

# COMMUNICATION PACKAGE

## SEPTEMBER 2016

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**U.S. Department  
of Transportation**

Office of the Secretary  
of Transportation

Assistant Secretary  
for Research and Technology

1200 New Jersey Avenue, SE  
Washington DC 20590

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TREASURE COAST  
REGIONAL PLANNING COUNCIL

Michael J. Busha, AICP  
Executive Director  
Treasure Coast Regional Planning Council  
421 SW Camden Avenue  
Stuart, FL 34994

Dear Mr. Busha:

Thank you for your letter supporting the application submitted by Florida Atlantic University, in collaboration with six other universities, for a grant under the U.S. Department of Transportation's (DOT) University Transportation Centers (UTC) Program. The UTC Program is DOT's premier vehicle for engaging America's colleges and universities in developing innovative solutions benefitting the nation's transportation system. The success of the UTC Program over the past 25 years is directly attributable to the depth and strength of our highly qualified academic partners.

In 2016, the Department is conducting an open competition for up to 35 UTC Program grants as set forth in the Fixing America's Surface Transportation Act. I can assure you that all applications that were properly submitted prior to the solicitation closing date of May 13, 2016, will receive full consideration.

We appreciate your interest in the UTC Program. If I can provide further information or assistance, please feel free to contact me.

Very truly yours,

Mark K. Dowd



Gabe Klein

# Building Livable, Walkable Communities



Palm Beach County can become an even more attractive place to live, work and play, according to Gabe Klein, senior vice president, Fontinalis Partners, and author of a new book, *Start up City*.

In his keynote talk at the forum, Klein outlined his planning and consulting work in Chicago, Washington, DC, and other major cities. "I believe we can do great things for people, help nature and still make a profit," he said. "Today, everyone wants more, livable walkable communities, and you have an opportunity to create that right here."

Reflecting on his 22-year career in the public and private sectors, Klein articulated that dense cities are the foundation for economic growth, technology innovation, shopping and cultural facilities. "Urbanization is on the rise around the world, but it requires a good support system, including transit," he said. "Only so many people can fit into cars."

Klein, who started Zipcar in 2002, said the cost of owning a car in cities keep rising. "Now, with Uber and Lyft you are seeing the evolution of transportation as a service," he added. "Now you can get a ride at the push of a button."

Klein is also an advocate of bicycle commuting and bike-sharing, a service already available in West Palm Beach. "Turning car lanes into biking routes in San Francisco and Chicago supports that concept and actually improved the flow of vehicular traffic," he said.

"In the Chicago 'Complete Streets' plan, we redesigned around people," Klein said. "We turned downtown Dearborn into a safer street for bikers and pedestrians, and found that business actually went up."

To change urban dynamics, Klein pointed to the importance of getting stakeholders aligned on a goal, creating a sense of urgency, building a business case and getting things done. As he said, "Even small projects can have a big impact on communities."

Source: Business Development Board of Palm Beach County, Inc.



# THE BOND BUYER

Friday, August 19, 2016 | as of 11:00 AM  
ET

Regional News

## Why a Judge Allowed a Challenge to a Private Activity Bond Allocation

By [Shelly Sigo](#)  
August 17, 2016

BRADENTON, Fla. — Two Florida counties can move forward with the first lawsuits ever to challenge a private activity bond allocation from the U.S. Department of Transportation.

In a [39-page ruling](#) late Tuesday, U.S. District Judge Christopher R. Cooper sided with Martin and Indian River counties, both of which objected to the USDOT's award of \$1.75 billion in private activity bonds for the All Aboard Florida passenger train project.

The planned passenger trains would pass through the two counties on their route between Miami and Orlando.

Cooper said that the counties proved that the bond allocation should have been considered in a federal environmental review process. He denied motions to dismiss the case by the USDOT and All Aboard Florida.

"Martin County is very pleased with the decision and believes that the public will have more information as a result of the court action than they've ever had before about the project," said Stephen Ryan, a partner with McDermott Will & Emery LLP, which represents Martin County.

Cooper said that the counties had legal standing to proceed with their challenges because they demonstrated that the \$3.5 billion train project likely will not be built without tax-exempt financing — a reversal from a decision in June 2015.

