

Lee County Port Authority

Component Unit Financial Report



Year Ended September 30, 2015



Lee County Port Authority

Lee County, Florida

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ROBERT M. BALL, A.A.E.
Executive Director

April 21, 2016

RICHARD Wm. WESCH
Port Authority Attorney

BOARD OF
PORT COMMISSIONERS

BRIAN HAMMAN

LARRY KIKER

FRANK MANN

JOHN E. MANNING

CECIL L PENDERGRASS

Dear Friends:

We are pleased to present the Lee County Port Authority's (LCPA) financial statements for the fiscal year ending September 30, 2015. The year was record breaking in many categories, including total passengers and certain major revenue sources.

For the fiscal year, total passengers at Southwest Florida International Airport (RSW) were 8,218,063, *an increase of 4.22 percent compared with the same period last year and a record in the 33 year history of the Airport.* According to the U.S. Department of Transportation, overall domestic and international passenger traffic for the same period was up by 4.2 percent. Total operating revenues were \$93.5 million, an increase over the prior year of \$2.0 million. This was mainly due to the higher-passenger volumes which resulted in increased spending in our parking lot, rental car concessions, airline facility use fees and restaurants. Operating expenses were \$88.3 million, a decrease of \$800 thousand for the same period. Our cost per enplaned (CPE) passenger was \$6.28, which is the lowest CPE since moving to the current terminal in 2005.

In the past year, major projects completed included the upgrade of the Flight Information Display System and Phase I of the Remediation of Hazardous Wildlife. Continuing projects include the design of the Parallel Runway, a new Air Traffic Control Tower, widening of Terminal Access Road, Closed Circuit Television and upgrades to the Baggage Handling Systems.

LCPA was recognized during the year for several notable awards. The Florida Department of Transportation (FDOT) honored Southwest Florida International Airport (RSW) as the 2015 Outstanding Commercial Service Airport of the Year. This was the fifth time RSW has received this prestigious award. In addition, FDOT recognized RSW with the 2015 Commercial Service Airport Project of the Year for its Closed Circuit Television Upgrades project. Furthermore, J.D. Power named Southwest Florida International Airport as the highest ranked medium-sized airport in the 2015 North American Airport Satisfaction Study. RSW's score of 792 was the highest in the entire study this year, where the average was 752 for medium and 719 for large airports. Base Operations at Page Field was rated in the top 20 percent of fixed-base operators in an international survey conducted by Aviation International News (AIN). This was the third consecutive year Base Operations was recognized as a top FBO by AIN.

Dear Friends
April 21, 2016
Page Two

From an air-service perspective, new markets over the past year included Dallas-Love Field, San Juan, Puerto Rico, and Cancun, Mexico. Expansion of existing markets included: Atlanta, Chicago-O'Hare, Cincinnati, Cleveland, Hartford, Houston-Hobby, Latrobe, Milwaukee, New York-Kennedy, St. Louis, Montreal, and Toronto, Canada. LCPA also received exciting news that we will be getting our first ever nonstop destination to Nassau, Bahamas starting May 26, and Air Berlin will be adding a fourth weekly flight to Dusseldorf, Germany on June 5.

The Port Authority remains committed to the success of Page Field. Total fuel gallons sold during the year were approximately 1.48 million gallons, a 9% increase over the previous year. Projects during the year included the continuation of design efforts to rehabilitate runways 5/23 and 13/31, and the associated taxiway systems and design of a new bulk hangar and associated ramp.

Our financial position remains strong and we are extremely pleased with the results of the past fiscal year, and look forward to serving the residents, visitors, and business community at both Southwest Florida International Airport and Page Field.

Sincerely,

LEE COUNTY PORT AUTHORITY



Robert M. Ball, A.A.E.
Executive Director

INDEPENDENT AUDITORS' REPORT

Honorable Board of County Commissioners
Lee County, Florida

and

Honorable Board of Port Commissioners
Lee County Port Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the Lee County Port Authority (Authority), a blended component unit of Lee County, Florida, as of and for the year ended September 30, 2015, and the related notes to the financial statements, which collectively comprise the entity'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.

Auditors' Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' 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.

Honorable Board of County Commissioners

Lee County, Florida

and

Honorable Board of Port Commissioners

Lee County Port Authority

Opinion

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

Emphasis of Matter

As discussed in Note I, the financial statements present only the Authority and do not purport to, and do not, present fairly the financial position of Lee County, Florida as of September 30, 2014, the changes in financial position, or, where applicable, its cash flows for the years ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

As described in Note XIII, the Authority adopted the provisions of Governmental Accounting Standards Board Statement (GASBS) No. 68, *Accounting and Financial Reporting for Pensions-an amendment of GASB Statement No. 27* and the related GASBS No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date-an amendment of GASB Statement No. 68*. As a result of the implementation of GASBS No. 68 and No. 71, the Authority reported a restatement for the change in accounting principle. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 1 through 8 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted the schedules of funding progress and employer contributions – other postemployment benefit plan and schedules of the Authority's proportionate share of the net pension liability and of its contributions – pension plans that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing 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. Our opinion on the basic financial statements is not affected by this missing information.

Honorable Board of County Commissioners

Lee County, Florida

and

Honorable Board of Port Commissioners

Lee County Port Authority

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The letter of transmittal and the Airline Market Share and Passenger Information are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The letter of transmittal and the Airline Market Share and Passenger Information have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated April 21, 2016, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the result of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

CliftonLarsonAllen LLP

CliftonLarsonAllen LLP

Fort Myers, Florida

April 21, 2016

Lee County Port Authority
September 30, 2015

Management's Discussion and Analysis
(Unaudited)

This discussion and analysis is intended to serve as an introduction to the Lee County Port Authority's (Port) financial statements for fiscal years ending September 30, 2015 and 2014. The information here should be taken in conjunction with the financial statements, footnotes and supplementary information found in this report.

Financial Highlights and Summary

Table 1 reflects a summary of net position for 2015 and 2014.

Table 1
Summary of Net Position
September 30, 2015 and 2014
(000's)

	2015	2014
Current and other assets	\$ 205,034	\$ 202,157
Capital assets	676,195	680,190
Total assets	<u>881,229</u>	<u>882,347</u>
Deferred outflows of resources	<u>10,752</u>	<u>9,033</u>
Current liabilities	34,605	45,388
Non-current liabilities	<u>330,461</u>	<u>323,073</u>
Total liabilities	<u>365,066</u>	<u>368,461</u>
Net position:		
Deferred inflows of resources	3,079	-
Net investment in capital assets	406,014	389,706
Restricted	44,925	39,646
Unrestricted	<u>72,897</u>	<u>93,567</u>
Total net position	<u>\$ 523,836</u>	<u>\$ 522,919</u>

Summary of Net Position Analysis

In 2015, total assets decreased (\$1,118,000). Total deferred outflows of resources increased by \$1,719,000 and deferred inflows of resources increased by \$3,079,000. In 2015, total liabilities decreased (\$3,395,000). This decrease was primarily due to a decrease in notes payable of (\$9,582,000) a decrease in revenue bonds payable of (\$10,559,000) which was offset by an increase of the net pension obligation of \$14,962,000 and an increase in OPEB of \$3,100,000.

Lee County Port Authority
September 30, 2015

Table 2 reflects a summary of revenues, expenses, and changes in net position for 2015 and 2014.

Table 2
Summary of Revenues, Expenses, and Changes in Net Position
For the Years Ended September 30, 2015 and 2014
(000's)

	2015	2014
Revenues, net:		
User fees	\$ 49,190	\$ 50,300
Rental cars	19,030	19,181
Parking	14,574	12,860
Other, net	10,660	9,138
Total revenues, net	<u>93,454</u>	<u>91,479</u>
Expenses:		
Salaries, wages and benefits	31,970	33,122
Contractual services, materials and supplies, utilities,		
Repairs and maintenance	31,389	31,739
Depreciation	21,448	20,630
Other	3,513	3,662
Total expenses	<u>88,320</u>	<u>89,153</u>
Operating income	5,134	2,326
Non-operating revenues (expenses):		
Investment earnings	398	231
Interest expense	(15,803)	(16,465)
Passenger facility charges	16,251	15,771
Other revenues (expenses)	25	(26)
Total non-operating revenues (expenses)	<u>871</u>	<u>(489)</u>
Income before capital contributions	6,005	1,837
Capital contributions	11,998	12,105
Increase in net position	18,003	13,942
Beginning net position, as restated	505,833 *	508,977
Ending net position	<u>\$ 523,836</u>	<u>\$ 522,919</u>

*Note: Fiscal year 2015 beginning net position is restated due to the implementation of GASB 68. Additional information can be found in Note XIII on page 26.

Summary of Revenues and Expenses Analysis

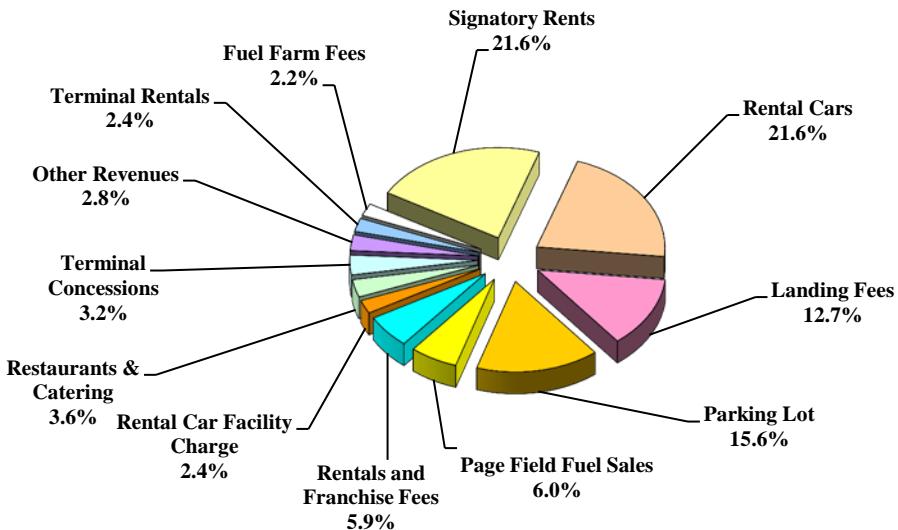
In 2015, operating income totaled \$5,134,000, an increase of \$2,808,000 which was a combination of an increase of total net revenues of \$1,975,000 and a decrease in total expenses of (\$833,000). The increase in total net revenues was primarily due to an increase of \$1,714,000 in parking fees.

