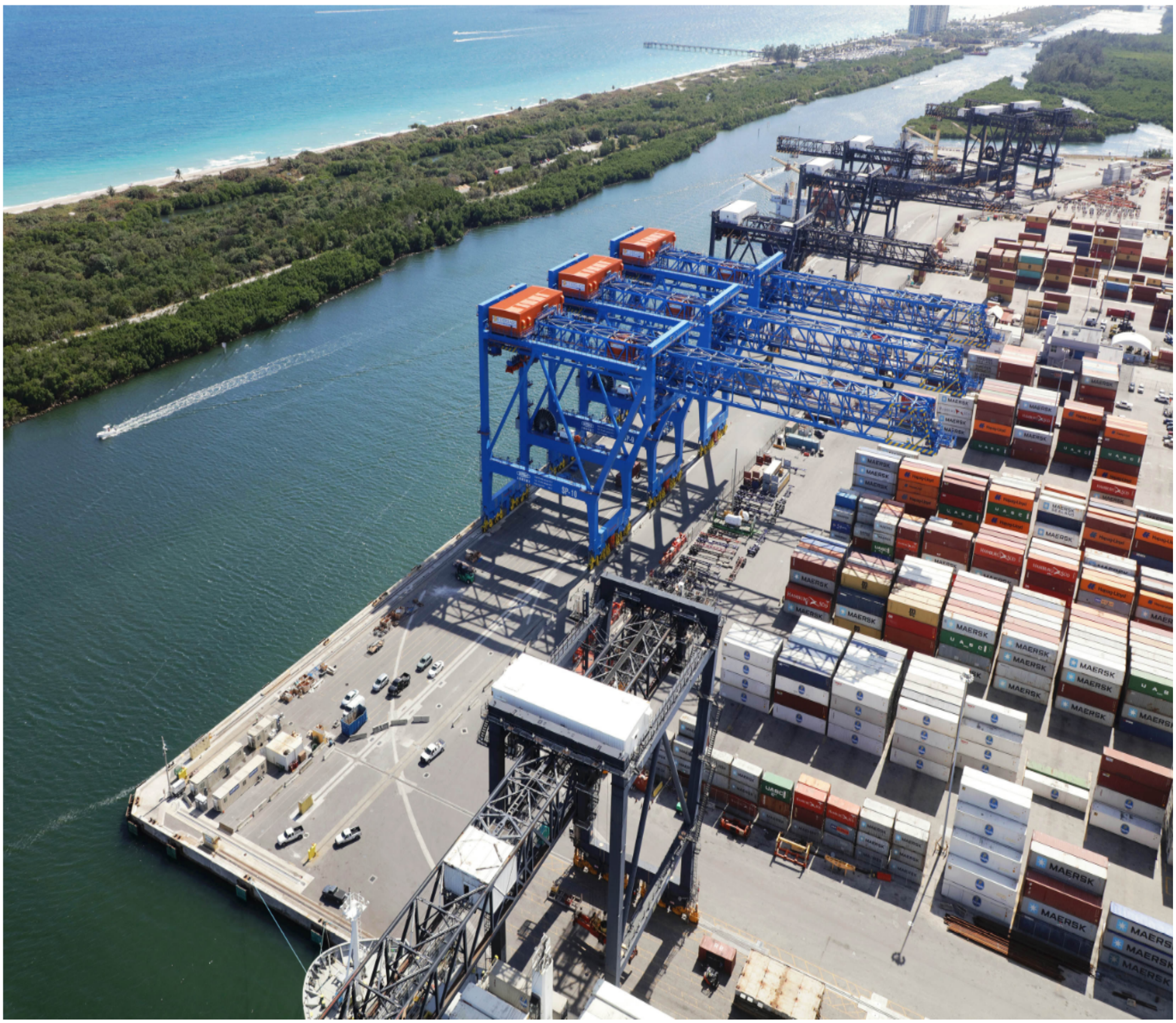
Annual Financial Report
Port Everglades Department

A Major Enterprise Fund of Broward County, Florida

For the Fiscal Years Ended September 30, 2020 and 2019

Prepared by the Finance Division



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PORT EVERGLADES DEPARTMENT
of Broward County, Florida
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PORT EVERGLADES DEPARTMENT – Chief Executive & Port Director's Office
1850 Eller Drive, Fort Lauderdale, Florida 33316
954-468-0104 FAX 954-523-8713

April 13, 2021

Bertha Henry, County Administrator
Robert Melton, County Auditor
115 South Andrews Avenue
Fort Lauderdale, Florida 33315

Ladies and Gentlemen:

We are pleased to present the annual financial report of the Port Everglades Department (Port) of Broward County, Florida (County) for the fiscal year ended September 30, 2020. This report is a complete set of the Port's financial statements, which were prepared in accordance with accounting principles generally accepted in the United States of America (GAAP), as promulgated by the Governmental Accounting Standards Board (GASB), and which were audited by a firm of independent certified public accountants in accordance with auditing standards generally accepted in the United States (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (GAGAS).

The Port, originally created in 1927 by a special act of the Florida Legislature, has a jurisdictional area of approximately 2,190 acres. As of September 30, 2020, the Port ranked amongst the world's three busiest cruise ports, the thirteenth busiest international containerized cargo port in the United States, and South Florida's main seaport for receiving petroleum products.

The content of the annual financial report is the responsibility of the Port's management and was prepared by the Finance Division of the Port, which operates as an enterprise fund of the County. This is the eleventh fiscal year that the Port has presented a stand-alone, separately-audited annual financial report since the County assumed operating control of the Port in 1994. Because the Port relies solely on its own financial results and does not receive County financial support or ad valorem taxes, the Port's annual financial report serves an important role in providing information about the Port's financial condition to prospective clients, vendors, creditors, debt markets, and credit rating agencies via its stand-alone, separately-audited financial statements. Additionally, in the audit process, the Port has been subjected to a more rigorous examination than would otherwise occur were Port activities audited solely within the context of the County's Comprehensive Annual Financial Report (CAFR). This elevated level of financial reporting and audit places the Port on equal footing with other competing seaports.

Information regarding the financial position, changes in financial position, or cash flows of the County, of which the Port is a part, may be found in the County's CAFR for the fiscal year ended September 30, 2020. The Port's annual financial report is not a substitute for or source of such information.

The Management Discussion and Analysis (MD&A) incorporated within the annual financial report provides a highlight of the fiscal year just ended, as well as an insight into future projects that are ongoing and which will serve to further enhance the Port's and County's positive economic impact on the South Florida region. Additionally, substantial information designed to assist users in assessing the Port's financial condition can be found in the Port's financial statements and accompanying notes to financial statements, which, with the MD&A and the independent auditor's report, comprise the financial section of the annual financial report.

We wish to express our appreciation to the efficient and dedicated services of the entire staff of the Port's Finance Division, who were responsible for assembling and compiling the data comprising the annual financial report. We also wish to thank the County's independent auditors, RSM US **LLP,** for their cooperation and assistance.

Sincere appreciation is also expressed to the County Auditor and the County's Finance and Administrative Services Department personnel for their assistance throughout the year in matters pertaining to the financial affairs of the Port.

Sincerely,

Jonathan T. Daniels
Chief Executive & Port Director

Leah Brasso
Director of Finance

RSM US LLP

Independent Auditor's Report

To the Honorable Board of County Commissioners
Broward County Port Department
Broward County, Florida

Report on the Financial Statements

We have audited the accompanying financial statements of the Broward County Port Everglades Department (the Port), an enterprise fund of Broward County, Florida, as of and for the years ended September 30, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the Port's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion
In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Port, as of September 30, 2020 and 2019, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter
As discussed in Note 1, the financial statements present only the Port, and do not purport to, and do not, present fairly the financial position of Broward County, Florida, as of September 30, 2020 and 2019, the changes in its financial position, or, where applicable, its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. 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 and the pension and other post-employment benefits related schedules as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information
Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Port's basic financial statements. The accompanying supplementary information such as the introductory section and schedule of revenues, expenses and debt service coverage are presented for purposes of additional analysis and are not a required part of the basic financial statements.

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

The introductory section has 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 it.

Other Reporting Required by *Government Auditing Standards*
In accordance with *Government Auditing Standards*, we have also issued our report dated April 13, 2021 on our consideration of the Port's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Port's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Port's internal control over financial reporting and compliance.

RSM US LLP

Fort Lauderdale, Florida
April 13, 2021

PORT EVERGLADES
BROWARD COUNTY, FLORIDA

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PORT EVERGLADES DEPARTMENT OF BROWARD COUNTY, FLORIDA
Management's Discussion and Analysis
Fiscal Years Ended 2020, 2019, and 2018
(Unaudited)

Annual Financial Report

The annual financial report of the Port Everglades Department (the "Port") provides an overview of the Port's financial activities for the fiscal years (FY) ended September 30, 2020 and 2019. The financial statements include the independent auditor's report, statements of net position, statements of revenues, expenses, and changes in net position, statements of cash flows, and the accompanying explanatory notes to the financial statements. Management's discussion and analysis should be read in conjunction with these financial statements and notes.

Management's Discussion and Analysis

The Port, a department of Broward County, Florida (the "County"), operates as a major enterprise fund of the County. The County, which is operated by the Board of County Commissioners (the "County Commission"), owns the Port. The Port was originally created in 1927 by a special act of the Florida Legislature to create and promote commerce and industry through the operation of a deep-water seaport. The Port's jurisdictional area consists of approximately 2,190 acres, inclusive of land and water, designated for shipping, warehousing, and all other non-residential uses, as approved. The Port owns approximately 1,213 acres.

The County Commission is responsible for legislative and fiscal control of the County. A County Administrator is appointed by the County Commission and is responsible for administrative and fiscal control of all County departments through the administration of directives and policies established by the County Commission. The Port is managed by a Chief Executive & Port Director appointed by the County Administrator and confirmed by the County Commission.

FY 2020 Event Highlights

Cruise

During the first quarter of FY 2020, the Port welcomed several new ships such as Carnival Cruise Lines' *Carnival Sunrise* on her first call to the Port, Princess Cruises' *Sky Princess*, which is the fourth Royal-class ship in the Princess fleet, and Costa Cruises' *Costa Luminosa* which replaced her sister ship, *Costa Deliziosia*. Costa Cruises is part of the Carnival Corporation family of cruise lines. Through February 2020, cruise revenue increased year-over-year by 14.7%, and passenger volumes also went up by 10.5% from the same period in the prior year.

On March 11, 2020, the World Health Organization (WHO) declared COVID-19 a global pandemic. On March 14, 2020, the U.S. Department of Health and Human Services Centers for Disease Control and Prevention (CDC) issued a No Sail Order notice which applied to all commercial, non-cargo, passenger-carrying vessels on international, interstate, or intrastate waterways with the capacity to carry 250 or more passengers and crew with an itinerary of an overnight or twenty-four hour stay aboard. The maritime industry, especially the cruise industry, experienced severely negative impacts following various restricted travel and shelter-in-place orders which were declared to slow the spread of the virus. As a result, the Port ended the fiscal year with cruise revenue decreasing by 30.4% year-over-year, and cruise passenger counts also decreased by 34.7% from the prior year.

Cargo

As part of a joint Sister Seaports agreement to promote bilateral trade, the Port signed a Memorandum of Understanding (MOU) with the Port of Barranquilla, Colombia in November 2019, and with the Dominican Republic Port Authority in December 2019. The Dominican Republic is the Port's number one trading partner, and Colombia is the Port's fifth largest trading partner. The MOUs outline joint initiatives including marketing activities and market studies, training, and sharing of information on technology, modernization, and improvements.

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FY 2020 Event Highlights (continued)

In February 2020, the Port became one of two seaports nationwide to receive a construction "New Start" designation in the U.S. Army Corps of Engineers (USACE) FY 2020 Work Plan. This announcement included $29.1 million in funding to build a new facility for the U.S. Coast Guard Station Fort Lauderdale further to the east so the existing channel can be widened to eliminate a chokepoint where large ships have operating restrictions that limit their ability to transit past other docked ships.

In May 2020, the Port became the newest stop on Evergreen Line's weekly container shipping service to and from Panama, Jamaica, and Haiti. The presence of Evergreen Line at the Port creates the opportunity for expansion into the Asian market.

Containerized cargo revenue and Twenty-foot Equivalent Unit (TEU) volumes in FY 2020 were slightly impacted by COVID-19, with an 8.2% year-over-year overall decrease in revenue and a 10.2% decrease in TEUs from the prior year. Monthly volumes had peak lows from April through June; however, by the end of FY 2020, throughput volumes started to recover back to normal levels. Minimum guaranteed payments were reduced to reflect estimated amounts for pending force majeure claims related to the pandemic.

Petroleum

Through February 2020, petroleum revenue increased year-over-year by 6.7%. By mid-March, with the closure of businesses and severe restrictions on travel and the movement of people and goods, petroleum revenue started a downward trend. For the fiscal year ended in September 2020, total petroleum revenue decreased by 11.7% compared to the prior year, and total petroleum throughput volume in barrels decreased by 15.1% as a result of decreased consumer demand.

Real Estate

In August 2020, CenterPoint Properties completed the construction of a state-of-the-art International Logistics Center on 16.6 acres of Port land to replace the Port's outdated foreign-trade zone facility. The two-building complex was issued a Certificate of Occupancy on August 12, 2020 which triggered an agreed upon milestone payment of $2.5 million by the Port to CenterPoint, as well as the commencement of a 50-year land lease agreement. Under the terms of the lease agreement, CenterPoint agreed to construct the two-building warehouse on the Port land and make monthly lease payments to the Port for fifty years. The ownership of the two buildings will be turned over to the Port at the end of the lease term.

Financial Position

The Port's performance results during the fiscal year ended September 30, 2020 and the two preceding fiscal years were as follows:

	FY 2020	FY 2019	FY 2018
Operating revenues (dollars in thousands)	$ 145,613	$ 170,744	$ 167,996
Ship calls	3,701	4,016	4,214
Cruise passengers	2,539,542	3,892,215	3,870,342
TEUs (equivalent number of 20' container units)	945,512	1,053,078	1,108,465
Petroleum (barrels)	106,919,139	125,874,463	123,404,236
Tonnage (in 2,000-pound short tons)			
Total waterborne commerce	21,477,099	25,574,776	25,734,855
Containerized cargo	5,707,528	6,797,694	7,365,755
Petroleum	15,147,573	17,769,607	17,433,963

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Financial Position (continued)

The Port's operating revenues totaled $145.6 million in FY 2020. This is 14.7% lower than the $170.7 million reported in FY 2019, and 13.3% lower than FY 2018, when operating revenues were $168.0 million. Cruise-related activity for the Port, including both cruise revenue and parking revenue, accounted for 32.1% of operating revenues in FY 2020. The number of multi-day passengers decreased to 2,482,447 in FY 2020, or 34.2% from 3,773,062 in FY 2019, and 3,741,408 in FY 2018. The total number of passengers, including both single-day and multi-day was 2,539,542 in FY 2020, which is a decrease of 34.7% over the FY 2019 total of 3,892,215, and 3,870,342 in FY 2018. Cruise revenue was $41.3 million in FY 2020, a decrease of $18.1 million, or 30.4% compared to $59.4 million in FY 2019, and to $59.6 million in FY 2018. Parking revenue was $5.5 million in FY 2020, a decrease of 37.3% compared to $8.8 million in FY 2019, and $8.6 million in FY 2018.

Petroleum accounted for 22.6% of operating revenue in FY2020. Petroleum movements through the Port generated $33.0 million in operating revenue in FY 2020, compared to $37.4 million in FY 2019, and $36.1 million in FY 2018. Overall throughput volume decreased to approximately 106.9 million barrels in FY 2020, a decrease of 15.1% compared to approximately 125.9 million barrels in FY 2019, and 13.4% lower than 123.4 million barrels in FY 2018.

Containerized cargo accounted for 21.7% of operating revenue in FY 2020. Revenue from containerized cargo decreased by 8.2% in FY 2020 to $31.7 million, down from $34.5 million in FY 2019, and down from $35.2 million in FY 2018.

The Port ranks third in Florida for total container cargo activity based on total TEUs. It is also ranked thirteenth among U.S. seaports for containerized cargo trade according to data from the American Association of Port Authorities (AAPA). Total containerized cargo volume was 945,512 TEUs in FY 2020. This represents a 10.2% decrease compared to 1,053,078 TEUs in FY 2019, and a 14.7% decrease from 1,108,465 TEUs in FY 2018. Containerized cargo activity was 5,707,528 tons in FY 2020, a decrease of 16.0% compared to 6,797,694 tons in FY 2019, and 22.5% lower than the 7,365,755 tons in FY 2018.

Total waterborne commerce, measured in short tons (2,000 pounds), was 21,477,099 tons, a decrease of 16.0% from 25,574,776 tons recorded in FY 2019, and a 16.5% decrease from 25,734,855 tons in FY 2018. In FY 2020, the Port hosted 3,701 ship calls compared to 4,016 in FY 2019.

