/obligation – end of year	\$ (5,368)	\$ 5,249

The Department's Net OPEB obligation for fiscal year 2014 is reported on the Statement of Net Position as part of other long-term liabilities. For 2015, the Department reported as a separate line item a net OPEB asset.

Note 11. Restatement for Adoption of New Accounting Standard

The Department implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pensions (an amendment of GASB Statement No. 27)* and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68* during the fiscal year ended September 30, 2015. As a result of the implementation of these statements, the Department was required to restate beginning Net Position in the financial statements to report the Department's net pension liability and related pension amounts for the defined benefit plans. Since the Department shows comparative statements the restatement was recorded as of the earliest period presented which is October 1, 2013. Accordingly, beginning Net Position has been restated as of October 1, 2013 and 2014 as follows:

	2014	2013
Net Position, as originally reported, October 1,	\$ 414,662,935	\$ 391,678,799
Cumulative effect of GASB Statements No. 68 and 71 implementation	(5,301,591)	(5,738,198)
Net Position, as restated October 1,	\$ 409,361,344	\$ 385,940,601

The implementation of GASB Statement Nos. 68 and 71 resulted in the Department recording deferred outflows of \$502,095, deferred inflows of \$2,749,473, and a net pension liability of \$3,054,213 as of October 1, 2014, related to their pension plans in the financial statements. This also resulted in an increase in the change in net position for fiscal year 2014 of \$436,607 from what was previously reported due to amortization of the pension amounts which were retroactively added as of October 1, 2013.

Palm Beach County, Florida Department of Airports

**Schedule of the Department's Proportionate Share of the Net Pension Liability –
Florida Retirement System Pension Plan
Last Ten Fiscal Years*
(Required Supplementary Information)**

	2015	2014
Department's proportion of the FRS net pension liability	0.024%	0.023%
Department's proportionate share of the FRS net pension liability	\$ 3,051,611	\$ 1,399,741
Department's covered-employee payroll	\$ 9,226,506	\$ 8,526,607
Department's proportionate share of the FRS net pension liability as a percentage of its covered payroll	33.1%	16.4%
FRS Plan fiduciary net position as a percentage of the total pension liability	92.00%	96.09%

* The amounts presented for each fiscal year were determined as of June 30th. The schedule is presented to illustrate the requirements of GASB Statement No. 68. Currently, only data for fiscal years 2014 and 2015 is available.

Palm Beach County, Florida Department of Airports

**Schedule of the Department's Contributions – Florida Retirement System Pension Plan
Last Ten Fiscal Years
(Required Supplementary Information)**

	2015	2014
Contractually required FRS contribution	\$ 687,814	\$ 623,550
FRS contributions in relation to the contractually required contribution	\$ 687,814	\$ 623,550
FRS contribution deficiency (excess)	\$ -	\$ -
Department's covered-employee payroll	\$ 9,123,362	\$ 8,356,633
FRS contributions as a percentage of covered employee payroll	7.5%	7.5%

Note: The schedule is presented to illustrate the requirements of GASB Statement No. 68. Currently, only data for 2014 and 2015 is available.

Palm Beach County, Florida Department of Airports

**Schedule of the Department's Proportionate Share of the Net Pension Liability –
Health Insurance Subsidy Pension Plan
Last Ten Fiscal Years*
(Required Supplementary Information)**

	2015	2014
Department's proportion of the HIS net pension liability	0.02%	0.02%
Department's proportionate share of the HIS net pension liability	\$ 1,875,865	\$ 1,654,471
Department's covered-employee payroll	\$ 9,226,506	\$ 8,526,607
Department's proportionate share of the HIS net pension liability as a percentage of its covered payroll	20.3%	19.4%
HIS Plan fiduciary net position as a percentage of the total pension liability	0.50%	0.99%

* The amounts presented for each fiscal year were determined as of June 30th. The schedule is presented to illustrate the requirements of GASB Statement No. 68. Currently, only data for fiscal years 2014 and 2015 is available.

Palm Beach County, Florida Department of Airports

**Schedule of the Department's – Health Insurance Subsidy Pension Plan
Last Ten Fiscal Years
(Required Supplementary Information)**

	2015	2014
Contractually required HIS contribution	\$ 8,777	\$ 7,957
HIS contributions in relation to the contractually required contribution	\$ 8,777	\$ 7,957
HIS contribution deficiency (excess)	\$ -	\$ -
Department's covered-employee payroll	\$ 9,123,362	\$ 8,356,633
HIS contributions as a percentage of covered employee payroll	0.1%	0.1%

Note: The schedule is presented to illustrate the requirements of GASB Statement No. 68. Currently, only data for 2014 and 2015 is available.

**Independent Auditor's Report
on Bond Resolution Compliance**

To the Honorable Board of County Commissioners
Palm Beach County, Florida

We have audited, in accordance with auditing standards generally accepted in the United States of America, the statement of net position of the Palm Beach County, Florida Department of Airports (the Department) as of September 30, 2015, and the related statements of revenues, expenses and changes in net position and cash flows for the year then ended, and have issued our report thereon dated June 21, 2016.

In connection with our audit, nothing came to our attention that caused us to believe that the Department failed to comply with the terms, covenants, provisions or conditions of Section 710 of the Palm Beach County Airport System Revenue Bond Resolution R-84-427, adopted April 3, 1984, which was amended in full by the Palm Beach County Airport System Revenue Bond Resolution R-84-1659 adopted on November 1, 1984 (as amended and supplemented), insofar as they relate to accounting matters. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding the Department's noncompliance with the above-references terms, covenants, provisions or conditions referenced Bond Resolutions, insofar as they relate to accounting matters.

This report is intended solely for the information and use of the Board of County Commissioners of Palm Beach County, Florida, and management and is not intended to be and should not be used by anyone other than these specified parties.

RSM US LLP

West Palm Beach, Florida
June 21, 2016

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

Independent Auditor's Report

The Honorable Board of County Commissioners
Palm Beach County, Florida

We have audited in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the accompanying statement of net position of the Palm Beach County, Florida Department of Airports (the Department) as of September 30, 2015, and the related statements of revenues, expenses and changes in net position and cash flows for the year then ended, and have issued our report thereon dated June 21, 2016. Our report includes an emphasis of a matter paragraph for the adoption of GASB Statements No. 68 and 71.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Department's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, we do not express an opinion on the effectiveness of the Department's internal control.

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

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

Compliance and Other Matters

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

Purpose of This Report

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

RSM US LLP

West Palm Beach, Florida
June 21, 2016