

**JACKSONVILLE
TRANSPORTATION
AUTHORITY**

**Basic Financial
Statements,
Supplementary Information
and Single Audit Report**

**Year ended
September 30, 2019**

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INDEPENDENT AUDITOR'S REPORT

To the Board Members
Jacksonville Transportation Authority
Jacksonville, Florida

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the Jacksonville Transportation Authority (the "Authority"), a discrete component unit of the City of Jacksonville, Florida, as of and for the year ended September 30, 2019, and the related notes to the financial statements, which collectively comprise the Authority'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 opinions 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.

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the Authority, as of September 30, 2019, and the respective changes in financial position, and, where applicable, 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 management's discussion and analysis, budgetary comparison information, and the other post-employment benefits and pension schedules as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The Schedule of Expenditures of Federal Awards and State Financial Assistance, is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* and Chapter 10.550, Rules of *the Auditor General*, and is not a required part of the basic financial statements.

The Schedule of Expenditures of Federal Awards and State Financial Assistance, is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditures of Federal Awards and State Financial Assistance is 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 April 14, 2020 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

April 14, 2020
Melbourne, Florida

Berman Hopkins Wright & LaHam
CPAs and Associates, LLP

Jacksonville Transportation Authority

MANAGEMENT'S DISCUSSION AND ANALYSIS (Unaudited)

September 30, 2019

This discussion and analysis is designed to provide insight into the Jacksonville Transportation Authority's (the "JTA" or the "Authority") annual financial report by discussing significant financial issues and changes in financial position based on currently known facts in order to better explain material changes in the Authority's financial position and performance during the Fiscal Year ended September 30, 2019 as compared to September 30, 2018.

The information contained herein is designed to assist the reader in assessing the Authority's financial position. We encourage readers to consider the information contained in this discussion in conjunction with all of the other sections of the Authority's financial statements.

Financial Highlights

The financial highlights section will serve as background in understanding the more detailed explanations that follow:

- The Authority's total net position of combined governmental and business type activities on the Statement of Net Position was \$260.0 million, which consisted of net investment in capital assets of \$268.0 million and an unrestricted net position of (\$7.9) million.
- The Authority's spending in federal and state expenditures in FY19 supports the Authority's mission to improve Northeast Florida's economy, environment and quality of life by providing safe, reliable, efficient and sustainable multimodal transportation services and facilities. The spending was primarily attributable to the following initiatives:
 - Investments in various Bus Rapid Transit (BRT) corridors, including CNG Buses, with technology to support real-time bus arrival information, related construction and infrastructure including transit signal priority and branded (First Coast Flyer) stations.
 - Support of the Authority's fleet replacement plan with new bus purchases.
 - Continual landside and marine infrastructure improvements for the St. Johns River Ferry including vessel haul out.
 - The Authority's administrative offices and Northeast Florida's new regional mobility hub, the Jacksonville. Regional Transportation Center (JRTC).
- Total capital assets net of accumulated depreciation, including custodial projects, increased from \$303.2 million in 2018 to \$377.0 million in 2019, an increase of 24%. The increase in capital assets was primarily due to an increase in construction in progress for the Authority's previously mentioned major project initiatives.

Overview of the Financial Statements

This discussion is to introduce the Authority's basic financial statements. The basic financial statements are comprised of three components: government-wide statements, fund financial statements, and notes to the financial statements.

Overview of the Financial Statements (continued)

The government-wide financial statements are the first two statements that focus on the Authority as a whole and provide both long-term and short-term information about the Authority's overall financial condition. These statements provide readers with a broad view of the Authority's finances, similar to a private sector business.

The fund financial statements are the remaining statements. They are similar to traditional governmental financial statements. These statements report on individual parts of the Authority's operations and include more detail than the government-wide statements.

Government-wide Financial Statements

The government-wide statements report on the Authority as a whole using accounting rules very similar to those used by private companies. There are two government-wide statements. The first is the statement of net position, which combines and reports all of the Authority's assets and deferred outflows of resources and liabilities and deferred inflows of resources. The second is the statement of activities. It combines and reports all of the Authority's revenues and expenses regardless of when cash is paid or received. These two financial statements demonstrate how the Authority's net position has changed. Net position is the difference between total assets and deferred outflows of resources and total liabilities and deferred inflows of resources and is one way of assessing the Authority's current financial condition. Increases or decreases in net position are good indicators of whether the Authority's financial health is improving or deteriorating over time. Other non-financial factors, such as changes in local economic conditions, regulations, and government legislation, are important in evaluating the Authority's overall financial condition.

The government-wide financial statements are grouped into two categories:

Governmental activities: Include road construction and general engineering administration.

Business-type activities: The Authority's Bus, Automated Skyway Express (the "ASE"), Community Transportation Coordinator (the "CTC"), and Ferry (the "Ferry") operations are classified here. In these activities, the Authority charges customers fees to cover a portion of the cost of providing these goods and services.

Fund Financial Statements

The Authority's fund statements report in greater detail than the government-wide statements on the Authority's most significant funds. A fund is a group of related accounts used to exercise control over specific resources set apart for specific activities. The Authority, like other state and local governments, uses funds to ensure and demonstrate compliance with financial requirements imposed by law, bond covenants, and local administrative and legislative actions. The Authority maintains several individual governmental funds. The General Fund, Special Revenue Fund, and the Capital Projects Fund are presented separately in the governmental fund balance sheet and in the statement of revenues, expenditures, and changes in fund balances. In addition, the Authority maintains several individual proprietary funds. The Bus, Skyway (the "ASE"), Connexion (the "CTC"), and Ferry (the "Ferry") are presented separately in the proprietary fund statement of net position and in the statement of revenues, expenses, and changes in fund net position.