Cooper said information produced during discovery raised "legitimate questions" about All Aboard Florida's commitment to completing the second phase of its project, from West Palm Beach to Orlando, without the use of private activity bonds.

"First of all, PAB-based financing is not just the 'current financing plan' for the project - it appears to be the only financing plan," Cooper wrote. "This strikes the court as unusual given the uncertainty surrounding the PAB issue, particularly for a company that has expressed its concern" about keeping the project on schedule and avoiding losses due to delays.

Cooper said the issue "casts some doubt as to whether AAF is truly serious about moving forward with phase 2 of the project regardless of the outcome of this lawsuit."

"It also indicates that AAF may have simply assumed that alternative financing would be available," he said.

The ruling is a "really significant victory," said Indian River County Attorney Dylan Reingold.

He said that information the counties produced in discovery convinced the judge to change his mind about whether AAF needed bond financing for Phase 2 of the project.

"The judge told us we have standing, and we met that burden," he said.

USDOT referred questions to the U.S. Department of Justice, which did not immediately respond to requests for comment.

All Aboard Florida did not immediately respond to requests for comment.

AAF, which is owned by Fortress Investments Group, is attempting to create a privately funded and operated passenger train service, the nation's first in decades.

Private financing is in place for its first phase, linking Miami, Fort Lauderdale and West Palm Beach, where stations are under construction, according to court documents.

In Phase 2, Martin and Indian River counties have cited potential harm to public services and archaeological sites from 32 planned high-speed trains daily in separate suits filed in the District of Columbia.

Both cases contended that USDOT's December 2014 allocation of bonds should have been considered as part of federal agency reviews under the National Environmental Policy Act.

USDOT and All Aboard Florida argued that the approval of private activity bonds was not a major federal action that would trigger a NEPA review.

The judge disagreed.

Cooper compared the benefits of the \$1.75 billion PAB allocation with a \$1.6 billion low-interest loan that All Aboard Florida applied for from the Railroad Rehabilitation and Improvement Financing program.

Under federal rules, the RRIF loan is considered a major federal action that triggered a NEPA review, although AAF has not completed the loan process.

"In the court's view, then, if the amount of federal assistance conferred by the RRIF loan can support a finding of major federal action, so too can the amount of federal assistance conferred by the PAB-allocation decision," Cooper said.

Cooper also said the fact that USDOT, as a condition of receiving the PAB financing, required All Aboard Florida to comply with an "extensive" list of mitigation measures imposed by the final environmental impact statement indicated that USDOT had "the requisite degree of control called for by NEPA and related statutes so as to implicate major federal action."

Cooper refused to dismiss claims by the counties that the bond allocation violated NEPA, the National Historic Preservation Act and the Department of Transportation Act.

"I see this as a big game changer as to where this case proceeds," Reingold said.

Ryan and Reingold said they would confer on the next stage of the litigation, which could be a trial or a ruling on summary judgment.

All Aboard Florida has said it plans to begin the first phase of train service - which it has branded as "Brightline" — next year.

The company tried and failed to privately place the unrated, uninsured bonds after the Florida Development Finance Corp. agreed to be the conduit issuer last year.

The company blamed the tight bond market, as volatility increased and high-yield investor demand dried up in the months before the Fed increased the borrowing rate 25 basis points in December.

The delayed sale led the USDOT in December to grant AAF an extension of time to issue the bonds and agree to allow the debt to be sold in multiple offerings, rather than issuing all \$1.75 billion at one time.

In Tuesday's ruling, Cooper examined difficulties AAF had issuing the PABs as part of his analysis about whether the company could avail itself of other types of financing.

AAF's first tried to sell the PABs in August at an interest rate of 6% for a single tranche of up to \$1.75 billion, Cooper said, adding, "AAF found that it could not sell all its PABs at that rate on the terms it wanted."

In September, deal was structured at a higher 7.5% interest rate with bonds in two tranches, one for \$1.35 billion and the other for \$400 million.

"Again, there was insufficient interest from investors for AAF to close on the sales on AAF's terms," Cooper said.

In November, after issuing a third supplement to the offering memorandum, AAF kept the projected interest rate at 7.5% but added additional terms "that were arguably more favorable to investors," he wrote.