There are more than 20 different ocean carriers that maintain regular service at the Port. Cargo shippers provide service to more than 150 ports in more than 70 countries. The Port's primary trade lanes remain in the regional Caribbean, Central America, and South America markets, representing nearly 92.5% of the Port's cargo movements. As the nation's leading gateway for trade with Latin America, Port Everglades handled approximately 12.2% of all Latin American trade in the United States, and 44.7% of Florida Ports' total trade with South America, Central America, and the Caribbean. The Port also leads the United States in imports to and from Latin America. The Port is particularly dominant in Central America, where approximately 51.0% of the Port's containerized cargo volume was destined in FY 2020. With a 11.3% share of the entire Central American market in FY 2020, the Port is also first among all U.S. seaports operating in that market.

Required Financial Statements

The Port's financial statements report information about the use of accounting principles generally accepted in the United States of America. These statements offer short and long-term financial information about its activities.

The statement of net position includes all of the Port's assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position. They provide information about the nature and amounts of

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Required Financial Statements (continued)

investments in resources (assets and deferred outflows of resources) and the obligations to the Port's creditors (liabilities and deferred inflows of resources). They also provide the basis for computing rate of return, evaluating the capital structure of the Port, and assessing the liquidity and financial flexibility of the Port.

The assets and liabilities are presented in a classified format, which distinguishes between current and non-current assets and liabilities. In accordance with Governmental Accounting Standards Board (GASB) Statement No. 65, deferred outflows and deferred inflows of resources are reported separately from assets and liabilities.

The current fiscal year's revenues and expenses are accounted for in the statement of revenues, expenses, and changes in net position. This statement measures the success of the Port's operations and can be used to determine whether the Port has successfully recovered all of its costs through its customer contracts, tariffs, and other charges, as well as its profitability and creditworthiness.

The final required financial statement is the statement of cash flows. The primary purpose of this statement is to provide information about the Port's cash receipts and cash payments during the reporting period. The statement reports cash receipts, cash payments, and net changes in cash and cash equivalents resulting from operating, non-capital financing, capital and related financing, and investing activities and provides answers to such questions as where the cash came from, what it was used for, and what the change in the cash balance was during the reporting period.

Analysis of Overall Financial Position and Results of Operations

One of the most important questions asked about the Port's financial statements is, "Is the Port as a whole better off or worse off as a result of the year's activities?" The statements of net position and the statements of revenues, expenses, and changes in net position report information about the Port's activities in ways that will help answer this question. One can think of the Port's net position — the difference between assets plus deferred outflows of resources and liabilities plus deferred inflows of resources — as one way to measure financial health or financial position. Over time, increases or decreases in the Port's net position are one indicator of whether its financial health is improving or deteriorating. However, readers should consider other non-financial factors, such as changes in economic conditions, world events, regulation, and new or changed government legislation.

Statements of Net Position

The statements of net position serve as a useful indicator of the Port's financial position. They distinguish assets, deferred outflows of resources, liabilities, and deferred inflows of resources with respect to their expected use for current operations or internally designated use for capital projects. The Port's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $919.8 million and $896.8 million as of September 30, 2020 and 2019, respectively, a $23.0 million increase from September 30, 2019, and a $74.2 million increase from September 30, 2018 to September 30, 2019.

The largest portion of the Port's net position represents its investment in capital assets (e.g., land, buildings, improvements, property held for leasing, and equipment), less the related debt outstanding used to acquire those capital assets. The Port uses these capital assets to provide services to major cruise and cargo shipping lines and their agents for movement of cruise passengers and maritime cargo; consequently, these assets are not available for future spending. Although the Port's investment in capital assets is reported net of debt as "net investment in capital assets," it is noted that the resources required to repay this debt must be provided annually from operations, since the capital assets themselves generally are not sold to liquidate liabilities. An additional portion of the Port's net position represents resources that are subject to external restrictions. The remaining unrestricted net position may be used to meet any of the Port's ongoing obligations as defined by the revenue bond covenants.

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Statements of Net Position (continued)

A condensed comparative summary of the Port's statements of net position as of September 30, 2020, 2019, and 2018 is shown below:

Condensed Statements of Net Position
(Dollars in Thousands)

	FY 2020	FY 2019	FY 2018
Assets			
Current assets (unrestricted)	$ 156,977	$ 173,226	$ 268,770
Current assets (restricted)	25,974	53,014	16,268
Noncurrent assets (restricted)	223,318	339,793	30,355
Capital assets, less accumulated depreciation	1,163,308	1,009,812	740,367
Total assets	1,569,577	1,575,845	1,055,760
Deferred Outflows of Resources			
Deferred charge on refunding	3,187	3,747	1,034
Deferred outflows on other post employment benefits	261	84	25
Deferred outflows on pensions	6,115	5,535	6,116
Accumulated decrease in fair value of interest rate swap	-	-	1,706
Total deferred outflows of resources	9,563	9,366	8,881
Liabilities			
Current liabilities payable from unrestricted assets	20,227	12,741	44,723
Current liabilities payable from restricted assets	25,974	53,014	16,268
Noncurrent liabilities	612,703	621,395	179,451
Total liabilities	658,904	687,150	240,442
Deferred Inflows of Resources			
Deferred inflows on other post employment benefits	27	32	11
Deferred inflows on pensions	388	1,216	1,570
Total deferred inflows of resources	415	1,248	1,581
Net Position			
Net investment in capital assets	772,290	729,488	542,723
Restricted for			
Debt service	190	232	1,204
Operating and maintenance	15,169	17,521	17,028
Renewal and replacement	3,000	3,000	3,000
Unrestricted	129,172	146,572	258,663
Total net position	$ 919,821	$ 896,813	$ 822,618

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Statements of Revenues, Expenses, and Changes in Net Position

A condensed comparative summary of the Port's revenues, expenses, and changes in net position for each of the fiscal years ended September 30, 2020, 2019 and 2018 is shown below:

Condensed Statements of Revenues, Expenses, and Changes in Net Position
(Dollars in Thousands)

	FY 2020	FY 2019	FY 2018
Operating revenues	$ 145,613	$ 170,744	$ 167,996
Operating expenses (including depreciation)	110,913	134,223	131,316
Operating income	34,700	36,521	36,680
Non-operating revenues (expenses), net	(20,515)	(5,348)	(5,425)
Income before capital contributions and transfers	14,185	31,173	31,255
Capital contributions	8,823	43,022	16,932
Change in net position	23,008	74,195	48,187
Net position, beginning of year	896,813	822,618	774,431
Net position, end of year	$ 919,821	$ 896,813	$ 822,618

In FY 2020, operating revenues decreased by 14.7% to $145.6 million from $170.7 million in FY 2019. As previously discussed, the impact of COVID-19 on the Port's major business segments was most evident for cruise. Containerized cargo and petroleum also experienced adverse impacts from COVID-19, while real estate managed to achieve an increase of 4.3% in FY 2020 when compared to the prior year due to a one-time credit that the Port issued to Crowley in FY 2019 for permanent improvements on their lease agreement.

In FY 2019, operating revenues increased by 1.6% to $170.7 million from $168.0 million in FY 2018. This was primarily due to a $1.3 million increase in petroleum revenues. In addition, real estate revenue increased by $1.6 million primarily due to increased warehouse space leased to International Warehouse Services as well as new leases and market rent adjustments for existing customers. Parking revenue increased by $0.2 million resulted from the re-opening of T-25.

In FY 2020, operating expenses (including depreciation) decreased by 17.3% to $110.9 million from $134.2 million in FY 2019. The decrease occurred in the salaries and wages, law enforcement and fire rescue, maintenance, equipment and supplies, contractual services, general and administrative, and utilities expense categories. The underlying reason for the overall decrease in operating expenses was related to COVID-19 as cruise business shut down and the U.S. economy slowed. Under the provisions of the CARES Act, a portion of the Port's salaries and wages of approximately $0.6 million related to employee paid leave under the Families First Coronavirus Response Act was transferred to the County's CARES Act Special Revenue fund. In addition, a portion of eligible law enforcement and fire rescue expenses of approximately $13.2 million were also transferred to the County's CARES Act fund, resulting in a decrease of 49.0% from the prior year in this expense category. Insurance expense increased as a result of higher insurance premiums for property and terrorism policies, as well as deductible cost for insurance claims incurred in FY 2020.

In FY 2019, operating expenses (including depreciation) increased by 2.2% to $134.2 million from $131.3 million in the prior year. The increases occurred primarily in the contractual services, law enforcement and fire rescue, and salaries and wages expense categories. Contractual services increased by $4.8 million primarily due to an agreement between Broward County and Florida Power & Light (FPL) in FY 2018 in

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Statements of Revenues, Expenses, and Changes in Net Position (continued)

which the Port incurred cost for constructing a new electric utility substation facility that will be owned, operated, and maintained by FPL once construction is complete. This electrical substation will provide the necessary power supply to operate the new Super Post-Panamax container gantry cranes in Southport. The construction of this electric utility substation began in July of 2018 and was completed in FY 2020.

In addition, there were increases in costs for project management and security services. Law enforcement and fire rescue increased by $1.6 million primarily due to the Port enhancing security services during the FY 2019 cruise season. Salaries, wages, and benefits increased by $1.5 million due to the hiring of new staff, salary adjustments for existing employees, increased overtime pay to support cruise operations, and increased employee pension costs. Maintenance, equipment, and supplies decreased in FY 2019 compared to FY 2018 due to a reduction in inventory purchases for plumbing, marine equipment, paint, janitorial, hardware, ground maintenance, electrical, and other marine equipment supplies.

Net non-operating expenses for FY 2020 increased by $15.2 million, primarily due to higher interest expense of $10.1 million related to the issuance of Port Facilities Revenue Bonds Series 2019A, 2019B, 2019C, and 2019D in September 2019. In addition, in September 2020, the Port pre-paid a portion of the FY 2021 debt service which resulted in a loss on in-substance defeasance of $9.5 million. The loss on in-substance defeasance is more fully discussed in the defeased bonds section of Note 6.

In FY 2019, net non-operating expenses decreased by $0.1 million to $5.3 million from net expense of $5.4 million in FY 2018. This was primarily due to a $5.8 million increase in interest income as a result of the Port obtaining a higher valuation on investments and receiving $2.5 million in a legal settlement. These increases in non-operating revenues were offset by interest expense, a loss on in-substance defeasance, and debt issuance costs. Interest expense increased by $2.3 million because the Port implemented GASB Statement No. 89 and is no longer capitalizing interest expense. The Port defeased a portion of the outstanding Series 2011A and 2011B Bonds and refunded the Series 2009A Bonds and the Subordinate Series 2008 Bonds with Series 2019C and Series 2019D Bonds. The partial defeasance and refunding of these bonds resulted in a loss on in-substance defeasance of $2.5 million and an accelerated charge to interest expense. In addition, the Port incurred debt issuance costs of $3.1 million as a result of the Series 2019 bond issuance.

Capital contributions in FY 2020 decreased to $8.8 million compared to $43.0 million in FY 2019, as the Port was fully reimbursed from the original grant from the Florida Department of Transportation (FDOT), which partially funded the Southport Turning Notch Extension (STNE)/Crane Rail Infrastructure Improvements project. Capital contributions in FY 2019 increased to $43.0 million primarily due to an increase in construction activities that were eligible for FDOT grants.

The overall financial performance in FY 2020 resulted in a net position of $919.8 million, an increase of $23.0 million, or 2.5% from FY 2019.

PORT EVERGLADES DEPARTMENT OF BROWARD COUNTY, FLORIDA
Management's Discussion and Analysis
Fiscal Years Ended 2020, 2019, and 2018
(Unaudited)

Statements of Revenues, Expenses, and Changes in Net Position (continued)

The following table details operating revenues by revenue center for each of the fiscal years ended September 30, 2020, 2019, and 2018:

Schedule of Operating Revenues by Revenue Center
(Dollars in Thousands)

	FY 2020	FY 2019	FY 2018
Operating revenues			
Cruise	$ 41,317	$ 59,412	$ 59,596
Containerized cargo	31,686	34,525	35,182
Petroleum	33,018	37,402	36,080
Real estate	19,292	18,496	16,946
Parking	5,493	8,769	8,603
Other	6,784	3,161	3,300
Break Bulk	3,981	4,002	4,672
Bulk	4,042	4,977	3,617
Total operating revenues	$ 145,613	$ 170,744	$ 167,996

The following table details operating expenses by function for September 30, 2020, 2019 and 2018:

Schedule of Operating Expenses by Function
(Dollars in Thousands)

	FY 2020	FY 2019	FY 2018
Operating expenses			
Personal services	$ 24,117	$ 24,603	$ 23,077
Law enforcement and fire rescue	14,312	28,069	26,512
Maintenance, equipment, and supplies	18,363	18,810	26,456
Contractual services	7,926	16,049	11,266
General and administrative	6,469	7,657	6,849
Insurance	6,562	5,907	5,313
Utilities	3,977	4,659	4,497
Total operating expenses before depreciation	81,726	105,754	103,970
Depreciation	29,187	28,469	27,346
Total operating expenses	$ 110,913	$ 134,223	$ 131,316

PORT EVERGLADES DEPARTMENT OF BROWARD COUNTY, FLORIDA
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(Unaudited)

Statements of Revenues, Expenses, and Changes in Net Position (continued)

The following table presents non-operating revenues and non-operating expenses for each of the fiscal years ended September 30, 2020, 2019, and 2018:

Schedule of Non-Operating Revenues (Expenses)
(Dollars in Thousands)

	FY 2020	FY 2019	FY 2018
Non-operating revenues			
Investment and interest income	$ 6,154	$ 8,381	$ 2,540
Other revenues, net	1,897	3,084	581
Total non-operating revenues	8,051	11,465	3,121
Non-operating expenses			
Interest expense	(17,574)	(7,485)	(5,178)
Debt issuance costs	-	(3,093)	-
Loss on disposal or discontinuance of capital assets	(548)	(2,510)	(2,356)
Loss on in-substance defeasance	(9,456)	(2,529)	-
Other expenses, net	(988)	(1,196)	(1,012)
Total non-operating expenses	(28,566)	(16,813)	(8,546)
Non-operating revenues (expenses), net	$ (20,515)	$ (5,348)	$ (5,425)

Capital Acquisitions and Construction Activities

During FY 2020, the Port added $182.7 million of construction in progress and pending equipment. The major on-going capital projects included STNE/Crane Rail Infrastructure Improvements, Cruise Terminals 2 and 4 Parking Garage, and the Super Post-Panamax Cranes projects. Additions to the Buildings, Piers, and Other Improvements, net of depreciation in FY 2020 included McIntosh Gate Improvements, Midport Cathodic Improvements and Cruise Terminal 25 (T-25). New equipment put into service included crane equipment improvements and new vehicles purchased.

During FY 2019, the Port added $299.8 million of construction in progress and pending equipment. The major capital asset events related to these additions included STNE/Crane Rail Infrastructure Improvements, Cruise Terminals 2 and 4 Parking Garage, and Super Post-Panamax Cranes projects. At the end of the fiscal year, the Port also put into use approximately $128.8 million of new capital assets. A major asset that was added was the T-25. T-25 underwent a complete renovation, requiring the demolition of two smaller terminals to expand the total square footage. With a cost of approximately $110 million, the new facility is the largest financial investment Port Everglades has made in a cruise terminal. It was converted from the construction in progress phase into a new depreciable asset. There were also other assets added including the new Southport Phase 9B Container Yard project, equipment, artwork, and vehicles.

Capital asset acquisitions are capitalized at cost. Acquisitions are funded primarily with Port revenues, grants, and revenue bonds. The Port had construction commitments of approximately $113.5 million as of September 30, 2020, compared to $167.9 million in FY 2019, a 32.4% decrease. This large decrease is primarily due to the progress in construction activities for projects moving toward completion for the Cruise Terminals 2 and 4 Parking Garage and the Super Post-Panamax Cranes. Additional information on the Port's capital assets and commitments can be found in Note 4 – Capital Assets and Note 13 – Commitments and Contingencies.

PORT EVERGLADES DEPARTMENT OF BROWARD COUNTY, FLORIDA
Management's Discussion and Analysis
Fiscal Years Ended 2020, 2019, and 2018
(Unaudited)

Capital Improvement Plan

The Port strategically evaluates the need for capital improvements based upon a demand-driven strategy that balances the deployment of capital resources with projected cash flows. Intermediate and long-range capital investment plans are prepared based upon market demand, timing, costs, permitting, financing capabilities, and other factors. These plans are periodically updated to reflect changing events including the global marketplace. Generally, the Port funds capital projects from a combination of operating cash flows, grants, and the issuance of revenue bonds. The Port continuously monitors the global situation and economic factors and prudently manages its financial condition, liquidity, operations, and debt against realistic cash flow expectations.

Overview of Upcoming Projects

During FY 2020, construction for several key projects included in the Port Everglades 20-Year Master/Vision Plan are on-going. These projects include the STNE/Crane Rail Infrastructure Improvements, Super Post-Panamax Container Gantry Cranes, U.S. Army Corps of Engineers Deepening and Widening Project, Cruise Terminals 2 and 4 Parking Garage, as well as Northport and Southport Improvements. These projects, as further described below, are expected to be completed over the coming years, and will add up to five berths, increase the Ports ability to handle containers stacked eight high and reach twenty-two containers across the ship's deck, widen, and deepen the channel, and reconfigure existing space. In addition, Cruise Terminal 21 (T-21) Redevelopment and Ro-Ro Yard Relocation and Expansion projects are included in the upcoming Midport Improvements projects within the next five years.