Fund Financial Statements (continued)

All of the Authority's funds are classified in one of the following categories.

Governmental funds tell how basic governmental services were paid for in the short-term as well as what remains for near future spending. These funds account for essentially the same services as those reported as governmental activities in the government-wide statements.

Because the governmental fund view does not include the additional long-term focus of the government-wide statements, we provide additional information following the governmental funds balance sheet and the governmental funds statement of revenues, expenditures, and changes in fund balances that explains the differences between the two views.

Proprietary funds report on business type operations such as Bus, ASE, CTC, and Ferry, where the fees typically cover a portion of the costs of operations. These statements offer both long and short-term financial information. The Authority's enterprise funds, one type of proprietary fund, are a more detailed reporting of the amounts classified as business-type activities in the government-wide statements.

Notes to the Financial Statements

The notes provide additional information and explanation that is necessary for a full understanding of both the government-wide and fund statements.

Government-wide Financial Analysis

Our analysis of the Authority's financial statements begins below. The statement of net position and the statement of activities, in summary format, follow. These two statements report the net position, the difference between assets and liabilities, as one way to measure financial health. Over time, increases or decreases in the Authority's net position are one indicator of whether its financial health is improving or deteriorating. However, you will need to consider other non-financial factors such as changes in economic conditions, population growth, regulation, and new government legislation.

To begin our analysis, a summary of the Authority's statement of net position is presented in Table A-1.

Table A-1
Condensed Statement of Net Position

	Governmental Activities		Business-Type Activities		Total	
	2019	2018	2019	2018	2019	2018
Current and other assets	\$ 99,124,133	\$ 86,905,936	\$ (8,200,065)	\$ 29,039,112	\$ 90,924,068	\$ 115,945,048
Noncurrent assets	77,457,955	101,169,997	-	4,170,921	77,457,955	105,340,918
Capital assets	122,241,235	85,543,223	254,698,774	217,674,950	376,940,009	303,218,173
Total assets	298,823,323	273,619,156	246,498,709	250,884,983	545,322,032	524,504,139
Deferred outflows - deferred amounts for pensions	6,063,031	6,562,240	8,930,302	6,704,906	14,993,333	13,267,146
Current liabilities	12,771,480	13,340,225	13,412,479	15,304,180	26,183,959	28,644,405
Long-term liabilities	258,167,893	216,691,407	5,491,335	4,720,817	263,659,228	221,412,224
Total liabilities	270,939,373	230,031,632	18,903,814	20,024,997	289,843,187	250,056,629
Deferred inflows of resources - pension and other post-employment benefits	1,155,774	1,397,604	2,748,366	3,872,203	3,904,140	5,269,807
Deferred amounts for unavailable revenue	6,539,383	7,727,516	-	-	6,539,383	7,727,516
Net position:						
Net investment in capital assets	13,260,979	13,526,149	254,698,774	217,674,950	267,959,753	231,201,099
Unrestricted	12,990,845	27,498,495	(20,921,943)	16,017,739	(7,931,098)	43,516,234
Total net position	\$ 26,251,824	\$ 41,024,644	\$ 233,776,831	\$ 233,692,689	\$ 260,028,655	\$ 274,717,333

Statement of Net Position 2019 vs. 2018

The Authority's governmental activities show an increase of \$25.2 million or (9.21%) in total assets from 2018. Included in governmental activities are custodial projects which represent the sum total of planning, design and construction of assets that are built for others. In FY 2019, the change in total assets is attributable to an increase in project activity including the First Coast Flyer (Bus Rapid Transit) and JTAMobility Works programs.

Total liabilities for governmental activities increased by \$40.9 million or 17.8%. The primary contributors to the increase were related to major projects initiatives including amounts expended for custodial projects. The Governmental activities change in net position was a net decrease of \$14.8 million from the prior year.

Total assets for the Authority's business type activities decreased \$4.39 million or 1.75% compared to 2018.

Total liabilities for business type activities decreased by \$1.12 million or 5.60% compared to 2018. The primary contributors to the decrease are in the current liabilities, offset by the increase in long-term liabilities for net pension liabilities and claims payable.

A condensed summary of the Authority's revenues and expenses follows in Table A-2. While the Statement of Net Position shows the change in financial position, the Statement of Activities provides answers as to the nature and source of these changes.