In 2015, capital contributions totaled \$11,998,000, a decrease of (\$107,000). Major grants received this year include \$2,989,000 for upgrades to the baggage handling system.

Lee County Port Authority
September 30, 2015

The following charts summarize the Net Revenues and Expenses for fiscal year 2015.

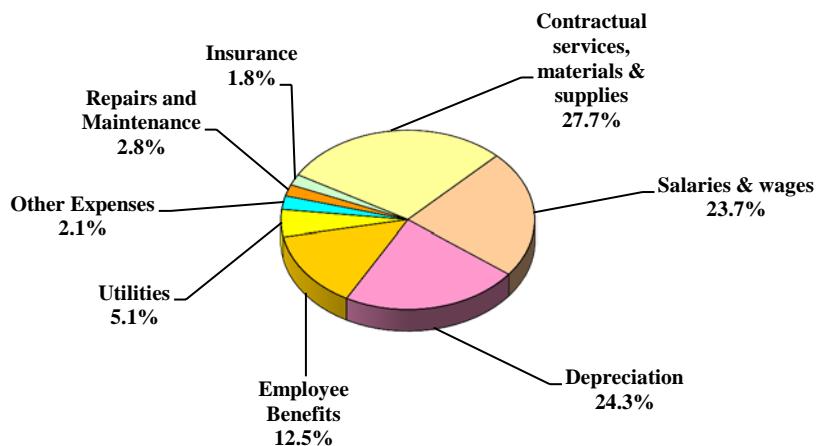
Operating Revenues for Fiscal Year 2015



<u>Operating Revenues</u>	2015	2014	2015	Increase/	% Increase/
			Percent of <u>Total</u>	(Decrease)	(Decrease)
			<u>Total</u>	<u>from 2014</u>	<u>from 2014</u>
Signatory Rents	\$ 20,179,000	\$ 18,513,000	21.6%	\$ 1,666,000	9.0%
Rental Cars	20,174,000	19,182,000	21.6%	992,000	5.2%
Parking Lot	14,574,000	12,859,000	15.6%	1,715,000	13.3%
Landing Fees	11,852,000	11,900,000	12.7%	(48,000)	-0.4%
Page Field Fuel Sales	5,662,000	6,499,000	6.0%	(837,000)	-12.9%
Rentals & Franchise Fees	5,565,000	5,536,000	5.9%	29,000	0.5%
Restaurants & Catering	3,318,000	3,065,000	3.6%	253,000	8.3%
Terminal Concessions	2,954,000	2,859,000	3.2%	95,000	3.3%
Other Revenues	2,619,000	2,499,000	2.8%	120,000	4.8%
Rental Car Facility Charge	2,239,000	4,445,000	2.4%	(2,206,000)	-49.6%
Terminal Rentals	2,227,000	2,142,000	2.4%	85,000	4.0%
Fuel Farm Fees	2,091,000	1,980,000	2.2%	111,000	5.6%
Total Net Operating Revenues	\$ 93,454,000	\$ 91,479,000	100.0%	\$ 1,975,000	-8.9%

Lee County Port Authority
September 30, 2015

Operating Expenses for Fiscal Year 2015



Contractual services, materials & supplies	\$24,427,000	\$25,060,000	27.7%	(\$633,000)	-2.5%
Salaries & wages	20,928,000	20,669,000	23.7%	259,000	1.3%
Depreciation	21,448,000	20,633,000	24.3%	815,000	3.9%
Employee benefits	11,042,000	12,453,000	12.5%	(1,411,000)	-11.3%
Utilities	4,525,000	4,276,000	5.1%	249,000	5.8%
Other expenses	1,796,000	1,902,000	2.1%	(106,000)	-5.6%
Repairs and maintenance	2,437,000	2,403,000	2.8%	34,000	1.4%
Insurance	1,717,000	1,757,000	1.8%	(40,000)	-2.3%
Total Operating Expenses	\$88,320,000	\$89,153,000	100%	(\$833,000)	-0.9%

Passenger Facility Charges

In November 1992, the Port received approval from the Federal Aviation Administration ("FAA") to impose a Passenger Facility Charge (PFC) of \$3.00 per eligible enplaned passenger. In 1998, the Port issued PFC Revenue Bonds for \$52,225,000 to fund eligible capital improvements and land acquisition. In November 2003, the Port was granted authority to raise the PFC level from \$3.00 to \$4.50. In September 2010, the FAA approved a PFC Application for \$51,877,000. Projects in the application were all for the Southwest Florida International Airport and include design and construction of a new Fire and Rescue Station, various fire rescue equipment, design and construction of taxiways and apron, design and permitting of the parallel runway, passenger terminal improvements, enhancements to the mitigation park and master planning and noise studies. In September 2012, an amendment to the September 2010 Application was approved and increased that application by \$4,612,000. In June 2013, the FAA approved Application #8 for \$20,555,000. As a result, the total collection authority is \$321,622,000 with an estimated expiration date of January 1, 2020.

Capital Assets

Capital assets, net of \$21,448,000 of depreciation expense, decreased by \$3,995,000 in 2015. Major capital spending in 2015 included \$6,200,000 for the closed circuit security camera projects, \$1,129,000 for replacement of the flight information displays, \$3,275,000 for improvements to the baggage handling system and \$1,563,000 for design of the new air traffic control tower.

Table 3 reflects a summary of capital assets for 2015 and 2014.

Lee County Port Authority
September 30, 2015

Table 3
Capital Assets
September 30, 2015 and 2014
(000's)

	<u>2015</u>	<u>2014</u>
Land	\$132,659	\$132,659
Easements & Right of Ways	45	45
Construction in progress	30,964	21,217
Buildings	348,979	348,678
Improvements	22,867	22,853
Equipment	55,057	48,720
Software	3,331	3,133
Artwork	293	291
Infrastructure	<u>336,077</u>	<u>336,006</u>
Subtotal	930,272	913,602
Less accumulated depreciation	<u>(254,075)</u>	<u>(233,412)</u>
Total	<u>\$676,195</u>	<u>\$680,190</u>

Additional information regarding the Port's capital assets is found in note V to the financial statements.

Debt Administration

As of September 30, 2015, the Port had \$294,475,000 in outstanding debt, a decrease of \$22,507,000.

Table 4
Outstanding Debt
September 30, 2015 and 2014
(000's)

	<u>2015</u>	<u>2014</u>
Series 2015 Airport Revenue Refunding Bonds	\$33,425	\$ -
Series 2011A Airport Revenue Refunding Bonds	174,060	174,260
Series 2010A Airport Revenue Refunding Bonds	86,990	95,640
Series 2005 Airport Revenue Refunding Bonds	-	37,500
2004 Line of Credit Note	-	3,042
Series 2010 Passenger Facility Charge Loan	<u>-</u>	<u>6,540</u>
Total	<u>\$294,475</u>	<u>\$316,982</u>

See additional information on the Port's debt in note VI to the financial statements.

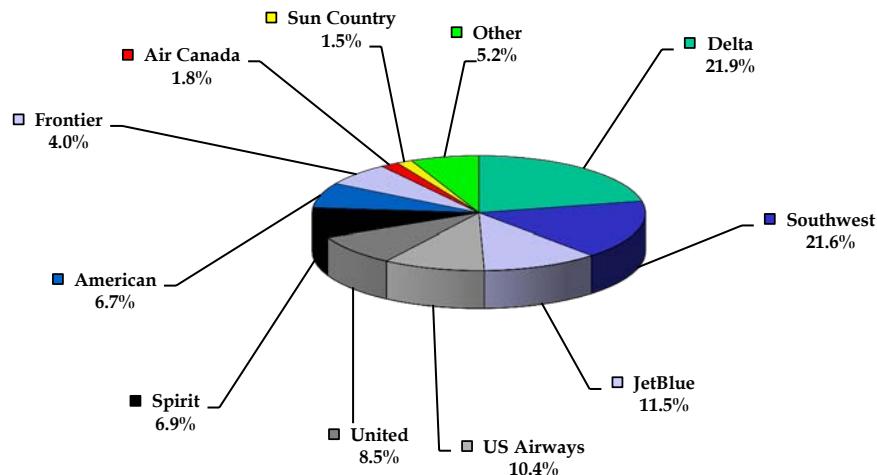
Airport Activities

Lee County Port Authority
September 30, 2015

The total passenger count for fiscal year 2015 was 8,218,000, and increase of 4.2 percent over the prior year. Below is a summary of new and increased airline service to Southwest Florida International Airport over the past year.

- Air Canada: increased summer service to Toronto-Canada, from two weekly to four weekly (6/15)
- Frontier: new weekly nonstop service to Milwaukee (1/15), Chicago-O'Hare (2/15), daily to Cincinnati (4/15)
- JetBlue: new daily year-round nonstop service to Washington Reagan National Airport (12/14)
- Spirit: new seasonal service to Latrobe (12/14), new weekly service to Cleveland (1/15), daily to Atlanta (9/15)
- Southwest: new seasonal service to Hartford (11/14), Houston-Hobby (4/15)
- Sun Country: new weekly nonstop service to San Juan-Puerto Rico (5/15), Cancun-Mexico (10/15)
- WestJet: increased summer service to Toronto-Canada from four weekly to five weekly (6/15)

The following chart exhibits the Total Passenger Market Share for the Top Ten Airlines operating at Southwest Florida International Airport during Fiscal Year 2015.