Southport Turning Notch Extension (STNE)/Crane Rail Infrastructure Improvements

During FY 2020, construction for the $471 million berth expansion project, the STNE/Crane Rail Infrastructure Improvements, is ongoing and expected to be complete by late 2022. This project will lengthen the existing deepwater turn-around area for cargo ships from approximately 900 feet to 2,400 feet, which will allow for up to five new cargo berths. The existing gantry crane rails will be extended to the full length of the extended Turning Notch berth to utilize the existing cranes, and new crane rail will be added to the extended berth for the new Super Post-Panamax container gantry cranes.

Construction activities also continue for the three custom-designed Super Post-Panamax container gantry cranes. The new cranes are part of the Port's 20-Year Master/Vision Plan Update and have the ability to handle containers stacked eight high and reach 22 containers across the ship's deck. They are the largest low-profile container gantry cranes ever designed and built. Each crane is valued at $13.8 million. On November 17, 2020, all three cranes arrived at the Port for commissioning in February 2021. The cranes are 175-feet tall (53.3 meters) and are designed as "low profile" with booms that extend out and back rather than raise up, thus staying out of the flight path of Fort Lauderdale-Hollywood International Airport (FLL), which is less than two miles away. The Port also has an option to purchase three additional cranes within the next four years. In addition to purchasing the new cranes, the seven existing low-profile Post-Panamax gantry cranes in Southport will be upgraded to a lift capacity of 65 tons from the current 46.5 tons that will add the capability to perform twin-picks (lifting two containers at a time).

U.S. Army Corps of Engineers Deepening and Widening

The Port must deepen its channel to 48 feet (+1+1 overdepth) and widen it in certain areas to remain competitive with seaports in the southeastern United States that are gearing up for the Panama Canal expansion. The Port already handles post-Panamax ships, those ships too large to fit through the Panama Canal before it was expanded in 2016; however, the ships must be lightly loaded, which is inefficient and may drive ocean shipping companies to use other ports that have deeper water or are currently dredging deeper.

The project calls for deepening and widening the Outer Entrance Channel from an existing 45-foot project depth over a 500-foot channel width to a 55-foot depth, with an 800-foot channel width, for a flared extension extending 2,200 feet seaward, deepening the Inner Entrance Channel, Southport Access Channel, and

Overview of Upcoming Projects (Continued)

Main Turning Basin from 42 feet to 48 feet (+1+1 overdepth) and widening the channels within the Port to increase the margin of safety for ships transiting to berth. This is needed to safely accommodate increasingly larger cargo ships, especially those already coming from Europe and South America. The project also addresses environmental concerns and will utilize innovative approaches to coral restoration and protection.

The total cost is estimated to be $429.3 million, and the U.S. Army Corps of Engineers and the Port are currently in the preconstruction engineering and design (PED) phase of this project. In February 2020, this project received $29.1 million in funding under the U.S. Army Corps of Engineers FY 2020 Work Plan. The funding will be used to build a new facility at the U.S. Coast Guard Station Fort Lauderdale, so that the current entrance channel can be widened by 250 feet. Currently, this chokepoint in the channel puts operating restrictions on large Neo-Panamax cargo ships which affects their ability to transit past docked cruise ships. The Coast Guard Station reconfiguration is the first phase of the larger dredging project.

Cruise Terminals 2 and 4 Parking Garage

In 2020, the Cruise Terminals 2 and 4 Parking Garage construction ramped up to provide additional parking capacity in the Northport area. The new 1,818-space garage is designed to redefine the entry to the Port, including a new ground transportation area. It will feature an air-conditioned bridge with moving walkways to deliver guests to Cruise Terminal 2, Princess Cruises' prototype Ocean Medallion terminal. The garage is being constructed in conjunction with the County's Convention Center Expansion and Convention Center Hotel project. The parking garage's final completion is estimated to be at the end of March 2021.

Additional Northport, Midport and Southport Improvements

An additional project for Northport will replace the existing bulkheads at Berths 9 and 10 in a new location approximately 150 feet south of their current location, which will widen Slip 1. This redevelopment will allow the Port to accommodate larger petroleum vessels by increasing the width of the slip through the excavation of land on the south side of the slip. The programming and design of this project commenced in February of 2017 and is expected to be completed in 2021, with project construction expected to be complete in 2025.

Funding for the Redevelopment of T-21 in Midport is being budgeted to accommodate a larger class of cruise ships. The Ro-Ro Yard Relocation/Expansion project, slated to begin in FY 2022, will increase the existing ro-ro facility in Midport from nine acres to fifteen acres and will facilitate projected growth in new automobile imports and exports at the Port.

The Port Everglades West Lake Park Mitigation project is in the permit modification process and is expected to begin construction in Fiscal Year 2021. This project is a key part of the Port's mitigation plan related to both the STNE/Crane Rail Infrastructure Improvements, and the U.S. Army Corps of Engineers Deepening and Widening projects. It calls for the restoration of seagrasses and mangroves in West Lake Park, which is located to the south of the Port.

PORT EVERGLADES DEPARTMENT OF BROWARD COUNTY, FLORIDA
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(Unaudited)

Debt Administration

As of September 30, 2020, 2019, and 2018, the Port had $502.4 million, $517.2 million, and $169.5 million, respectively, in outstanding long-term revenue bonds. The bonds are secured by a pledge of and lien on net revenues as defined in the Bond Resolution. Detailed information regarding the bonds is contained in Note 6 - Long-term Obligations.

The Port's bond ratings on outstanding revenue bonds as of September 30, 2020 are as follows:

Issue	Insured	Fitch Inc.	Moody's Investors Service	Standard & Poor's Ratings Services
2011A Port Facilities Refunding Revenue	Assured Guaranty	A	A1	A
2011B Port Facilities Refunding Revenue	Assured Guaranty	A	A1	A
2019A Port Facilities Revenue	No	-	A1	A
2019B Port Facilities Revenue	No	-	A1	A
2019C Port Facilities Refunding Revenue	No	-	A1	A
2019D Subordinate Port Facilities Refunding Revenue	No	-	A2	A-

Contacting the Port Department's Financial Management

If you have questions about this report or need additional financial information, please contact the Port's Director of Finance, 1850 Eller Drive, Fort Lauderdale, FL 33316 USA.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Statements of Net Position
September 30, 2020 and 2019
(Dollars in Thousands)

	2020	2019
ASSETS		
Current Assets		
Unrestricted assets		
Cash and cash equivalents	$ 63,596	$ 66,165
Investments	76,589	88,063
Receivables:		
Accounts, net of allowance of $1,410 in 2020 and $7 in 2019	5,749	7,274
Other	215	587
Due from other County funds	176	1
Due from other governments	549	1,201
Inventories	7,176	7,714
Prepaid items	2,927	2,221
Total current unrestricted assets	156,977	173,226
Restricted assets		
Cash and cash equivalents	22,511	42,396
Investments	3,237	10,618
Other receivable	226	-
Total current restricted assets	25,974	53,014
Total current assets	182,951	226,240
Noncurrent assets		
Restricted assets		
Cash and cash equivalents	141,382	314,848
Investments	81,936	24,945
Total noncurrent restricted assets	223,318	339,793
Capital assets		
Land and land improvements	58,340	58,303
Construction in progress and pending equipment	540,543	365,678
Buildings, piers, and other improvements	688,599	671,924
Equipment and vehicles	189,994	187,750
Property held for leasing	252,820	267,090
Total capital assets	1,730,296	1,550,745
Less accumulated depreciation	(566,988)	(540,933)
Total capital assets, net	1,163,308	1,009,812
Total noncurrent assets	1,386,626	1,349,605
Total assets	1,569,577	1,575,845
DEFERRED OUTFLOWS OF RESOURCES		
Deferred charge on refunding	3,187	3,747
Deferred outflows on other post employment benefits	261	84
Deferred outflows on pensions	6,115	5,535
Total deferred outflows of resources	$ 9,563	$ 9,366

(Continued)

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Statements of Net Position (Continued)
September 30, 2020 and 2019
(Dollars in Thousands)

	2020	2019
LIABILITIES		
Current liabilities		
Payable from unrestricted assets		
Accounts payable	$ 17,249	$ 8,881
Accrued liabilities	637	480
Due to other County funds	120	1,052
Due to other governments	791	929
Compensated absences	1,430	1,399
Total current liabilities payable from unrestricted assets	20,227	12,741
Payable from restricted assets		
Accounts payable	21,450	42,767
Accrued interest payable	870	389
Security deposits	1,369	1,353
Revenue bonds payable	2,285	8,505
Total current liabilities payable from restricted assets	25,974	53,014
Total current liabilities	46,201	65,755
Noncurrent liabilities		
Accounts payable - restricted	13,052	9,628
Revenue bonds payable, including premiums	573,330	589,712
Compensated absences	1,424	1,275
Total other post employment benefits liability	1,301	981
Net pension liability	23,596	19,799
Total noncurrent liabilities	612,703	621,395
Total liabilities	658,904	687,150
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows on other post employment benefits	27	32
Deferred inflows on pensions	388	1,216
Total deferred inflows of resources	415	1,248
NET POSITION		
Net investment in capital assets	772,290	729,488
Restricted for		
Debt service	190	232
Operating and maintenance	15,169	17,521
Renewal and replacement	3,000	3,000
Unrestricted	129,172	146,572
Total net position	$ 919,821	$ 896,813

See accompanying notes to financial statements.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Statements of Revenues, Expenses, and Changes in Net Position
For the Fiscal Years Ended September 30, 2020 and 2019
(Dollars in Thousands)

	2020	2019
Operating revenues		
Vessel, cargo, and passenger services	$ 119,872	$ 142,015
Lease of facilities	17,948	17,583
Vehicle parking	5,494	8,769
Other	2,299	2,377
Total operating revenues	145,613	170,744
Operating expenses		
Salaries and wages	15,723	16,375
Benefits	8,394	8,228
Total personal services expenses	24,117	24,603
Law enforcement and fire rescue	14,312	28,069
Maintenance, equipment, and supplies	18,363	18,810
Contractual services	7,926	16,049
General and administrative	6,469	7,657
Insurance	6,562	5,907
Utilities	3,977	4,659
Total non-personal services expenses	57,609	81,151
Total operating expenses before depreciation	81,726	105,754
Depreciation	29,187	28,469
Total operating expenses	110,913	134,223
Operating income	34,700	36,521
Non-operating revenues (expenses)		
Investment and interest income	6,154	8,381
Interest expense	(17,574)	(7,485)
Debt issuance costs	-	(3,093)
Loss on disposal or discontinuance of capital assets	(548)	(2,510)
Loss on in-substance defeasance	(9,456)	(2,529)
Other, net	909	1,888
Total non-operating expenses	(20,515)	(5,348)
Income before capital contributions	14,185	31,173
Capital contributions	8,823	43,022
Change in net position	23,008	74,195
Net position, beginning of year	896,813	822,618
Net position, end of year	$ 919,821	$ 896,813

See accompanying notes to financial statements.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Statements of Cash Flows
For the Fiscal Years Ended September 30, 2020 and 2019
(Dollars in Thousands)

	2020	2019
Cash flows from operating activities:		
Cash received from customers	$ 146,979	$ 172,079
Payments to suppliers for goods and services	(59,400)	(73,279)
Payments to employees for services	(21,253)	(22,042)
Other cash receipts	1,683	408
Other cash paid	(619)	(568)
Net cash provided by operating activities	67,390	76,598
Cash flows from non-capital financing activities:		
Nonoperating grants received	214	171
Cash flows from capital and related financing activities:		
Proceeds from issuance of bonds	-	497,726
Payment to refunded bond escrow agent	-	(6,669)
Payment of bond issuance costs	-	(1,050)
Acquisition of capital assets	(192,110)	(276,532)
Legal settlement proceeds	-	2,506
Principal payments on bonds	(8,505)	(14,320)
Principal payments on defeased bonds	(6,285)	(53,755)
Loss on bond defeasance	(12,215)	(3,330)
Payment of interest and fiscal charges	(21,572)	(8,271)
Payment of other debt service costs	(476)	(647)
Capital contributions	9,475	52,237
Net cash (used in) provided by capital and related financing activities	(231,688)	187,895
Cash flows from investing activities:		
Purchase of investments	(808,254)	(152,488)
Proceeds from sales and maturities of investments	770,118	251,843
Interest on investments	6,300	8,521
Net cash (used in) provided by investing activities	(31,836)	107,876
Net change in cash and cash equivalents	(195,920)	372,540
Cash and cash equivalents, beginning of year	423,409	50,869
Cash and cash equivalents, end of year	$ 227,489	$ 423,409
Cash and cash equivalents - unrestricted assets	$ 63,596	$ 66,165
Cash and cash equivalents - restricted assets - current	22,511	377
Cash and cash equivalents - restricted assets - noncurrent	141,382	356,867
	$ 227,489	$ 423,409

(Continued)

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Statements of Cash Flows (Continued)
For the Fiscal Years Ended September 30, 2020 and 2019
(Dollars in Thousands)

	2020	2019
Reconciliation of operating income to net cash provided by operating activities		
Operating income	$ 34,700	$ 36,521
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation	29,187	28,469
Miscellaneous non-operating expenses	1,064	(160)
Decrease (increase) in assets and deferred outflows of resources:		
Accounts receivable, trade	1,525	1,185
Due from other County funds	(175)	(1)
Inventories	538	86
Prepaid items	(738)	7,040
Deferred outflows on other post employment benefits liability	(177)	(59)
Deferred outflows on pensions	(580)	581
Increase (decrease) in liabilities and deferred inflows of resources:		
Accounts payable	(521)	(52)
Accrued liabilities	157	132
Due to other County funds	(932)	665
Due to other governments	(138)	133
Compensated absences	180	86
Security deposits	16	151
Total other post employment benefits liability	320	82
Net pension liability	3,797	2,072
Deferred inflows on other post employment benefits liability	(5)	21
Deferred inflows on pensions	(828)	(354)
Net adjustments	32,690	40,077
Net cash provided by operating activities	$ 67,390	$ 76,598
Supplemental information		
Non-cash investing, capital, and financing activities		
Capital assets acquired through current accounts payable	$ 47,286	$ 56,165
Capital contributions	549	1,201
Amortization of bond premiums	(7,812)	(2,063)
Amortization of deferred charges	560	533
Change in fair value of interest rate swap	-	(1,706)
Change in fair value of investments	527	3,711
Issuance of refunding bonds	-	73,127

See accompanying notes to financial statements.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Notes to Financial Statements
September 30, 2020 and 2019

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Notes to Financial Statements
September 30, 2020 and 2019

Note 1 Summary of Significant Accounting Policies

A. Reporting Entity: These financial statements present the financial position, changes in net position, and cash flows of the Port Everglades Department (the "Port") of Broward County, Florida (the "County") and not the County as a whole. The Port is a department of the County and operates as a major enterprise fund thereof. The County owns Port Everglades, which is operated by the County's Board of County Commissioners (the "County Commission"). The Port, formerly known as Port Everglades Authority ("PEA"), is located within the geographic boundaries of the County, and was originally created in 1927 by a special act of the Florida Legislature to create and promote commerce and industry through the operation of a deep-water seaport. The Port's jurisdictional area consists of approximately 2,190 acres, inclusive of land and water, designated for shipping, warehousing, and all other non-residential uses, as approved. The Port owns approximately 1,213 acres.

The County Commission is responsible for legislative and fiscal control of the County. A County Administrator is appointed by the County Commission and is responsible for administrative and fiscal control of all County departments through the administration of directives and policies established by the County Commission.

On March 10, 1992, voters approved a binding referendum to abolish the PEA and transfer control to the County Commission. The Port remained independent until November 22, 1994. Laws of Florida, Chapter 91-346 (Resolution 92-1734) provided for dissolution and required the County to assume all of the Port's assets and obligations. The same law restricts the use of all monies and revenues owned or generated by the Port as being used for Port purposes to the same extent as such revenues could have been used by the PEA prior to its dissolution and the transfer of its assets to the County.

B. Measurement Focus and Basis of Accounting: The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured, such as current financial resources or economic resources. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements.

The Port is a major enterprise fund of the County and uses the enterprise fund type to account for all of its operations. The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of when the related cash flows take place.

The financial statements distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with the Port's principal ongoing operations. The principal operating revenues of the Port are charges to customers for services rendered or use of facilities. Operating expenses include employee wages and benefits, the purchase of services, other expenses related to operating the Port, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues or expenses.