Table A-2
Condensed Statement of Activities

	Governmental Activities		Business-Type Activities		Total	
	2019	2018	2019	2018	2019	2018
Revenue:						
Program revenue:						
Charges for services	\$ -	\$ -	\$ 26,062,639	\$ 24,966,068	\$ 26,062,639	\$ 24,966,068
Operating grants and contributions	-	-	13,184,973	12,844,479	13,184,973	12,844,479
Capital grants and contributions	15,814,483	17,517,298	20,744,099	29,832,797	36,558,582	47,350,095
General revenue:						
Sales taxes	2,032,848	2,032,848	-	-	2,032,848	2,032,848
Intergovernmental	-	-	84,370,391	81,643,831	84,370,391	81,643,831
Investment earnings	4,279,342	2,004,370	53,377	42,798	4,332,719	2,047,168
Miscellaneous revenues	-	-	-	-	-	-
Gain/(Loss) - on acquisition or disposal of capital assets	(260,871)	-	412,792	(990,969)	151,921	(990,969)
Gain/(Loss) - hedging activities	-	-	(3,683)	-	(3,683)	-
Other general revenues	13,250,666	3,705,462	-	-	13,250,666	3,705,462
Total revenue	<u>35,116,468</u>	<u>25,259,978</u>	<u>144,824,588</u>	<u>148,339,004</u>	<u>179,941,056</u>	<u>173,598,982</u>
Expenses:						
General government	4,708,268	3,687,047	-	-	4,708,268	3,687,047
Transportation and infrastructure projects	40,642,527	25,386,628	-	-	40,642,527	25,386,628
Interest on long-term debt	4,538,493	4,641,250	-	-	4,538,493	4,641,250
Bus	-	-	109,374,937	102,893,373	109,374,937	102,893,373
Automated skyway express	-	-	10,797,890	10,405,205	10,797,890	10,405,205
Community transportation	-	-	20,582,930	17,633,454	20,582,930	17,633,454
Ferry	-	-	3,984,689	3,213,627	3,984,689	3,213,627
Total expenses	<u>49,889,288</u>	<u>33,714,925</u>	<u>144,740,446</u>	<u>134,145,659</u>	<u>194,629,734</u>	<u>167,860,584</u>
Change in net position before transfers	(14,772,820)	(8,454,947)	84,142	14,193,345	(14,688,678)	5,738,398
Change in net position	(14,772,820)	(8,454,947)	84,142	14,193,345	(14,688,678)	5,738,398
Net position, beginning	41,024,644	49,729,488	233,692,689	219,499,344	274,717,333	269,228,832
Cumulative effect of change in accounting principle	-	(249,897)	-	-	-	(249,897)
Net position, beginning (restated)	<u>41,024,644</u>	<u>49,479,591</u>	<u>233,692,689</u>	<u>219,499,344</u>	<u>274,717,333</u>	<u>268,978,935</u>
Net position, ending	<u>\$ 26,251,824</u>	<u>\$ 41,024,644</u>	<u>\$ 233,776,831</u>	<u>\$ 233,692,689</u>	<u>\$ 260,028,655</u>	<u>\$ 274,717,333</u>

Statement of Activities 2019 vs. 2018

For the Governmental activities, revenues increased \$9.86 million or 39.0% from the prior year. The increase is primarily attributable to other general revenue, while the sales tax revenue for governmental activities constant.

Expenses for Governmental activities increased by \$16.17 million or 48.0% compared to the previous year from \$33.7 million in 2018 to \$49.9 million in 2019. The increased expenditures for transportation and infrastructure projects was the primary contributor to the increase in 2019 as compared to 2018.

Total revenues for Business-type activities decreased by \$3.51 million or 2.37%. The decreased revenue is primarily due to a decrease in capital grants and contributions, offset by an increase in program revenues, intergovernmental revenues.

Expenses for Business-type activities increased by \$10.59 million or 7.90%. The increased expenses is attributable to increased operating expenses across the Authority's multi-modal transportation operations. .

Financial Analysis of the Authority's Funds

General Fund Budgetary Highlights

Of the Jacksonville Transportation Authority's Government Funds, the General Fund is the primary fund. Total Sales Tax revenue for the general fund was budgeted at \$2.03 million. Investment earnings was budgeted for \$199k with an actual earnings of \$2.27 million. There was no variance between actual intergovernmental revenue as compared to the Final Budget.

General Government Expenditures for the general fund were budgeted (final) at \$2.30 million; the actual amount of expenditures was \$2.14 million. The general fund expenditures were favorable by \$155K or (6.75%) compared to the final budget, primarily due to increased expenditures in general government.

Capital Assets and Debt Administration

Capital Assets

At the end of Fiscal Year 2019, the Authority showed \$376.9 million in total for the governmental and business-type activities Land, Buildings, Vehicles, Equipment and Construction in Progress as shown in Table A-3.

Table A-3
Capital Assets

	Governmental Activities		Business-Type Activities		Total	
	2019	2018	2019	2018	2019	2018
Land	\$ 13,251,566	\$ 13,512,436	\$ 25,314,619	\$ 25,309,760	\$ 38,566,185	\$ 38,822,196
Land improvements	-	-	15,338,869	15,904,634	15,338,869	15,904,634
Building and improvements	9,121	13,152	54,465,541	57,970,934	54,474,662	57,984,086
Vehicles	-	-	59,238,597	52,020,560	59,238,597	52,020,560
Furniture and office equipment	292	561	309,432	553,868	309,724	554,429
Other equipment	-	-	6,017,261	9,394,477	6,017,261	9,394,477
Construction in progress	-	-	94,014,455	56,520,717	94,014,455	56,520,717
Construction in progress - custodial projects	108,980,256	72,017,074	-	-	108,980,256	72,017,074
Total	\$ 122,241,235	\$ 85,543,223	\$ 254,698,774	\$ 217,674,950	\$ 376,940,009	\$ 303,218,173

Debt Administration

In January 2015, the Authority issued \$97,485,000 in local option gas tax revenue bonds, Series 2015. The bonds are used to: (i) finance expenditures relating to the cost of transportation projects identified in the Authority's mobility program, and (ii) fund a debt service reserve. The Series 2015 issue has a final maturity of 2036. The outstanding bond balance as of September 30, 2019 was \$88,005,000. Interest rates range from 3% to 5%. The revenues of the local option gas tax have been pledged as collateral and the payments of the bonds are insured with a municipal bond issue insurance policy. The approximate amount of the pledge is equal to the remaining principal and interest of \$132,702,000. During 2019, \$19,030,199 of local option gas tax revenue was recognized and \$7,811,250 was paid for debt service and fees.