Airline	FY 2015 Market Share	FY 2014 Market Share	Increase/ (Decrease)	% Change
Delta	21.9%	21.7%	0.2%	0.9%
Southwest	21.6%	16.5%	5.1%	30.7%
JetBlue	11.5%	11.3%	0.2%	1.4%
US Airways	10.4%	9.8%	0.6%	5.9%
United	8.5%	8.4%	0.1%	0.6%
Spirit	6.9%	6.6%	0.3%	4.7%
American	6.7%	7.1%	-0.4%	-6.2%
Frontier	4.0%	1.5%	2.5%	164.1%
Air Canada	1.8%	1.7%	0.1%	5.3%
Sun Country	1.5%	1.2%	0.3%	26.7%

Lee County Port Authority
September 30, 2015

Airline Rates and Charges

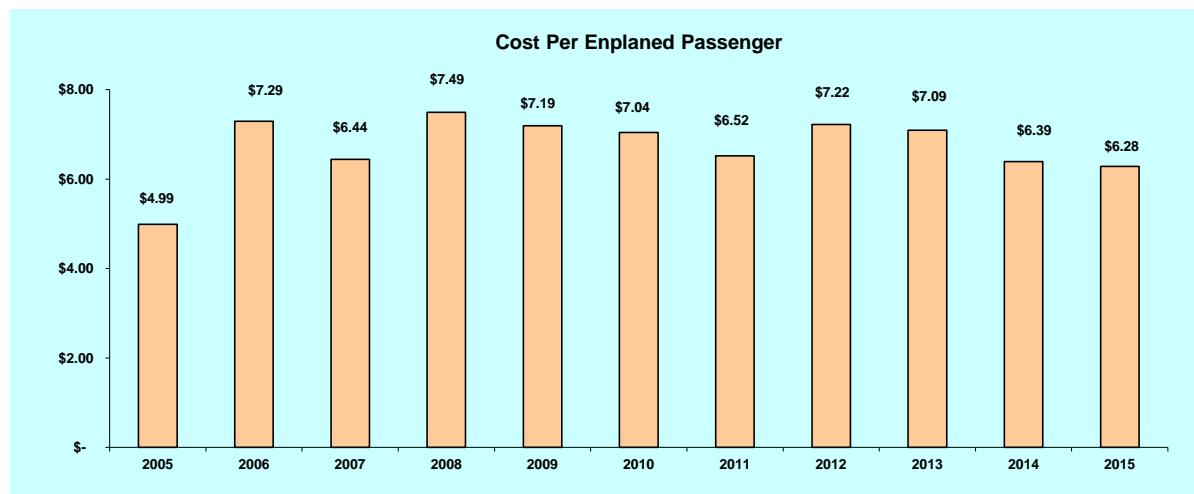
The Port Authority negotiated a new airline use agreement (Airline Airport Lease & Use Agreement) with the Participating Airlines (now referred as Signatory Airlines) with the key terms of the agreement approved by the Board in May, 2008. The Agreement commenced on October 1, 2008, with a five-year term, expiring on September 30, 2013. All the signatory airlines have recently signed a five year extension to this agreement, expiring on September 30, 2018. All the key terms of the agreement are the same.

The new agreement, commonly referred to as a hybrid compensatory agreement, has a revenue sharing component. In any year in which there are net remaining revenues generated at the Airport, and all requirements of the Bond Resolution have been satisfied, the net remaining revenues shall be divided between the Authority (60%) and the Signatory Airlines (40%). The agreement provides for better flexibility as there is no Majority in Interest approval required for capital projects.

Terminal premises are leased on an exclusive use, preferential use and joint use basis. The Authority will lease certain Terminal premises on a common use basis, as may be necessary. It is the intent of the Authority to manage its Terminal facilities in an efficient manner, while also respecting the schedules of its airline parties. Ticket counters, offices, operations areas, and baggage make-up facilities will be leased on an exclusive use basis. Gates/holdrooms and aircraft parking positions will be leased on a preferential use basis. Baggage claim will be leased on a joint use basis, with costs allocated to the Signatory Airlines based on twenty percent (20%) allocated to all Signatory Airlines equally, and eighty percent (80%) allocated to all Signatory Airlines based on the ratio of each Signatory Airline's enplaned passengers annually at the Airport.

Landing Fees are calculated using a "residual" Airfield Cost Center approach and will be based upon the total landed weight for all airline groups (Signatory, non-Signatory, Cargo, Charter, and International). Terminal Rents are calculated using a commercial compensatory method (i.e., rentable square foot divisor). Charges for the leasing of all Terminal space will be assessed on a square-footage basis. In fiscal year 2015, the Signatory Airlines paid the Port Authority \$22,978,000. This amount is net of refunds of \$312,000 and revenue sharing of \$3,570,000.

It is typical for the airline industry to measure its costs by its cost per enplaned passenger. Airports use this as a management tool to assess how well they are doing compared to the industry and how effective they are in managing the airport. The following chart shows the cost per enplanement at Southwest Florida International Airport over the past 10 fiscal years. Please note, the increase in 2006 was due to the first full year of operations in the new terminal.



Lee County Port Authority
September 30, 2015

Economic Factors and Next Year's Budget Rates

The following were factors considered when the 2016 budget was prepared:

- The total number of passengers is projected to be 8,366,267, an increase of 7.4 percent over the 2015 budget.
- The total operating budget is \$114.7 million, an increase of 2.1 percent or \$2.4 million over the 2015 budget.
- Increases in revenues were primarily attributed to an increase in passenger activity.
- Increases in personnel were a result of an average merit increase of 3 percent for all employees, 5 new full time positions, an increase in the Airport's contribution to the Florida Retirement System and increases in employee health coverage.
- Operating expenses include increases in contracted services, repair and maintenance items while savings were realized in property insurance.
- The budgeted rates for 2016 include \$2.62 for the landing fee and a terminal rental rate of \$99.15.

Financial Contact

The Lee County Port Authority's financial statements and this analysis are designed to give a general overview to all interested parties. If you should have any questions regarding this report or require additional information, please contact the Lee County Port Authority Finance Department, 11000 Terminal Access Road, Suite 8671, Fort Myers, Florida, 33913.

Financial Statements



Lee County Port Authority
 Lee County, Florida
STATEMENT OF NET POSITION
 As of September 30, 2015
 (amounts expressed in thousands)

	<u>2015</u>
ASSETS	
Current assets:	
Cash, cash equivalents and investments	\$ 118,914
Restricted assets	16,537
Receivables:	
Accounts (net)	3,953
Grants	3,220
Due from other governments	28
Inventories	158
Other	1,362
Total current assets	144,172
Noncurrent assets:	
Restricted assets	60,862
Capital assets (net)	676,195
Total noncurrent assets	737,057
Total assets	881,229
DEFERRED OUTFLOWS OF RESOURCES	
Loss on refunding of debt	7,990
Pension subsequent contributions and unamortized costs	2,762
Total deferred outflows of resources	10,752
LIABILITIES	
Current liabilities:	
Contracts and accounts payable	9,251
Accrued liabilities	300
Refunds and rebates	5,182
Due to other governments	211
Customer deposits	733
Unearned revenues	1,285
Compensated absences	1,106
Current liabilities payable from restricted assets	
Contracts and accounts payable	2
Accrued liabilities	7,250
Revenue bonds payable	9,285
Total current liabilities	34,605
Noncurrent liabilities:	
Compensated absences	361
Revenue bonds payable	291,313
Due to Board of County Commissioners	33
Net pension liability	14,962
Other postemployment benefits	23,792
Total noncurrent liabilities	330,461
Total liabilities	365,066
DEFERRED INFLOWS OF RESOURCES	
Unamortized pension costs	3,079
Total deferred inflows of resources	3,079
NET POSITION	
Net investment in capital assets	406,014
Restricted for:	
Capital projects	35,108
Debt service	9,317
Renewal and replacement	500
Unrestricted	72,897
Total net position	\$ 523,836

The notes to the financial statements are an integral part of this statement.

Lee County Port Authority

Lee County, Florida

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

For the Year Ended September 30, 2015

(amounts expressed in thousands)

	2015
OPERATING REVENUES	
User fees	\$ 49,190
Rentals	5,565
Concessions	8,741
Parking revenues	14,574
Rental car revenues	19,030
Miscellaneous	237
Total operating revenues	<u>97,337</u>
Less: rebates	<u>(3,883)</u>
Net operating revenues	<u><u>93,454</u></u>
OPERATING EXPENSES	
Salaries and wages	20,928
Employee benefits	11,042
Contractual services, materials and supplies	24,427
Utilities	4,525
Repairs and maintenance	2,437
Insurance	1,717
Other	1,796
Depreciation	21,448
Total operating expenses	<u>88,320</u>
Operating income	<u><u>5,134</u></u>
NON-OPERATING REVENUES (EXPENSES):	
Investment earnings	398
Interest expense	(15,803)
Grants	336
Loss on disposal of capital assets	(141)
Passenger facility charges	16,251
Other revenues	187
Other expenses	(357)
Total non-operating revenues (expenses)	<u><u>871</u></u>
Income before capital contributions	6,005
Capital contributions	<u>11,998</u>
Change in net position	<u>18,003</u>
Total net position - beginning as restated	<u>505,833</u>
Total net position - ending	<u><u>\$ 523,836</u></u>

The notes to the financial statements are an integral part of this statement.

