

# **England Economic and Industrial Development District**

**Alexandria, Louisiana**

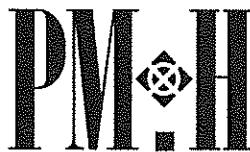
**June 30, 2014**

# England Economic and Industrial Development District

June 30, 2014

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PAYNE, MOORE & HERRINGTON, LLP

CERTIFIED PUBLIC ACCOUNTANTS

Established 1945

**Independent Auditor's Report**

The Board of Commissioners  
England Economic and Industrial Development District

**Report on the Financial Statements**

We have audited the accompanying financial statements of the England Economic and Industrial Development District, Alexandria, Louisiana, as of and for the year ended June 30, 2014, and the related notes to the financial statements, which collectively comprise the England Economic and Industrial Development District's basic financial statements as listed in the table of contents.

***Management's Responsibility for the Financial Statements***

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

***Auditor's Responsibility***

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the 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.

ROBERT W. DVORAK, C.P.A.

REBECCA B. MORRIS, C.P.A.

MICHAEL A. JUNEAU, C.P.A.

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DEBORAH R. DUNN, C.P.A.

REBECCA G. NATION, C.P.A.





The Board of Commissioners  
England Economic and Industrial Development District

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 England Economic and Industrial Development District as of June 30, 2014, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

***Other Matters***

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 5 through 12 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 England Economic and Industrial Development District's basic financial statements. The schedule of general fund revenues and expenditures-budget and actual-budgetary basis is presented for the purpose of additional analysis and is not a required part of the basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, and is also not a required part of the basic financial statements.



The Board of Commissioners  
England Economic and Industrial Development District

The schedule of general fund revenues and expenditures-budget and actual-budgetary basis and the schedule of expenditures of federal awards are the responsibility of management and were derived from and relate 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 general fund revenues and expenditures-budget and actual-budgetary basis and the schedule of expenditures of federal awards are fairly stated in all material respects in relation to the basic financial statements as a whole.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated November 26, 2014, on our consideration of the England Economic and Industrial Development District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the 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 England Economic and Industrial Development District's internal control over financial reporting and compliance.

*Payne, Moore, & Herrington, LLP*  
Certified Public Accountants  
Alexandria, LA

November 26, 2014

**Required Supplemental Information**

**England Economic and Industrial Development District  
Management's Discussion and Analysis (MD&A)  
June 30, 2014**

**Introduction**

The Management's Discussion and Analysis (MD&A) of the England Economic and Industrial Development District's (District) financial performance provides an overall review of the District's financial activities for the fiscal year ended June 30, 2014. The intent of this discussion and analysis is to look at the District's financial performance as a whole. Readers should also review the financial statements and the notes to the financial statements to enhance their understanding of the England Economic and Industrial Development District's financial performance.

**Financial and Operating Highlights**

A summary of the District's financial and operating highlights for the year ended **June 30, 2014** is as follows:

- Assets exceeded liabilities by \$194,254,391 at June 30, 2014. Of this amount \$188,116,019 is related to capital assets. \$357,155 is passenger facility charge fees that have been collected and unspent as of yearend and that are dedicated for the repayment of bonds issued for the construction of the James L. Meyer Commercial Terminal building; \$5,781,217 is unrestricted.
- Net position increased \$2,524,457. This was due primarily to capital grants received for various airport projects during the year totaling \$6,400,790.
- \$3,371,366 in new construction improvements were added to the Airpark.
- Alexandria International Airport (AEX), during the current fiscal year, had 150,117 enplanements, 147,576 deplanements and 33,212 air operations.
- AEX handled 8,001 pounds of commercial air freight and 12,890,011 pounds of military air freight, 120,903 parked cars and sold 4,016,038 gallons of fuel this fiscal year.
- Over 940,000 square feet of commercial space were leased on the Airpark by almost 70 tenants. The District also leased 155 residential units onsite.

A summary of the District's financial and operating highlights for the year ended **June 30, 2013** is as follows:

- Assets exceeded liabilities by \$191,729,933 at June 30, 2013. Of this amount \$184,137,035 is related to capital assets. \$339,258 is passenger facility charge fees that have been collected and unspent as of yearend and that are dedicated for the repayment of bonds issued for the construction of the James L. Meyer Commercial Terminal building; \$7,253,640 is unrestricted.
- Net position increased \$3,766,458. This was due primarily to capital grants received for various airport projects during the year totaling \$7,391,082.
- \$3,835,868 in new construction improvements were added to the Airpark.
- Alexandria International Airport (AEX), during the current fiscal year, had 156,387 enplanements, 145,919 deplanements and 35,051 air operations.
- AEX handled 11,991 pounds of commercial air freight and 16,205,060 pounds of military air freight, 120,131 parked cars and sold 3,817,387 gallons of fuel this fiscal year.
- Over 900,000 square feet of commercial space were leased on the Airpark by almost 70 tenants. The District also leased 155 residential units onsite.

**England Economic and Industrial Development District**  
**Management's Discussion and Analysis (MD&A)**  
**June 30, 2014**

**Overview of the Financial Statements**

The District's basic financial statements are prepared in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. The District is structured as single enterprise fund using proprietary fund (enterprise fund) accounting. Under this method of accounting an economic resources measurement focus and an accrual basis of accounting is used. Revenue is recorded when earned and expenses are recorded at the time liabilities are incurred.

The *Statement of Net Position* presents information on all of the District's assets less liabilities which results in Total Net Position. The statement is designed to display the financial position of the District as of the end of the fiscal year. Over time, increases and decreases in net position help determine whether the District's financial position is improving or deteriorating.

The *Statement of Revenues, Expenses, and Changes in Net Position* provides information which displays how the District's net position changed as a result of the year's activities. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Therefore, certain revenues and expenses are reported in this statement for some items that will result in cash flows in future periods. Revenues are categorized as either operating or non-operating in accordance with definitions set forth in GASB 33 and GASB 34.

The *Statement of Cash Flows* reports information showing how the District's cash and cash equivalent position changed during the year. This statement classifies cash receipts and cash payments for the fiscal year resulting from operating activities, noncapital financing activities, capital and related financing activities, and investing activities.

Notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the statements. The notes to the financial statements follow the basic financial statements.

**Financial Analysis of the District**

The following schedule presents a summary of net position as of:

	<u>June 30, 2014</u>	<u>June 30, 2013</u>
Current and other assets	\$ 10,138,347	\$ 10,539,693
Noncurrent assets	498,821	505,925
Capital assets	<u>188,116,019</u>	<u>187,367,035</u>
Total assets	<u>\$ 198,753,187</u>	<u>\$ 198,412,653</u>
Current and other liabilities	\$ 1,967,678	\$ 3,524,562
Noncurrent liabilities	2,531,118	3,158,158
Total liabilities	<u>\$ 4,498,796</u>	<u>\$ 6,682,720</u>
Net position:		
Net investment in capital assets	\$ 188,116,019	\$ 184,137,035
Restricted	357,155	339,258
Unrestricted	<u>5,781,217</u>	<u>7,253,640</u>
Total net position	<u>\$ 194,254,391</u>	<u>\$ 191,729,933</u>

**England Economic and Industrial Development District**  
**Management's Discussion and Analysis (MD&A)**  
**June 30, 2014**

The District's assets exceeded liabilities by \$194,254,391 at June 30, 2014 and by \$191,729,933 at June 30, 2013. The majority of the District's net position are invested in capital assets (land, buildings, and equipment) owned by the District. These assets are not available for future expenditures since they will not be sold. Restricted assets of the District are limited as to their use. These funds are restricted by law or some other outside source as to how the can be utilized. The restricted net position is not available for new spending because they have already been committed as follows:

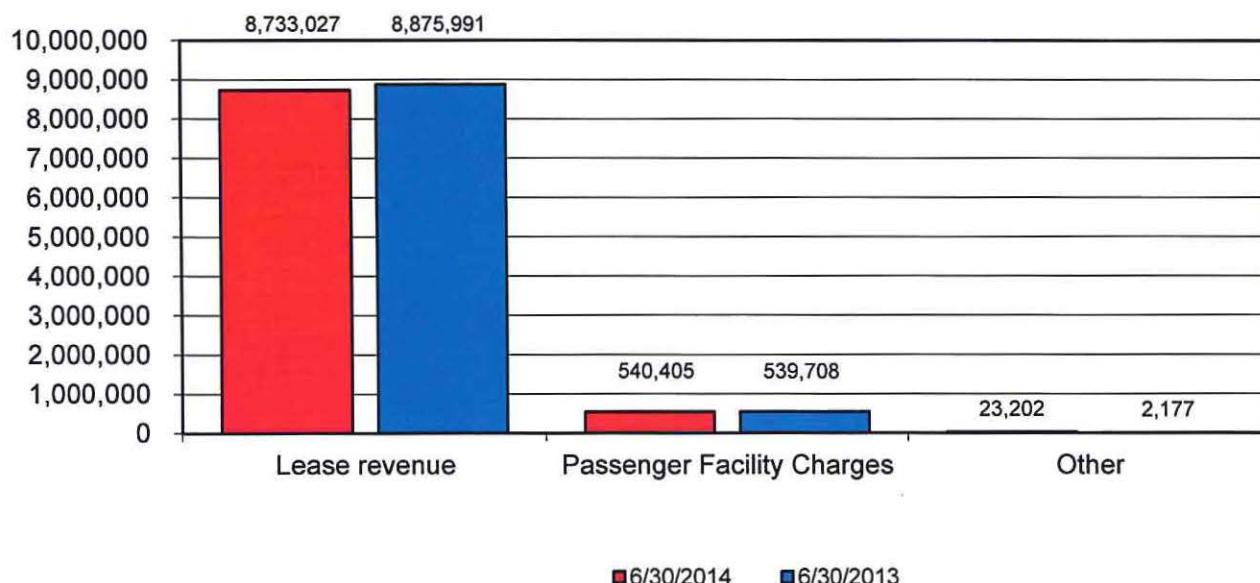
	<u>June 30, 2014</u>	<u>June 30, 2013</u>
Passenger facility charges	\$ 357,155	\$ 339,258
Total Restricted	<u>\$ 357,155</u>	<u>\$ 339,258</u>

Unrestricted net position is the part of net position that can be used to finance day-to-day operations without constraints established by enabling legislation, debt covenants, or other legal requirements. This amount consists of a 25% operating reserve along with funds designated by management to go towards existing capital projects.

A summary of the District's changes in net position are reflected in the following schedule:

	<u>June 30, 2014</u>	<u>June 30, 2013</u>
Operating Revenues (Lease revenues, passenger facility charges and other)	\$ 9,296,634	\$ 9,417,876
Operating Expenses	<u>14,768,664</u>	<u>15,375,377</u>
Operating Income (Loss)	<u>\$ (5,472,030)</u>	<u>\$ (5,957,501)</u>
Non-Operating Revenues (expenses)	1,560,697	2,332,877
Income (Loss) Before Contributions	<u>\$ (3,911,333)</u>	<u>\$ (3,624,624)</u>
Capital Contributions	6,435,790	7,391,082
Change in Net Position	<u>\$ 2,524,457</u>	<u>\$ 3,766,458</u>

The following is a graphic representation of the components of operating revenues:



**England Economic and Industrial Development District  
Management's Discussion and Analysis (MD&A)  
June 30, 2014**

- Lease revenue includes revenues derived from leases for commercial buildings and equipment, residential housing, and fees from other types of services at the Airpark. This revenue source decreased by \$142,964 primarily because of tenants who had leased space during the prior year but no longer occupied that space in the current year.
- Passenger facility charges (PFC's) are fees imposed when an airline ticket is purchased and can be used only for purposes outlined in the District's PFC application. The current use for this fee is to pay debt service on the outstanding bonds for the construction costs of the James L. Meyer Commercial Terminal project. These fees increased \$697 from the prior year.
- Other revenues include various charges for property damages, insurance settlements, missing inventory items and other assorted fees. These revenues increased \$21,025 over the prior year mainly due to insurance proceeds received in the current fiscal year.

Non-operating revenues (expenses) include interest revenues, grant proceeds that are received for non-capital purposes, the gain or loss recorded on the sale or disposition of property, and interest expense on bonds and other debt. This amount decreased in the current fiscal year by \$772,180 due to the receipt of interest income from the payment of accrued interest on a loan in the previous year; lesser amounts received from the Part 150 noise program in the current year; a loss on sale of capital assets in this fiscal year; and lower interest expense this year due to refinancing outstanding bonds at a lower interest rate in the prior year.

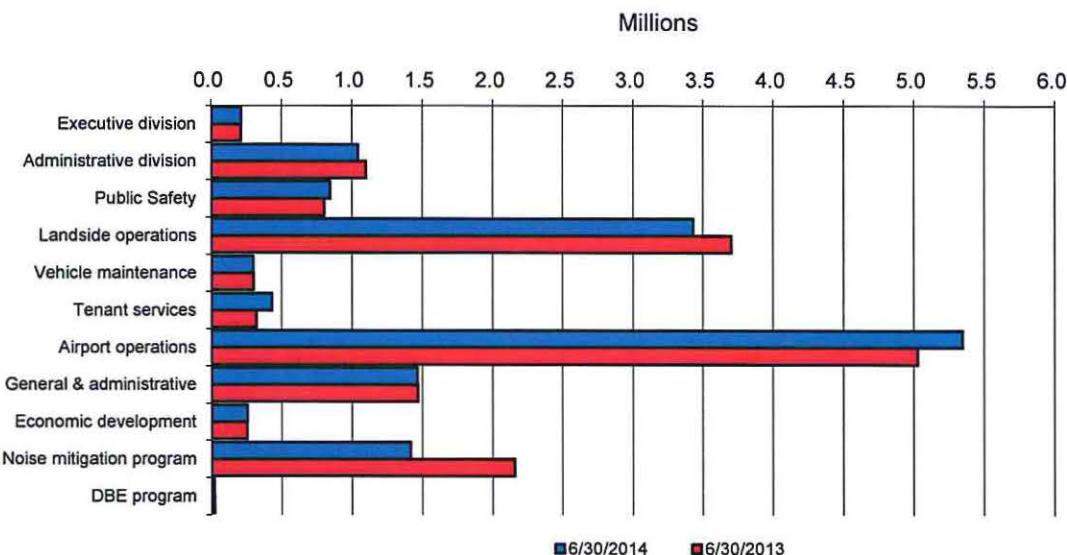
Capital grants and public contributions include Federal airport improvement program funds, state aviation trust fund grants, and state capital outlay funds along with contributions from the general public and donations of property from other agencies. These amounts vary from year to year depending upon the construction activities that are in progress by the District.