In July 2019, the Authority entered into a note agreement with Regions bank for \$2,600,000 at an interest rate of 2.18%. The first payment on the note is on June 1, 2020 and the note is due June 1, 2026. The outstanding balance of the note as of September 30, 2019 is \$2,600,000 which includes the current portion of \$322,106.

Next Year's Budget

The Jacksonville Transportation Authority is preparing for the future of transportation which will incorporate technology, innovation and automation. This is reflected in the United States Department of Transportation's award of a \$12.5 million BUILD grant, and a \$16.6 million Capital Investment Grant award for the First Coast Flyer Southwest line, along with a Transit Oriented Development planning grant for \$1.0 million, both from the Federal Transit Administration. These funds will enable JTA to initiate the first phase of the Ultimate Urban Circulator (U2C) program, to complete the final leg of the JTA's Bus Rapid Transit system, which will include four routes totaling 57 miles, and to develop our Transit Oriented Development strategy to create a new funding source to help fund the agency of the future.

To ensure JTA is operating efficiently and with a primary focus on safety, we have increased the FY20 operating budget by 4.3% overall versus the FY19 budget. Operating expense increases can be attributed to the addition of the Automation division, which was created to manage the U2C program, planning expenses for regional initiatives, transit oriented development, transition into the Jacksonville Regional Transportation Center at LaVilla, and increased safety and security. The new headquarters of the JTA is scheduled to be completed by 2nd quarter FY20. All of these programs and projects support JTA in its mission to provide safe, reliable, efficient and sustainable multimodal transportation services and facilities for Northeast Florida.

Requests for Information

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest therein. Questions concerning any of the information provided in this report or requests for additional information may be addressed to, Finance Department, Jacksonville Transportation Authority, 100 LaVilla Center Drive, Jacksonville, FL 32204.

Jacksonville Transportation Authority

STATEMENT OF NET POSITION

September 30, 2019

	Governmental Activities	Business -Type Activities	Total
ASSETS			
Current assets:			
Cash and cash equivalents	\$ 11,577,992	\$ 2,733,470	\$ 14,311,462
Investments	45,261,904	-	45,261,904
Internal balances	39,230,206	(39,230,206)	-
Due from other governments	3,010,396	23,566,724	26,577,120
Accounts receivable, net	43,635	1,522,297	1,565,932
Inventory	-	2,567,821	2,567,821
Prepays	-	639,829	639,829
Noncurrent assets:			
Restricted cash and cash equivalents	16,791,662	-	16,791,662
Restricted investments	60,666,293	-	60,666,293
Capital assets (net of accumulated depreciation)	122,241,235	254,698,774	376,940,009
Total assets	298,823,323	246,498,709	545,322,032
DEFERRED OUTFLOW OF RESOURCES			
Pensions	6,063,031	8,930,302	14,993,333
Hedging activities	-	48,994	48,994
Total deferred inflows	6,063,031	8,979,296	15,042,327
LIABILITIES			
Current liabilities:			
Accounts payable	4,953,287	8,347,762	13,301,049
Accrued expenses	2,536,369	2,788,262	5,324,631
Claims payable	-	2,154,700	2,154,700
Accrued compensated absences - current	150,000	121,755	271,755
Accrued interest	747,451	-	747,451
Revenue bonds payable	4,062,267	-	4,062,267
Note payable	322,106	-	322,106
Noncurrent liabilities:			
Claims payable	-	3,412,646	3,412,646
Accrued compensated absences - noncurrent	299,950	1,373,786	1,673,736
Net pension liability	17,835,490	704,903	18,540,393
Revenue bonds payable	103,270,021	-	103,270,021
Note payable	2,277,894	-	2,277,894
Other post-employment benefits obligation	157,595	-	157,595
Custodial projects - due to other governments	134,326,943	-	134,326,943
Total liabilities	270,939,373	18,903,814	289,843,187
DEFERRED INFLOW OF RESOURCES			
Unavailable revenue	6,539,383	-	6,539,383
Pensions	1,153,499	2,797,360	3,950,859
Other post-employment benefits	2,275	-	2,275
Total deferred inflows	7,695,157	2,797,360	10,492,517
NET POSITION			
Net investment in capital assets	13,260,979	254,698,774	267,959,753
Unrestricted	12,990,845	(20,921,943)	(7,931,098)
Total net position	\$ 26,251,824	\$ 233,776,831	\$ 260,028,655