Lee County Port Authority

Lee County, Florida

STATEMENT OF CASH FLOWS

For the Year Ended September 30, 2015
(amounts expressed in thousands)

	2015
CASH FLOWS FROM OPERATING ACTIVITIES	
Receipts from customers	\$ 95,506
Cash received from customer deposits	185
Cash returned from customer deposits	(95)
Payments to suppliers	(33,468)
Payments to employees	(26,248)
Payments for interfund services used	(5,474)
Net cash provided by operating activities	30,406
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES	
Operating grants received	320
Net cash provided by noncapital financing activities	320
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Proceeds from capital debt	283
Capital contributions	13,131
Proceeds from passenger facilities charges	15,729
Additions to capital assets	(20,212)
Principal paid on bonds, loans, and leases	(18,510)
Interest paid on bonds, loans, and leases	(16,601)
Transfer to refunding escrow agent	(982)
Proceeds from sale of capital assets	20
Net cash used in capital and related financing activities	(27,142)
CASH FLOWS FROM INVESTING ACTIVITIES	
Proceeds from sale and maturities of investments	34,998
Interest on investments	399
Net cash provided by investing activities	35,397
Net increase in cash and cash equivalents	38,981
Cash and equivalents at beginning of year	155,689
Cash and equivalents at end of year	\$ 194,670
Classified as:	
Current assets	
Cash and equity in pooled cash and investments	\$ 118,914
Restricted assets	16,537
Non-current assets	
Restricted assets	59,219
Totals	\$ 194,670

Lee County Port Authority
 Lee County, Florida
STATEMENT OF CASH FLOWS (Continued)
 For the Year Ended September 30, 2015
 (amounts expressed in thousands)

	<u>2015</u>
Reconciliation of operating income to net cash provided by operating activities:	
Operating income	<u>\$ 5,134</u>
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation	21,448
Other revenues	187
Decrease in accounts receivable	730
Increase in due from other governments	(28)
Decrease in inventories	58
Increase in other assets	(253)
Increase in contracts and accounts payable	1,650
Decrease in accrued liabilities	(533)
Increase in refunds and rebates	755
Decrease in due to Board of County Commissioners	(14)
Decrease in due to other governments	(267)
Increase in customer deposits	90
Increase in unearned revenues	378
Decrease in compensated absences	(221)
Increase in OPEB	3,099
Decrease in net pension liability and related deferred outflows/inflows of resources	(1,807)
Total adjustments	<u>25,272</u>
Net cash provided by operating activities	<u>\$ 30,406</u>
NON-CASH INVESTING, CAPITAL, AND FINANCING ACTIVITIES	
Loss on disposal of property, plant, and equipment	\$ (161)
Purchase of capital assets on account	5,388
Increase in fair value of investments	3
Issuance cost paid directly from bond proceeds (Airport Refunding Revenue Bonds 2015)	102
Bond proceeds paid directly to an irrevocable trust fund for defeasance of Airport Revenue Bonds 2005	36,889

The notes to the financial statements are an integral part of this statement.

Lee County Port Authority
Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
September 30, 2015

NOTE I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Lee County ("the County") is a political subdivision of the State of Florida. It is governed by an elected Board of County Commissioners ("the Board"), which is governed by state statutes and regulations. The Lee County Port Authority is a blended component unit of the County and is reported as an enterprise fund in the countywide primary government financial statements. In 1987, the Board authorized the creation of the Lee County Port Authority ("the Port Authority") transferring the management and administration of the County's Department of Airports (including Page Field General Aviation Airport and the Southwest Florida International Airport, "the SWFIA") to the Port Authority. Although the Board retained ownership of the Port Authority's assets and liabilities, all of the assets and liabilities used in the operations of the Port Authority are reflected in these financial statements since the Port Authority has the rights and responsibilities of ownership. The Port Authority was established under authority of Sections 125.01 and 332.08, *Florida Statutes*, Lee County Resolution Number 87-8-9, and subsequently, Lee County Ordinance Number 90-02, subsequently amended and restated as Lee County Ordinance Number 01-14.

The Board of Port Commissioners was established as the governing body for the Port Authority and consists of the members of the Board of County Commissioners. Also created was an Airports Special Management Committee, a citizen's advisory board, whose members were appointed by the Port Commissioners for the administration and management of the Lee County Airports ("Airports").

Fund Accounting

The Port Authority uses an enterprise fund to report its activities.

Enterprise funds are used to account for operations (1) that are financed and operated in a manner similar to private business enterprises where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (2) where it is decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

As an enterprise fund, the Port Authority records both operating and non-operating revenues and expenses. Operating revenues are those that are obtained from the operations of the enterprise fund that include user fees, rental fees, and concessions. Non-operating revenues are not related to the operations of the enterprise fund and include interest earnings, grants, and passenger facility charges. Operating expenses represent the cost of operations, which includes depreciation. Non-operating expenses, such as interest expense, are not related to operations.

Measurement Focus

The Port Authority is accounted for on an "economic resources" measurement focus. Accordingly, all assets, deferred outflows of resources, and liabilities are included on the Statements of Net Position, and the reported fund net position (total reported assets plus total reported deferred outflows of resources less total reported liabilities less total reported deferred inflows of resources) provides an indication of the economic net worth of the Port Authority. The Statements of Revenues, Expenses, and Changes in Net Position report increases (revenues) and decreases (expenses) in total economic net worth.

Basis of Accounting

Basis of accounting refers to when revenues and expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the

Lee County Port Authority
Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
September 30, 2015

measurements made, regardless of the measurement focus applied.

The Port Authority is accounted for using the accrual basis of accounting. Under this method, revenues are recognized when they are earned; expenses are recognized when they are incurred.

Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position

Cash, Cash Equivalents and Investments

The Port Authority considers cash, cash equivalents and investments to be cash on hand, demand deposits, highly liquid investments, including those held as restricted assets, with original maturities of three months or less when purchased, and those included in the internal investment pool.

For accounting and investment purposes, the County maintains a cash and investment pool that the Port Authority participates in and is available for use by all funds except those whose cash and investments must be segregated due to legal or other restrictions. Investments within this pool are treated as a demand deposit account. Interest earned on investments in the pool is allocated to the various funds based upon each fund's equity balance in the pool during the allocation period.

For purposes of the Statements of Cash Flows, the Port Authority considers cash and equity in pooled cash and investments (restricted and unrestricted), and restricted cash and cash equivalents with fiscal agent to be cash and cash equivalents.

Investments

The Port Authority reports all investments at fair value, with the exception of debt investments held in an internal investment pool with a maturity within ninety days of purchase, repurchase agreements, and Local Government Surplus Funds Investment Pool Trust Fund (State Board of

Administration ("SBA"). All fair valuations are based on quoted market prices. The investment pool and repurchase agreements are stated at amortized cost, which approximates fair value. The fair value of the position in the Local Government Surplus Funds Investment Pool Trust Fund, an external 2a7-like investment pool, is the same as the value of the pool shares. The investments are not categorized because they are not evidenced by securities that exist in physical or book entry form. Throughout this year, and as of September 30, 2015, Florida PRIME contained certain floating and adjustable rate securities. These investments represented 35.6% of Florida PRIME's portfolio at September 30, 2015.

When both restricted and unrestricted resources are available, restricted resources will be used first for incurred expenses, and then unrestricted as needed.

Accounts Receivable

The accounts receivable of the Port Authority are recorded net of an allowance for doubtful accounts. Management uses an estimate of five percent of the average accounts receivable balance plus any amounts to be submitted to the Board of County Commissioners for write-off due to known uncollectible amounts to derive the allowance.

Inventory

Inventory, consisting of items for resale, is stated at cost that approximates fair market value. The "first - in, first - out" method of accounting is used to determine cost.

Capital Assets

Capital assets include property, buildings, furniture, equipment, vehicles, software, and infrastructure assets. Infrastructure assets are defined as public domain capital assets such as roads, bridges, curbs and gutters, streets and sidewalks, drainage systems, lighting systems, runways, and similar assets that are immovable and of value only to the government unit. The threshold for capitalizing capital assets is \$1,000. The threshold for capitalizing software and infrastructure is \$100,000.

Lee County Port Authority
 Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
 September 30, 2015

Capital assets are recorded at cost or estimated historical cost. Contributed assets are recorded at estimated fair market value at the time received. Depreciation is calculated using the straight-line method over the estimated useful lives of the related assets.

The ranges of the useful lives are as follows:

<u>Assets</u>	<u>Years</u>
Buildings	30-50
Improvements other than buildings	6-50
Machinery & equipment	3-35
Computer equipment	3-10
Furniture	4-20
Vehicles & rolling stock	3-10
Software	3-5
Infrastructure	20-50

Unamortized Bond Premiums and Discounts

Bond premiums and discounts related to long-term debt are amortized over the life of the debt, principally by the effective-interest method. Revenue bonds payable and notes payable are shown net of unamortized premiums and discounts.

Deferred Outflows of Resources

Deferred outflows of resources represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. The deferred outflows of resources reported in the Port's statement of net position represents changes in actuarial assumptions, the net difference between projected and actual earnings on Health Insurance Subsidy Program investments, changes in the proportion and differences between the Port's contributions and proportionate share of contributions, and the Port's contributions subsequent to the measurement date, relating to the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as increases in pension expense in future years. The Port Authority also reports a deferred outflow of resources for the loss

on refunding that result from the difference in the carrying value of refunded debt and its reacquisition price. This amount is expensed through amortization using the effective-interest method over the shorter of the life of the old bond or the life of the new bond.

Unearned Revenues

Unearned revenues represent revenues collected in advance of services performed and will be recognized when the services are rendered.

Compensated Absences

The Port Authority provides employees a bank of time for paid absences on an annual basis. The bank of time is referred to as Paid Time Off ("PTO"). Under this policy, employees receive a bank of PTO based on years of continuous service with the Port Authority. All unused time is bought back annually by the Port Authority.

The Port Authority also maintains a separate vacation policy for 34 members of the Southwest Florida Professional Fire Fighters, Local Chapter 1826, IAFF, Inc. Under this policy, the employees are able to accumulate earned but unused vacation and sick pay benefits, which will be paid to employees upon separation from service if certain criteria are met.

Benefits under both policies, plus their related tax and retirement costs, are classified as compensated absences and are accrued when incurred. This is pursuant to GASB Statement Number 16, *Accounting for Compensated Absences*.

Deferred Inflows of Resources

Deferred inflows of resources represents acquisition of resources that applies to future reporting period(s) and will not be recognized as an inflow of resource (revenue) until then. The Port reports deferred inflows in the statement of net position for the difference between expected and actual economic experience, the net difference between projected and actual earnings on Florida Retirement System Pension investments, and changes in the

Lee County Port Authority
Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
September 30, 2015

proportion and differences between the Port's contributions and proportionate share of contributions relating to the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as reductions in pension expense in future years.

Pensions

In the statement of net position, liabilities are recognized for the Port's proportionate share of each pension plan's net pension liability. For purposes of measuring the net pension liability, deferred outflows/inflows of resources, and pension expense, information about the fiduciary net position of the Florida Retirement System (FRS) defined benefit plan and the Health Insurance Subsidy (HIS) and additions to/deductions from FRS's and HIS's fiduciary net position have been determined on the same basis as they are reported by the FRS and HIS plans. For this purpose, plan contributions are recognized as of employer payroll paid dates and benefit payments and refunds of employee contributions are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net Position

Net position is categorized as net investment in capital assets, restricted, and unrestricted. Restricted net position indicates amounts that have constraints on their use externally imposed by creditors, through debt covenants, by grantors, or by law. Restricted for debt service is used to segregate resources accumulated for current or future debt service payments.