"Each time [AAF] was either unable to conclude a deal or chose not to do so, depending on whose framing of the issue one prefers," Cooper said. "Either way, the fact remains that the AAF project repeatedly did not generate sufficient interest to result in a sale of all bonds at the 7.5% rate."

All Aboard has argued that it would use other forms of financing for the project, including taxable bonds, but the judge was skeptical of its ability to do so.

"It strikes the court as reasonable that a full sale of the PABs would require an interest rate of at least 8% in the present market, which would bump the interest rate for taxable bonds into the range that AAF acknowledged is unacceptable."

A banker familiar with the PAB deal, who asked not to be identified, said he was told that AAF decided to postpone the offering until all legal issues were cleared up.

All Aboard Florida has until Jan. 1 to issue the bonds, according to the USDOT.

In a statement Wednesday, CARE FL, a local anti-train organization, said that although AAF claims that it is a privately funded project the court ruling proves that AAF is dependent on public support from the tax benefit provided by allowing tax-exemption on its bonds.

The group's steering committee chairman, Brent Hanlon said AAF would travel through heavily populated Treasure Coast areas and require residents to bear additional financial burdens and safety risks.

"We especially applaud the Martin County and Indian River Board of County Commissioners and legal teams for their leadership and steadfast commitment in the fight against AAF," Hanlon said.



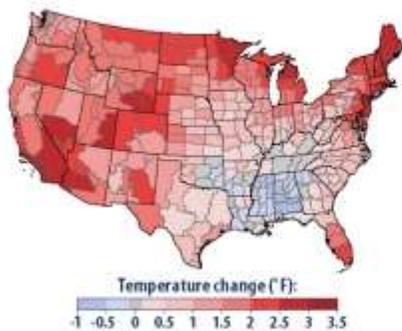
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# What Climate Change Means for Florida

Florida's climate is changing. The Florida peninsula has warmed more than one degree (F) during the last century. The sea is rising about one inch every decade, and heavy rainstorms are becoming more severe. In the coming decades, rising temperatures are likely to increase storm damages, harm coral reefs, increase the frequency of unpleasantly hot days, and reduce the risk of freezing to Florida's agriculture.

Climate is changing because the earth is warming. People have increased the amount of carbon dioxide in the air by 40 percent since the late 1700s. Other heat-trapping greenhouse gases are also increasing. These gases have warmed the surface and lower atmosphere of our planet about one degree during the last 50 years. Evaporation increases as the atmosphere warms, which increases humidity, average rainfall, and the frequency of heavy rainstorms in many places—but contributes to drought in others.

Greenhouse gases are also changing the world's oceans and ice cover. Carbon dioxide reacts with water to form carbonic acid, so the oceans are becoming more acidic. The surface of the ocean has warmed about one degree during the last 80 years. Warming is causing snow to melt earlier in spring, and mountain glaciers are retreating. Even the great ice sheets on Greenland and Antarctica are shrinking. Thus the sea is rising at an increasing rate.



Rising temperatures in the last century. South Florida has warmed more than the rest of the state. Source: EPA, *Climate Change Indicators in the United States*.

## Rising Seas and Retreating Shores

Along the Atlantic and Gulf Coasts of Florida, the land surface is also sinking. If the oceans and atmosphere continue to warm, sea level along the Florida coast is likely to rise one to four feet in the next century. Rising sea level submerges wetlands and dry land, erodes beaches, and exacerbates coastal flooding.



Coastal cities like West Palm Beach will likely need to take adaptive measures, such as building larger seawalls, elevating structures, and nourishing beaches, to avoid damage from sea level rise. Credit: Peter G. Merritt, Treasure Coast Regional Planning Council.

## Storms, Homes, and Infrastructure

Tropical storms and hurricanes have become more intense during the past 20 years. Although warming oceans provide these storms with more potential energy, scientists are not sure whether the recent intensification reflects a long-term trend. Nevertheless, hurricane wind speeds and rainfall rates are likely to increase as the climate continues to warm.

Cities, roads, railways, ports, and water supplies in Florida are vulnerable to the impacts of storms and sea level rise. Greater wind speeds and the resulting damages can make insurance for wind damage more expensive or difficult to obtain. Whether or not storms become more intense, coastal homes and infrastructure will flood more often as sea level rises, because storm surges will become higher as well. As a result, rising sea level is likely to increase flood insurance premiums.