C. Implementation of Governmental Accounting Standards Board Statements: The Port adopted the following Governmental Accounting Standards Board (GASB) Statement during the fiscal year ended September 30, 2020:

GASB Statement No. 95, Postponement of the Effective Dates of Certain Authoritative Guidance

Statement No. 95 provides temporary relief from certain new accounting and financial reporting requirements to governments in light of the COVID-19 pandemic. Statement No. 95 postponed the date by which the Port must implement Statements No. 84 through No. 93, as well as Statement No. 83, which the Port had previously implemented.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Notes to Financial Statements
September 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

The Port evaluated the following GASB Statements during the fiscal year ended September 30, 2020:

1. GASB Statement No. 84, Fiduciary Activities

Statement No. 84 establishes improved guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and establishes criteria for identifying fiduciary activities of all state and local governments. The effective date of this Statement will be for the Port beginning with its fiscal year ending 2021. Management is currently evaluating the impact of the adoption of this Statement on the Port’s financials statements.

2. GASB Statement No. 87, Leases

Statement No. 87 will be effective for the Port beginning with its fiscal year ending 2022. This Statement requires recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. Statement No. 87 requires note disclosure only for certain leases subject to regulation and establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under Statement No. 87, the Port, as a lessee, is required to recognize a lease liability and an intangible right-to-use lease asset, and, as a lessor, is required to recognize a lease receivable and a deferred inflow of resources. Adoption of this Statement will have a material impact on the Port’s financial statements.

3. GASB Statement No. 90, Majority equity interests – An amendment of GASB Statements No. 14 and No. 61

Statement No. 90 will be effective for the Port beginning with its fiscal year ending 2021. The primary objective of this Statement is to improve the consistency of reporting a government’s majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. Management is currently evaluating the impact of the adoption of this Statement on the Port’s financial statements.

4. GASB Statement No. 92, Omnibus 2020

Statement No. 92 addresses various accounting issues including the modification of the effective date of Statement No. 87; reporting of intra-entity transfers of assets between a primary government and a component unit defined benefit pension plan or defined benefit OPEB plan; the applicability of certain GASB statements to reporting assets accumulated for pension and OPEB; the applicability of certain requirements of Statements No. 84; and measurements of liabilities and assets, if any, related to asset retirement obligations in a government acquisition. The change in the effective date for Statement No. 87 was immediate and the other provisions are effective for the Port beginning with its fiscal year ending 2022. Management is currently evaluating the impact of the adoption of this Statement on the Port’s financial statements.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Notes to Financial Statements
September 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

5. GASB Statement No. 93, Replacement of Interbank Offered Rates

Statement No. 93 addresses accounting and financial reporting implications that result from the replacement of an interbank offered rate (IBOR), most notably, the London Interbank Offered Rate (LIBOR) as an appropriate benchmark interest rate. The LIBOR will cease to exist at the end of 2021. The removal of the LIBOR will have implications related to Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, and Statement No. 87, *Leases*. For paragraphs 13 and 14 of Statement 93 pertaining to lease modifications, the effective date will be for the Port beginning with its fiscal year ending 2022. For paragraph 11b of Statement 93 pertaining to derivative instruments that hedge the interest rate risk of taxable debt, the effective date will be for the Port beginning with its fiscal year ending 2023. All other paragraphs of Statement 93 will be effective for the Port beginning with its fiscal year ending 2021. Management is currently evaluating the impact of the adoption of this Statement on the Port's financial statements.

6. GASB Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements

Statement No. 94 addresses issues related to public-private and public-public partnership arrangements (PPPs). It requires governments to report assets and liabilities related to PPPs and to disclose information about PPP transactions. Statement No. 94 will be effective for the Port beginning with its fiscal year ending 2023. Management is currently evaluating the impact of the adoption of this Statement on the Port's financial statements.

7. GASB Statement No. 96, Subscription-Based Information Technology Arrangements

Statement No. 96 provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end-users. SBITAs result in a right-to-use subscription intangible asset and corresponding subscription liability. Statement No. 96 also provides capitalization criteria for payments other than subscription payment, as well requires certain note disclosures. This statement will be effective for the Port beginning with its fiscal year ending 2023. Management is currently evaluating the impact of the adoption of this Statement on the Port's financial statements.

8. GASB Statement No. 97, Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans – an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32

Statement No. 97 increases consistency and comparability related to the reporting of fiduciary component units when the component unit does not have a governing board and the primary government performs duties of a government board. This statement also requires that a Section 457 plan be classified as either a pension plan or another employee benefit plan depending on certain criteria. The effective date of Statement 97 are as follows: the requirements in paragraphs 4 and 5 of this Statement are effective immediately; the remaining requirements are effective for the Port beginning with its fiscal year ending 2022.

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Note 1 - Summary of Significant Accounting Policies (Continued)

D. Deposits and Investments: Cash and cash equivalents consist of cash on hand, demand deposits and investments with original maturities at time of purchase of three months or less.

The Port participates in the cash and investment pool maintained by the County. The Port's portion of the pool is presented as "cash and cash equivalents," "investments," or "restricted assets," as appropriate. Earnings are allocated to the Port based on the average daily cash and investment balances. The Port also maintains cash and investments outside of the County pool relating to bond proceeds for the purpose of funding debt service payments, bond reserve requirements, as well as for investment purposes. All investments are carried at fair value.

E. Accounts Receivable: The Port invoices customers for vessel, cargo, and passenger services, and leasing of facilities. The Port records accounts receivable at the estimated net realizable value, based on current economic conditions and consideration of the customer’s ability to pay. Accordingly, accounts receivables are shown net of estimated uncollectible accounts, as determined by management policies.

F. Due from or to Other County Funds: During the course of operations, the Port has activity with other County funds for various purposes. Any residual balances outstanding at year end are reported as due from or to other County funds.

G. Due from or to Other Governments: The amounts due from other governments represent grants receivable from Federal and State governments for their share of amounts expended on various capital projects. Additionally, the Port has activity with other governments for services received, and residual balances outstanding at year end are reported as due to other governments.

H. Inventories and Prepaid Items: Crane and loading bridge spare parts, supplies, and fender inventories are carried at the lower of average cost or market. Fire retardant chemical inventory is recorded using the lower of cost (first-in, first-out method) or market. Prepaid items consist of insurance and other necessary costs paid in advance that will benefit future accounting periods.

I. Capital Assets: Capital assets are stated at cost or, if donated, acquisition value on the date of donation. Capital assets are defined as assets with an initial, individual cost of $1,000 or more for equipment and $5,000 or more for all other capital assets. The costs of normal maintenance and repairs that do not add to the value of assets or materially extend assets’ lives are not capitalized. Depreciation is computed using the straight-line method over the estimated useful lives of the related assets as follows:

Buildings (including buildings held for leasing)	30 – 50 years
Piers	20 – 50 years
Other improvements	10 – 30 years
Equipment and vehicles	3 – 30 years

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of Broward County, Florida
Notes to Financial Statements
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Note 1 - Summary of Significant Accounting Policies (Continued)

J. Deferred Outflows/Inflows of Resources: In addition to assets, the statement of net position will sometimes report a separate section for *deferred outflows of resources*. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period and so will not be recognized as an outflow of resources (expense) until then. The category of deferred outflows of resources reported in the Port's Statements of Net Position is related to debt refunding, other post employment benefits (OPEB) and pensions. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded debt or refunding debt. Deferred outflows on OPEB activities are more fully discussed in Note 1, Section N and Note 7. Deferred outflows on pension activities are more fully discussed in Note 1, Section O and Note 8. In addition to liabilities, the Statement of Net Position will sometimes report a separate section for *deferred inflows of resources.* This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time. The category of deferred inflows of resources reported in the Port's Statements of Net Position is related to OPEB and pensions. Deferred inflows of resources on OPEB activities are more fully discussed in Note 1, Section N and Note 7. Deferred inflows of resources on pension activities are more fully discussed in Note 1, Section O and Note 8.

K. Long-term Obligations: Long-term debt and other long-term obligations are reported as liabilities in the Statements of Net Position. The Port uses the effective interest method to amortize bond premiums or discounts over the life of the bonds. Bonds payable as reported include unamortized amounts of bond premiums or discounts.

L. Noncurrent Liabilities Accounts Payable - Restricted: It is the Port’s policy to measure retainage payable beyond one year for construction projects and report it as a noncurrent liability in the Statements of Net Position.

M. Compensated Absences: It is the Port’s policy to permit employees to accumulate earned but unused vacation and sick leave. The cost of earned but unused vacation pay is accrued as a liability in the period in which the leave is earned. Liabilities for earned but unused sick leave are accrued only to the extent that the leave will result in payment at termination.

N. Total OPEB liability: The total OPEB liability is measured as the portion of the actuarial present value of projected benefits that is attributed to past periods of employee service. The total OPEB liability is measured as of a date (measurement date) no earlier than the end of the employer’s prior fiscal year, consistently applied from period to period. The total OPEB liability is reported in the Statements of Net Position.

O. Pensions: In the Statements of Net Position, pension liabilities are recognized for the Port's proportionate share of the County's share of each pension plan's net pension liability. Information about the fiduciary net position of the Florida Retirement System Pension Plan (Pension Plan) defined benefit plan and the Health Insurance Subsidy (HIS) defined benefit plan, and additions to and deductions from the Pension Plan's and the HIS's fiduciary net position, have been determined on the same basis as they are reported by the Pension Plan and HIS plans. Changes in the net pension liability during the period are recorded as pension expense, deferred outflows of resources, or deferred inflows of resources depending on the nature of the change. Those changes in the net pension liability that are recorded as deferred outflows of resources or deferred inflows of resources that arise from changes in actuarial assumptions or other inputs, changes in the proportionate share of the net pension liability, and differences between

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Note 1 - Summary of Significant Accounting Policies (Continued)

expected or actual experience, are amortized over the average expected remaining service lives of all employees that are provided with pensions through the pension plans, and recorded as a component of pension expense beginning with the period in which they arose. Differences between projected and actual investment earnings are reported as deferred outflows of resources or deferred inflows of resources and are amortized as a component of pension expense using a systematic and rational method over a five-year period beginning with the period in which a difference arose.

P. Net Position and Net Position Flow Assumption: Net position represents the residual interest in the Port's assets and deferred outflows of resources after liabilities and deferred inflows of resources are deducted. Net position consists of three components: net investment in capital assets, restricted and unrestricted net position. Net investment in capital assets includes capital assets, net of accumulated depreciation, reduced by outstanding debt incurred to acquire, construct, or improve those assets, excluding unexpended proceeds. The restricted category represents the balance of assets restricted by external parties (creditors, grantors, contributors, or laws or regulations of other governments) or imposed by law through constitutional provisions or enabling legislation. Unrestricted net position consists of the net position not meeting the definition of either of the other two components. Sometimes, the Port will fund outlays for a particular purpose from both restricted and unrestricted resources. In order to calculate the amounts reported as restricted net position and unrestricted net position in the financial statements, a flow assumption must be made about the order in which the resources are considered to be liquidated. It is the Port's policy to consider restricted net position to have been depleted before unrestricted net position is liquidated.

Q. Capital Contributions: Capital contributions consist mainly of grants from Federal and State governments. These capital contributions are recognized when eligibility requirements have been met, which usually is when project costs have been incurred.

R. Reclassifications: Certain amounts presented in the prior year's data have been reclassified in order to be consistent with the current year's presentation. The fiscal year 2019 net position categories have been updated due to an adjustment in the prior year calculation of net investment in capital assets. The adjustment resulted in a decrease in the net investment in capital assets and an increase in the Port's unrestricted net position. Total net position remains unchanged. Management believes that this adjustment does not materially misstate either the current or prior period financial statements.

S. Use of Estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, and deferred inflows of resources and disclosures of contingent assets or liabilities at the dates of the financial statements and the reported amounts of revenues and expenses during the reporting periods. Actual results could differ from those estimates.

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Note 2 - Deposits and Investments

As of September 30, 2020 and 2019, the Port's deposits and investments consisted of the following (dollars in thousands):

	September 30, 2020	September 30, 2019
Cash deposits	$ 32,956	$ 79,485
Investments:		
Money Market	61,919	343,925
U.S. Agencies	137,787	69,740
U.S. Treasury	152,928	42,323
Commercial Paper	1,909	-
World Bank	1,561	11,362
Sovereign Bonds	191	200
Total investments	356,295	467,550
Total cash and cash equivalents and investments	$ 389,251	$ 547,035

Cash and cash equivalents and investments are classified in the statements of net position as follows (dollars in thousands):

	September 30, 2020	September 30, 2019
Current assets:		
Cash and cash equivalents - unrestricted	$ 63,596	$ 66,165
Cash and cash equivalents - restricted	22,511	42,396
Investments - unrestricted	76,589	88,063
Investments - restricted	3,237	10,618
Non-current assets:		
Cash and cash equivalents - restricted	141,382	314,848
Investments - restricted	81,936	24,945
Total cash and cash equivalents and investments	$ 389,251	$ 547,035

Deposits – <u>Custodial Credit Risk:</u> The custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the County will not be able to recover deposits or will not be able to recover collateral securities that are in the possession of an outside party. The County mitigates custodial credit risk by generally requiring public funds to be deposited in a qualified public depository pursuant to State Statutes. Under the State Statutes, all qualified public depositories are required to pledge eligible collateral having a market value equal to or greater than the average daily or monthly balance of all public deposits times the depositories' collateral pledging level. The pledging level may range from 25% to 150% depending upon the depositories' financial condition ranking from two nationally recognized financial rating

PORT EVERGLADES DEPARTMENT
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Notes to Financial Statements
September 30, 2020 and 2019

Note 2 - Deposits and Investments (Continued)

services, as well as consideration of financial ratios, trends and other pertinent information. All collateral must be deposited with an approved financial institution. Any potential losses to public depositors are covered by applicable deposit insurance, sale of securities pledged as collateral, and, if necessary, assessments against other qualified public depositories of the same type as the depository in default. At September 30, 2020 and 2019, $3,009,000 and $3,319,000, respectively, was exposed to custodial credit risk because it was uninsured and collateralized with securities held by the pledging financial institutions' trust department, but not in the County's name.

Investments: The Port follows the County's investment practices and are governed by Section 218.415 of the Florida Statutes, County Code of Ordinances, Chapter I, Article I, Section 1-10 and the requirements of bond indentures. The County has a formal investment policy that, in the opinion of management, is designed to ensure conformity with State Statutes and seeks to limit exposure to investment risks. The investment policy specifies the types, issuer, maturity, and performance measurement of investment securities that are permissible. Securities are held to maturity with limited exceptions outlined in the investment policy. Qualified institutions utilized for investment transactions are also addressed within the policy, as well as diversification requirements for the investment portfolio. Under State Statutes and County Ordinances, the County is authorized to invest in obligations of the Government, its agencies and instrumentalities, the Florida Local Government Surplus Trust Fund or any intergovernmental investment pool authorized pursuant to the Florida Interlocal Cooperation Act, repurchase agreements with primary dealers, commercial paper, bonds, notes or obligations of the State of Florida or any municipality, political subdivision or agency or authority of the State, certificates of deposit, securities in certain open-end or closed-end investment companies or trusts, World Bank notes, bonds and discount notes, obligations of the Tennessee Valley Authority, certain money market funds and rated or unrated bonds, notes or instruments backed by the full faith and credit of the government of Israel. The County may also invest in collateralized mortgage obligations, reverse repurchase agreements and asset-backed commercial paper with the approval of the County's Chief Financial Officer. County policy requires that securities underlying repurchase agreements must have a market value of at least 102% of the cost of the repurchase agreements.

<u>Interest Rate Risk:</u> In accordance with its investment policy, the County manages its exposure to interest rate volatility by limiting the weighted average maturity of its investment portfolio within the following maturity categories:

Overnight	35%
1 to 30 days	80%
31 to 90 days	80%
91 days to 1 year	70%
1 year to 2 years	40%
2 years to 3 years	25%
3 years to 4 years	20%
4 years to 5 years	15%
5 years to 7 years	10%

Assets held pursuant to bond covenants are exempt from these maturity limitations. As of September 30, 2020 and 2019, the portfolio weighted average maturity was 410 days, and 566 days, respectively, and was in accordance with the County's investment policy.

<u>Credit Risk:</u> The County's investment policy contains specific rating criteria for certain investments. The policy states that commercial paper and asset-backed commercial paper, as well as bonds, notes, or obligations of the State of Florida, any municipality or political subdivision, or any agency or authority of the State, must be rated in one of the two highest rating categories by at least two nationally recognized rating agencies. Commercial paper not rated must be backed by a letter of credit or line of credit rated in one of

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Note 2 - Deposits and Investments (Continued)

the two highest rating categories. Any investments in World Bank notes, bonds, and discount notes must be rated AAA or equivalent by Moody's Investors Service or Standard & Poor's Ratings Services. Investments in Sovereign bonds are allowable by the Broward County Investment Policy whether the bonds are rated or unrated. Investments in Securities and Exchange Commission registered money market funds must have the highest credit quality rating from a nationally recognized rating agency.