User Fees

User fees are generated from airlines' signatory and non-signatory leases with the Port Authority and include landing fees and rents. Also in this category are gross fuel sales from Page Field.

Rentals and Franchise Fees

Revenues from this category include rental car revenues paid to the Airport, gross parking lot revenues, and terminal concession payments to the Airport.

Capital Contributions

Capital contributions consist mainly of grants from Federal and State agencies. As these grants are subject to annual approved appropriations by the Federal and State agencies, they are recognized as revenue when both the expenditures are incurred and the appropriations are approved by the Federal State agencies.

Use of Estimates

The preparation of the financial statements requires management to make a number of estimates and assumptions relating to the reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. Actual results could differ from those estimates.

Lee County Port Authority
 Lee County, Florida
 NOTES TO THE FINANCIAL STATEMENTS
 September 30, 2015

NOTE II. RECEIVABLES

At September 30, 2015 accounts receivable consisted of the following (dollars in thousands):

		<u>Gross Accounts Receivable</u>	<u>Allowance for Doubtful Accounts</u>	<u>Net Accounts Receivable</u>
2015	Unrestricted	\$4,203	(\$250)	\$3,953
	Restricted	<u>1,642</u>	-	<u>1,642</u>
	Total	<u>\$5,845</u>	<u>(\$250)</u>	<u>\$5,595</u>

NOTE III. RESTRICTED ASSETS

At September 30, 2015 restricted assets consisted of the following (dollars in thousands):

	<u>2015</u>
Cash, cash equivalents, and investments	\$59,221
Cash and cash equivalents with fiscal agent	16,535
Receivables (net):	
Accounts	1,642
Other	<u>1</u>
Total	<u>\$77,399</u>

NOTE IV. CASH, CASH EQUIVALENTS, AND INVESTMENTS

As of September 30, 2015 the Port Authority had the following deposits, investments, and maturities (dollars in thousands):

<u>Investment</u>	<u>Maturities</u>	<u>Fair Value</u>	<u>Call Date</u>	<u>Call Frequency</u>	<u>Rating</u>
Cash on hand	N/A	\$ 42			N/A
Cash with fiscal agent	N/A	16,535			N/A
Demand deposits	N/A	37,484			N/A
SBA-Local Government Surplus Funds					
Trust Fund Investment Pool-					
Florida PRIME	29 days	140,609			AAAm
Total		<u>\$ 194,670</u>			

Lee County Port Authority
Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
September 30, 2015

Credit Risk

The Port Authority adheres to the Board's Investment Policy ("the Policy"), which limits credit risk by restricting authorized investments to the following: Direct obligations of, or obligations the principal and interest of which are unconditionally guaranteed by the United States Government; United States Government sponsored Corporation/ Instrumentalities; United States Government Agencies; The Florida Local Government Surplus Funds Trust Fund; interest-bearing time deposits or savings accounts in banks organized under the laws of Florida, in national banks organized under the laws of the United States and doing business and situated in Florida; securities of, or other interests in, any open-end or closed-end management type investment company or investment trust registered under the Investment Company Act of 1940, provided their portfolio is limited to United States Government obligations and to repurchase agreements fully collateralized by such United States Government obligations; repurchase agreements with any primary brokers/dealers collateralized by direct obligations of United States, or United States government sponsored corporation/ instrumentalities or United States government agencies; bonds, notes or obligations of any state of the United States, any municipality, political subdivision, agency or authority of Florida that is exempt from federal income taxation and that is rated by any nationally recognized rating agency for municipal bonds in any of the two highest classifications; SEC registered, no-

load money market mutual funds whose portfolios consist of tax-exempt securities and repurchase agreements, whose shares of the mutual fund must be rated in the highest category by a nationally recognized rating service; Florida Local Government Investment Trust ("FLGIT"); and SEC registered money market mutual funds with average portfolio maturities under 120 days, whose portfolios consist of United States Government securities and repurchase agreements secured by such securities.

The Policy requires that collateral for overnight and term repurchase agreements must maintain a minimum price of 101 percent on United States Treasuries and 102 percent on Agencies and Instrumentalities not to exceed five (5) years, and

must be "marked to market" on a weekly basis. The Policy also requires that the obligations of any state or municipality be rated by at least one of the nationally recognized rating agencies in any one of the two (2) highest classifications, and that investments in money market mutual funds must be rated in the highest category by a nationally recognized rating service. All credit ratings indicated in the previous table are Standard & Poor's (S&P) ratings.

Custodial Credit Risk

The Policy requires that bank deposits be secured as provided by Chapter 280, *Florida Statutes*, and that the banks must be fully insured by the Federal Deposit Insurance Corporation ("FDIC") or the Federal Savings and Loan Insurance Corporation ("FSLIC") and approved by the State Treasurer as a public depository. At September 30, 2015, all of the Port Authority's bank deposits were in qualified public depositories.

Interest Rate Risk

The Policy requires an average minimum dollar amount equivalent to eight weeks of expenditures shall be held in a liquid investment, and securities will not be directly invested in or accepted as collateral that have a maturity date greater than five (5) years from the settlement date.

Concentration of Credit Risk

The Policy establishes limitations on portfolio composition for the County in whole in order to control concentration of credit risk. The Policy allows 100 percent of the portfolio to be invested in United States Treasuries/Agencies, 50 percent to be invested in Local Government Surplus Funds Trust Funds, 20 percent to be invested in term repurchase agreements, 65 percent to be invested in money market mutual funds (no individual fund family can exceed 30 percent of the overall portfolio), 30 percent to be invested in Certificates of Deposits and savings accounts, and 5 percent to be invested in FLGIT. No more than 25 percent of the total portfolio can be invested with one investment company.

Lee County Port Authority
Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
September 30, 2015

The County's total investment portfolio at September 30, 2015 was \$990,010,000. The Port Authority did not have a portion invested in Federal instrumentalities at September 30, 2015.

Reconciliation of cash and cash equivalents, and investments from the schedule of deposits and investments to the financial statements (dollars in thousands):

<u>2015</u>	
Current:	
Cash, cash equivalents and investments	\$118,914
Restricted:	
Cash, cash equivalents and investments	16,537
Non-current:	
Restricted:	
Cash, cash equivalents and investments	42,684
Cash with fiscal agent	<u>16,535</u>
Total	<u>\$194,670</u>

Lee County Port Authority
 Lee County, Florida
 NOTES TO THE FINANCIAL STATEMENTS
 September 30, 2015

NOTE V. CAPITAL ASSETS

Increases and decreases in capital asset activity include transfers. Capital asset activity for the fiscal year ended September 30, 2015 is as follows (dollars in thousands):

<i>Fiscal Year 2015</i>	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated:				
Land	\$ 132,659	\$ -	\$ -	\$ 132,659
Easement & Right of Ways	45	-	-	45
Construction in progress	21,217	15,992	(6,245)	30,964
Artwork	291	2	-	293
Total capital assets not being depreciated	<u>154,212</u>	<u>15,994</u>	<u>(6,245)</u>	<u>163,961</u>
Capital assets being depreciated:				
Buildings	348,678	301	-	348,979
Improvements other than buildings	22,853	14	-	22,867
Machinery and equipment	48,720	7,310	(973)	55,057
Software	3,133	198	-	3,331
Infrastructure	336,006	71	-	336,077
Total capital assets being depreciated	<u>759,390</u>	<u>7,894</u>	<u>(973)</u>	<u>766,311</u>
Less accumulated depreciation for:				
Buildings	70,421	7,000	-	77,421
Improvements other than buildings	12,104	1,401	-	13,505
Machinery and equipment	25,291	3,649	(783)	28,157
Software	2,997	42	-	3,039
Infrastructure	122,599	9,356	-	131,955
Total accumulated depreciation	<u>233,412</u>	<u>21,448</u>	<u>(783)</u>	<u>254,077</u>
Total capital assets being depreciated, net	<u>525,978</u>	<u>(13,554)</u>	<u>(190)</u>	<u>512,234</u>
Capital assets, net	<u><u>\$ 680,190</u></u>	<u><u>\$ 2,440</u></u>	<u><u>\$ (6,435)</u></u>	<u><u>\$ 676,195</u></u>

Lee County Port Authority
 Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
 September 30, 2015

NOTE V. CAPITAL ASSETS (continued)

Interest costs related to construction are capitalized. In addition, earnings from the investment of tax-exempt bond proceeds earmarked for construction are offset against interest subject to capitalization. Net interest expense capitalized for the years ended September 30, 2015 was \$139,000.

The total depreciation/amortization expense does not agree with the related disclosed accumulated depreciation because of amortization not in the Capital Assets Note and asset transfers. Asset transfers may occur between Governmental Activities and Business-Type Activities. The related accumulated depreciation for the asset transfer is reported in the Increase and/or Decrease columns on the Note V. Capital Assets; therefore, the increase in accumulated depreciation is different from the depreciation expense.

Minimum Future Rentals

The Port Authority leases certain facilities to vendors at the Southwest Florida International Airport. Such agreements are short-term in nature and are accounted for as operating leases. Certain leases contain both fixed minimum rentals and contingent rentals based on the vendor's agreement. Contingent rental revenues arise from a percentage of the lessees' gross revenue.

At September 30, 2015, minimum future rentals of operating leases were as follows (dollars in thousands):

<u>Fiscal Year(s)</u>	<u>Amount</u>
2016	\$48,053
2017	47,690
2018	29,908
2019	10,840
2020	10,798
Later years	<u>71,262</u>
Total minimum future revenue	<u>\$218,551</u>

For the year ended September 30, 2015, \$8,473,000 of contingent rentals were included in rentals, concessions, and rental car revenues on the

accompanying Statements of Revenues, Expenses, and Changes in Net Position.

Substantially all of the Port Authority's property is used in leasing activities with either airlines or other vendors.