Changing climate is also likely to increase inland flooding. Since 1958, the amount of precipitation during heavy rainstorms has increased by 27 percent in the Southeast, and the trend toward increasingly heavy rainstorms is likely to continue. More intense rainstorms can increase flooding because rivers overtop their banks more frequently, and more water accumulates in low-lying areas that drain slowly.

### Coral Reefs and Ocean Acidification

Florida's coral reefs are susceptible to warming waters and ocean acidification. Rising water temperatures can harm the algae that live inside corals and provide food for them. This loss of algae weakens corals and can eventually kill them. This process is commonly known as coral bleaching, because the loss of the algae also causes the corals to turn white.

Increasing ocean acidity can also damage corals, as well as fish and other marine species. Ocean acidity has increased by about 25 percent in the past three centuries, and it is likely to increase another 40 to 50 percent by 2100. As the ocean becomes more acidic, corals are less able to remove minerals from the water to build their skeletons. Shellfish and other organisms also depend on these minerals, and acidity interferes with their ability to build skeletons and shells. Coral reefs provide critical habitat for a diverse range of species, and small shell-producing animals are important sources of food for larger animals. Warming and acidification could harm Florida's marine ecosystems, fisheries, and tourism.

### Water Resources and the Everglades

Changing climate is likely to increase the need for water. Higher air temperatures increase the rate at which water evaporates (or transpires) into the air from soils, plants, and surface waters. Because irrigated farmland would need more water, the total demand for water is likely to increase more than 25 percent during the next half century. But the amount of available water is unlikely to increase significantly—and it may decrease.

The Everglades are vulnerable to both changing climate and rising sea level. Human activities have impaired this ecosystem by diverting the natural flow of water away from the Everglades to prevent flooding or to supply farmers and municipalities with



*Sea level rise poses a particular risk for the Everglades—a vast, ecologically rich area, much of which is within a few feet of sea level. © Chris Lamie; used by permission.*

water. Ongoing efforts to restore the historical flow of water will be more difficult if rising temperatures increase competing demands for water.

Much of the Everglades are less than three feet above sea level. The rising sea may submerge the low-lying portions. Moreover, as sea level rises, salt water can mix farther inland or upstream into the Everglades, which allows salt-tolerant species like mangroves to spread inland but threatens cypress swamps and other species that do not tolerate salt water. Increasing salinity may also threaten the Biscayne Aquifer, which is the primary source of drinking water for South Florida. The aquifer is recharged by surface water in the Everglades, so saltier water in the Everglades would reach the aquifer as well. The city of Hallandale Beach has abandoned six of its eight drinking water wells, because the water was becoming too salty to drink.

### Agriculture

Changing climate will have both harmful and beneficial effects on farming. Freezing temperatures will become very rare in most of the state, which would benefit citrus trees and other fruits and vegetables grown during winter. During summer, however, hotter temperatures are likely to reduce yields of corn and may also reduce yields of sugar, peanuts, and cotton, depending on whether sufficient water is available for irrigation. Higher temperatures are also likely to reduce livestock productivity, because heat stress disrupts the animals' metabolism.

### Human Health

Hot days can be unhealthy—even dangerous. Certain people are especially vulnerable, including children, the elderly, the sick, and the poor. High air temperatures can cause heat stroke and dehydration and affect people's cardiovascular and nervous systems. Seventy years from now, temperatures in most of the state are likely to rise above 95°F between 45 and 90 days per year, compared with less than 15 days per year today. Higher humidity will further increase the heat index and associated impacts on health.

Warmer air can also increase the formation of ground-level ozone, a key component of smog. Ozone has a variety of health effects, aggravates lung diseases such as asthma, and increases the risk of premature death from heart or lung disease. EPA and the Florida Department of Environmental Protection have been working to reduce ozone concentrations. As the climate changes, continued progress toward clean air will be more difficult.