As of September 30, 2020 and 2019, the County's investments in U.S. Treasury and U.S. Agencies, except for investments of $13,924,000 and $3,537,000, respectively, in the Federal Agricultural Mortgage Corporation which are not rated, are rated AA+ by Standard & Poor's Rating Services and Aaa by Moody's Investors Service. The County's investments in commercial paper are rated A-1+ by Standard & Poor's Ratings Services, P-1 by Moody's Investors Service and F1+ by Fitch. The County's investments in World Bank notes are rated AAA by Standard & Poor's Rating Services and Aaa by Moody's Investors Service. The County's investments in Sovereign (government of Israel) bonds are rated AA- by Standard & Poor's Rating Services, A-1 by Moody's Investors Service and A+ by Fitch. The County's investments in the Money Market Mutual Funds are rated AAAm by Standard & Poor's Ratings Services and Aaa-mf by Moody's Investors Services. At September 30, 2020, the County's investments were held in the County's name.

Concentration of Credit Risk: The County places no limit on the amount that may be invested in securities of the U.S. Government and U.S. Agencies thereof, or government-sponsored corporation securities. The County requires that all other investments be diversified with no more than 5% of the value of the portfolio invested in the securities of any single issuer at the time of purchase. GASB Statement No. 40, *Deposit and Investment Risk Disclosures - an amendment of GASB Statement No.3,* requires disclosure when 5% or more is invested in any one issuer. On September 26, 2019 the County purchased shares of Goldman Sachs Financial Square Governmental Fund, which represented 12.24% of the County's investment portfolio. The County cured the over-allocation within five business days of discovery. As of September 30, 2020, the investment in the Federal Agricultural Mortgage Corporation is 9.87%, Federal Farm Credit Bank is 6.32%, Federal Home Loan Bank is 21.09%, the Federal Home Loan Mortgage Corporation is 15.02%, and the Federal National Mortgage Association is 5.22%. As of September 30, 2019, the investment in the Federal Farm Credit Bank is 11.93%, Federal Home Loan Bank is 20.39%, the Federal Home Loan Mortgage Corporation is 14.97%, and the Federal National Mortgage Association is 16.16%.

Fair Value Measurement: The Port categorizes its fair value measurement within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset and liability. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs. The Port does not have any investments that are categorized as Level 3.

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Notes to Financial Statements
September 30, 2020 and 2019

Note 2 - Deposits and Investments (Continued)

The Port has the following recurring fair value measurements as of September 30, 2020 and 2019 (dollars in thousands):

	Total	Quoted Prices in Active Markets for Identical Assets (Level I) September 30,		Significant Other Observable Inputs (Level 2) September 30,	
	2020	**2020**	**2019**	**2020**	**2019**
Investments by Fair Value Level					
Debt Securities:					
U.S. Treasury	$ 152,928			$ 152,928	$ 42,323
U.S. Agencies	137,788			137,788	79,713
Commercial Paper	1,909			1,909	-
World Bank	1,560			1,560	11,362
Sovereign Bonds	191			191	200
Total Debt Securities	$ 294,376			$ 294,376	$ 133,598
Money Market Mutual Funds	$ 61,919	$ 61,919	$ 343,925		
Total Investments at Fair Value	$ 356,295	$ 61,919	$ 343,925	$ 294,376	$ 133,598

- Money market mutual funds are valued using the quoted market prices (Level 1 inputs)
- U.S. Treasury, U.S. Agencies, Commercial Paper, World Bank and Sovereign Bonds debt securities are valued using a matrix pricing technique. Matrix pricing is used to value securities based on the securities relationship to benchmark quoted prices (Level 2 inputs).

The investment balances categorized by fair value above include the Port's investment in the County "pool" and the input levels presented are based on the actual allocation of the underlying investments held directly by the County.

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Note 3 - Restricted Assets

Restricted assets of the Port as of September 30, 2020 and 2019 represent amounts restricted for construction projects, debt service and bond reserves, operating and maintenance, and renewal and replacement under the terms of outstanding bond agreements, as well as refundable customer security deposits. The construction project accounts contain proceeds received from bonds to fund the Series 2019A and 2019B Improvements. The debt service accounts contain the principal due within one year and the accumulated cash for one-twelfth of the required interest payable for the subsequent year. Under the bond resolutions in effect, the bond reserve accounts contain the required amounts for the debt service reserves established by the Series 2019 bonds; the operating and maintenance reserve is the required amount to be set aside to cover two months of operating expenses; and the renewal and replacement reserve is the required amount to be set aside for renewal and replacement of equipment. The security deposits represent refundable amounts received from customers to lease land and buildings within the Port.

As of September 30, 2020, and 2019, assets were restricted for the following purposes (dollars in thousands):

	September 30, 2020	September 30, 2019
Construction projects	$ 198,140	$ 339,971
Debt service accounts	1,060	621
Bond reserve accounts	30,554	30,341
Operating and maintenance	15,169	17,521
Renewal and replacement	3,000	3,000
Security deposits	1,369	1,353
Total restricted assets	$ 249,292	$ 392,807

As of September 30, 2020, and 2019, restricted assets were classified in the Statements of Net Position as follows (dollars in thousands):

	September 30, 2020	September 30, 2019
Current assets – restricted		
Cash and cash equivalents	$ 22,511	$ 42,396
Investments	3,237	10,618
Other receivable	226	-
Noncurrent assets - restricted		
Cash and cash equivalents	141,382	314,848
Investments	81,936	24,945
Total restricted assets	$ 249,292	$ 392,807

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Notes to Financial Statements
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Note 4 - Capital Assets

Capital asset activity was as follows for the fiscal years ended September 30, 2020 and 2019 (dollars in thousands):

	Balance October 1, 2019	Additions	Deletions	Transfers *	Balance September 30, 2020
Capital assets not being depreciated					
Land and land improvements	$ 58,303	$ 37	$ -	$ -	$ 58,340
Property held for leasing - land and land improvements	151,276	-	-	-	151,276
Construction in progress and pending equipment					
Construction in progress	365,020	179,541	(5,891)	-	538,670
Pending equipment	658	3,095	(1,880)	-	1,873
Total construction in progress and pending equipment	365,678	182,636	(7,771)	-	540,543
Total non-depreciable capital assets	575,257	182,673	(7,771)	-	750,159
Capital assets being depreciated					
Buildings, piers, and other improvements	671,924	4,669	(3,680)	15,686	688,599
Property held for leasing - buildings, piers, and other improvements	115,814	1,416		(15,686)	101,544
Equipment and vehicles	187,750	2,244	-	-	189,994
Total depreciable capital assets	975,488	8,329	(3,680)	-	980,137
Less accumulated depreciation					
Buildings, piers, and other improvements	(337,354)	(21,899)	3,132	(3,047)	(359,168)
Property held for leasing - buildings, piers, and other improvements	(74,129)		-	3,047	(71,082)
Equipment and vehicles	(129,450)	(7,288)	-	-	(136,738)
Total accumulated depreciation	(540,933)	(29,187)	3,132	-	(566,988)
Total capital assets being depreciated, net	434,555	(20,858)	(548)	-	413,149
Total capital assets, net	$ 1,009,812	$ 161,815	$ (8,319)	$ -	$ 1,163,308

*Property held for leasing - buildings, piers, and other improvements totaling $15,686,000 was transferred to buildings, piers, and other improvements, reflecting the change in office and other leased space that was available for lease at the end of the fiscal year. The corresponding accumulated depreciation for property held for leasing of $3,047,000 was transferred to accumulated depreciation for buildings, piers, and other improvements.

As of September 30, 2020, property held for leasing included both non-depreciable capital assets (land and land improvements of $151,276,000) and depreciable capital assets (buildings, piers, and other improvements of $101,544,000), totaling $252,820,000, less accumulated depreciation of $71,082,000 for a net book value of $181,738,000.

**PORT EVERGLADES DEPARTMENT
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September 30, 2020 and 2019**

Note 4 - Capital Assets (Continued)

	Balance October 1, 2018	Additions	Deletions	Balance September 30, 2019
Capital assets not being depreciated				
Land and land improvements	$ 58,303	$ -	$ -	$ 58,303
Property held for leasing - land and land improvements	151,276	-	-	151,276
Construction in progress and pending equipment				
Construction in progress	193,607	297,400	(125,987)	365,020
Pending equipment	472	2,444	(2,258)	658
Total construction in progress and pending equipment	194,079	299,844	(128,245)	365,678
Total non-depreciable capital assets	403,658	299,844	(128,245)	575,257
Capital assets being depreciated				
Buildings, piers, and other improvements	577,820	107,391	(13,287)	671,924
Property held for leasing - buildings, piers, and other improvements	99,501	16,313	-	115,814
Equipment and vehicles	183,707	5,121	(1,078)	187,750
Total depreciable capital assets	861,028	128,825	(14,365)	975,488
Less accumulated depreciation				
Buildings, piers, and other improvements	(327,224)	(20,917)	10,787	(337,354)
Property held for leasing - buildings, piers, and other improvements	(74,129)		-	(74,129)
Equipment and vehicles	(122,966)	(7,552)	1,068	(129,450)
Total accumulated depreciation	(524,319)	(28,469)	11,855	(540,933)
Total capital assets being depreciated, net	336,709	100,356	(2,510)	434,555
Total capital assets, net	$ 740,367	$ 400,200	$ (130,755)	$ 1,009,812

As of September 30, 2019, property held for leasing included both non-depreciable capital assets (land and land improvements of $151,276,000) and depreciable capital assets (buildings, piers, and other improvements of $115,814,000), totaling $267,090,000, less accumulated depreciation of $74,129,000 for a net book value of $192,961,000.

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Note 5 - Lease Agreements

The Port earns revenue through leasing of real property. The minimum lease term is 1 year and 1 month, and the maximum lease term is 50 years. A summary of future minimum rental revenues from non-cancellable leases is as follows (dollars in thousands):

Fiscal Year(s)	Amount
2021	$ 12,471
2022	12,749
2023	11,708
2024	11,454
2025	8,925
2026-2030	10,196
2031-2035	3,459
2036-2040	2,971
2041-2045	2,970
2046-2050	2,970
2051-2055	2,970
2056-2060	2,970
2061-2065	2,970
2066-2070	2,920
Total	$ 91,703

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Note 6 - Long-term Obligations

Changes in long-term obligations for the fiscal years ended September 30, 2020 and 2019 were as follows (dollars in thousands):

	Balance October 1, 2019 *	Additions	Reductions	Balance September 30, 2020	Due within One Year
Revenue bonds payable					
2011A Port Facilities, Refunding	$ 4,090	$ -	$ -	$ 4,090	$ -
2011B Port Facilities, Refunding, Serial	11,995	-	(5,705)	6,290	-
2011B Port Facilities, Refunding, Term	10,460	-	-	10,460	-
2019A Port Facilities	101,200	-	-	101,200	-
2019B Port Facilities	328,665	-	-	328,665	-
2019C Port Facilities, Refunding	40,565	-	(6,810)	33,755	-
2019D Subordinate Port Facilities, Refunding	20,240	-	(2,275)	17,965	2,285
Total gross revenue bonds payable	517,215	-	(14,790)	502,425	2,285
Unamortized bond premiums	81,002	-	(7,812)	73,190	-
Total net revenue bonds payable	598,217	-	(22,602)	575,615	2,285
Noncurrent liabilities accounts payable - restricted *	9,628	3,765	(341)	13,052	-
Compensated absences payable	2,674	1,783	(1,603)	2,854	1,430
Other post employment benefits liability	981	320		1,301	-
Net pension liability	19,799	3,797	-	23,596	-
Total	$ 631,299	$ 9,665	$ (24,546)	$ 616,418	$ 3,715

*Certain reclassification was made in the opening balances between current liability and noncurrent liability for accounts payable that are due in more than one year.

	Balance October 1, 2018	Additions	Reductions	Balance September 30, 2019	Due within One Year
Revenue bonds payable					
2008 Subordinate Port Facilities, Refunding	$ 24,975	$ -	$ (24,975)	$ -	$ -
2009A Port Facilities	56,180	-	(56,180)	-	-
2011A Port Facilities, Refunding	12,370	-	(8,280)	4,090	-
2011B Port Facilities, Refunding, Serial	44,315	-	(32,320)	11,995	2,785
2011B Port Facilities, Refunding, Term	31,640	-	(21,180)	10,460	-
2019A Port Facilities	-	101,200	-	101,200	-
2019B Port Facilities	-	328,665	-	328,665	-
2019C Port Facilities, Refunding	-	40,565	-	40,565	3,445
2019D Subordinate Port Facilities, Refunding	-	20,240	-	20,240	2,275
Total gross revenue bonds payable	169,480	490,670	(142,935)	517,215	8,505
Unamortized bond discounts	(273)	-	273	-	-
Unamortized bond premiums	2,906	80,183	(2,087)	81,002	-
Total net revenue bonds payable	172,113	570,853	(144,749)	598,217	8,505
Noncurrent liabilities accounts payable - restricted *	-	9,628	-	9,628	-
Compensated absences payable	2,588	1,746	(1,660)	2,674	1,399
Other post employment benefits liability	899	82	-	981	-
Net pension liability	17,727	2,072	-	19,799	-
Total	$ 193,327	$ 584,381	$ (146,409)	$ 631,299	$ 9,904

*Certain reclassification was made in the opening balances between current liability and noncurrent liability for accounts payable that are due in more than one year.

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Note 6 - Long-term Obligations (Continued)

Revenue Bonds Payable: The following is a summary of the major provisions and significant debt service requirements for bonds outstanding as of September 30, 2020 and 2019 (dollars in thousands):

			Interest Payment		Redemption					Outstanding September 30,	
Bond Issue	Primary Purpose	Type	Rate (%)	Dates	Optional (O) or Mandatory (M)	Redemption Year	Final Maturity Date	Original Amount Issued	Retired / Refunded	2020	2019
2011A Port Facilities	Refunding Issue	Serial	5.0	3-1 9-1	O	2021	9-1-2025	$ 12,370	$ (8,280)	$ 4,090	$ 4,090
2011B Port Facilities	Refunding Issue	Serial	5.0	3-1 9-1	O	2021	9-1-2023	$ 69,055	$ (62,765)	6,290	11,995
2011B Port Facilities	Refunding Issue	Term	4.625	3-1 9-1	M	2025	9-1-2027	$ 31,640	$ (21,180)	10,460	10,460
2019A Port Facilities	Capital Improvements	Serial	4.0 - 5.0	3-1 9-1	O	2029	9-1-2049	$ 42,690	$ -	42,690	42,690
2019A Port Facilities	Capital Improvements	Term	5.0	3-1 9-1	M	2040	9-1-2049	$ 58,510	$ -	58,510	58,510
2019B Port Facilities	Capital Improvements	Serial	2.25 - 5.0	3-1 9-1	O	2030	9-1-2049	$ 143,790	$ -	143,790	143,790
2019B Port Facilities	Capital Improvements	Term	3.0 - 4.0	3-1 9-1	M	2040	9-1-2049	$ 184,875	$ -	184,875	184,875
2019C Port Facilities	Refunding Issue	Serial	5.0	3-1 9-1	N/A	N/A	9-1-2029	$ 40,565	$ (6,810)	33,755	40,565
2019D Port Facilities	Refunding Issue	Serial	5.0	3-1 9-1	N/A	N/A	9-1-2027	$ 20,240	$ (2,275)	17,965	20,240
Total face amount of revenue bonds payable										$ 502,425	$ 517,215

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Note 6 - Long-term Obligations (Continued)

The annual debt service requirements for all bonds outstanding as of September 30, 2020 are as follows (dollars in thousands):

Fiscal Year(s)	Principal	Interest	Total
2021	$ 2,285	$ 10,445	$ 12,730
2022	8,975	22,232	31,207
2023	11,690	21,783	33,473
2024	12,245	21,198	33,443
2025	12,830	20,586	33,416
2026-2030	64,300	93,448	157,748
2031-2035	74,080	77,599	151,679
2036-2040	92,750	58,938	151,688
2041-2045	113,785	37,894	151,679
2046-2049	109,485	11,864	121,349
Total	$ 502,425	$ 375,987	$ 878,412

Details of the Port's bonds outstanding as of September 30, 2020 and 2019 are provided in the following sections.

Series 2011A and B Bonds: In August 2019, the County completed a partial cash defeasance of a portion of the Port Facilities Refunding Revenue Bonds, Series 2011A (Non-AMT) (the "Series 2011A Bonds"), and the Port Facilities Refunding Revenue Bonds, Series 2011B (AMT) (the "Series 2011B Bonds"), by depositing the Port's available cash into an irrevocable trust escrow account to reduce future debt service payments. As of September 30, 2020, the remaining principal amounts outstanding for the Series 2011A and 2011B Bonds were $4,090,000 and $16,750,000, respectively, with interest rates ranging from 4.625% to 5%.

Series 2019A Bonds: In September 2019, the County issued Port Facilities Revenue Bonds, Series 2019A in the par amount of $101,200,000 (Non-AMT) (the "Series 2019A Bonds"), with a premium of $24,206,000 resulting in a true interest rate of 3.34%. The Series 2019A Bonds were issued to provide funding for the costs of the acquisition, construction, and equipping of a new multi-story parking garage structure west of Cruise Terminal 4, and an elevated horizontal pedestrian connector from the new garage to Cruise Terminal 2. These capital improvements included entrance and exit ramps, elevators, moving sidewalks, roadway improvements, utility work, parking collection systems, closed-circuit television, security standards compliance, rooftop solar panels, landscaping, and other elements. The proceeds of the Series 2019A Bonds were also used to fund a subaccount of the Debt Service Reserve Account and pay for the issuance costs relating to the Series 2019A Bonds. The Series 2019A Bonds interest rates range from 4% to 5%.