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

Jacksonville Transportation Authority

STATEMENT OF ACTIVITIES

Year Ended September 30, 2019

Functions/Programs	Expenses	Program Revenue			Net (Expense) Revenue and Changes in Net Position		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-Type Activities	Total
Transportation Authority:							
Governmental activities:							
General government	\$ 4,708,268	\$ -	\$ -	\$ -	\$ (4,708,268)	\$ -	\$ (4,708,268)
Transportation and infrastructure projects	40,642,527	-	-	15,814,483	(24,828,044)	-	(24,828,044)
Interest on long-term debt	4,538,493	-	-	-	(4,538,493)	-	(4,538,493)
Total governmental activities	49,889,288	-	-	15,814,483	(34,074,805)	-	(34,074,805)
Business-type activities:							
Bus system	109,374,937	11,746,967	10,711,156	18,074,610	-	(68,842,204)	(68,842,204)
Automated skyway express	10,797,890	-	1,205,700	523,152	-	(9,069,038)	(9,069,038)
Community transportation coordinator	20,582,930	12,931,424	1,113,823	574,764	-	(5,962,919)	(5,962,919)
Ferry	3,984,689	1,384,248	154,294	1,571,573	-	(874,574)	(874,574)
Total business-type activities	144,740,446	26,062,639	13,184,973	20,744,099	-	(84,748,735)	(84,748,735)
Total Transportation Authority	\$ 194,629,734	\$ 26,062,639	\$ 13,184,973	\$ 36,558,582	(34,074,805)	(84,748,735)	(118,823,540)
General revenues:							
Sales taxes					2,032,848	-	2,032,848
Intergovernmental revenues					-	84,370,391	84,370,391
Investment earnings					4,279,342	53,377	4,332,719
Local assistance					6,197,166	-	6,197,166
Proceeds on sale of surplus property					6,929,998	-	6,929,998
Other					123,502	(3,683)	119,819
Gain/(Loss) on acquisition or disposal of Capital Assets					(260,871)	412,792	151,921
Total general revenues					19,301,985	84,832,877	104,134,862
Change in net position					(14,772,820)	84,142	(14,688,678)
Net position - beginning of year					41,024,644	233,692,689	274,717,333
Net position - end of year					\$ 26,251,824	\$ 233,776,831	\$ 260,028,655

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

Jacksonville Transportation Authority

GOVERNMENTAL FUNDS - BALANCE SHEET

September 30, 2019

	General Fund	Special Revenue Fund	Capital Projects Fund	Other Governmental Funds	Total Governmental Funds
ASSETS					
Cash and cash equivalents	\$ 8,981,753	\$ 311	\$ 2,595,928	\$ -	\$ 11,577,992
Investments	45,261,904	-	-	-	45,261,904
Due from other funds	49,488,613	-	-	-	49,488,613
Due from other governments	153,240	923,403	1,283,232	650,521	3,010,396
Accounts receivable	27,951	-	15,684	-	43,635
Restricted assets:					
Cash and cash equivalents	475,880	1,516,117	8,627,915	6,171,750	16,791,662
Investments	-	9,030,905	41,580,695	10,054,693	60,666,293
Total assets	<u>\$ 104,389,341</u>	<u>\$ 11,470,736</u>	<u>\$ 54,103,454</u>	<u>\$ 16,876,964</u>	<u>\$ 186,840,495</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES					
Liabilities:					
Accounts payable	\$ 703,533	\$ 167,127	\$ 2,537,467	\$ 1,545,160	\$ 4,953,287
Accrued expenses	2,257,045	-	279,324	-	2,536,369
Due to other funds	-	4,123,562	6,084,581	50,264	10,258,407
Total liabilities	<u>2,960,578</u>	<u>4,290,689</u>	<u>8,901,372</u>	<u>1,595,424</u>	<u>17,748,063</u>
Deferred inflows of resources:					
Unavailable revenue	-	-	-	6,539,383	6,539,383
Fund balances:					
Spendable:					
Restricted	-	7,180,047	45,202,082	8,742,157	61,124,286
Assigned	63,181,600	-	-	-	63,181,600
Unassigned	38,247,163	-	-	-	38,247,163
Total fund balances	<u>101,428,763</u>	<u>7,180,047</u>	<u>45,202,082</u>	<u>8,742,157</u>	<u>162,553,049</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$ 104,389,341</u>	<u>\$ 11,470,736</u>	<u>\$ 54,103,454</u>	<u>\$ 16,876,964</u>	<u>\$ 186,840,495</u>

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

Jacksonville Transportation Authority

RECONCILIATION OF THE BALANCE SHEET - GOVERNMENTAL FUNDS
TO THE STATEMENT OF NET POSITION

September 30, 2019

Fund balances - total governmental funds	\$ 162,553,049
Amounts reported for governmental activities in the statement of net position are different because:	
Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.	122,241,235
Net liabilities for other post-employment benefits resulting from underfunding are not due and payable in the current period and, therefore, are not reported in the funds.	(157,595)
Net pension liability pertaining to FRS and HIS that is not due and payable in the current period and, therefore, is not reported in the funds.	(17,835,490)
Deferred outflows (inflows) of resources that are reported in the statement of net position but not in the governmental funds:	
Deferred outflows - pensions	6,063,031
Deferred inflows - pensions and OPEB	(1,155,774)
Long-term obligations related to custodial construction projects are not due and payable in the current period and, therefore, are not reported in the funds.	(134,326,943)
Long-term liabilities, are not due and payable in the current period and, therefore, are not reported in the funds:	
Revenue bonds payable	(88,005,000)
Bond premium	(19,327,288)
Note Payable	(2,600,000)
Accrued interest	(747,451)
Accrued compensated absences	(449,950)
Net position of governmental activities	<u><u>\$ 26,251,824</u></u>