A summary of the District's operating expenses, including depreciation, are reflected in the following schedule:

	June 30, 2014	June 30, 2013
Executive division	\$ 213,586	\$ 210,660
Administrative division	1,043,765	1,101,057
Public Safety	847,387	806,689
Landside operations	3,428,651	3,702,075
Vehicle maintenance	299,446	301,126
Tenant services	431,617	322,833
Airport operations	5,345,601	5,027,711
General and administration	1,462,970	1,469,594
Economic development	257,539	253,834
Noise mitigation program	1,416,534	2,157,142
Disadvantaged Business Enterprise program	21,568	22,656
Total Operating Expenses	<u>\$ 14,768,664</u>	<u>\$ 15,375,377</u>

**England Economic and Industrial Development District**  
**Management's Discussion and Analysis (MD&A)**  
**June 30, 2014**

The following is a graphic representation of operating expenses:



- The executive division includes the Executive Director and his staff. The costs of this department increased slightly compared to prior year costs.
- The administrative division includes the finance function and supporting activities. These costs decreased \$57,292 in the current year mainly to three items - \$85,196 lower legal fees (\$34,420 of which were prior year costs reimbursed in the current year), \$29,836 for costs of refinancing outstanding debt in the prior year and \$47,297 higher property insurance in the present year.
- Public safety covers the security and fire protection for the Airpark. This category went up \$40,698 for the current year due to higher contract costs for these services.
- Landside operations include the maintenance and upkeep of building and grounds that are not related to the airfield. These expenses decreased by \$273,424 mainly because of \$21,046 additional air conditioning and heating work on a building, \$85,429 lower depreciation costs this year and prior year development costs on the west side of the airpark in the amount of \$162,394.
- Vehicle maintenance consists of the maintenance of all vehicles that are owned and operated by the District. These costs are slightly lower this year versus last year.
- Tenant services covers costs that are directly associated with facilities that are occupied by current tenants. This increased \$108,784 compared to the prior year as a result of \$63,625 higher costs for the maintenance of the golf course in the current year and \$43,280 received for reimbursable costs in the last fiscal year for work that was done the year before that.
- Airport operations encompass the activities of the airport terminal as well as buildings and equipment that are directly related to airfield side of the Airpark. These expenses increased \$317,890 versus last year as a result of higher depreciation costs on equipment for the current year totaling \$230,510, \$21,001 in higher contract costs for fire protection, and \$64,530 in additional terminal operating costs.
- General and administrative includes the costs associated with the general running of all the operations departments. There was a minor decrease in this department compared to the prior year.
- Economic Development incorporates the marketing of the Airpark and tenant relations. These amounts rose marginally versus the prior year amount.

**England Economic and Industrial Development District  
Management's Discussion and Analysis (MD&A)  
June 30, 2014**

- Noise mitigation program improves the compatibility between aircraft operations and off-airport noise sensitive land uses while allowing the airport to continue in its role to serve the community. These costs decreased \$740,608 due to the reduction in activity in the program caused by not receiving any grant funds in the present fiscal year. Land acquisition activities were temporarily halted because of the lack of funds available to purchase land.
- Disadvantaged Business Enterprises (DBE) program is a program designed to assist small and economically disadvantaged businesses obtain contracts for their services on capital projects at England Airpark. The costs decreased minimally due to a larger portion of these costs being reimbursed through various grants.

**Capital Assets**

The District has invested in capital assets including land; construction in progress; vehicles, machinery and equipment; buildings and improvements; and infrastructure in the following amounts. These amounts are net of accumulated depreciation to date.

	<u>June 30, 2014</u>	<u>June 30, 2013</u>
Land	\$ 27,771,779	\$ 25,521,073
Construction in progress	1,439,114	4,122,074
Vehicles, machinery and equipment	2,014,202	1,958,461
Buildings and improvements	92,092,662	96,300,576
Infrastructure	64,798,262	59,464,851
<b>Net Capital Assets</b>	<b>\$ 188,116,019</b>	<b>\$ 187,367,035</b>

Major capital assets events during the current fiscal year included the following:

- Natural gas backup generators for various equipment and buildings were acquired for \$143,987.
- \$21,938 of portable radios were purchased for use on the Airpark.
- \$141,325 worth of grounds maintenance equipment was purchased during the current year to continue the upkeep of the District's grounds.
- An electric vehicle for use on the Airpark, valued at \$35,000, was donated by a local utility company.
- \$13,547 in landscaping was done along Frank Andrews Blvd., the entrance road to the James L. Meyer Commercial Terminal.
- \$173,100 was paid for removing trees around the Airpark.
- \$164,356 was spent for the replacement of roofs on two larger buildings on the Airpark.
- \$1,424,706 of land was purchased through the District's Part 150 Noise Mitigation program during the current fiscal year.
- 61.92 acres off the end of Runway 18 was purchased for \$212,192. This land will increase the safety zone around the runway.

**England Economic and Industrial Development District**  
**Management's Discussion and Analysis (MD&A)**  
**June 30, 2014**

- \$447,348 was spent for wetland mitigation in preparation for the clearing off of trees on a portion of approximately 700 acres on the west side of the Airpark. This is being done to remove wildlife hazards that are posing risks to airport operations.
- \$255,720 was expended for the demolition of various structures on the Airpark to make room for future improvements in accordance with the master plan.
- Construction in progress added during the year was \$3,371,366. Total Construction in Progress at year-end included the various projects as follows:

Taxiway A Rehabilitation	\$ 1,913,632
South Ramp Rehabilitation	464,056
Airfield Electrical Rehabilitation	233,102
North Ramp Rehabilitation	130,598
Extension of Runway 14/32	394,032
Building 525 Hangar	82,282
Rental Car Facility	66,375
Taxiway B Rehabilitation	41,602
Mill & Overlay of Runway 18/36 Midfield	37,579
Terminal Security Update	8,108
Total	<u>\$ 3,371,366</u>

- Construction projects that were in progress in prior years and that were completed totaled \$6,054,326. They are as follows:

South Ramp Rehabilitation	\$ 2,219,866
Taxiway A Rehabilitation	2,026,232
Mill & Overlay of Runway 18/36 Midfield	1,808,228
Total	<u>\$ 6,054,326</u>

- \$22,700 for expanding the current roundabout on the Airpark constructed during this year.

Additional information on the District's capital assets is presented in the notes to the basic financial statements.

#### **Debt Administration**

The District had the following balances in notes and compensated absences outstanding at year end. Additional information on the District's long-term debt is presented in the notes to the basic financial statements.

	June 30, 2014	June 30, 2013
Bonds payable	\$ 2,595,000	\$ 3,230,000
Compensated absences	123,520	115,561
Total long-term debt	<u>\$ 2,718,520</u>	<u>\$ 3,345,561</u>

The District refinanced its outstanding bonds and certificates of indebtedness during the prior year. By doing so, the District was able to reduce the interest rates payable from 4.01% - 6.97% to 1.50% - 2.105%.

**England Economic and Industrial Development District  
Management's Discussion and Analysis (MD&A)  
June 30, 2014**

This refinancing allowed the District to save over \$355,000 in future interest payments. This debt will be paid off by April 2018.

State law does not provide a limitation on the amount of debt that may be issued by the District. The bonds issued by the District are not rated.

**Economic Factors and Next Year's Budget**

The following are currently known economic factors considered in going into the 2014-2015 fiscal year.

- The District is progressing on the noise compatibility program. This program is a multi-year project. To date, the District has received over \$40 million in Federal and State grants for this project. The District anticipates receiving approximately \$7.8 million in additional funding to continue this project in the coming fiscal year.
- Significant contracts to acquire property and mitigate noise have been executed and are ongoing.
- Plans are being completed for the rental car project access road as well as related utilities. This project is going to be bid out around December 2014.
- A new Airfield Rescue and Fire Fighting vehicle is in the process of being constructed for use at Alexandria International Airport. This vehicle, at a cost of \$914,427, should be received around December 2014.
- The rehabilitation of the airfield electrical system is underway beginning with the replacement of signage on the airfield and continuing on with the replacement of the airport rescue firefighting alert system. This entire project will take about 2-3 years to complete.
- Planning work for the rehabilitation of the North Apron has started. This project should be ready to begin construction later in this coming year.
- A new \$20 million facility for Immigration and Customs Enforcement (ICE) is scheduled to open in October 2014. This facility is to be used for the temporary holding of illegal aliens awaiting transfer out of the United States. This structure is being built, paid for and operated by ICE in conjunction with GEO Group Inc.