The sources of information about climate and the impacts of climate change in this publication are: the national climate assessments by the U.S. Global Change Research Program, synthesis and assessment products by the U.S. Climate Change Science Program, assessment reports by the Intergovernmental Panel on Climate Change, and EPA's *Climate Change Indicators in the United States*. Mention of a particular season, location, species, or any other aspect of an impact does not imply anything about the likelihood or importance of aspects that are not mentioned. For more information about climate change science, impacts, responses, and what you can do, visit EPA's Climate Change website at [www.epa.gov/climatechange](http://www.epa.gov/climatechange).

## Unemployment Summary - Treasure Coast Region August 19, 2016

### Highlights

- **Unemployment in the region fell to 5.4 percent in July, down from 6.0 percent in July of the previous year.**
- **23,400 new nonagricultural jobs year over year from July 2015 to July 2016.**
- **Job gains primarily in leisure and hospitality; professional and business services; and education and health services.**

- This unemployment summary is derived from statistical reports - *Overview of the CareerSource Research Coast Region* (Indian River, Martin, Okeechobee, and St. Lucie counties) and *Overview of CareerSource Palm Beach County Region* (Palm Beach County) prepared by the two workforce development boards in the Treasure Coast Region. Their respective reports follow this regional summary.
- The unemployment rate for the Treasure Coast Region was 5.4 percent in July 2016, down 0.6 percentage points from the July 2015 rate of 6.0 percent. The Region's unemployment rate was 0.3 percent higher than the state's unemployment rate of 5.1 percent and 0.5 percentage points higher than the national unemployment rate of 4.9 percent. Out of a labor force of 967,435 there were 52,394 unemployed residents in the Treasure Coast Region.
- The Treasure Coast Region contains three metropolitan statistical areas (MSAs), the Port St. Lucie MSA (Martin and St. Lucie counties), the Sebastian-Vero Beach MSA (Indian River County), and the West Palm Beach-Boca Raton-Boynton Beach MSA (Palm Beach County). In July 2016, nonagricultural employment in the combined metropolitan areas of the Region was 777,900 an increase of 23,400 jobs over the previous year.

<b>Unemployment Rates*</b>			
<b>Geographic Area</b>	<b>July 2016</b>	<b>June 2016</b>	<b>July 2015</b>
Indian River County	6.8	6.3	7.9
Martin County	5.2	4.9	5.9
Palm Beach County	5.2	5.0	5.6
St. Lucie County	6.2	5.9	7.1
Treasure Coast Region	5.4	5.2	6.0
Florida	5.1	4.9	5.8
United States	4.9	4.9	5.3

Source: Florida Department of Economic Opportunity, Local Area Unemployment Statistics.  
\* Not seasonally adjusted.

- In the combined metropolitan areas, job gains were primarily in leisure and hospitality (+5,400); professional and business services (+5,300); and education and health services (+5,200).
- The manufacturing industry (-700) lost jobs over the year.

**Port St. Lucie Metro Area:**

The majority of the nonagricultural employment in the CareerSource Research Coast region was in the Port St. Lucie metro area. This metro area accounted for 137,400 jobs in July 2016, an increase of 4,000 jobs from July 2015 (+3.0 percent).

**Sebastian-Vero Beach Metro Area:**

In July 2016, nonagricultural employment in the Sebastian-Vero Beach metropolitan statistical area was 48,900, an increase of 1,400 jobs (+2.9 percent) over the year.

**West Palm Beach-Boca Raton-Boynton Beach Metropolitan Division:**

In July 2016, nonagricultural employment in the West Palm Beach-Boca Raton-Delray Beach Metro Division was 591,600, an increase of 18,000 jobs (+3.1 percent) over the year.

**Overview of the CareerSource Research Coast Region  
Not Seasonally Adjusted  
August 19, 2016**

- The unemployment rate in the CareerSource Research Coast region (Indian River, Martin, and St. Lucie counties) was 6.0 percent in July 2016. This rate was 1.0 percentage point lower than the region's year ago rate of 7 percent. Out of a labor force of 263,571 there were 15,910 unemployed residents in the region.
- Martin County had the lowest unemployment rate (5.2 percent) in the CareerSource Research Coast region followed by St. Lucie County (6.2 percent), and Indian River County (6.8 percent).
- The CareerSource Research Coast region contains two metropolitan statistical areas (MSAs); the Port St. Lucie MSA (Martin and St. Lucie counties) and the Sebastian-Vero Beach MSA (Indian River County). In July 2016, nonagricultural employment in the combined CareerSource Research Coast metro areas was 186,300, an increase of 5,400 jobs (+3.0 percent) over the previous year.
- In the combined CareerSource Research Coast metro areas, the major industries that gained jobs over the year were: education and health services (+1,600 jobs); leisure and hospitality (+1,400 jobs); professional and business services; (+800 jobs); government (+700 jobs); trade, transportation, and utilities (+500 jobs); other services (+400 jobs); mining, logging, and construction (+300 jobs); information (+100 jobs); and financial activities (+100 jobs). The manufacturing (-500 jobs) industry lost jobs over the year.