NOTE VI. LONG-TERM DEBT

Revenue Bonds

Revenue bonds payable at September 30, 2015 consisted of the following:

- Series 2005 Airport Revenue Refunding Bonds, for \$37,805,000 at interest rates ranging from 3.5 percent to 5 percent (effective interest rate of 5.493 percent), collateralized by a lien on and a pledge of net revenues of the SWFIA. The 2005 Revenue Bonds were refunded with the Series 2015 Airport Revenue Refunding Bonds on July 8, 2015.
- Series 2010A Airport Revenue Refunding Bonds, for \$119,350,000 at interest rates ranging from 3 percent to 5.5 percent (effective interest rate of 5.255 percent), collateralized by a lien on and a pledge of net revenues of the SWFIA. The outstanding balance at September 30, 2015 was \$86,990,000.
- Series 2011A (AMT) Airport Revenue Refunding Bonds, for \$174,450,000 at interest rates ranging from 3 percent to 5.63 percent (effective interest rate of 5.528 percent), collateralized by a lien on and a pledge of net revenues of the SWFIA. The outstanding balance at September 30, 2015 was \$174,060,000.
- Series 2015 Airport Revenue Refunding Bonds \$33,425,000 at interest rate of 5 percent (effective interest rate of 4.65 percent), collateralized by a lien on and a pledge of net revenues of the SWFIA. The bonds are payable through 2033. The outstanding balance at September 30, 2015 was \$33,425,000.

The total revenue bonds payable at September 30, 2015 was \$294,475,000.

Lee County Port Authority
 Lee County, Florida
NOTES TO THE FINANCIAL STATEMENTS
 September 30, 2015

The annual debt service requirements for revenue bonds at September 30, 2015, were as follows (dollars in thousands):

<u>Fiscal Year(s)</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2016	\$9,285	\$14,719	\$24,004
2017	9,750	14,697	24,447
2018	10,230	14,208	24,438
2019	10,725	13,667	24,392
2020	11,310	13,065	24,375
2021-2025	66,955	55,805	122,760
2026-2030	88,755	34,969	123,724
2031-2035	<u>87,465</u>	<u>9,204</u>	<u>96,669</u>
Total	<u><u>\$294,475</u></u>	<u><u>\$170,334</u></u>	<u><u>\$464,809</u></u>

The following is a summary of bond activity of the Port Authority for the year ended September 30, 2015 (dollars in thousands):

	<u>2015</u>
Beginning balance	\$307,400
Additions	33,425
Reductions	<u>(46,350)</u>
Bonds payable at end of fiscal year	294,475
Plus unamortized premium	<u>6,123</u>
Bonds payable at end of fiscal year, net	<u><u>\$300,598</u></u>

Bond Resolutions

The Airport Revenue Bonds, Series 2010A, the Airport Revenue Refunding Bonds, Series 2011A (AMT), and the Airport Revenue Refunding Bonds, Series 2015 are collateralized by a lien on and a pledge of the net revenues from the operation of SWFIA.

The Port Authority has agreed to maintain such fees and rates to provide revenues sufficient to pay all current expenses of SWFIA and the greater of 125 percent of the principal and interest payments due in the next succeeding fiscal year or 100 percent of the principal and interest payments due in the next succeeding fiscal year plus any other required payments under the bond resolutions.

The resolutions for the following bonds established certain accounts and determined the order in which certain revenues are to be deposited into those accounts. In addition, there are various other covenants established by the official statements and resolutions, including such items as debt service

coverage, reporting requirements, and maintenance of facilities. Management believes that it has complied, in all material respects, with these covenants. All required balances at year-end were maintained on the following issues:

Revenue bonds:

Airport Revenue Refunding Bonds,
 Series 2010A
 Airport Revenue Refunding Bonds,
 Series 2011A (AMT)
 Airport Revenue Refunding Bonds,
 Series 2015

Operating Leases

The Port Authority is currently committed to various operating leases with terms in excess of one year. The future minimum rental payments as of September 30, 2015 were as follows (dollars in thousands):

	<u>Fiscal Year(s)</u>	<u>Amount</u>
2016		\$91
2017		29
2018		<u>8</u>
Total		<u><u>\$128</u></u>

The total rental expense for all operating leases, including those with terms of less than one year, for the years ended September 30, 2015 was \$87,000.

Compensated Absences

The following is a summary of compensated absences activity for the Port Authority for the year ended September 30, 2015 (dollars in thousands):

	<u>2015</u>
Beginning balance	\$1,689
Additions	2,314
Reductions	<u>(2,536)</u>
Compensated absences payable at end of fiscal year	<u><u>\$1,467</u></u>

Of the \$1,467,000 balance at September 30, 2015, \$1,106,000 is due within one year.

Lee County Port Authority
 Lee County, Florida
 NOTES TO THE FINANCIAL STATEMENTS
 September 30, 2015

NOTE VII: SEGMENT INFORMATION

The County has outstanding revenue bonds that are financed by Southwest Florida International Airport revenues, and an outstanding line of credit that is financed by Page Field General Aviation Airport revenues. Both activities are accounted for in a single fund (Lee County Port Authority). Summary financial information for the Southwest Florida International Airport and Page Field General Aviation Airport are presented as follows (dollars in thousands).

	<u>Southwest Florida International Airport</u>	<u>Page Field General Aviation Airport</u>
<u>Condensed Statements of Net Position</u>		
Assets		
Current assets	\$ 89,065	\$ 4,470
Restricted assets	42,842	-
Capital assets	618,577	52,401
Total assets	<u>750,484</u>	<u>56,871</u>
Deferred outflows of resources		
Pension subsequent contributions and unamortized costs	2,537	225
Deferred charge on refunding	7,990	-
Total deferred outflows of resources	<u>10,527</u>	<u>225</u>
Liabilities		
Current liabilities	16,208	701
Current liabilities payable from restricted assets	16,535	-
Noncurrent liabilities	326,967	3,494
Total liabilities	<u>359,710</u>	<u>4,195</u>
Net position		
Net investment in capital assets	349,273	52,167
Restricted	10,369	-
Unrestricted	38,810	504
Total net position	<u>\$ 398,452</u>	<u>\$ 52,671</u>

Condensed Statements of Revenues, Expenses, and Changes in Net Position

Operating revenues		
User fees	\$ 43,243	\$ 5,947
Rentals	3,039	2,526
Concessions	42,267	78
Miscellaneous	231	6
Less: Rebates	(3,883)	-
Total operating revenues	<u>84,897</u>	<u>8,557</u>
Operating expenses		
Depreciation	19,040	2,409
Other operating expenses	57,027	8,684
Total operating expenses	<u>76,067</u>	<u>11,093</u>
Operating income (loss)	<u>8,830</u>	<u>(2,536)</u>

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NOTE VII: SEGMENT INFORMATION (continued)

	<u>Southwest Florida International Airport</u>	<u>Page Field General Aviation Airport</u>
<u>Condensed Statements of Revenues, Expenses, and Changes in Net Position (continued)</u>		
Non-operating revenues (expenses)		
Investment earnings	\$ 255	\$ 10
Interest expense	(15,845)	6
Other non-operating	(11)	-
Total non-operating revenues (expenses)	<u>(15,601)</u>	<u>16</u>
Loss before capital contributions	(6,771)	(2,520)
Capital contributions	10,752	855
Transfers	(883)	3,044
Change in net position	3,098	1,379
Beginning net position as restated	395,354	51,292
Ending net position	<u>\$ 398,452</u>	<u>\$ 52,671</u>

Condensed Statements of Cash Flows

Net cash provided (used) by:			
Operating activities	\$ 28,973	\$ 205	
Noncapital financing activities	(637)	3,034	
Capital and related financing activities	(31,504)	(3,871)	
Investing activities	25,255	10	
Net increase (decrease)	<u>22,087</u>	<u>(622)</u>	
Beginning cash and cash equivalents	101,739	4,714	
Ending cash and cash equivalents	<u>\$ 123,826</u>	<u>\$ 4,092</u>	

Certain funds that relate to activities at both the Southwest Florida International Airport and Page Field are not included in the segmented statements, including the K-9 donation fund and the discretionary fund. In addition, all of the funds related to the passenger facility charges are omitted from the segmented statements.

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NOTE VIII. RETIREMENT PLAN

Retirement Plans

Defined Benefit Pension Plans

Background

The Florida Retirement System (FRS) was created by Chapter 121, Florida Statutes, to provide a defined benefit pension plan for participating public employees. The FRS was amended in 1998 to add the Deferred Retirement Option Program under the defined benefit plan and 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 pension plan is the FRS Investment Plan. Chapter 112, Florida Statutes, established the Retiree Health Insurance Subsidy (HIS) Program, a cost-sharing multiple-employer defined benefit pension plan, to assist retired members of any State-administered retirement system in paying the costs of health insurance.

All regular Port Authority employees are eligible to enroll as members of the State-administered FRS. Provisions relating to the FRS are established by Chapters 121 and 122, Florida Statutes; Chapter 112, Part IV, Florida Statutes; Chapter 238, Florida Statutes; and FRS Rules, Chapter 60S, Florida Administrative Code; wherein eligibility, contributions, and benefits are defined and described in detail. Such provisions may be amended at any time by further action from the Florida Legislature. The FRS is a single retirement system administered by the Florida Department of Management Services, Division of Retirement, and consists of the two cost-sharing, multiple-employer defined benefit plans and other nonintegrated programs. A comprehensive annual financial report of the FRS, which includes its financial statements, required supplementary information, actuarial report, and other relevant information, is available from the Florida Department of Management Services' Web site (www.dms.myflorida.com).

The Port Authority's pension expenses for both the FRS Pension Plan and HIS Plan for the year ended September 30, 2015 totaled \$271,000.

Florida Retirement System Pension Plan (FRS Plan)

Plan Description

The Florida Retirement System Pension Plan (FRS Plan) is a cost-sharing multiple-employer defined benefit pension plan, with a Deferred Retirement Option Program (DROP) for eligible employees. The general classes of membership are as follows:

- *Regular Class* – Members of the FRS who do not qualify for membership in the other classes.
- *Elected County Officers Class* – Members who hold specified elective offices in local government.
- *Senior Management Service Class (SMSC)* – Members in senior management level positions.
- *Special Risk Class* – Members who are special risk employees, such as law enforcement officers, meet the criteria to qualify for this class.