**Contacting the District's Financial Management**

This financial report is designed to provide citizens, taxpayers, investors, and creditors with a general overview of the District's finances and to show the District's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact Kevin J. Brown, CPA, CGMA, CGFO, Finance Manager, 1611 Arnold Drive, Alexandria, LA 71303, or call (318) 427-6406 during regular office hours, Monday through Friday, from 8:00 a.m. to 5:00 p.m., Central Standard Time.

## **Basic Financial Statements**

**England Economic and Industrial Development District**  
**Statement of Net Position**  
**June 30, 2014**

**Exhibit A**

**Assets**

Current Assets	
Cash and cash equivalents	\$ 5,855,740
Receivables - net of allowance for doubtful accounts	4,232,997
Notes receivable	25,000
Prepaid expenses	24,610
Total Current Assets	<u>10,138,347</u>
Noncurrent Assets	
Restricted cash and equivalents	357,155
Notes receivable	141,666
Capital assets	
Land and construction in progress	29,210,893
Other capital assets, net of depreciation	158,905,126
Total Noncurrent Assets	<u>188,614,840</u>
<b>Total Assets</b>	<b>198,753,187</b>
<b>Liabilities</b>	
Current Liabilities	
Accounts and contracts payable	1,215,126
Accrued expenses and other payables	60,120
Advances in rental income	37,432
Bonds payable	655,000
Total Current Liabilities	<u>1,967,678</u>
Noncurrent Liabilities	
Tenant deposits	257,642
Contingent tenant rebates	209,956
Compensated absences	123,520
Bonds payable	1,940,000
Total Noncurrent Liabilities	<u>2,531,118</u>
<b>Total Liabilities</b>	<b><u>4,498,796</u></b>
<b>Net Position</b>	
Net investment in capital assets	188,116,019
Restricted for PFC projects	357,155
Unrestricted	5,781,217
<b>Total Net Position</b>	<b><u>\$ 194,254,391</u></b>

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

**England Economic and Industrial Development District  
Statement of Revenues, Expenses, and Changes in Net Position  
Year Ended June 30, 2014**

**Exhibit B**

**Operating Revenues**

Lease revenue and related fees	\$ 8,733,027
Passenger facility charges	540,405
Miscellaneous	23,202
Total Operating Revenues	<u>9,296,634</u>

**Operating Expenses**

Executive division	213,586
Administrative division	1,043,765
Public safety	847,387
Landside operations	3,428,651
Vehicle maintenance	299,446
Tenant services	431,617
Airport operations	5,345,601
General and administrative	1,462,970
Economic development	257,539
Noise mitigation program	1,416,534
Disadvantaged Business Enterprise program	21,568
Total Operating Expenses	<u>14,768,664</u>

**Operating Income (Loss)**

(5,472,030)

**Non-Operating Revenues (Expenses)**

Investment income	3,583
Operating grants	1,858,818
Gain (loss) on disposition of capital assets	(251,791)
Interest expense	(49,913)
Total Non-Operating Revenues (Expenses)	<u>1,560,697</u>

**Income (Loss) Before Contributions**

(3,911,333)

**Capital Contributions**

Capital grants	6,400,790
Public contributions	35,000
Total Capital Contributions	<u>6,435,790</u>

**Change in Net Position**

2,524,457

**Net Positon, Beginning of Year**

191,729,934

**Net Position, End of Year**

\$ 194,254,391

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

**England Economic and Industrial Development District**  
**Statement of Cash Flows**  
**Year Ended June 30, 2014**

**Exhibit C**  
**(Continued)**

**Cash Flows from Operating Activities**

Received from operations	\$ 9,041,881
Payments to employees	(1,398,334)
Payments to vendors and others	(6,490,344)
Net Cash Provided (Used) by Operating Activities	1,153,203

**Cash Flows from Noncapital Financing Activities**

Operating grants	2,359,378
Net Cash Provided (Used) by Noncapital Financing Activities	2,359,378

**Cash Flows from Capital and Related Financing Activities**

Proceeds from sale of capital assets	10,567
Capital contributions	5,091,241
Purchase and construction of capital assets	(8,889,567)
Principal paid on capital debt	(635,000)
Interest paid on capital debt	(51,336)
Net Cash Provided (Used) by Capital and Related Financing Activities	(4,474,095)

**Cash Flows from Investing Activities**

Collections on note receivable	25,000
Interest received on operating funds	3,584
Net Cash Provided (Used) by Investing Activities	28,584

**Change in Cash and Equivalents** (932,930)

**Cash and Equivalents, Beginning of Year** 7,145,825

**Cash and Equivalents, End of Year** \$ 6,212,895

**Cash and Equivalents Consist of:**

Unrestricted cash and equivalents	\$ 5,855,740
Restricted cash and equivalents	357,155

**Cash and Equivalents, End of Year** \$ 6,212,895

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

**England Economic and Industrial Development District**  
**Statement of Cash Flows**  
**Year Ended June 30, 2014**

**Exhibit C  
(Concluded)**

**Reconciliation of Operating Income (Loss) to  
Net Cash Provided (Used) by Operating Activities**

Operating income (loss)	\$ (5,472,030)
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities	
Depreciation	6,484,829
Changes in assets and liabilities	
Receivables	(171,401)
Prepaid expenses	430,909
Accounts and contracts payable	(94,082)
Accrued expenses and other payables	8,479
Advances in rental income	(61,461)
Tenant deposits	18,802
Contingent tenant rebates	1,199
Compensated absences	7,959
<b>Net Cash Provided (Used) by Operating Activities</b>	<b>\$ 1,153,203</b>

**Additional required disclosure:**

There were no material noncash operating, noncapital financing, capital and related financing, or investing activities.

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

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

## **1. Organization and Significant Accounting Policies**

### **Organization**

England Economic and Industrial Development District (the District) was created by the State of Louisiana Legislature for the following purposes:

- Accepting title from the United States of America to property included in the England Air Force Base.
- Utilizing that and other property, and all assistance available from the United States government and all other sources, to replace and enhance the economic benefits generated by the former air base with diversified activities.

A Board of Commissioners appointed by various governmental units located within Rapides Parish governs the District. The District has the power to incur debt and issue revenue and general obligation bonds, certificates of indebtedness, anticipation notes, refunding bonds, and the power of taxation, subject to the limitations provided in the revised statutes governing the District.

The accompanying financial statements of the District are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. GAAP includes all relevant GASB pronouncements as set forth in the *Codification for Governmental Accounting and Financial Reporting*.

### **The Financial Reporting Entity**

The District is considered a separate financial reporting entity. The financial reporting entity consists of the primary government (the District), organizations for which the primary government is financially accountable, and other organizations for which the nature and significance of their relationship with the district are such that exclusion would cause the District's financial statements to be misleading or incomplete.

Effective July 1, 2012, the District adopted the provisions of Statement No. 61 (GASBS 61), *The Financial Reporting Entity: Omnibus*, of the GASB. GASBS 61 amends the criteria for determining which component units should be considered part of the District for financial reporting purposes. The basic criterion for including a potential component unit within the reporting entity is financial accountability. The GASB has established criteria to be considered in determining financial accountability, which includes:

1. Appointing a voting majority of an organization's governing body, and
  - a. The ability of the District to impose its will on that organization and/or
  - b. The potential for the organization to provide specific financial benefits to the District or to impose specific financial burdens on the District.
2. Organizations for which the District does not appoint a voting majority but are fiscally dependent on the District.