Series 2019B Bonds: In September 2019, the County issued $328,665,000 of Port Everglades Revenue Bonds, Series 2019B (AMT) (the "Series 2019B Bonds"), with a premium of $45,137,000 resulting in a true interest rate of 3.22%. The Series 2019B Bonds were issued to finance the Southport Turning Notch Extension project, which includes the lengthening of the existing deepwater turn-around area for cargo ships, the extension of the existing crane rail infrastructure, and the acquisition of three new Super Post-Panamax container gantry cranes. The proceeds of the Series 2019B Bonds were also used to fund a subaccount of the Debt Service Reserve Account and pay for the issuance costs relating to the Series 2019B Bonds. The Series 2019B Bonds interest rates range from 2.25% to 5%.

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September 30, 2020 and 2019

Note 6 - Long-term Obligations (Continued)

Series 2019C Bonds: In September 2019, the County issued Port Facilities Refunding Bonds, Series 2019C in the amount of $40,565,000 (Non-AMT) (the "Series 2019C Bonds"), with a premium of $7,890,000 resulting in a true interest rate of 1.51%. The Series 2019C Bonds were issued to refund on a current basis all of the outstanding Port Facilities Revenue Bonds, Series 2009A (the "Series 2009A Bonds"), which were issued on July 8, 2009 for the primary purpose of financing the costs of the Terminal 18 improvements. The Series 2009A Bonds were callable in 2019 and subject to redemption prior to maturity, at the option of the County. A portion of the proceeds derived from the sale of the Series 2019C Bonds were deposited in an escrow account with the bond trustee and applied to refund the Series 2009A Bonds in full. The proceeds of the Series 2019C Bonds were also used to fund a subaccount of the Debt Service Reserve Account and pay for the issuance costs relating to the Series 2019C Bonds. The Series 2019C Bonds interest rate is 5%.

Series 2019D Bonds: In September 2019, the County issued Subordinate Port Facilities Refunding Revenue Bonds, Series 2019D in the amount of $20,240,000 (AMT) (the "Subordinate Series 2019D Bonds"), with a premium of $2,950,000 resulting in a true interest rate of 1.74%. The Subordinate Series 2019D Bonds were issued as fixed rate bonds to refund all of the Subordinate Series 2008 Bonds (the "Prior Subordinate Bonds"), which were issued on July 10, 2008 for the purpose of refunding the Series 1998 Bonds. The Prior Subordinate Bonds were issued in variable rate mode, with a floating-to-fixed swap whereby Port Everglades paid a counterparty a synthetic fixed interest rate of 3.642% and received from the counterparty a variable rate. The Prior Subordinate Bonds were also subject to a letter of credit which expired on October 2, 2019. A portion of the proceeds derived from the sale of the Subordinate Series 2019D Bonds were deposited in an escrow account with the bond trustee for the Prior Subordinate Bonds and applied to refund the Prior Subordinate Bonds in full.

In connection with the refunding of the outstanding Prior Subordinate Bonds, the County terminated the Prior Subordinate Bonds interest swap agreement and a portion of the proceeds of the Subordinate Series 2019D were used to pay a swap termination fee of $2,647,000. The proceeds of the Series 2019D Bonds were also used to fund a subaccount of the Debt Service Reserve Account and pay for the issuance costs relating to the Subordinate Series 2019D Bonds. The Subordinate Series 2019D Bonds interest rate is 5%.

Defeased Bonds:

The Port has entered into refunding transactions whereby refunding bonds were issued to facilitate the retirement of the Port's obligation with respect to certain outstanding bond issues. The net proceeds of the refunding issues have been placed in irrevocable escrow accounts and invested in U.S. Treasury obligations that, together with interest earned thereon, will provide amounts sufficient for future payments of interest and principal on the bond issues being refunded. The refunded bonds are not included in the statements of net position as a liability since the Port has legally satisfied its obligations through the refunding process.

On September 22, 2020, the County adopted Resolution No. 2020-489, supplementing the Amended and Restated Master Bond Resolution, authorized the execution and delivery of a Sinking Fund Escrow Deposit Agreement with Regions Bank, and a transfer of not-to-exceed $19,000,000 of the Port's available cash to the 2021 Senior Lien Sinking Fund Escrow Account, an irrevocable sinking fund trust account. On September 23, 2020, the Port deposited $18,500,000 into this escrow account to effectively pre-pay a portion of the Port's Senior Lien Bonds debt service due in FY 2021. The pre-payment amount was applied to the principal and interest of the Senior Lien Bonds, as follows: Series 2011B, principal of $2,920,000 and interest of $944,000; Series 2019B, interest of $9,415,000; and Series 2019B, principal of $3,365,000 and interest of $1,856,000.

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Note 6 - Long-term Obligations (Continued)

The following is a summary of the Port's outstanding defeased bonds (dollars in thousands):

Year of Defeasance	Bond Issue Defeased	Principal Outstanding September 30, 2020	Principal Outstanding September 30, 2019
2019	Port Facilities Revenue Bonds Series 2011A	$ 8,280	$ 8,280
2019	Port Facilities Revenue Bonds Series 2011B	39,840	45,475
2019	Port Facilities Revenue Bonds Series 2009A	48,170	52,280
2019	Subordinate Port Facilities Bonds Series 2008	20,100	22,580
2020	Port Facilities Revenue Bonds Series 2011B	2,920	-
2020	Port Facilities Revenue Bonds Series 2019B	3,365	-
	Total	$ 122,675	$ 128,615

Bond Covenants: On August 20, 2019, the County approved the adoption of the Amended and Restated Master Bond Resolution, amending and restating in its entirety Resolution No. 24-1989, which was adopted by the Port Everglades Authority on July 20, 1989 as the Master Port Facilities Revenue Bonds Resolution. Section 5.02 of the Amended and Restated Master Bond Resolution requires the compliance with the following bond covenants:

1. Continue in effect the present tariff of rates and fees for, and the present rentals and other charges for the use of, the Port Facilities and the services furnished by the County, until the same are revised as provided in the Amended and Restated Master Bond Resolution;

2. Not change, revise, or reduce any such rates, fees, rentals and other charges if such change, revision or reduction will result in producing less Gross Revenue, unless such rates, fees rentals and other charges as so changed, revised, or reduced will produce sufficient Gross Revenue to comply with the following paragraph; and

3. Subject to the two preceding paragraphs, from time to time and as often as it appears necessary, revise the rates, fees, rentals, and other charges for the use of the Port Facilities and for the services furnished by the County as may be necessary or proper in order that the Gross Revenue (excluding investment income on funds on deposit in the Construction Fund) will at all times be sufficient in each fiscal year to provide an amount at least equal to:
    a. 100% of the current expenses for the current fiscal year;
    b. The sum of 125% of Senior Lien Bonds' principal and interest requirements for the current fiscal year, and 110% of the Subordinate Bonds' principal and interest requirement for the current fiscal year;
    c. 100% of the bond reserve requirement; and
    d. 100% of the required current deposits to the Renewal & Replacement Fund.

The Port was in compliance with bond indenture requirements as of September 30, 2020 and 2019.

PORT EVERGLADES DEPARTMENT
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Note 6 - Long-term Obligations (Continued)

The Port's bonds are secured by a pledge of specific revenues. Total pledged revenues to repay the principal and interest of revenue bonds payable as of September 30, 2020 and 2019 were as follows (dollars in thousands):

	September 30, 2020	September 30, 2019
Current pledged revenues	$ 60,658	$ 67,074
Current year debt service	$ 30,077	$ 22,568
Total future pledged revenues	$ 878,412	$ 926,989
Percentage of debt service to pledged revenues (current year)	49.6%	33.6%

Current pledged revenues are equivalent to "Net income available for debt service," as shown in the Schedule of Revenues, Expenses, and Debt Service Coverage, presented as Supplementary Financial Information following the notes to the financial statements. Total future pledged revenues reflect principal and interest payment requirements on a cash basis through fiscal year 2049.

All of the bonds are payable from the net revenues of the Port derived from the operation of Port facilities and the monies on deposit in accounts established pursuant to the bond resolutions. No recourse to the credit or taxing power of the County exists for payment of principal and interest on the bonds. Payment of principal and interest on the remaining Series 2011 Bonds is guaranteed under a municipal bond insurance policy issued by Assured Guaranty Municipal Corporation (AGMC). These policies unconditionally guarantee the payment of that portion of the principal and interest on the bonds that have become due for payment but are unpaid by reason of nonpayment by the Port.

Note 7 - Other Post Employment Benefits (OPEB)

The Port follows the guidance contained in GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions,* for certain post employment health care benefits provided by the County for the fiscal year ended September 30, 2020.

Plan Description and Benefits Provided

The Port, as a department of the County, participates in the County's single-employer defined-benefit OPEB plan. The plan allows employees and their beneficiaries to continue obtaining health, dental and other insurance benefits upon retirement. The benefits of the plan conform to the provisions of Section 112.0801, Florida Statutes, which are the legal authority for the plan. The Port makes no direct contribution to the plan. Retirees and their beneficiaries pay the same group rates as are charged to the Port for active employees. The Port does not issue separate OPEB financial reports. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75. At September 30, 2020, the OPEB Plan covered 194 active benefit eligible Port employees. The County, excluding BSO, has 235 inactive employees currently receiving benefit payments, whereas the number of the Port's inactive employees is not available. At September 30, 2019, the OPEB Plan covered 200 active benefit eligible Port employees. The County, excluding BSO, had 237 inactive employees receiving benefit payments, whereas the number of the Port's inactive employees was not available.

Actuarial Assumptions and Other Inputs - The total OPEB liability in the September 30, 2020 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

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Note 7 - Other Post Employment Benefits (OPEB) (Continued)

Projected Salary increases	3.25%
Healthcare cost trend rates	Initial 8.00% - Ultimate 4.50% in 2020, and Initial 8.00% - Ultimate 4.50% in 2019
Discount rate	2.41% in 2020 and 3.58% in 2019
Projected cash flows	Pay as you go
Municipal bond rate	20-Year Tax-Exempt General Obligation
Bond rate basis	Average rating of AA/Aa or higher
Actuarial valuation date	September 30, 2020 and September 30, 2019
Actuarial cost method	Entry Age Normal Level % of Salary

The discount rate was based on a range of three indices for the 20-year tax-exempt general obligation municipal bonds, where the range was given as the spread between the lowest and the highest rate. Mortality rates were updated from various RP-2000 Generational Tables projected generationally using Scale BB to various PUB-2010 Generational Tables projected generationally using Scale MP-2019. The actuarial assumptions used were based on the results of an actuarial experience study for the period from October 1, 2019 to September 30, 2020.

Changes in the Total OPEB Liability

As of September 30, 2020 and 2019, the total OPEB liability of $1,301,000 and $981,000 was determined by an actuarial valuation with the measurement date of September 30, 2020 and 2019, respectively.

Below are the details regarding the Port's total OPEB liability for the period from October 1, 2019 to September 30, 2020 and October 1, 2018 to September 30, 2019, respectively (dollars in thousands):

	Total OPEB Liability
Balance at October 1, 2019	$ 981
Changes for the fiscal year:	
Service cost	$ 53
Interest	37
Differences between expected and actual experience	110
Changes of assumptions and other inputs	165
Benefit payments	(45)
Net changes	320
Balance at September 30, 2020	$ 1,301

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Note 7 - Other Post Employment Benefits (OPEB) (Continued)

	Total OPEB Liability	
Balance at October 1, 2018	$	899
Changes for the fiscal year:		
Service cost	$	44
Interest		37
Differences between expected and actual experience		(25)
Changes of assumptions and other inputs		70
Benefit payments		(44)
Net changes		82
Balance at September 30, 2019	$	981

For fiscal year ended September 30, 2020, the changes of assumptions and other inputs include the change in the discount rate as of the beginning of the measurement period from 3.58% to 2.41%.

For fiscal year ended September 30, 2019, the changes of assumptions and other inputs include the change in the discount rate as of the beginning of the measurement period from 4.15% to 3.58%.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate - The following presents the total OPEB liability of the Port as of September 30, 2020 and 2019, as well as what the Port's total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower (1.41% and 2.58%, respectively), or one percentage point higher (3.41% and 4.58%, respectively) than the current discount rate (dollars in thousands):

As of September 30, 2020	1% Decrease (1.41%)	Discount Rate (2.41%)	1% Increase (3.41%)
Total OPEB liability	$ 1,418	$ 1,301	$ 1,060

As of September 30, 2019	1% Decrease (2.58%)	Discount Rate (3.58%)	1% Increase (4.58%)
Total OPEB liability	$ 1,128	$ 981	$ 862

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Note 7 - Other Post Employment Benefits (OPEB) (Continued)

Sensitivity of the Total OPEB Liability to Changes in Healthcare Cost Trend Rates - The following presents the total OPEB liability of the Port as of September 30, 2020, as well as what the Port's total OPEB liability would be if it were calculated using healthcare cost trend rates that are one percentage point lower (7.0% decreasing to 3.5%) or one percentage point higher (9.0% decreasing to 5.5%) than the current healthcare cost trend rates (dollars in thousands):

As of September 30, 2020	1% Decrease (7.0% decreasing to 3.50%)	Healthcare Cost Trend Rates (8.0% decreasing to 4.50%)	1% Increase (9.0% decreasing to 5.50%)
Total OPEB liability	$ 1,019	$ 1,301	$ 1,488

The following presents the total OPEB liability of the Port as of September 30, 2019, as well as what the Port's total OPEB liability would be if it were calculated using healthcare cost trend rates that are one percentage point lower (7.0% decreasing to 3.5%) or one percentage point higher (9.0% decreasing to 5.5%) than the current healthcare cost trend rates (dollars in thousands):

As of September 30, 2019	1% Decrease (7.0% decreasing to 3.50%)	Healthcare Cost Trend Rates (8.0% decreasing to 4.50%)	1% Increase (9.0% decreasing to 5.50%)
Total OPEB liability	$ 827	$ 981	$ 1,182

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

For the fiscal years ended September 30, 2020 and 2019, the Port recognized OPEB expense of $138,000 and $87,000, respectively. In addition, the Port reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources (dollars in thousands)*:*

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Note 7 - Other Post Employment Benefits (OPEB) (Continued)

As of September 30, 2020	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 143	$ (16)
Changes of assumptions and other inputs	118	(11)
Total	$ 261	$ (27)

As of September 30, 2019	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 84	
Changes of assumptions and other inputs		$ (32)
Total	$ 84	$ (32)

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

Fiscal years ending September 30	
2021	$ 25
2022	25
2023	25
2024	25
2025	25
Thereafter	109
Total	$ 234

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Note 8 – Retirement Plans

All of the Port's eligible employees, as employees of the County, participate in the Florida Retirement System (FRS). As provided by Chapters 121 and 112, Florida Statutes, the FRS provides two cost sharing, multiple employer defined benefit plans administered by the Florida Department of Management Services, Division of Retirement, including the Pension Plan and the Retiree Health Insurance Subsidy (HIS Plan). Under Section 121.4501, Florida Statutes, the FRS also provides a defined contribution plan (Investment Plan) alternative to the Pension Plan, which is administered by the State Board of Administration (SBA). As a general rule, membership in the FRS is compulsory for all employees working in a regularly established position for a state agency, county government, district school board, state university, community college, or a participating city or special district within the State of Florida. The FRS provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. The Florida Legislature establishes and may amend the contribution requirements and benefit terms of all FRS plans.

The plan administrator for FRS prepares and publishes its own stand-alone comprehensive annual financial report, including financial statements and required supplementary information. Copies of this report can be obtained from the Department of Management Services, Division of Retirement, Bureau of Research and Member Communications, P.O. Box 9000, Tallahassee, Florida 32315-9000; or at the Division's website (www.frs.myflorida.com).

A. Pension Plan

Plan Description - The Pension 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 for the Port are as follows:

- Regular Class - Members of the FRS who do not qualify for membership in the other classes.
- Senior Management Service Class (SMSC) - Members in senior management level positions.

Employees enrolled in the Pension Plan prior to July 1, 2011, vest after six years of creditable service, and employees enrolled in the Pension Plan on or after July 1, 2011, vest after eight years of creditable service. Regular Class and SMSC members initially enrolled in the Pension Plan before July 1, 2011, once vested, are eligible for normal retirement benefits at age 62 or at any age after 30 years of creditable service. Members in these classes initially enrolled in the Pension 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. Early retirement may be taken any time after vesting within 20 years of normal retirement age, however, there is a 5.0% benefit reduction for each year prior to the normal retirement age.

DROP is available under the Pension Plan when the member first reaches eligibility for normal retirement. The DROP allows a member to retire while continuing employment for up to 60 months. While in the DROP, the member's retirement benefits accumulate in the FRS Trust Fund increased by a cost-of-living adjustment each July, and earn monthly interest equivalent to an annual rate of 1.30% on the preceding months DROP accumulation until DROP participation ends.