Employees enrolled in the FRS Plan prior to July 1, 2011, vest at 6 years of creditable service and employees enrolled in the FRS Plan on or after July 1, 2011, vest at 8 years of creditable service. All vested members, enrolled prior to July 1, 2011, are eligible for normal retirement benefits at age 62 or at any age after 30 years of service, except for members classified as special risk who are eligible for normal retirement benefits at age 55 or at any age after 25 years of service. All members enrolled in the FRS Plan on or after July 1, 2011, once vested, are eligible for normal retirement benefits at age 65 or any time after 33 years of creditable service, except for members classified as special risk who are eligible for normal retirement benefits at age 60 or at any age after 30 years of service. Employees enrolled in the FRS Plan may include up to 4 years of credit for military service toward creditable service. The FRS

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Plan also includes an early retirement provision; however, there is a benefit reduction for each year a member retires before his or her normal retirement date. The FRS Plan provides retirement, disability, death benefits, and annual cost-of-living adjustments to eligible participants.

DROP, subject to provisions of Section 121.091, Florida Statutes, permits employees eligible for normal retirement under the FRS Plan to defer receipt of monthly benefit payments while continuing employment with an FRS participating employer. An employee may participate in DROP for a period not to exceed 60 months after electing to participate, except that certain instructional personnel may participate for up to 96 months. During the period of DROP participation, deferred monthly benefits are held in the FRS Trust Fund and accrue interest. The net pension liability does not include amounts for DROP participants, as these members are considered retired and are not accruing additional pension benefits.

Benefits Provided

Benefits under the FRS Plan are computed on the basis of age and/or years of service, average final compensation, and service credit. Credit for each year of service is expressed as a percentage of the average final compensation. For members initially enrolled before July 1, 2011, the average final compensation is the average of the 5 highest fiscal years' earnings; for members initially enrolled on or after July 1, 2011, the average final compensation is the average of the 8 highest fiscal years' earnings. The total percentage value of the benefit received is determined by calculating the total value of all service, which is based on the retirement class to which the member belonged when the service credit was earned. Members are eligible for in-line-of-duty or regular disability and survivors' benefits. The following chart shows the percentage value for each year of service credit earned:

Class, Initial Enrollment, and Retirement Age/Years of Service:	% Value
Regular Class members initially enrolled before July 1, 2011	
Retirement up to age 62 or up to 30 years of service	1.60
Retirement up to age 63 or up to 31 years of service	1.63
Retirement up to age 64 or up to 32 years of service	1.65
Retirement up to age 65 or up to 33 years of service	1.68
Regular Class members initially enrolled on or after July 1, 2011	
Retirement up to age 65 or up to 33 years of service	1.60
Retirement up to age 66 or up to 34 years of service	1.63
Retirement up to age 67 or up to 35 years of service	1.65
Retirement up to age 68 or up to 36 years of service	1.68
Elected County Officers	
Senior Management Service Class	
Special Risk Regular	
Service from December 1, 1970, through September 30, 1974	2.00
Service on and after October 1, 1974	3.00

As provided in Section 121.101, Florida Statutes, if the member is initially enrolled in the FRS before July 1, 2011, and all service credit was accrued before July 1, 2011, the annual cost-of-living adjustment is 3 percent per year. If the member is initially enrolled before July 1, 2011, and has service credit on or after July 1, 2011, there is an individually calculated cost-of-living adjustment. The annual cost-of-living adjustment is a proportion of 3 percent determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3 percent. FRS Plan members initially enrolled on or after July 1, 2011, will not have a cost-of-living adjustment after retirement.

Contributions

The Florida Legislature establishes contribution rates for participating employers and employees. Effective July 1, 2011, all FRS Plan members (except those in DROP) are required to make 3 percent employee contributions on a pretax basis. The contribution rates attributable to the Port Authority, effective July 1, 2014, were applied to employee salaries as follows: regular employees 6.07 percent, county elected officials 41.94 percent, senior management 19.84 percent, and DROP participants 11.02 percent. The Port Authority's contributions to the FRS Plan were \$2,049,000 for the year ended September 30, 2015.

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

At September 30, 2015, the Port Authority reported a liability of \$9,918,000 for its proportionate share of the FRS 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 Port Authority's proportion of the net pension liability was based on the Port's contributions received by FRS during the measurement period for employer payroll paid dates from July 1, 2014, through June 30, 2015, relative to the total employer contributions received from all of FRS's participating employers. At June 30, 2015, the Port Authority's proportion was 0.0768%, which was an increase of 0.0006% from its proportion measured as of June 30, 2014.

For the year ended September 30, 2015, the Port Authority recognized pension expense of \$593,000 for its proportionate share of FRS's pension expense.

In addition, the Port Authority reported its proportionate share of FRS's deferred outflows of resources and deferred inflows of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 1,046,000	\$ 235,000
Changes in Actuarial Assumptions	657,000	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	-	2,365,000
Changes in Proportion and Differences Between Port Authority Contributions and Proportionate Share of Contributions	89,000	418,000
Port Authority Contributions Subsequent to the Measurement Date	486,000	-
Total	\$ 2,278,000	\$ 3,018,000

Deferred outflows of resources related to pensions included \$486,000 from contributions subsequent to the measurement date. This amount will be recognized as a reduction of the net pension liability in the year ended September 30, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended September 30:	
2016	\$(864,000)
2017	(864,000)
2018	(864,000)
2019	1,088,000
2020	214,000
Thereafter	64,000

Actuarial Assumptions

The total pension liability in the June 30, 2015 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.60%, per year
Salary increases	3.25%, Average
Investment rate of return	7.65%

Mortality rates were based on the Generational RP-2000 with Projection Scale BB. The actuarial assumptions used in the July 1, 2015, 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, as outlined in the FRS Plan's investment policy, and best estimates of arithmetic and geometric real rates of return for each major asset class are summarized in the following table:

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Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric)	Standard Deviation
Cash	1.0%	3.2%	3.1%	1.7%
Fixed Income	18.0%	4.8%	4.7%	4.7%
Global Equity	53.0%	8.5%	7.2%	17.7%
Real Estate (property)	10.0%	6.8%	6.2%	12.0%
Private Equity	6.0%	11.9%	8.2%	30.0%
Strategic Investments	12.0%	6.7%	6.1%	11.4%
Totals	<hr/> 100%			
Assumed Inflation - Mean		2.6%	1.9%	

Discount Rate

The discount rate used to measure the total pension liability was 7.65 percent for the FRS Plan. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, each of the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Pension Liability Sensitivity

The following presents the Port Authority's proportionate share of the net pension liability for the FRS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Port Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% increase in Discount Rate
FRS Plan Discount Rate	6.65%	7.65%	8.65%
Port Authority Proportionate Share of the FRS Plan Net Pension Liability	\$ 25,702,000	\$ 9,918,000	\$ (3,215,000)

Pension Plan Fiduciary Net Position

Detailed information about the FRS Plan's fiduciary's net position is available in a separately-issued FRS Pension Plan and Other State-Administered Systems Comprehensive Annual Financial Report. The report may be obtained through the Florida Department of Management Services website: <http://www.dms.myflorida.com>.

Retiree Health Insurance Subsidy Program (HIS Plan)

Plan Description

The Retiree Health Insurance Subsidy Program (HIS Plan) is a cost-sharing multiple-employer defined benefit pension plan established under Section 112.363, Florida Statutes, and may be amended by the Florida Legislature at any time. The benefit is a monthly payment to assist retirees of State-administered retirement systems in paying their health insurance costs and is administered by the Florida Department of Management Services, Division of Retirement.

Benefits Provided

For the fiscal year ended June 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, pursuant to Section 112.363, Florida Statutes. 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 Plan 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 June 30, 2015, the contribution rate was 1.26 percent of payroll

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pursuant to section 112.363, Florida Statues. The County contributed 100 percent of its statutorily required contributions for the current and preceding 3 years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan 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 canceled. The Port Authority's contributions to the HIS Plan were \$296,000 for the year ended September 30, 2015.

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

At September 30, 2015, the Port Authority reported a liability of \$5,044,000 for its proportionate share of the HIS 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 Port Authority's proportion of the net pension liability was based on the Port Authority's contributions received during the measurement period for employer payroll paid dates from July 1, 2014, through June 30, 2015, relative to the total employer contributions received from all participating employers. At June 30, 2015, the Port Authority's proportion was 0.0495 percent, which was a decrease of 0.0074 percent from its proportion measured as of June 30, 2014.

For the year ended September 30, 2015, the Port Authority recognized pension expense of (\$322,000) for its proportionate share of HIS's pension expense.

In addition, the Port Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ -	\$ -
Changes in Actuarial Assumptions	397,000	-
Net Difference Between Projected and Actual Earnings on HIS Program Investments	3,000	-
Changes in Proportion and Differences Between Port Authority Contributions and Proportionate Share of Contributions	10,000	61,000
Port Authority Contributions Subsequent to the Measurement Date	74,000	-
Total	\$ 484,000	\$ 61,000

Deferred outflows of resources related to pensions included \$74,000 resulting from Port Authority's contributions to subsequent to the measurement date. This amount will be recognized as a reduction of the net pension liability in the year ended September 30, 2016. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year Ended September 30:

2016	\$59,000
2017	59,000
2018	59,000
2019	59,000
2020	58,000
Thereafter	55,000

Actuarial Assumptions

The total pension liability in the July 1, 2015, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.60%, per year
Salary increases	3.25%, Average
Municipal Bond Rate	4.29%

Mortality rates were based on the Generational RP-2000 with Projection Scale BB. The actuarial assumptions used in the July 1, 2015, valuation were

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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% for the HIS Plan. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to 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 municipal bond index.

Pension Liability Sensitivity

The following presents the Port Authority's proportionate share of the net pension liability for the HIS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what the County's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% increase in Discount Rate
HIS Plan Discount Rate	2.80%	3.80%	4.80%
Port Authority Proportionate Share of the HIS Plan Net Pension Liability			
Pension Liability	\$ 5,747,000	\$ 5,044,000	\$ 4,457,000

Pension Plan Fiduciary Net Position

Detailed information about the HIS Plan's fiduciary's net position is available in a separately-issued FRS Pension Plan and Other State-Administered Systems Comprehensive Annual Financial Report. That report may be obtained through the Florida Department of Management Services website: <http://www.dms.myflorida.com>.

Defined Contribution Plan

The Florida State Board of Administration (SBA) administers the defined contribution plan officially titled the FRS Investment Plan (Investment Plan). The Investment Plan is reported in the SBA's annual financial statements and in the State of Florida Comprehensive Annual Financial Report.