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

3. Organizations for which the District's financial statements would be misleading if data of the organization is not included because of the nature or significance of the relationship.

Based on the above criteria the District has the following component units:

**England District Sub-District No. 1**

On October 28, 2004 the District created England District Sub-District No. 1 (Sub-District No. 1) for the purpose of acquiring the land on which a rail car manufacturing facility was constructed. The Sub-District No. 1 has the power to incur debt, issue certificates, revenue and general obligation bonds, as well as refunding bonds, and levy sales taxes and use taxes, in the same manner as the District. The Sub-District No. 1 is governed by a ten member Board of Commissioners, which is populated by the sitting board of the District. The staff of the District is the staff of the Sub-District No. 1. For reporting purposes the Sub-District No. 1 is considered a blended component unit of the District.

**England District Sub-District No. 2**

On February, 28, 2013 the District created England District Sub-District No. 2 (Sub-District No. 2) for the purpose of creating new jobs, economic activity and manufacturing, and for the additional purpose of issuing bonds for the acquisition, construction and equipping by Sundrop Fuels Louisiana, LLC of certain facilities, including solid waste disposal facilities, consisting of a 4,000 bpd natural gas to gasoline refinery and a biomass to syngas demonstration plant to produce renewable gasoline of which a portion qualifies as an advanced biofuel. The Sub-District No. 2 has the power to incur debt, issue certificates, revenue and general obligation bonds, as well as refunding bonds, and levy sales taxes and use taxes, in the same manner as the District. The Sub-District No. 2 is governed by a ten member Board of Commissioners, which is populated by the sitting board of the District. The staff of the District is the staff of the Sub-District No. 2. For reporting purposes the Sub-District No. 2 is considered a blended component unit of the District.

**Basis of Presentation**

The financial statements of the District have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. These principles require a statement of net position, a statement of revenues, expenses and changes in net position, and a statement of cash flows. It requires the classification of net position into three components – net investment in capital assets; restricted; and unrestricted. These classifications are defined as follows:

- Net investment in capital assets: This component of net position consists of capital assets, net of accumulated depreciation, and reduced by the outstanding balances of bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction or improvement of those assets.
- Restricted net position: This component of net position consists of constraints imposed by creditors (such as through debt covenants), contributors, laws or regulations of other governments, or through constitutional provisions or enabling legislation.

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

- Unrestricted net position: This component of net position consists of net position that does not meet the definition of "restricted" or "net investment in capital assets."

### **Fund Accounting**

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

### **Basis of Accounting**

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Enterprise funds are accounted for on a flow of economic measurement focus. With this measurement focus, all assets and liabilities associated with the operation of these funds are included on the balance sheet. The operating statement presents increases (revenues) and decreases (expenses) in total net position.

The accrual basis of accounting is utilized by enterprise funds. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with its principal ongoing operations. The principal operating revenues of the District are lease revenue and related fees. Operating expenses include costs of providing services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

### **Cash and Cash Equivalents**

Amounts reported as cash and cash equivalents include all cash on hand, cash in bank accounts, and highly liquid investments held in the Louisiana Asset Management Pool.

### **Receivables**

Receivables are shown net of the estimated allowance for doubtful accounts. The uncollectible amounts are based on collection experience and review of the status of existing receivables.

### **Prepaid Expenses**

Prepaid expenses primarily consist of payments of insurance and other administrative expenses.

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

### **Capital Assets**

Capital assets are capitalized and depreciated on a straight-line basis over the following estimated useful lives:

Vehicles, machinery, and equipment	5 to 25 years
Buildings and improvements	7 to 40 years
Infrastructure	20 to 40 years

Public domain (infrastructure) capital assets consisting of roads, bridges, drainage system, and similar items are capitalized. The valuation basis for capital assets is historical cost, or when historical cost is not available, estimated historical cost. Donated assets are valued at estimated fair value on date of donation. The minimum capitalization threshold is any individual item with a total cost greater than \$2,500 for machinery, equipment, and vehicles and \$25,000 for building, building improvements, and infrastructure.

Interest is capitalized on assets acquired with tax-exempt debt. The amount of interest capitalized is calculated by offsetting interest expense incurred from the date of borrowing until completion of the project with interest earned on invested proceeds over the same period. No interest was capitalized for the year ended June 30, 2014, in accordance with this policy.

### **Advances in Rental Income**

The District reports advances in rental income on its statement of net position. Advances in rental income arise when the District receives resources from rental income before it has a legal claim to them. In subsequent periods, when the District has a legal claim to the resources, the liability for advances in rental income is removed from the statement of net position and revenue is recognized.

### **Contingent Tenant Rebates**

Tenants leasing residential homes (houses only, not apartments) are eligible to receive a rebate equal to a maximum of 10% of the first three years of rental payments if the tenant leaves in good standing and applies the rebate to the purchase of a home within Rapides Parish. If these conditions are not met, the rebate reverts to the District and is recorded as lease income.

### **Compensated Absences**

Vested or accumulated leave is accrued in the period the liability is incurred. No liability is recorded for compensated absences that relate to future services or that are contingent on a specific event that is outside the control of the employer and employee.

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

### **Restricted Net Position**

Restricted net position is amounts restricted by the Federal Aviation Administration's Record of Decision for the Passenger Facilities Charge (PFC) program. In accordance with the Record of Decision, these amounts may only be used for debt service on the revenue bonds.

### **Use of Estimates**

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

## **2. Cash and Cash Equivalents**

At year-end, cash and cash equivalents consisted of the following:

	<u>Unrestricted</u>	<u>Restricted</u>	<u>Total</u>
Petty cash	\$ 900	\$ -	\$ 900
Cash in bank	5,630,931	357,155	5,988,086
Louisiana Asset Management Pool	223,909	-	223,909
	<hr/> \$ 5,855,740	<hr/> \$ 357,155	<hr/> \$ 6,212,895

*Custodial Credit Risk:* Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the government will not be able to recover its deposits. At year-end, the District's deposits were covered by depository insurance or collateral held by the District or its agent in the District's name.

Management considers the highly liquid investments held in the Louisiana Asset Management Pool (LAMP), a local government investment pool, to have minimal custodial credit risk.

LAMP is administered by LAMP, Inc., a non-profit corporation organized under the laws of the State of Louisiana. Only local government entities having contracted to participate in LAMP have an investment interest in its pool of assets. The primary objective of LAMP is to provide a safe environment for the placement of public funds in short-term, high quality investments. The LAMP portfolio includes only securities and other obligations in which local governments in Louisiana are authorized to invest in accordance with LA - R.S. 33:2955.

GASB Statement No. 40, *Deposit and Investment Risk Disclosure*, requires disclosure of credit risk, custodial credit risk, concentration of credit risk, interest rate risk, and foreign currency risk for all public entity investments.

LAMP is a 2a7-like investment pool. The following facts are relevant for 2a7-like investment pools:

*Credit risk:* LAMP is rated AAA by Standard & Poor's.

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

*Custodial credit risk:* LAMP participants' investments in the pool are evidenced by shares of the pool. Investments in pools should be disclosed, but not categorized because they are not evidenced by securities that exist in physical or book-entry form. The public entity's investment is with the pool, not the securities that make up the pool; therefore, no disclosure is required.

*Concentration of credit risk:* Pooled investments are excluded from the 5 percent disclosure requirement.

*Interest rate risk:* 2a7-like investment pools are excluded from this disclosure requirement, per paragraph 15 of the GASB 40 statement.