**Port St. Lucie metro areas**

- The majority of the nonagricultural employment in the CareerSource Research Coast region was in the Port St. Lucie metro area. This metro area accounted for 137,400 jobs in July 2016, an increase of 4,000 jobs from July 2015 (+3.0 percent).
- The Port St. Lucie MSA had the fastest annual job growth rate compared to all the metro areas in the state in government (+4.1 percent) in July 2016.
- The Port St. Lucie MSA was tied for the highest annual job growth compared to all the metro areas in the state in information (+100 jobs) in July 2016.

Note: All data are subject to revision.

Source: Florida Department of Economic Opportunity, Bureau of Labor Market Statistics.

- The Port St. Lucie MSA had the second fastest annual job growth rate compared to all the metro areas in the state in information (+8.3 percent) and other services (+3.9 percent) in July 2016.
- The information (+8.3 percent); leisure and hospitality (+6.4 percent); education and health services (+4.9 percent); professional and business services (+4.3 percent); government (+4.1 percent); and other services (+3.9 percent) industries grew faster in the metro area than statewide over the year.
- The industries gaining in jobs over the year were: education and health services (+1,200 jobs); leisure and hospitality (+1,100 jobs); professional and business services (+700 jobs); government (+700 jobs); other services (+300 jobs); trade, transportation, and utilities (+200 jobs); mining, logging, and construction (+100 jobs); and information (+100 jobs). The manufacturing (-400 jobs) industry lost jobs over the year. Financial activities industry was unchanged over the year.

#### **Sebastian-Vero Beach metro area**

- In July 2016 nonagricultural employment in the Sebastian-Vero Beach MSA was 48,900, an increase of 1,400 jobs (+2.9 percent) over the year.
- The Sebastian-Vero Beach MSA had the third fastest annual job growth rate compared to all the metro areas in the state in other services (+3.8 percent) in July 2016.
- The mining, logging, and construction (+5.9 percent); education and health services (+4.2 percent); leisure and hospitality (+4.2 percent); financial activities (+3.8 percent); other services (+3.8 percent); and trade, transportation, and utilities (+3.0 percent) industries grew faster in the metro area than statewide over the year.
- The industries gaining in jobs over the year were: education and health services (+400 jobs); trade, transportation, and utilities (+300 jobs); leisure and hospitality (+300 jobs); mining, logging, and construction (+200 jobs); financial activities (+100 jobs); professional and business services (+100 jobs); and other services (+100 jobs).
- The manufacturing (-100 jobs) industry lost jobs over the year.
- The information and government industries were unchanged over the year.

Note: All data are subject to revision.

Source: Florida Department of Economic Opportunity, Bureau of Labor Market Statistics.

Unemployment Rates			
(not seasonally adjusted)	Jul-16	Jun-16	Jul-15
CareerSource Research Coast	6.0%	5.8%	7.0%
Indian River County	6.8%	6.3%	7.9%
Martin County	5.2%	4.9%	5.9%
St. Lucie County	6.2%	5.9%	7.1%
Florida	5.1%	4.9%	5.8%
United States	5.1%	5.1%	5.6%