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

Jacksonville Transportation Authority

STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS

Year Ended September 30, 2019

	General Fund	Special Revenue Fund	Capital Projects Fund	Other Governmental Funds	Total Governmental Funds
REVENUE:					
Intergovernmental:					
Sales taxes	\$ 2,032,848	\$ -	\$ -	\$ -	\$ 2,032,848
Federal and state grants	-	1,869,094	4,960,503	-	6,829,597
City of Jacksonville	-	-	-	8,984,886	8,984,886
Local assistance	-	30,000	6,167,166	-	6,197,166
Miscellaneous	123,502	-	-	-	123,502
Investment earnings	2,466,065	268,842	1,309,716	234,719	4,279,342
Total revenues	<u>4,622,415</u>	<u>2,167,936</u>	<u>12,437,385</u>	<u>9,219,605</u>	<u>28,447,341</u>
EXPENDITURES					
Current:					
General government	2,144,224	7,111	-	-	2,151,335
Transportation and infrastructure	-	1,897,610	33,915,590	1,230,975	37,044,175
Debt service:					
Principal payment	-	-	-	3,275,000	3,275,000
Interest and other	-	-	10,000	4,536,250	4,546,250
Total expenditures	<u>2,144,224</u>	<u>1,904,721</u>	<u>33,925,590</u>	<u>9,042,225</u>	<u>47,016,760</u>
Excess (deficiency) of revenue over (under) expenditures	2,478,191	263,215	(21,488,205)	177,380	(18,569,419)
Other financing sources (uses):					
Proceeds on sale of surplus property	6,929,998	-	-	-	6,929,998
Proceeds from capital improvement note	-	-	2,600,000	-	2,600,000
Transfers in	-	-	-	5,000	5,000
Transfers out	(5,000)	-	-	-	(5,000)
Total other financing sources (uses)	<u>6,924,998</u>	<u>-</u>	<u>2,600,000</u>	<u>5,000</u>	<u>9,529,998</u>
Net change in fund balances	9,403,189	263,215	(18,888,205)	182,380	(9,039,421)
Fund balances, beginning of year	92,025,574	6,916,832	64,090,287	8,559,777	171,592,470
Fund balances, end of year	<u>\$ 101,428,763</u>	<u>\$ 7,180,047</u>	<u>\$ 45,202,082</u>	<u>\$ 8,742,157</u>	<u>\$ 162,553,049</u>

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

Jacksonville Transportation Authority

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND
BALANCES - GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES**

Year Ended September 30, 2019

Net change in fund balances, total governmental funds	\$ (9,039,421)
Amounts reported for governmental activities in the statement of activities are different because:	
Governmental funds report capital outlay as expenditures. However, in the statement of activities the costs of those assets are allocated over their estimated useful lives and reported as depreciation expense.	
Current year capital outlay	36,963,182
Current year depreciation expense	(4,299)
Changes in other post employment benefits (OPEB) liabilities and deferred inflows/outflows are not recorded in the fund financial statements because it does not require the use of current financial resources.	
	11,142
Loss on sale of capital assets	(260,871)
Costs associated with transportation and infrastructure projects constructed pursuant to agreements with the State of Florida and the City of Jacksonville are held as custodial assets until such time as the projects are completed, accepted and turned over to the State or City.	
	(40,965,604)
Proceeds from the issuance of debt instruments are recorded as other financing sources in the government funds, however, in the government-wide statements they are recorded as additions to long-term liabilities. Proceeds from debt instruments were as follows:	
Proceeds from capital improvement note	(2,600,000)
Changes in the net pension liability are not reported in the governmental funds because it does not require the use of current financial resources. These balances are reported in the government wide financial statements with the associated deferred inflows and outflows:	
Net effect of pension expense	(2,481,254)
Some expenses reported in the statement of activities did not require the use of current financial resources and therefore are not reported as expenditures in governmental funds.	
Debt service principal payment	3,275,000
Accrued interest	7,757
Amortization of premium on revenue bonds	404,070
Compensated absences	(82,522)
Change in net position of governmental activities	\$ (14,772,820)

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

Jacksonville Transportation Authority

PROPRIETARY FUNDS
STATEMENT OF NET POSITION

September 30, 2019

	Bus	ASE	CTC	Ferry	Totals
ASSETS					
Current assets:					
Cash and cash equivalents	\$ 1,022,088	\$ 622,924	\$ 964,857	\$ 123,601	\$ 2,733,470
Accounts receivable, net	904,889	104,287	120,279	392,842	1,522,297
Due from other governments	19,801,618	1,140,378	2,311,318	313,410	23,566,724
Inventories	1,376,919	1,190,902	-	-	2,567,821
Prepaid expenses	514,147	124,151	51	1,480	639,829
Total current assets	23,619,661	3,182,642	3,396,505	831,333	31,030,141
Noncurrent assets:					
Capital assets, net of accumulated depreciation	168,600,506	66,710,456	2,578,583	16,809,229	254,698,774
Total assets	192,220,167	69,893,098	5,975,088	17,640,562	285,728,915
DEFERRED OUTFLOW OF RESOURCES					
Deferred amounts for pension	8,930,302	-	-	-	8,930,302
Deferred amounts for hedging activities	48,994	-	-	-	48,994
Total deferred outflow	8,979,296	-	-	-	8,979,296
LIABILITIES					
Current liabilities:					
Accounts payable	5,511,669	324,942	2,500,765	10,386	8,347,762
Accrued expenses	2,211,999	176,162	70,987	329,114	2,788,262
Due to other funds	29,528,429	5,386,533	1,698,128	2,617,116	39,230,206
Claims payable	2,154,700	-	-	-	2,154,700
Accrued compensated absences	103,112	11,069	7,574	-	121,755
Total current liabilities	39,509,909	5,898,706	4,277,454	2,956,616	52,642,685
Noncurrent liabilities:					
Net pension obligation	704,903	-	-	-	704,903
Claims payable	3,091,876	320,770	-	-	3,412,646
Accrued compensated absences	1,158,948	127,065	87,773	-	1,373,786
Total noncurrent liabilities	4,955,727	447,835	87,773	-	5,491,335
Total liabilities	44,465,636	6,346,541	4,365,227	2,956,616	58,134,020
DEFERRED INFLOW OF RESOURCES					
Deferred amounts for pension	2,797,360	-	-	-	2,797,360
NET POSITION					
Net investment in capital assets	168,600,506	66,710,456	2,578,583	16,809,229	254,698,774
Unrestricted (deficit)	(14,664,039)	(3,163,899)	(968,722)	(2,125,283)	(20,921,943)
TOTAL NET POSITION	\$ 153,936,467	\$ 63,546,557	\$ 1,609,861	\$ 14,683,946	\$ 233,776,831