*Foreign currency risk:* Not applicable to 2a7-like pools.

The dollar weighted average portfolio maturity of LAMP assets is restricted to not more than 90 days, and consists of no securities with a maturity in excess of 397 days. LAMP is designed to be highly liquid to give its participants immediate access to their account balances. The investments in LAMP are stated at fair value based on quoted market rates. The fair value is determined on a weekly basis by LAMP and the value of the position in the external investment pool is the same as the value of the pool shares.

LAMP, Inc. is subject to the regulatory oversight of the state treasurer and the board of directors. LAMP is not registered with the SEC as an investment company.

### **3. Receivables**

At June 30, 2014 receivables consisted of the following:

Accounts receivable	\$ 209,235
Leases receivable	785,943
Intergovernmental	<u>3,373,070</u>
Gross receivables	4,368,248
Allowance for doubtful accounts	(135,251)
Net receivables	\$ 4,232,997

### **4. Note Receivable**

At June 30, 2014, notes receivable consisted of the following:

On February 14, 2011, the District entered into an economic development loan to finance the partial cost and expense paid by a lessee in the construction and installation of leasehold improvements totaling \$250,000. This loan is payable in 120 monthly installments of \$2,083, consisting of principal only, beginning March 1, 2011.

The notes are reported in the statement of net position as follows:

Current	\$ 25,000
Noncurrent	141,666
	<u>\$ 166,666</u>

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

Scheduled future receivables, based on terms in effect on June 30, 2014, are as follows.

<u>Year Ended June 30,</u>	Total Principal
2015	\$ 25,000
2016	25,000
2017	25,000
2018	25,000
2019	25,000
2020-2021	<u>41,666</u>
	<u>\$ 166,666</u>

## 5. Capital Assets and Depreciation

	Beginning Balance	Additions	Deletions	Ending Balance
Capital assets not being depreciated				
Land	\$ 25,521,073	\$ 2,513,064	\$ (262,358)	\$ 27,771,779
Construction in progress	<u>4,122,074</u>	<u>3,371,366</u>	<u>(6,054,326)</u>	<u>1,439,114</u>
Totals	<u>29,643,147</u>	<u>5,884,430</u>	<u>(6,316,684)</u>	<u>29,210,893</u>
Capital assets being depreciated				
Other capital assets				
Vehicles, machinery, and equipment	6,127,189	344,367	-	6,471,556
Buildings and improvements	155,527,150	95,621	-	155,622,771
Infrastructure	<u>71,141,264</u>	<u>7,545,960</u>	<u>(319,881)</u>	<u>78,367,343</u>
Totals	<u>232,795,603</u>	<u>7,985,948</u>	<u>(319,881)</u>	<u>240,461,670</u>
Accumulated depreciation				
Vehicles, machinery, and equipment	(4,168,728)	(288,626)	-	(4,457,354)
Buildings and improvements	(59,226,574)	(4,303,535)	-	(63,530,109)
Infrastructure	<u>(11,676,413)</u>	<u>(1,892,668)</u>	<u>-</u>	<u>(13,569,081)</u>
Totals	<u>(75,071,715)</u>	<u>(6,484,829)</u>	<u>-</u>	<u>(81,556,544)</u>
Other Assets, Net of Depreciation	<u>157,723,888</u>	<u>1,501,119</u>	<u>(319,881)</u>	<u>158,905,126</u>
Net capital assets	<u>\$ 187,367,035</u>	<u>\$ 7,385,549</u>	<u>\$ (6,636,565)</u>	<u>\$ 188,116,019</u>

Depreciation was charged to functions as follows:

Administrative division	\$ 45,744
Public safety	20,791
Landside operations	2,748,343
Vehicle maintenance	50,446
Airport operations	3,598,437
General and administrative	<u>21,068</u>
	<u>\$ 6,484,829</u>

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

A summary of significant construction and renovation projects is presented below:

	<u>Project Authorization</u>	<u>Expended to Date</u>	<u>Commitments</u>	<u>Required Further Financing</u>
<b>Airport Projects</b>				
Runway and taxiway extension and rehabilitation	\$ 7,692,036	\$ 2,102,766	\$ 2,109,905	None (A)

(A) These projects are funded by federal and state grants.

#### **6. Tenant Deposits, Contingent Tenant Rebates, and Compensated Absences**

Net changes in tenant deposits, contingent tenant rebates, and compensated absences are summarized below:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Amounts Due Within One Year</u>
Tenant deposits	\$ 238,840	\$ 18,802	\$ -	\$ 257,642	\$ -
Contingent tenant rebates	208,757	1,199	-	209,956	-
Compensated absences	115,561	7,959	-	123,520	-

#### **7. Bonds Payable**

	<u>Maturity Date</u>	<u>Interest Rate</u>	<u>Ending Balances</u>
Revenue refunding bonds, Series 2013B-1 – capital projects	2017	1.500%	\$ 165,000
Revenue refunding bonds, Series 2013B-2 – capital projects	2017	2.105%	265,000
Revenue refunding bonds, Series 2013A – capital projects	2018	1.530%	<u>2,165,000</u>
			<u>\$ 2,595,000</u>

The revenue bonds are secured by and payable from, first, revenues from passenger facility charges and, second, the excess of annual revenues above statutory, necessary, and usual charges incurred by the District.

The following changes occurred in bonds payable during the year:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Amounts Due Within One Year</u>
Revenue bonds	\$ 3,230,000	\$ -	\$ (635,000)	\$ 2,595,000	\$ 655,000

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

The annual requirements to amortize outstanding bonds are as follows:

<u>Year Ended June 30,</u>	<u>Principal Payments</u>	<u>Interest Payments</u>	<u>Total</u>
2015	\$ 655,000	\$ 41,178	\$ 696,178
2016	680,000	30,684	710,684
2017	695,000	19,779	714,779
2018	565,000	8,645	573,645
	<u>\$ 2,595,000</u>	<u>\$ 100,286</u>	<u>\$ 2,695,286</u>

**Conduit Debt Obligations**

On June 15, 2005, the England District Sub-District No. 1 (Sub-District No.1) issued revenue bonds to pay for a portion of the costs of acquisition, construction, equipping, installation and improvements of a rail car manufacturing facility and administrative offices. These bonds are secured by a pledge of all rights and interests of the Sub-District No. 1 in, to and under the Cooperative Endeavor agreement between the Sub-District No. 1 and the State of Louisiana (Agreement). In accordance with the Agreement, the State of Louisiana has agreed to make all payments on this bond issue. On May 1, 2013, the State requested the Sub-District No. 1 to issue Series 2013 refunding bonds for current refunding of the outstanding Series 2005 bonds to reduce its total debt service payments and issued Amendment No. 1 to the Cooperative Endeavor agreement stating that the State of Louisiana will make all payments on the refunding bonds. Neither the District nor the Sub-District No. 1 is obligated in any manner for repayment of the refunding bonds. Accordingly, the refunding bonds are not reported in the accompanying financial statements. As of June 30, 2014, the aggregate principal outstanding on the Series 2013 bonds was \$14,640,000.

**8. Risk Management**

The District is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets, errors and omissions, injuries to employees, and natural disasters. These risks of loss are covered by a comprehensive commercial insurance policy and workers compensation insurance. Claims resulting from these risks have historically not exceeded insurance coverage.

**9. Contingencies**

The District is party to legal proceedings involving suits filed against the District for various reasons. Some of these suits claim damages that are material in amount. The amount of losses, if any, that may arise from these suits cannot be reasonably estimated. Management does not believe that the District is exposed to any material losses not covered by insurance. No provision for losses is included in the financial statements.