Nonagricultural Employment by Industry (not seasonally adjusted)	Port St. Lucie Metropolitan Statistical Area				Sebastian-Vero Beach Metropolitan Statistical Area			
	Jul-16	Jul-15	change	percent change	Jul-16	Jul-15	change	percent change
Total Employment	137,400	133,400	4,000	3.0	48,900	47,500	1,400	2.9
Mining, Logging, and Construction	8,900	8,800	100	1.1	3,600	3,400	200	5.9
Manufacturing	5,800	6,200	-400	-6.5	1,800	1,900	-100	-5.3
Trade, Transportation, and Utilities	29,600	29,400	200	0.7	10,300	10,000	300	3.0
Wholesale Trade	4,900	4,900	0	0.0	900	800	100	12.5
Retail Trade	20,500	20,300	200	1.0	8,600	8,500	100	1.2
Transportation, Warehousing, and Utilities	4,200	4,200	0	0.0	800	700	100	14.3
Information	1,300	1,200	100	8.3	600	600	0	0.0
Financial Activities	5,200	5,200	0	0.0	2,700	2,600	100	3.8
Professional and Business Services	17,100	16,400	700	4.3	5,100	5,000	100	2.0
Education and Health Services	25,600	24,400	1,200	4.9	9,900	9,500	400	4.2
Leisure and Hospitality	18,400	17,300	1,100	6.4	7,400	7,100	300	4.2
Other Services	7,900	7,600	300	3.9	2,700	2,600	100	3.8
Government	17,600	16,900	700	4.1	4,800	4,800	0	0.0

Nonagricultural Employment by Industry (not seasonally adjusted)	CareerSource Research Coast Combined Metropolitan Statistical Areas				Florida			
	Jul-16	Jul-15	change	percent change	Jul-16	Jul-15	change	percent change
Total Employment	186,300	180,900	5,400	3.0	8,229,100	7,981,900	247,200	3.1
Mining, Logging, and Construction	12,500	12,200	300	2.5	465,100	440,300	24,800	5.6
Manufacturing	7,600	8,100	-500	-6.2	352,800	343,900	8,900	2.6
Trade, Transportation, and Utilities	39,900	39,400	500	1.3	1,703,000	1,666,600	36,400	2.2
Wholesale Trade	5,800	5,700	100	1.8	337,900	333,700	4,200	1.3
Retail Trade	29,100	28,800	300	1.0	1,096,700	1,069,100	27,600	2.6
Transportation, Warehousing, and Utilities	5,000	4,900	100	2.0	268,400	263,800	4,600	1.7
Information	1,900	1,800	100	5.6	134,000	136,500	-2,500	-1.8
Financial Activities	7,900	7,800	100	1.3	555,100	537,400	17,700	3.3
Professional and Business Services	22,200	21,400	800	3.7	1,271,000	1,219,300	51,700	4.2
Education and Health Services	35,500	33,900	1,600	4.7	1,227,900	1,180,500	47,400	4.0
Leisure and Hospitality	25,800	24,400	1,400	5.7	1,170,400	1,125,100	45,300	4.0
Other Services	10,600	10,200	400	3.9	335,200	329,600	5,600	1.7
Government	22,400	21,700	700	3.2	1,014,600	1,002,700	11,900	1.2

Population	2015	2014	change	percent change
CareerSource Research Coast	581,137	571,821	9,316	1.6
Indian River County	143,326	140,955	2,371	1.7
Martin County	150,062	148,585	1,477	1.0
St. Lucie County	287,749	282,281	5,468	1.9
Florida	19,815,183	19,507,369	307,814	1.6

Average Annual Wage	2015	2014	change	percent change
CareerSource Research Coast	\$39,426	\$38,038	\$1,388	3.6
Indian River County	\$40,160	\$38,718	\$1,442	3.7
Martin County	\$40,438	\$39,009	\$1,429	3.7
St. Lucie County	\$38,024	\$36,728	\$1,296	3.5
Florida	\$46,239	\$44,810	\$1,429	3.2

Note: All data are subject to revision.

Source: Florida Department of Economic Opportunity, Bureau of Labor Market Statistics.