Benefits Provided - Benefits under the Pension 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 five highest fiscal years' earnings; for members initially enrolled on or after July 1, 2011, the average final compensation is the average of the eight 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 plan and/or class to which the member belonged when the service credit was earned.

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Note 8 – Retirement Plans (Continued)

The following chart shows the percentage value for each year of service credit earned.

Class, Initial Enrollment, and Retirement Age/Years of Service	% Value (Per Year of Service)
Regular Class Members Initially Enrolled Before July 1, 2011	
Retirement up to age 62 or up to 30 years of service	1.60%
Retirement at age 63 or with 31 years of service	1.63%
Retirement at age 64 or with 32 years of service	1.65%
Retirement at age 65 or with 33 or more 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 at age 66 or with 34 years of service	1.63%
Retirement at age 67 or with 35 years of service	1.65%
Retirement at age 68 or with 36 or more years of service	1.68%
Senior Management Service Class	2.00%

The benefits received by retirees and beneficiaries are increased by a cost-of-living adjustment (COLA) each July. If the member was initially enrolled in the Pension Plan before July 1, 2011, and all service credit was accrued before that time, the annual COLA is 3.0% per year. The annual COLA for retirees with an effective retirement date or DROP date beginning on or after August 1, 2011, who were initially enrolled before July 1, 2011, is a proportion of 3.0% determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3.0%. Pension Plan members initially enrolled on or after July 1, 2011, will not have a COLA after retirement.

Contributions - Effective July 1, 2011, all enrolled members of the Pension Plan, other than DROP participants, are required to contribute 3.0% of their salary to the Pension Plan. In addition to member contributions, governmental employers are required to make contributions to the Pension Plan based on state-wide contribution rates established by the Florida Legislature. These rates are updated as of July 1 of each year. The employer contribution rates by job class for the periods from July 1, 2019 through June 30, 2020 and from July 1, 2020 through September 30, 2020, respectively, were as follows: Regular – 6.75% and 8.28%; Senior Management Service – 23.69% and 25.57%; and DROP Participants – 12.94% and 15.32%. The employer contribution rates by job class for the periods from July 1, 2018 through June 30, 2019, were as follows: Regular – 6.54%, Senior Management Service – 22.34%, and DROP Participants - 12.37%. These employer contribution rates do not include the HIS Plan contribution rate and the administrative cost assessment.

For the fiscal years ended September 30, 2020 and 2019, contributions, including employee contributions of $341,000 and $324,000, to the Pension Plan for the Port, totaled $1,062,000 and $1,320,000, respectively.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions - At September 30, 2020 and 2019, the Port reported liabilities of $16,910,000 and $13,724,000, respectively, for its proportionate share of the Pension Plan's net pension liability. The net pension liabilities were measured as of June 30, 2020 and June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by actuarial valuations as of July 1, 2020 and July 1, 2019. The Port's proportionate share of the net pension liability was based on its share of the County's 2019-2020 and 2018-2019 fiscal year contributions relative to the 2019-2020 and 2018-2019 fiscal year contributions of all participating members. At June 30, 2020, the Port's proportionate share was 0.03433%, which was a decrease of 0.00082% from its proportionate share measured as of June 30, 2019. At June 30, 2019, the Port's proportionate share was 0.03515%, which was a decrease of 0.00086% from its proportionate share measured as of June 30, 2018.

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Note 8 – Retirement Plans (Continued)

For the fiscal years ended September 30, 2020 and 2019, the Port recognized pension expense of $3,184,000 and $3,044,000, respectively. In addition, the Port reported deferred outflows of resources and deferred inflows of resources related to the Pension Plan from the following sources (dollars in thousands):

As of September 30, 2020	**Deferred Outflows of Resources**	**Deferred Inflows of Resources**
Differences Between Expected and Actual Experience	$ 570	$ -
Change of Assumptions	2,694	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	886	-
Changes in Proportion and Differences Between Pension Plan Contributions and Proportionate Share of Contributions	303	(47)
Pension Plan Contributions Subsequent to the Measurement Date	373	-
Total	$ 4,826	$ (47)

As of September 30, 2019	**Deferred Outflows of Resources**	**Deferred Inflows of Resources**
Differences Between Expected and Actual Experience	$ 718	$ (7)
Change of Assumptions	3,109	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	-	(670)
Changes in Proportion and Differences Between Pension Plan Contributions and Proportionate Share of Contributions	317	(88)
Pension Plan Contributions Subsequent to the Measurement Date	310	-
Total	$ 4,454	$ (765)

The deferred outflows of resources related to the Pension Plan totaling $373,000 for the Port, resulting from contributions to the Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the fiscal year ending September 30, 2021. Other amounts reported as of September 30, 2020 as deferred outflows of resources and deferred inflows of resources related to the Pension Plan will be recognized in pension expense as follows (dollars in thousands):

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Note 8 – Retirement Plans (Continued)

Years Ending September 30		
2021	$	904
2022		1,401
2023		1,206
2024		722
2025		173
Total	$	4,406

Actuarial Assumptions - The total pension liability in the July 1, 2020 and 2019 actuarial valuations were determined using the following actuarial assumptions:

Inflation	2.40%
Salary Increases	3.25% average, including inflation
Investment Rate of Return	6.80% in 2020 and 6.90% in 2019, net of pension plan investment expense, including inflation

For 2020 and 2019, mortality rates were based on the PUB-2010 base table, projected generationally with Scale MP-2018.

The actuarial assumptions used in the July 1, 2020 and 2019 valuations were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018. The assumptions used in the July 1, 2020 valuation were unchanged from those used in the prior valuation as of July 1, 2019 except for the investment return assumption which was decreased from 6.90% to 6.80%.

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

As of September 30, 2020

Asset Class	Target Allocation*	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash Equivalents	1.0%	2.2%	2.2%	1.2%
Fixed Income	19.0%	3.0%	2.9%	3.5%
Global Equity	54.2%	8.0%	6.7%	17.1%
Real Estate (Property)	10.3%	6.4%	5.8%	11.7%
Private Equity	11.1%	10.8%	8.1%	25.7%
Strategic Investments	4.4%	5.5%	5.3%	6.9%
Total	100.0%			
Assumed Inflation - Mean			2.4%	1.7%

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Note 8 – Retirement Plans (Continued)

As of September 30, 2019

Asset Class	Target Allocation*	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0%	3.3%	3.3%	1.2%
Fixed Income	18.0%	4.1%	4.1%	3.5%
Global Equity	54.0%	8.0%	6.8%	16.5%
Real Estate (Property)	10.0%	6.7%	6.1%	11.7%
Private Equity	11.0%	11.2%	8.4%	25.8%
Strategic Investments	6.0%	5.9%	5.7%	6.7%
Total	100.0%			
Assumed Inflation - Mean		2.6%		1.7%

*As outlined in the Pension Plan's investment policy.

Discount Rate - The discount rate used to measure the total pension liability at June 30, 2020 and 2019 was 6.80% and 6.90%, respectively. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions will be made at the statutorily required rates. 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 discount rate for calculating the total pension liability is equal to the long-term expected rate of return. The FRS Actuarial Assumption Conference is responsible for setting the assumptions used in the valuations of the defined benefit pension plans pursuant to Section 216.136(10), Florida Statutes. The 6.80% rate of return assumption used in the June 30, 2020 calculations was determined by the Plan’s consulting actuary to be reasonable and appropriate per Actuarial Standard of Practice No. 27 (ASOP 27) for accounting purposes which differs from the rate used for funding purposes which is used to establish the contribution rates for the Pension Plan.

Sensitivity of the Proportionate Share of the Net Position Liability to Changes in the Discount Rate - The following represents the Port’s proportionate share of the net pension liability calculated as of September 30, 2020 and 2019 using the discount rate of 6.80% and 6.90%, respectively, as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (5.80% and 5.90%, respectively) or one percentage point higher (7.80% and 7.90%, respectively) than the current rate (dollars in thousands):

As of September 30, 2020	1% Decrease 5.80%	Current Discount Rate 6.80%	1% Increase 7.80%
Proportionate Share of the Net Pension Liability	$ 27,002	$ 16,910	$ 8,481

As of September 30, 2019	1% Decrease 5.90%	Current Discount Rate 6.90%	1% Increase 7.90%
Proportionate Share of the Net Pension Liability	$ 20,926	$ 13,724	$ 4,739

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of Broward County, Florida
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September 30, 2020 and 2019

Note 8 – Retirement Plans (Continued)

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

Payables to the Pension Plan - At September 30, 2020 and 2019, the Port reported payables in the amounts of $91,000 and $80,000, respectively, for outstanding contributions to the Pension Plan required for the fiscal years ended September 30, 2020 and 2019.

B. HIS Plan

Plan Description - The HIS Plan is a non-qualified, 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 September 30, 2020, eligible retirees and beneficiaries received a monthly HIS payment of $5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of $30 and a maximum HIS payment of $150 per month. To be eligible to receive these benefits, 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. The employer contributions are a percentage of gross compensation for all active FRS members. The employer contribution rates for the periods from July 1, 2019 through June 30, 2020 and from July 1, 2020 through September 30, 2020 were 1.66% and 1.66%, respectively. 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 legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or cancelled.

For the fiscal years ended September 30, 2020 and 2019, contributions to the HIS Plan for the Port totaled $209,000 and $210,000, respectively.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions - At September 30, 2020 and 2019, the Port reported liabilities of $6,686,000 and $6,075,000 respectively, for its proportionate share of the HIS Plan's net pension liability. The net pension liabilities were measured as of June 30, 2020 and 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020. The Port's proportionate share of the net pension liability was based on its share of the County's 2019-2020 fiscal year contributions relative to the 2019-2020 fiscal year contributions of all participating members. At June 30, 2020, the Port's proportionate share was 0.04691%, which was a decrease of 0.00042% from its proportionate share measured as of June 30, 2019. At June 30, 2019, the Port's proportionate share was 0.04733%, which was a decrease of 0.00066% from its proportionate share measured as of June 30, 2018.

For the fiscal years ended September 30, 2020 and 2019, the Port recognized pension expense of $545,000 and $464,000, respectively. In addition, the Port reported deferred outflows of resources and deferred inflows of resources related to the HIS Plan from the following sources (dollars in thousands):

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Notes to Financial Statements
September 30, 2020 and 2019

Note 8 – Retirement Plans (Continued)

As of September 30, 2020	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Experience	$ 234	$ (4)
Change of Assumptions	616	(333)
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	4	-
Changes in Proportion and Differences Between Pension Plan Contributions and Proportionate Share of Contribution	362	(4)
Pension Plan Contributions Subsequent to the Measurement Date	73	-
Total	$ 1,289	$ (341)

As of September 30, 2019	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Experience	$ 64	$ (6)
Change of Assumptions	613	(433)
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	3	-
Changes in Proportion and Differences Between Pension Plan Contributions and Proportionate Share of Contributions	328	(12)
Pension Plan Contributions Subsequent to the Measurement Date	73	-
Total	$ 1,081	$ (451)

The deferred outflows of resources related to the HIS Plan totaling $73,000 for the Port, resulting from contributions to the HIS Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the fiscal year ending September 30, 2021. Other amounts reported as of September 30, 2020 as deferred outflows of resources and deferred inflows of resources related to the HIS Plan will be recognized in pension expense as follows (dollars in thousands):

Fiscal years ending September 30	
2021	$ 221
2022	187
2023	103
2024	129
2025	130
Thereafter	105
Total	$ 875

PORT EVERGLADES DEPARTMENT
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Note 8 – Retirement Plans (Continued)

Actuarial Assumptions - Actuarial valuations for the HIS plan are conducted biennially. The July 1, 2020 HIS valuation is the most recent actuarial valuation and was used to develop the liabilities as of June 30, 2020 and 2019. The total pension liabilities as of June 30, 2020 were determined using the following actuarial assumptions:

Inflation	2.40%
Salary Increases	3.25% average, including inflation
Investment Rate of Return	2.21% in 2020 and 3.50% in 2019, net of pension plan investment expense, including inflation

For 2020, mortality rates were based on the PUB-2010 base table, projected generationally with Scale MP-2018. For 2019, mortality rates were based on the Generational RP-2000 with Projection Scale BB tables.

The actuarial assumptions that determined the total pension liability as of June 30, 2020 and June 30, 2019 were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2020.

Discount Rate - The discount rate used to measure the total pension liability at June 30, 2020 and 2019 was 2.21% and 3.50%, respectively. 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 FRS Actuarial Assumption Conference. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index. The change between the two measurement dates is due to the changes in the applicable municipal bond index between the dates.

Sensitivity of the Proportionate Share of the Net Position Liability to Changes in the Discount Rate - The following represents the Port's proportionate share of the net pension liability calculated as of September 30, 2020 and 2019 using the discount rate of 2.21% and 3.50%, respectively, as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (1.21% and 2.50%, respectively) or one percentage point higher (3.21% and 4.50%, respectively) than the current rate (dollars in thousands):

As of September 30, 2020	**1% Decrease 1.21%**	**Current Discount Rate 2.21%**	**1% Increase 3.21%**
Proportionate Share of the Net Pension Liability	$ 7,729	$ 6,686	$ 5,833

As of September 30, 2019	**1% Decrease 2.50%**	**Current Discount Rate 3.50%**	**1% Increase 4.50%**
Proportionate Share of the Net Pension Liability	$ 6,045	$ 6,075	$ 4,671

PORT EVERGLADES DEPARTMENT
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Notes to Financial Statements
September 30, 2020 and 2019

Note 8 – Retirement Plans (Continued)

Pension Plan Fiduciary Net Position - Detailed information regarding the HIS Plan's fiduciary net position is available in the separately issued FRS Pension Plan and Other State-Administered Systems Comprehensive Annual Financial Report.

Payables to the HIS Plan - At September 30, 2020 and 2019, the Port reported payables in the amount of $21,000 and $17,000, respectively, for outstanding contributions to the HIS plan required for the fiscal years ended September 30, 2020 and 2019.

The Port's proportionate share of the County's net pension liability, deferred outflows of resources and deferred inflows of resources as of September 30, 2020 and 2019, and pension expense adjustment for the fiscal years ended as of September 30, 2020 and 2019, was allocated to the Port based on its contributions. Amounts are as follows (dollars in thousands):

As of September 30, 2020	Net Pension Liabilities	Deferred Outlows of Resources	Deferred Inflows of Resources	Pension Expense Adjustment
Pension Plan	$ 16,910	$ 4,826	$ (47)	$ 2,095
HIS Plan	6,686	1,289	(341)	294
Total	$ 23,596	$ 6,115	$ (388)	$ 2,389

As of September 30, 2019	Net Pension Liabilities	Deferred Outlows of Resources	Deferred Inflows of Resources	Pension Expense Adjustment
Pension Plan	$ 13,724	$ 4,454	$ (765)	$ 2,085
HIS Plan	6,075	1,081	(451)	213
Total	$ 19,799	$ 5,535	$ (1,216)	$ 2,298

C. Investment Plan

The SBA administers the defined contribution plan officially titled the FRS 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 defined benefit pension plan. County 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 State Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class as the Pension 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 the Investment Plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04% of payroll and by forfeited benefits of plan members. Effective July 1, 2012, allocations to the investment member's accounts, as established by Section 121.72, Florida Statutes, are based on a percentage of gross compensation, by class, as follows: Regular class 6.30% and Senior Management Service class 7.67%.

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September 30, 2020 and 2019

Note 8 – Retirement Plans (Continued)

For all membership classes, employees are immediately vested in their own contributions and are vested after one year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the Pension Plan is transferred to the Investment Plan, the member must have the years of service required for Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Nonvested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. For the fiscal years ended September 30, 2020 and 2019, 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 Port.

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 Pension Plan when approved for disability retirement to receive guaranteed lifetime monthly benefits under the Pension Plan, or remain in the Investment Plan and rely upon that account balance for retirement income.

The Investment Plan pension expense for the Port totaled $303,000 and $312,000 respectively for the fiscal years ended September 30, 2020 and 2019.

Payables to the Investment Plan - At September 30, 2020 and 2019, the Port reported payables in the amount of $27,000 and $26,000, respectively, for outstanding contributions to the Investment Plan required for the fiscal years ended September 30, 2020 and 2019.

Note 9 - Major Customers

A significant portion of the Port's revenues are directly or indirectly attributed to the activity of three major customers operating out of the Port. The Port's revenues could be materially and adversely affected, should either of these major customers discontinue operations at the Port and not be replaced with comparable activity.