The District receives grants for specific purposes that are subject to review and audit by the grantor agencies. Such audits could result in a request for reimbursement for disallowed costs under the terms of the grant agreements. In the opinion of management, such disallowance, if any, would be insignificant.

**England Economic and Industrial Development District**  
**Notes to Basic Financial Statements**  
**June 30, 2014**

**10. Leases**

Lessor:

Future minimum rentals on non-cancelable leases for the next five years and in aggregate are presented as follows:

<u>Year Ended June 30,</u>	Future Minimum Lease Payments
2015	\$ 4,551,478
2016	2,025,733
2017	1,647,827
2018	1,287,528
2019	1,072,750
	<hr/>
	\$ 10,585,316

Contingent rental income included in the accompanying financial statements as lease revenues and related fees totaled \$1,516,374.

Lessee:

The District entered into operating leases for certain golf course equipment. Future minimum lease payments due under these leases are listed below. These lease payments are contingent on the District appropriating funds each fiscal year for payment of these leases.

<u>Year Ended June 30,</u>	Future Minimum Lease Payments
2015	\$ 148,615
2016	88,620
2017	88,620
2018	45,100
	<hr/>
	\$ 370,955

## **Additional Information**

**England Economic and Industrial Development District**  
**Schedule of Expenditures of Federal Awards**  
**Year Ended June 30, 2014**

**Schedule 1**

<b>Federal Grantor/ Program Title</b>	<b>Federal CFDA Number</b>	<b>Federal Expenditures</b>
<b>Department of Transportation</b>		
Direct		
Airport Improvement Program	20.106	\$ 3,564,455
<b>Total Department of Transportation CFDA Number 20.106</b>		<b>\$ 3,564,455</b>

The accompanying schedule of expenditures of federal awards is presented on the accrual basis of accounting. Note 1 to the financial statements provides additional information relative to the District's accounting policies.

The information in this schedule is presented in accordance with the requirements of OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Therefore, some amounts presented in this schedule may differ from amounts presented in or used in the preparation of the financial statements.

No federal funds were awarded to subrecipients during the year ended June 30, 2014.

See independent auditor's report.

**England Economic and Industrial Development District**  
**Schedule of General Fund Revenues and Expenditures -**  
**Budget and Actual - Budgetary Basis**  
**Year Ended June 30, 2014**

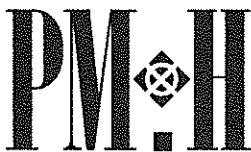
	<b>Schedule 2</b>		
	<b>Budget</b>	<b>Actual</b>	<b>Variance Favorable (Unfavorable)</b>
<b>Revenues</b>			
Lease revenue and related fees	\$ 8,362,758	\$ 8,358,868	\$ (3,890)
Intergovernmental revenues	100,000	100,000	-
Investment income	3,400	3,447	47
Other	47,125	49,399	2,274
<b>Total Revenues</b>	<b>8,513,283</b>	<b>8,511,714</b>	<b>(1,569)</b>
<b>Expenditures</b>			
Executive division	213,719	213,586	133
Administrative division	2,418,466	2,282,584	135,882
General and administrative	1,586,398	1,464,602	121,796
Landside operations	704,446	640,255	64,191
Vehicle maintenance	263,556	249,000	14,556
Public safety	837,582	826,596	10,986
Tenant services	472,000	431,617	40,383
Airport operations	1,948,318	1,878,688	69,630
Economic development	229,177	227,562	1,615
Debt service	145,562	145,562	-
<b>Total Expenditures</b>	<b>8,819,224</b>	<b>8,360,052</b>	<b>459,172</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>\$ (305,941)</b>	<b>\$ 151,662</b>	<b>\$ 457,603</b>

The District is not required to adopt a budget in accordance with GAAP because it reports as an enterprise fund. For budgetary purposes the District maintains a general fund and a capital projects fund. For reporting purposes, these two funds are combined into a single enterprise fund in accordance with generally accepted accounting principles. A managerial budget is adopted for certain revenues and expenses of the general fund. Differences between the managerial budget and a budget adopted in accordance with generally accepted accounting principles include:

- Depreciation and amortization are not included in the managerial budget;
- Acquisition of certain capital assets are included in the managerial budget;
- Principal payments on certain long term debt are included in the managerial budget.

See independent auditor's report.

**Other Reports Required by  
*Government Auditing Standards* and  
OMB Circular A-133**



PAYNE, MOORE & HERRINGTON, LLP

CERTIFIED PUBLIC ACCOUNTANTS

Established 1945

**Independent Auditor's 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**

The Board of Commissioners  
England Economic and Industrial Development District

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 England Economic and Industrial Development District, as of and for the year ended June 30, 2014, and the related notes to the financial statements, which collectively comprise the England Economic and Industrial Development District's basic financial statements, and have issued our report thereon dated November 26, 2014.

**Internal Control Over Financial Reporting**

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

ROBERT W. DVORAK, C.P.A.

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EVELYN RENFROW, C.P.A.

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The Board of Commissioners  
England Economic and Industrial Development District

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 England Economic and Industrial Development District'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 determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

#### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the 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.

*Payne, Moore & Herrington, LLP*

Certified Public Accountants  
Alexandria, LA

November 26, 2014



PAYNE, MOORE & HERRINGTON, LLP

CERTIFIED PUBLIC ACCOUNTANTS

Established 1945

**Independent Auditor's Report on Compliance for Each Major Program and on Internal Control  
Over Compliance Required by OMB Circular A-133**

The Board of Commissioners  
England Economic and Industrial Development District

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

We have audited the England Economic and Industrial Development District's compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on the England Economic and Industrial Development District's major federal program for the year ended June 30, 2014. The England Economic and Industrial Development District's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

***Management's Responsibility***

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal program.

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for the England Economic and Industrial Development District's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of the England Economic and Industrial Development District's compliance.

ROBERT W. DVORAK, C.P.A.

REBECCA B. MORRIS, C.P.A.

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The Board of Commissioners  
England Economic and Industrial Development District

***Opinion on the Major Federal Program***

In our opinion, the England Economic and Industrial Development District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2014.

**Report on Internal Control Over Compliance**

Management of the England Economic and Industrial Development District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the District's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the England Economic and Industrial Development District's internal control over compliance.

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

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



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PAYNE, MOORE & HERRINGTON, LLP

The Board of Commissioners  
England Economic and Industrial Development District

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

*Payne, Moore, & Herrington, LLP*

Certified Public Accountants  
Alexandria, LA

November 26, 2014

**England Economic and Industrial Development District**  
**Schedule of Findings and Questioned Costs**  
**Year Ended June 30, 2014**

**Section I - Summary of Auditor's Results**

**Financial Statements**

Type of auditor's report issued:	<i>Unmodified</i>			
Internal control over financial reporting:				
Material weaknesses identified?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	No
Significant deficiency(ies) identified that are not considered to be material weaknesses?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	None reported
Noncompliance material to financial statements noted?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	No
Management's Corrective Action Plan	<i>Not Applicable</i>			
Management's Summary Schedule of Prior Audit Findings	<i>Not Applicable</i>			
Memorandum of Other Comments and Recommendations	<i>None Issued</i>			

**Federal Awards**

Internal control over major programs:				
Material weaknesses identified?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	No
Significant deficiency(ies) identified that are not considered to be material weaknesses?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	None reported
Type of auditor's report issued on compliance for major programs:	<i>Unmodified</i>			
Any audit findings disclosed that are required to be reported in accordance with section 510(a) of Circular A-133?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	No

**England Economic and Industrial Development District**  
**Schedule of Findings and Questioned Costs**  
**Year Ended June 30, 2014**

Identification of major programs:

<b><u>CFDA Number</u></b>	<b><u>Name of Federal Program</u></b>
20.106	Airport Improvement Program

Dollar threshold used to distinguish  
between type A and type B programs: \$300,000

Auditee identified as a low risk auditee?  Yes  No

**Section II - Financial Statement Findings**

Not Applicable

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

Not Applicable

**Independent Auditor's Report and Other Information Required by the  
*Passenger Facility Charge Audit Guide for Public Agencies***



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**Independent Auditor's Report on Compliance Applicable to the Passenger Facility Charge Program and on Internal Control Over Compliance in Accordance with the *Passenger Facility Charge Audit Guide for Public Agencies* and on the Schedule of Passenger Facility Charges Revenue and Disbursements**

The Board of Commissioners  
England Economic and Industrial Development District

**Report on Compliance with the Passenger Facility Charge Program**

We have audited the compliance of the England Economic and Industrial Development District with the compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (Guide), that could have a direct and material effect on its passenger facility charge program for the year ended June 30, 2014.