As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined benefit plan. Port Authority employees participating in 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 defined benefit plan. Contributions are directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices. Costs of administering plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04 percent of payroll and by forfeited benefits of plan members. Allocations to the investment member's accounts during the 2014-15 fiscal year were as follows:

For all membership classes, employees are immediately vested in their own contributions and are vested after 1 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. Non-

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vested employer contributions are placed in a suspense account for up to 5 years. If the employee returns to FRS-covered employment within the 5-year period, the employee will regain control over their account. If the employee does not return within the 5-year period, the employee will forfeit the accumulated account balance. For the fiscal year ended June 30, 2015, the information for the amount of forfeitures was unavailable from the SBA; however, management believes 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 Port Authority's Investment Plan pension expense totaled \$137,000 for the year ended September 30, 2015.

Other Postemployment Benefits

The Port Authority provides post-retirement health care benefits, through participation in the County's self-funded insurance plan, to all employees who retire from the Port Authority. In accordance with Chapter 110.123, *Florida Statutes*, the Port Authority is required to provide group health care at cost to all retirees. For employees hired on or before January 01, 2008, the Port Authority currently pays 50 percent of the portion of the premium for the retiree to participate in the Plan. This policy was discontinued on January 01, 2008; therefore, the Port Authority does not currently subsidize any portion of the premium for employees hired after that date. The County has the authority to establish and amend the benefit provisions of the plan. The County follows the provisions of

Governmental Accounting Standards Board Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*. Expenses related to these benefits totaling \$3,286,000 for 2015 is based on the Port Authority's percentage of employees relative to the County as a whole, multiplied by the County's total postemployment benefit expense. For fiscal year ended September 30, 2015 the Other Postemployment Benefits liability totaled \$23,979,000 and is based on the Port Authority's percentage of employees relative to the County as a whole. It is included in accrued liabilities on the accompanying Statements of Net Position.

Additional information on the County's Other Postemployment Benefits and funding is available in the County's Comprehensive Annual Financial Report.

NOTE IX. RISK MANAGEMENT

The Port Authority property and casualty insurance lines are written through their broker, Arthur J. Gallagher. All lines of insurance costs for 2015 was \$1,717,000. There have been no significant reductions in insurance coverage that have exceeded the amount of coverage in any of the past three years.

The Port Authority participates in the County's self-insurance program for group medical and group dental coverage. Funding for this program is generated by charges to the operating departments based on management's annual estimates of claim loss funding and administration/operating costs. For the fiscal year ended September 30, 2015 the Port Authority was charged \$5,553,000 for the insurance program.

The Port Authority is exposed to other various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters.

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NOTE X. COMMITMENTS AND CONTINGENCIES

At September 30, 2015 the Port Authority had in process various construction contracts totaling \$58,196,000. Costs incurred on these contracts as of September 30, 2015 totaled \$45,120,000 including retainage payable of \$984,000.

The Port Authority is currently receiving, and has received in the past, grants that are subject to special compliance audits by the grantor agency, which may result in disallowed expense amounts. These amounts constitute a contingent liability of the Port Authority. The Port Authority does not believe any contingent liabilities to be material.

The Port Authority currently prepares rebate calculations on all debt subject to arbitrage per the United States Department of the Treasury Regulations, Section 1.148, and the Internal Revenue Service Code of 1986. Rebates, if any, are paid to the Internal Revenue Service every fifth year after the year of issuance. Within the five-year period, any positive arbitrage (liability) may be offset by any negative arbitrage (non-liability). These rebates constitute a liability of the Port Authority, which is reported as other noncurrent liabilities.

NOTE XI. PASSENGER FACILITY CHARGE

In November 1992, the Port received approval from the Federal Aviation Administration ("FAA") to impose a Passenger Facility Charge ("PFC") of \$3.00 per eligible enplaned passenger. In 1998, the Port issued PFC Revenue Bonds for \$52,225,000 to fund eligible capital improvements and land acquisition. In November 2003, the Port was granted authority to raise the PFC level from \$3.00 to \$4.50. In September 2010, the FAA approved a PFC Application for \$51,877,000. Projects in the application were all for the Southwest Florida International Airport and include design and construction of a new Fire and Rescue Station, various fire rescue equipment, design and construction of taxiways and apron, design and permitting of the parallel runway,

passenger terminal improvements, enhancements to the mitigation park, and master planning and noise studies.

In June 2013, the FAA approved Application #8 for \$20,555,000. As a result, the total collection authority is \$321,622,000 with an estimated expiration date of January 1, 2020.

NOTE XII. AIRLINE USE AGREEMENTS

Signatory Airlines

The Port Authority negotiated a new airline use agreement ("Airline Airport Lease & Use Agreement") with the Participating Airlines (now referred as "Signatory Airlines") with the key terms of the agreement approved by the Board in May 2008. The Agreement commenced on October 1, 2008 with a five-year term, expiring on September 30, 2013. The Agreement has been extended to September 30, 2018 with the same terms as the original agreement.

The new agreement, commonly referred to as a hybrid compensatory agreement, has a revenue sharing component. In any year in which there are net remaining revenues generated at the Airport, and all requirements of the Bond Resolution have been satisfied, the net remaining revenues shall be divided between the Authority (60%) and the Signatory Airlines (40%). The agreement provides for better flexibility as there is no majority-interest approval required for capital projects.

Refunds/Rebates are generated from settlement with the Airlines and the revenue sharing component of the Airline Airport Lease & Use Agreement.

Terminal premises are leased on an exclusive use, preferential use, and joint use basis. The Authority will lease certain Terminal premises on a common use basis, as may be necessary. It is the intent of the Authority to manage its Terminal facilities in an efficient manner, while also respecting the schedules of its airline parties. Ticket counters, offices,

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operations areas, and baggage make-up facilities are leased on an exclusive use basis. Gates/holdrooms and aircraft parking positions are leased on a preferential use basis. Baggage claim is leased on a joint use basis, with costs allocated to the Signatory Airlines based on twenty percent (20%) allocated to all Signatory Airlines equally, and eighty percent (80%) allocated to all Signatory Airlines based on the ratio of each Signatory Airline's annual enplaned passengers at the Airport.

Landing Fees are calculated using a "residual" Airfield Cost Center approach and are based upon the total landed weight for all airline groups (Signatory, non-Signatory, Cargo, Charter, and International). Terminal Rents are calculated using a commercial compensatory method (i.e., rentable square foot divisor). Charges for the leasing of all Terminal space are assessed on a square-footage basis.

In fiscal year 2015 the signatory airlines paid the Port Authority \$22,978,000. This amounts is net of refunds of \$1,299,000 and revenue sharing of \$3,570,000.

Nonparticipating Airlines

The Port Authority has also entered into short-term use agreements or permits with the airlines serving the airport other than the Signatory Airlines. Nonparticipating airlines are assessed fees no less than those paid by the Signatory Airlines and do not share in any rebates.

NOTE XIII. OTHER

Litigation

The Port Authority is involved in ongoing litigation arising in the ordinary course of operations. It is the opinion of management and legal counsel that the outcome of this litigation will not materially affect the financial position of the Port Authority.

Change in Accounting Principle

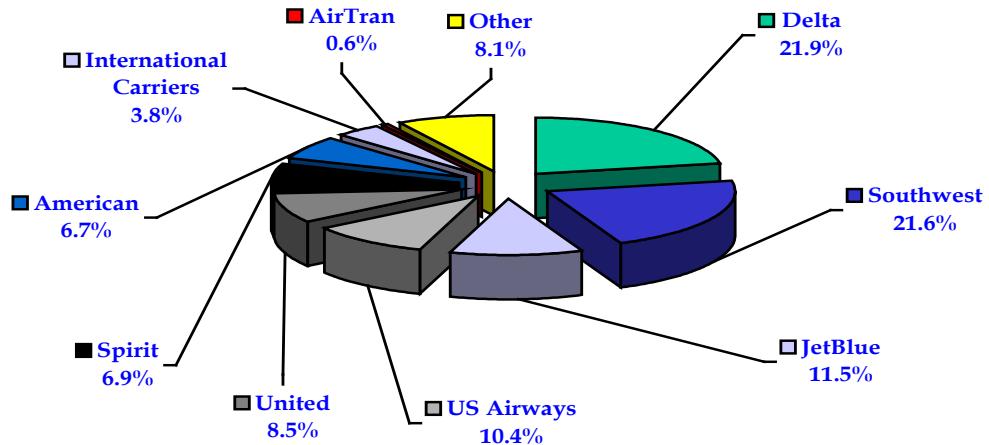
During the year ended September 30, 2015, the Port adopted GASB Statement No. 68 *Accounting and Financial Reporting for Pensions*, and the related GASB Statement No. 71 *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68*.

These pronouncements require the restatement of the September 30, 2014 net position as follows:

Port Authority	
Net Position, as previously reported	\$ 522,919
Cumulative affect of GASB 68,	(9,965)
Net Pension Liability	(9,965)
Deferred Inflow of Resources for	(8,647)
Unamortized Pension Costs	(8,647)
Deferred Outflow of Resources for	(8,647)
Pension subsequent contributions	(8,647)
and unamortized costs	(8,647)
Net Position, as restated	\$ 505,833

LEE COUNTY PORT AUTHORITY
Airline Market Share and Passenger Information
For the Fiscal Year Ended September 30, 2015
(unaudited)

Total passenger traffic is shown below for fiscal year 2015 showing market share for each major airline at Southwest Florida International Airport.



Airline	2015	2014	Change from	% Change
			2014	from 2014
Delta	1,801,000	1,713,000	88,000	5.14%
Southwest	1,772,000	1,300,000	472,000	36.31%
JetBlue	942,000	889,000	53,000	5.96%
US Airways	853,000	776,000	77,000	9.92%
United	694,000	666,000	28,000	4.20%
Spirit	568,000	517,000	51,000	9.86%
American	547,000	563,000	(16,000)	-2.84%
International Carriers	311,000	294,000	17,000	5.78%
Air Tran	49,000	681,000	(632,000)	-92.80%
Other*	681,000	486,000	195,000	40.12%
Total	8,218,000	7,885,000	333,000	4.22%

* Represents all domestic carriers with less than a 5% market share.