The following tables present major customers contributing to the Port's total operating revenues and accounts receivable, respectively, for the fiscal years ended September 30, 2020 and 2019:

	Percent of Operating Revenues September 30,	
Customer	**2020**	**2019**
Carnival Corporation and its affiliates	17.7%	15.4%
Royal Caribbean Cruises Ltd. and its affiliates	12.5%	19.2%
Crowley Liner Services, Inc.	8.9%	-
	39.1%	34.6%

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September 30, 2020 and 2019

Note 9 - Major Customers (Continued)

Customer	Percent of Accounts Receivable September 30, 2020	2019
Crowley Liner Services, Inc.	31.7%	-
King Ocean Services Limited (Cayman Islands) Inc.	15.9%	-
Royal Caribbean Cruises Ltd. and its affiliates	-	20.5%
USA Maritime Enterprises, Inc.	7.0%	10.3%
Carnival Corporation and its affiliates	-	3.8%
	54.6%	34.6%

Note 10 - Capital Contributions

Grants and other contributions used to acquire, or construct capital assets are classified as capital contributions in the Statements of Revenues, Expenses and Changes in Net Position. For the fiscal years ended September 30, 2020 and 2019, capital contributions were as follows (dollars in thousands):

Contributor - Purpose	September 30, 2020	2019
State of Florida – Southport Turning Notch Extension (STNE)/Crane Rail Infrastructure Improvements	$ 6,975	$ 40,844
State of Florida – ACOE Deepening and Widening	838	656
State of Florida – Slip 1 Berths 9 & 10 Improvements	421	1,157
State of Florida – Transportation Regional Incentive Program	404	365
State of Florida - Port Security Improvements	37	-
Federal – Port Security Improvements	148	-
Total capital contributions	$ 8,823	$ 43,022

Note 11 - Risk Management

The Port is exposed to various risks and losses related to alleged torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Port participates in the County's Self-Insured Workers' Compensation program. For its Workers' Compensation exposure, the County purchases excess coverage above a $2,000,000 retention limit and pays any claims below the retention from its Self-Insurance Fund. The Port (through the Self-Insurance Fund) also purchases commercial insurance for property damage and numerous smaller policies that are required by lease agreements, union contracts, State Statutes, etc. The Port does not participate in the County's general liability program, electing instead to purchase its own general liability insurance through an agent in the commercial market. The Port's general liability insurance provides limits of $75,000,000 per occurrence and has a $14,950 deductible. The Port has purchased $75,000,000 in terrorism coverage. The Owner Controlled Insurance Program (OCIP) is a large deductible self-insurance program for County construction projects providing qualified participants with workers' compensation, general liability, and environmental insurance coverage. The program has a $250,000 per occurrence deductible for workers' compensation and general liability claims and a $25,000 deductible for environmental claims. The Port participates in the OCIP program and makes contributions based on the estimated construction value, insurance costs and

Note 11 - Risk Management (Continued)

estimated potential losses of its projects. This OCIP program expired in December 2019. However, there are incurred but not reported (IBNR) responsibilities for all projects that were enrolled. There is a 10-year statute of repose and a 4-year statutory liability limit. The County is self-insured for employee health insurance and has also purchased stop-loss coverage for the group medical and pharmacy plan with a specific deductible of $400,000 per individual. Settled claims have not exceeded commercial coverage in the past three years.

The Port makes payments for the Self-Insurance Programs to the Self-Insurance Fund based on actuarial estimates of the amounts needed to pay prior and current year claims and fund reserves for all losses. The Port is insured against any losses in a given year in excess of the fees charged. Fees charged are expensed as incurred. The estimated liabilities for self-insured losses were determined by independent actuarial valuations performed as of September 30, 2020. Liabilities include an amount for claims that have been IBNR. Claim liabilities are calculated considering the effects of inflation, recent claim settlement trends (including frequency and amounts of payouts), and other economic and social factors. The claim liability estimates also include amounts for incremental adjustment expenses as well as estimated recoveries from salvage or subrogation. The claims liability is based on an estimate, and the ultimate settlement of the claims may differ from the amounts recorded. The claim liabilities for the Self-Insurance Programs are reported in the County's Self-Insurance Fund. The Port is not liable for amounts beyond the premiums paid to the Self-Insurance Fund.

The Port purchased several policies under the Controlled Insurance Program (PECIP) for a major construction project, the Southport Turning Notch Extension (STNE)/Crane Rail Infrastructure Improvements. The PECIP for the STNE/Crane Rail Infrastructure project is funded by the Port as part of the capital project costs. The PECIP provides project insurance coverages including workers' compensation, general liability, excess liability and contractors' pollution liability. The Port provided to the insurer as security for payment obligations a renewable twelve-month term Standby Irrevocable Letter of Credit, in the amount of $3,650,000. The workers' compensation and general liability insurance have a deductible amount of $250,000 for each occurrence, respectively, and $350,000 for the workers' compensation and general liability in the aggregate. Under the PECIP, the Port's maximum deductible exposure for workers' compensation and general liability shall not exceed $3,625,250. Excess liability insurance has a zero-dollar deductible amount, and the limit of insurance is $100,000,000 for each occurrence and $100,000,000 in the aggregate. Contractor's pollution insurance has a deductible amount of $50,000 and a policy limit of $50,000,000. The insurer will pay claims exceeding the deductible, up to the policy limit.

The STNE project also required the Port to purchase owner's protection professional liability insurance (OPPI) and builder's risk insurance with terms of coverage that started at the beginning of the actual construction of the project and will continue until project completion plus ten-year completed operation from substantial completion. OPPI is essentially a supplemental insurance that provides additional coverage in excess of the construction manager's professional liability insurance. The OPPI self-insured retention amount is $500,000 and the limit of the policy is $20,000,000. The builder's risk insurance policy was purchased by the Port to provide coverage protection to the property controlled by the Port while the STNE project is under construction by the contractor. The builders' risk policy will reimburse the Port for the repairs less the $100,000 deductible, of which $25,000 will be paid by the contractor. For flood and named windstorm, the builder's risk policy will cover the repairs less a deductible of 5% of the total insurance value at the time and place of loss, subject to a $250,000 minimum deductible. The insurer will pay up to the limits set forth in the policy.

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of Broward County, Florida
Notes to Financial Statements
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Note 12 – Transactions with Other County Departments

The County allocates certain support department costs which include administration, legal, fiscal, internal audit, purchasing, personnel, and communication costs to other County departments. The Port's Seaport Engineering and Facilities Maintenance Division is also required to obtain licenses and permits from other County departments for its construction projects. Certain funds are also charged for the cost of the services provided by the Fleet Services and Print Shop funds. Costs of approximately $10,206,000 and $9,344,000 for these services were allocated to the Port during the fiscal years ended September 30, 2020 and 2019, respectively.

The Port contracts directly with the Broward Sheriff's Office for law enforcement services at Port Everglades. The cost of these services from the Sheriff's Office was approximately $9,290,000 and $17,721,000 for the fiscal years ended September 30, 2020 and 2019, respectively. The Port utilizes the services of the Broward Sheriff's Office Department of Fire Rescue and Emergency Services for fire rescue and emergency medical services at the Port. The cost of these services was approximately $4,941,000 and $10,323,000 for the fiscal years ended September 30, 2020 and 2019, respectively. In FY 2020, under the provisions of the CARES Act, $7,535,000 of eligible law enforcement and $5,653,000 of fire rescue expenses were transferred to the County's CARES Act Special Revenue fund.

The Port reimburses the Broward County Aviation Department for allocated maintenance costs for the landscaping of US1 at Fort Lauderdale-Hollywood International Airport. The cost of these services from the Aviation Department was approximately $29,000 and $37,000 for the fiscal years ended September 30, 2020 and 2019, respectively.

At September 30, 2020 and 2019, approximately $120,000 and $1,052,000, respectively, was due to other County funds for services provided.

Note 13 - Commitments and Contingencies

Environmental Hazards: Through voluntary agreement, several petroleum companies having operations located at the Port created and funded an independent corporation, Port Everglades Environmental Corporation ("PEECO"). PEECO was created to address the problem and clean-up of historical petroleum contamination on common areas owned by the Port, including pipeline rights-of-ways, offloading berths, and roadways adjacent to oil company properties used by the petroleum companies for transportation of their petroleum products. The majority of common areas on which petroleum contamination is known to exist have been accepted for state funded clean-up under Florida's Early Detection Incentive Program. The Port believes that the likelihood of having a material financial liability for petroleum contamination costs not covered by the State of Florida or the oil industry is remote.

Other: Federal and state grants are subject to audit by the grantor agencies to determine if activities comply with conditions of the grants. Management believes that no material liability will arise from any such audits.

At September 30, 2020 and 2019, the Port had various uncompleted construction projects in process, with commitments totaling approximately $113,492,000 and $167,876,000, respectively. The retainage payable on these contracts totaled approximately $20,986,000 and $23,905,000, respectively. Funding of these projects is to be made through a combination of internally generated funds, grants, and bonds proceeds.

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PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Required Supplementary Information
September 30, 2020

Required Supplementary Information (Unaudited)

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Required Supplementary Information (Unaudited)
September 30, 2020

Schedule of Changes in the Port's Total Other Postemployment Benefits Liability and Related Ratios (Unaudited)
Last Ten Fiscal Years*
(Dollars in Thousands)

Total OPEB Liability	**2020**	**2019**	**2018**
Service cost	$ 53	$ 44	$ 41
Interest	37	37	32
Differences between expected and actual experience	110	(25)	28
Changes of assumptions and other inputs	165	70	(12)
Benefit payments	(45)	(44)	(44)
Net change in total OPEB liability	320	82	45
Total OPEB liability - beginning	981	899	854
Total OPEB liability - ending	$ 1,301	$ 981	$ 899
Covered-employee payroll	$ 12,714	$ 10,693	$ 11,443
Total OPEB liability as a percentage of covered-employee payroll	10.23%	9.18%	7.86%

The amounts presented for each fiscal year were determined as of September 30th.

* This is a 10-year schedule; however, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

PORT EVERGLADES DEPARTMENT
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Required Supplementary Information (Unaudited)
September 30, 2020

Schedule of the Proportionate Share of the Net Pension Liability
Florida Retirement System Pension Plan (Unaudited)
Last Ten Fiscal Years*
(Dollars in Thousands)

	2020	2019	2018	2017	2016	2015	2014
Port's proportionate share of the net pension liability (asset)	0.03433%	0.03515%	0.03601%	0.03869%	0.03811%	0.03965%	0.03995%
Port's proportionate share of the net pension liability (asset)	$ 16,910	$ 13,724	$ 12,059	$ 11,447	$ 9,623	$ 5,121	$ 2,438
Port's covered payroll	$ 12,595	$ 12,505	$ 12,820	$ 12,932	$ 12,771	$ 12,311	$ 12,171
Port's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	134.25%	109.75%	94.06%	88.52%	75.35%	41.60%	20.03%
Plan fiduciary net position as a percentage of the total pension liability	78.85%	82.61%	84.26%	83.89%	84.88%	92.00%	96.00%

The amounts presented for each fiscal year were determined as of June 30th.

* This is a 10-year schedule; however, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Required Supplementary Information (Unaudited)
September 30, 2020

Schedule of Contributions
Florida Retirement System Pension Plan (Unaudited)
Last Ten Fiscal Years*
(Dollars in Thousands)

	2020	2019	2018	2017	2016	2015	2014
Contractually required contribution	$ 1,062	$ 994	$ 965	$ 930	$ 904	$ 870	$ 843
Contributions in relation to the contractually required contribution	$ (1,062)	$ (994)	$ (965)	$ (930)	$ (904)	$ (870)	$ (843)
Contribution deficiency (excess)	-	-	-	-	-	-	-
Port's covered payroll	$ 12,640	$ 12,659	$ 12,884	$ 13,226	$ 13,372	$ 12,305	$ 12,163
Contributions as a percentage of covered payroll	8.40%	7.85%	7.49%	7.03%	6.76%	7.07%	6.93%

The amounts presented for each fiscal year were determined as of September 30th.

* This is a 10-year schedule; however, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Required Supplementary Information (Unaudited)
September 30, 2020

Schedule of the Proportionate Share of the Net Pension Liability
Florida Retirement System Health Insurance Subsidy Plan (Unaudited)
Last Ten Fiscal Years*
(Dollars in Thousands)

	2020	2019	2018	2017	2016	2015	2014
Port's proportionate share of the net pension liability (asset)	0.04691%	0.04733%	0.04799%	0.05152%	0.05030%	0.04939%	0.04959%
Port's proportionate share of the net pension liability (asset)	$ 6,686	$ 6,075	$ 5,668	$ 5,509	$ 5,862	$ 5,037	$ 4,637
Port's covered payroll	$ 16,277	$ 15,816	$ 16,030	$ 15,930	$ 12,771	$ 15,011	$ 14,760
Port's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	41.08%	38.41%	35.36%	34.58%	45.90%	33.56%	31.42%
Plan fiduciary net position as a percentage of the total pension liability	3.00%	2.63%	2.15%	1.64%	0.97%	0.50%	0.99%

The amounts presented for each fiscal year were determined as of June 30th.

* This is a 10-year schedule; however, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Required Supplementary Information (Unaudited)
September 30, 2020

Schedule of Contributions
Florida Retirement System Health Insurance Subsidy Plan (Unaudited)
Last Ten Fiscal Years*
(Dollars in Thousands)

	2020	2019	2018	2017	2016	2015	2014
Contractually required contribution	$ 273	$ 267	$ 268	$ 271	$ 273	$ 203	$ 179
Contributions in relation to the contractually required contribution	$ (273)	$ (267)	$ (268)	$ (271)	$ (273)	$ (203)	$ (179)
Contribution deficiency (excess)	-	-	-	-	-	-	-
Port's covered payroll	$ 16,398	$ 16,105	$ 16,422	$ 16,324	$ 16,455	$ 14,782	$ 14,772
Contributions as a percentage of covered payroll	1.66%	1.66%	1.63%	1.66%	1.66%	1.37%	1.21%

The amounts presented for each fiscal year were determined as of September 30th.

* This is a 10-year schedule; however, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
Notes to Required Supplementary Information (Unaudited)
September 30, 2020

Note 1 - OPEB Information

The Port did not have plan assets accumulated in a trust that meets the criteria of paragraph 4 of GASB Statement No. 75. The discount rate used to measure the total OPEB liability at September 30, 2020 was decreased to 2.41% from 3.58%. The discount rate will be updated annually to reflect market conditions as of the measurement date.

Note 2 - Pension Information

The discount rate used to measure the total pension liability at June 30, 2020 was decreased to 6.80% from 6.90%. The FRS Actuarial Assumption Conference is responsible for setting the assumptions used in the valuations of the defined benefit pension plans pursuant to Section 216.136(10), Florida Statutes. The 6.80% rate of return assumption used in the June 30, 2020 calculations was determined by the Plan's consulting actuary to be reasonable and appropriate per Actuarial Standards of Practice No. 27 (ASOP 27) for accounting purposes which differs from the rate used for funding purposes which is used to establish the contribution rates for the Pension Plan.

Supplementary Financial Information

PORT EVERGLADES DEPARTMENT
of Broward County, Florida
September 30, 2020 and 2019
Schedule of Revenues, Expenses, and Debt Service Coverage
For the Fiscal Years Ended September 30, 2020 and 2019
(Dollars in Thousands)

	2020	2019*
Operating revenues		
Vessel, cargo, and passenger services	$ 119,872	$ 142,015
Leasing of facilities	17,948	17,583
Vehicle parking	5,494	8,769
Other	2,299	2,377
Total operating revenues	145,613	170,744
Eligible non-operating revenues		
Investment and interest income	6,154	8,381
Less O&M reserve interest	(307)	(10)
Less 2008 sinking fund interest	-	(25)
Less 2008 debt service reserve interest	-	(67)
Shared revenue from USCOE for maintenance dredging	214	171
Legal settlement	78	2,506
Property damage reimbursement	317	110
Loss on disposals or discontinuance of capital assets	(548)	(2,510)
Refund of prior year's expenses	1,288	298
Total eligible non-operating revenues	7,196	8,854
Total eligible revenues	152,809	179,598
Operating expenses before depreciation	(81,726)	(105,754)
Eligible non-operating expenses		
Other debt service costs	(351)	(584)
Debt issuance costs	-	(3,093)
Loss on in-substance defeasance	(9,456)	(2,529)
Payment in lieu of taxes	(618)	(564)
Total eligible non-operating expenses	(10,425)	(6,770)
Total eligible expenses	(92,151)	(112,524)
Net income available for debt service	$ 60,658	$ 67,074
Debt service requirements - senior lien bonds	$ 26,860	$ 19,235
Actual coverage	2.26	3.48
Required coverage	1.25	1.25
Composite debt service requirements -- senior and subordinate bonds	$ 30,077	$ 22,568
Actual coverage	2.02	2.97
Required coverage	1.10	1.10

* Effective FY 2019, the debt service coverage ratio is based on the Amended and Restated Master Bond Resolution

PORT EVERGLADES
BROWARD COUNTY, FLORIDA

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RSM

RSM US LLP

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

Independent Auditor's Report

To the Honorable Board of County Commissioners
Port Everglades Department
Broward County, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Broward County Port Everglades Department (the Port), an enterprise fund of Broward County, Florida, as of and for the year ended September 30, 2020, and the related notes to the financial statements, which collectively comprise the Port’s basic financial statements, and have issued our report thereon dated April 13, 2021.

Internal Control Over Financial Reporting
In planning and performing our audit of the financial statements, we considered the Port’s internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Port’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Port’s internal control.

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

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

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

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

RSM US LLP

Fort Lauderdale, Florida
April 13, 2021

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