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

Jacksonville Transportation Authority

PROPRIETARY FUNDS
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET POSITION

Year Ended September 30, 2019

	Bus	ASE	CTC	Ferry	Totals
Operating revenues:					
Passenger	\$ 10,960,655	\$ -	\$ 1,121,335	\$ 1,384,078	\$ 13,466,068
Agency	-	-	11,810,089	-	11,810,089
Charter	7,350	-	-	-	7,350
Auxiliary transportation	513,745	-	-	-	513,745
Non-transportation	265,217	-	-	170	265,387
Total operating revenues	<u>11,746,967</u>	<u>-</u>	<u>12,931,424</u>	<u>1,384,248</u>	<u>26,062,639</u>
Operating expenses:					
Labor	37,532,276	2,735,379	2,755,524	227,221	43,250,400
Fringe benefits	19,017,312	1,342,210	1,179,351	70,127	21,609,000
Materials and supplies	9,570,541	866,396	2,273,167	266,290	12,976,394
Services	25,602,776	1,431,867	12,201,105	2,415,900	41,651,648
Casualty and insurance	2,099,271	609,241	4,950	1,964	2,715,426
Taxes and licenses	92,013	-	(8,480)	7,956	91,489
Other	3,591,116	677,689	900,167	121,025	5,289,997
Depreciation expense	11,869,632	3,135,108	1,277,146	874,206	17,156,092
Total operating expenses	<u>109,374,937</u>	<u>10,797,890</u>	<u>20,582,930</u>	<u>3,984,689</u>	<u>144,740,446</u>
Operating loss	<u>(97,627,970)</u>	<u>(10,797,890)</u>	<u>(7,651,506)</u>	<u>(2,600,441)</u>	<u>(118,677,807)</u>
Nonoperating revenues (expenses):					
Public funding:					
United States government	5,749,296	1,205,700	1,113,823	154,294	8,223,113
State of Florida	4,961,860	-	-	-	4,961,860
City of Jacksonville	83,029,435	-	1,304,255	36,701	84,370,391
Investment earnings	53,293	-	15	69	53,377
Gain/(Loss) on acquisition or disposal of capital assets	(64,012)	-	476,804	-	412,792
Gain/(Loss) - hedging activities	(3,683)	-	-	-	(3,683)
Total nonoperating revenues	<u>93,726,189</u>	<u>1,205,700</u>	<u>2,894,897</u>	<u>191,064</u>	<u>98,017,850</u>
Loss before capital contributions and transfers	<u>(3,901,781)</u>	<u>(9,592,190)</u>	<u>(4,756,609)</u>	<u>(2,409,377)</u>	<u>(20,659,957)</u>
Capital contributions	18,074,610	523,152	574,764	1,571,573	20,744,099
Transfers in	-	5,809,418	3,114,430	1,611,057	10,534,905
Transfers out	(10,534,905)	-	-	-	(10,534,905)
Change in net position	<u>3,637,924</u>	<u>(3,259,620)</u>	<u>(1,067,415)</u>	<u>773,253</u>	<u>84,142</u>
Net position, beginning of year	<u>150,298,543</u>	<u>66,806,177</u>	<u>2,677,276</u>	<u>13,910,693</u>	<u>233,692,689</u>
Net position, end of year	<u>\$ 153,936,467</u>	<u>\$ 63,546,557</u>	<u>\$ 1,609,861</u>	<u>\$ 14,683,946</u>	<u>\$ 233,776,831</u>