***Management's Responsibility***

Compliance with the requirements of laws and regulations applicable to its passenger facility charge program is the responsibility of the England Economic and Industrial Development District's management.

***Auditor's Responsibility***

Our responsibility is to express an opinion on the England Economic and Industrial Development District's compliance based on our audit of the compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about the England Economic and Industrial Development District's compliance with those requirements and performing such other procedures, as we considered necessary in the circumstances.





The Board of Commissioners  
England Economic and Industrial Development District

We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination on the England Economic and Industrial Development District's compliance with those requirements.

***Opinion on Compliance with the Passenger Facility Charge Program***

In our opinion, the England Economic and Industrial Development District complied, in all material respects, with the requirements referred to above that are applicable to its passenger facility charge program for the year ended June 30, 2014.

**Report on Internal Control Over Compliance with the Passenger Facility Charge Program**

The management of the England Economic and Industrial Development District is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws and regulations applicable to its passenger facility charge program. In planning and performing our audit, we considered the England Economic and Industrial Development District's internal control over compliance with the requirements that could have a direct and material effect on its passenger facility charge program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on the internal control over compliance in accordance with the Guide, but not for the purposes of expressing an opinion on the effectiveness of the internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the England Economic and Industrial Development District's internal control over compliance applicable to its passenger facility program.

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



The Board of Commissioners  
England Economic and Industrial Development District

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance applicable to the England Economic and Industrial Development District's passenger facility program that we consider to be material weaknesses, as defined above. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance applicable to the passenger facility charge program is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Federal Aviation Administration's *Passenger Facility Charge Audit Guide for Public Agencies*. Accordingly, this report is not suitable for any other purpose.

#### **Schedule of Passenger Facility Charges Revenue and Disbursements**

We have audited the basic financial statements of the England Economic and Industrial Development District, as of and for the year ended June 30, 2014, and have issued our report thereon dated November 26, 2014. Our audit was conducted for the purpose of forming an opinion on the basic financial statements of the England Economic and Industrial Development District as a whole. The accompanying schedule of passenger facility charges revenue and disbursements as required by the Federal Aviation Administration's *Passenger Facility Charge Audit Guide for Public Agencies*, is presented for purposes of additional analysis and is not a required part of the basic financial statements of the England Economic and Industrial Development District. The accompanying schedule of passenger facility charges revenue and disbursements is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. The 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 information is fairly stated in all material respects in relation to the basic financial statements as a whole.

*Payne, Moore, & Herrington, LLP*  
Certified Public Accountants  
Alexandria, LA

November 26, 2014

**England Economic and Industrial Development District**  
**Schedule of Passenger Facility Charges Revenue and Disbursements**

Schedule 3

	06/30/13 Cumulative Program Totals	Year Ended June 30, 2014					06/30/14 Cumulative Program Totals
		Quarter 1 Jul. - Sept.	Quarter 2 Oct. - Dec.	Quarter 3 Jan. - March	Quarter 4 Apr. - Jun.	FY - 14 Total	
<b>Revenue</b>							
Collections	\$ 6,801,922	\$ 161,459	\$ 140,481	\$ 112,845	\$ 150,943	\$ 565,728	\$ 7,367,650
Interest	89,704	54	29	18	35	136	89,840
<b>Total Revenue</b>	<b>6,891,626</b>	<b>161,513</b>	<b>140,510</b>	<b>112,863</b>	<b>150,978</b>	<b>565,864</b>	<b>7,457,490</b>
<b>Disbursements</b>							
<b>APP 99-01-C-00-AEX</b>							
ARFF vehicle	343,967	-	-	-	-	-	343,967
New terminal building program	6,130,353	20,387	527,580	-	-	547,967	6,678,320
PFC application fees	78,048	-	-	-	-	-	78,048
<b>Total APP 99-01-C-00-AEX</b>	<b>6,552,368</b>	<b>20,387</b>	<b>527,580</b>	<b>-</b>	<b>-</b>	<b>547,967</b>	<b>7,100,335</b>
<b>Net PFC Revenue</b>	<b>339,258</b>	<b>141,126</b>	<b>(387,070)</b>	<b>112,863</b>	<b>150,978</b>	<b>17,897</b>	<b>357,155</b>
<b>Unexpended PFC Funds, Beginning of Period</b>	<b>-</b>	<b>339,258</b>	<b>480,384</b>	<b>93,314</b>	<b>206,177</b>	<b>339,258</b>	<b>-</b>
<b>PFC Account Balance, End of Period</b>	<b>\$ 339,258</b>	<b>\$ 480,384</b>	<b>\$ 93,314</b>	<b>\$ 206,177</b>	<b>\$ 357,155</b>	<b>\$ 357,155</b>	<b>\$ 357,155</b>

**Notes:**

The accompanying schedule of passenger facility charges revenue and disbursements is prepared on the cash basis of accounting in accordance with the requirements of the Federal Aviation Administration. Therefore, some amounts presented in this schedule may differ from amounts presented in or used in the preparation of the basic financial statements. Note 1 to the financial statements provides additional information relative to the District's accounting policies.

See independent auditor's report.

**England Economic and Industrial Development District  
Passenger Facility Charge Program Audit Summary  
Year Ended June 30, 2014**

1. Type of report issued on PFC financial statements.	<input checked="" type="checkbox"/> Unmodified	<input type="checkbox"/> Modified
2. Type of report on PFC compliance.	<input checked="" type="checkbox"/> Unmodified	<input type="checkbox"/> Modified
3. Quarterly Revenue and Disbursements reconcile with submitted quarterly reports and reported un-liquidated revenue match the District's general ledger and FAA PFC Quarterly Reports.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
4. PFC Revenue and Interest is accurately reported on FAA Form 5100-127.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
5. The Public Agency maintains a separate financial accounting record for each application.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
6. Funds disbursed were for PFC eligible items as identified in the FAA Decision to pay only for the allowable costs of the projects.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
7. Monthly carrier receipts were reconciled with quarterly carrier reports.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
8. PFC revenues were maintained in a separate interest-bearing capital account or commingled only with other interest-bearing airport capital funds.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
9. Serving carriers were notified of PFC program actions/changes approved by the FAA.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> No
10. Quarterly Reports were transmitted (or available via website) to remitting carriers.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
11. The Public Agency is in compliance with Assurances 5, 6, 7, and 8.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
12. Project design and implementation is carried out in accordance with Assurance 9.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
13. Program administration is carried out in accordance with Assurance 10.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
14. For those public agencies with excess revenue, a plan for the use of this revenue has been submitted to the FAA for review and concurrence.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> No