**Overview of the CareerSource Palm Beach County Region  
Not Seasonally Adjusted  
August 19, 2016**

- The unemployment rate in the CareerSource Palm Beach County region (Palm Beach County) was 5.2 percent in July 2016. This rate was 0.4 percentage point lower than the region's year ago rate of 5.6 percent. Out of a labor force of 703,864 there were 36,484 unemployed residents in the region.
- In July 2016 nonagricultural employment in the West Palm Bch-Boca Raton-Delray Bch Metro Division was 591,600, an increase of 18,000 jobs (+3.1 percent) over the year.
- The West Palm Bch-Boca Raton-Delray Bch Metro Division was tied for the highest annual job growth compared to all the metro areas in the state in information (+100 jobs) in July 2016.
- The West Palm Bch-Boca Raton-Delray Bch Metro Division had the second highest annual job growth compared to all the metro areas in the state in other services (+900 jobs) in July 2016.
- The West Palm Bch-Boca Raton-Delray Bch Metro Division was tied for the second highest annual job growth compared to all the metro areas in the state in government (+1,000 jobs) in July 2016.
- The leisure and hospitality (+5.1 percent); professional and business services (+4.2 percent); financial activities (+4.0 percent); other services (+3.0 percent); government (+1.8 percent); and information (+1.0 percent) industries grew as fast or faster in the metro area than statewide over the year.
- The industries gaining in jobs over the year were: professional and business services (+4,500 jobs); leisure and hospitality (+4,000 jobs); education and health services (+3,600 jobs); financial activities (+1,600 jobs); trade, transportation, and utilities (+1,000 jobs); government (+1,000 jobs); other services (+900 jobs); and information (+100 jobs).
- The manufacturing (-200 jobs) industry lost jobs over the year.

Note: All data are subject to revision.

Source: Florida Department of Economic Opportunity, Bureau of Labor Market Statistics.

<b>Unemployment Rates</b>			
<b>(not seasonally adjusted)</b>	<b>Jul-16</b>	<b>Jun-16</b>	<b>Jul-15</b>
CareerSource Palm Beach County	5.2%	5.0%	5.6%
Florida	5.1%	4.9%	5.8%
United States	5.1%	5.1%	5.6%

<b>Nonagricultural Employment by Industry</b> <b>(not seasonally adjusted)</b>	<b>West Palm Beach-Boca Raton-Delray Beach Metropolitan Division</b>				<b>Florida</b>			
	<b>Jul-16</b>	<b>Jul-15</b>	<b>change</b>	<b>percent change</b>	<b>Jul-16</b>	<b>Jul-15</b>	<b>change</b>	<b>percent change</b>
Total Employment	591,600	573,600	18,000	3.1	8,229,100	7,981,900	247,200	3.1
Mining and Logging	NA	NA	NA	NA	5,800	5,900	-100	-1.7
Construction	32,600	31,100	1,500	4.8	459,300	434,400	24,900	5.7
Manufacturing	16,800	17,000	-200	-1.2	352,800	343,900	8,900	2.6
Trade, Transportation, and Utilities	112,400	111,400	1,000	0.9	1,703,000	1,666,600	36,400	2.2
Wholesale Trade	24,000	23,400	600	2.6	337,900	333,700	4,200	1.3
Retail Trade	77,400	77,300	100	0.1	1,096,700	1,069,100	27,600	2.6
Transportation, Warehousing, and Utilities	11,000	10,700	300	2.8	268,400	263,800	4,600	1.7
Information	10,400	10,300	100	1.0	134,000	136,500	-2,500	-1.8
Financial Activities	41,600	40,000	1,600	4.0	555,100	537,400	17,700	3.3
Professional and Business Services	111,000	106,500	4,500	4.2	1,271,000	1,219,300	51,700	4.2
Education and Health Services	95,500	91,900	3,600	3.9	1,227,900	1,180,500	47,400	4.0
Leisure and Hospitality	81,700	77,700	4,000	5.1	1,170,400	1,125,100	45,300	4.0
Other Services	31,400	30,500	900	3.0	335,200	329,600	5,600	1.7
Government	58,100	57,100	1,000	1.8	1,014,600	1,002,700	11,900	1.2

<b>Population</b>	<b>2015</b>	<b>2014</b>	<b>change</b>	<b>percent change</b>
CareerSource Palm Beach County	1,378,417	1,360,238	18,179	1.3
Florida	19,835,183	19,507,369	307,814	1.6

<b>Average Annual Wage</b>	<b>2015</b>	<b>2014</b>	<b>change</b>	<b>percent change</b>
CareerSource Palm Beach County	\$51,376	\$49,860	\$1,516	3.0
Florida	\$46,239	\$44,810	\$1,429	3.2

Note: All data are subject to revision.

Source: Florida Department of Economic Opportunity, Bureau of Labor Market Statistics.