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

Jacksonville Transportation Authority

**PROPRIETARY FUNDS
STATEMENT OF CASH FLOWS**

Year Ended September 30, 2019

	Bus	ASE	CTC	Ferry	Totals
Cash flows from operating activities:					
Receipts from customers	\$ 11,393,698	\$ (42,459)	\$ 12,916,382	\$ 1,273,444	\$ 25,541,065
Payments to suppliers	(30,554,865)	(2,443,432)	(13,938,066)	(3,663,803)	(50,600,166)
Payments to employees	(57,092,571)	(3,977,969)	(3,861,295)	(118,208)	(65,050,043)
Other receipts (payments)	24,191,139	(128,095)	(1,168,717)	1,199,122	24,093,449
Net cash (used in) operating activities	<u>(52,062,599)</u>	<u>(6,591,955)</u>	<u>(6,051,696)</u>	<u>(1,309,445)</u>	<u>(66,015,695)</u>
Cash flows from noncapital financing activities:					
Intergovernmental revenue	83,029,435	-	2,992,842	36,701	86,058,978
Operating grants received	10,711,156	1,205,700	-	154,294	12,071,150
Transfers from other funds	-	5,809,418	3,114,430	1,611,057	10,534,905
Transfers (to) other funds	<u>(10,534,905)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(10,534,905)</u>
Net cash provided by noncapital financing activities	<u>83,205,686</u>	<u>7,015,118</u>	<u>6,107,272</u>	<u>1,802,052</u>	<u>98,130,128</u>
Cash flows from capital and related financing activities:					
Capital contributions	18,074,610	523,152	-	1,571,573	20,169,335
Acquisition/disposal and construction of capital assets	<u>(51,126,874)</u>	<u>(547,774)</u>	<u>(11,321)</u>	<u>(2,081,155)</u>	<u>(53,767,124)</u>
Change on hedging activities	<u>(3,683)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(3,683)</u>
Net cash (used in) capital and related financing activities	<u>(33,055,947)</u>	<u>(24,622)</u>	<u>(11,321)</u>	<u>(509,582)</u>	<u>(33,601,472)</u>
Cash flows from investing activities:					
Interest on investments	<u>53,293</u>	<u>-</u>	<u>15</u>	<u>69</u>	<u>53,377</u>
Net change in cash and cash equivalents	<u>(1,859,567)</u>	<u>398,541</u>	<u>44,270</u>	<u>(16,906)</u>	<u>(1,433,662)</u>
Cash and cash equivalents, beginning of year	<u>2,881,655</u>	<u>224,383</u>	<u>920,587</u>	<u>140,507</u>	<u>4,167,132</u>
Cash and cash equivalents, end of year	<u>\$ 1,022,088</u>	<u>\$ 622,924</u>	<u>\$ 964,857</u>	<u>\$ 123,601</u>	<u>\$ 2,733,470</u>

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

Jacksonville Transportation Authority
PROPRIETARY FUNDS
STATEMENT OF CASH FLOWS (continued)

Year Ended September 30, 2019

	Bus	ASE	CTC	Ferry	Totals
Reconciliation of operating loss to net cash provided by (used in) operating activities:					
Operating loss	\$ (97,627,970)	\$ (10,797,890)	\$ (7,651,506)	\$ (2,600,441)	\$ (118,677,807)
Adjustments to reconcile operating loss to net cash provided by (used in) operating activities:					
Depreciation	11,869,632	3,135,108	1,277,146	874,206	17,156,092
(Increase) decrease in assets and deferred outflows:					
Accounts receivable	(33,696,375)	(6,876,863)	(22,580,224)	(2,484,831)	(65,638,293)
Inventory	97,609	(53,377)	-	-	44,232
Prepaid expenses	4,169,064	17,114	1,595	611	4,188,384
Deferred outflows	(2,225,414)	-	-	-	(2,225,414)
Increase (decrease) in liabilities and deferred inflows:					
Accounts payable	65,611,548	7,609,282	22,827,713	2,721,870	98,770,413
Accrued expenses	321,259	74,257	48,131	179,140	622,787
Accrued compensated absences	(420)	25,363	25,449	-	50,392
Net pension obligation	260,015	-	-	-	260,015
Claims payable	282,290	275,051	-	-	557,341
Deferred inflows	(1,123,837)	-	-	-	(1,123,837)
Net cash provided by (used in) operating activities	<u>\$ (52,062,599)</u>	<u>\$ (6,591,955)</u>	<u>\$ (6,051,696)</u>	<u>\$ (1,309,445)</u>	<u>\$ (66,015,695)</u>
Noncash capital and financing activities:					
Accounts payable for capital acquisitions	<u>\$ 1,034,110</u>	<u>\$ -</u>	<u>\$ 11,923</u>	<u>\$ -</u>	<u>\$ 1,046,033</u>

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

Jacksonville Transportation Authority

STATEMENT OF FIDUCIARY NET POSITION -
PENSION TRUST FUND

September 30, 2019

	<u>JTM Salaried Employees</u>
Assets	
Cash and cash equivalents	\$ 712,534
Investments:	
Money market	389,857
Government securities	30,408
Equity securities	<u>214,787</u>
Total assets	<u><u>\$ 1,347,586</u></u>
Net position	
Restricted for pensions	<u><u>\$ 1,347,586</u></u>

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

Jacksonville Transportation Authority

STATEMENT OF CHANGES IN NET POSITION - PENSION TRUST FUND

Year Ended September 30, 2019

	<u>JTM Salaried Employees</u>
Additions:	
Employer contribution	\$ 357,000
Employee contribution	44,110
Total contributions	<u>401,110</u>
Deductions:	
Benefit payments	14,236
Administrative expenses	28,013
Investment expense	43,243
Total deductions	<u>85,492</u>
Net change in plan net position	315,618
Net position restricted for pensions, beginning of year	<u>1,031,968</u>
Net position restricted for pensions, end of year	<u><u>\$ 1,347,586</u></u>

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

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE A - REPORTING ENTITY

Established by the Florida Legislature in 1955, the Jacksonville Transportation Authority (the "JTA" or the "Authority") is a public body and corporate agency of the State of Florida under Chapter 349, Florida Statutes. The Authority is empowered to acquire, construct, operate and lease a mass transit system; it may plan, coordinate and recommend methods and facilities for the parking of vehicles and the movement of pedestrians and vehicular traffic; and it may issue evidences of indebtedness and secure payment thereof by pledge of its revenues.

It is also empowered to construct, improve, operate and lease the Jacksonville Expressway System and improvements thereto, to fix and collect rates, rentals and other charges for the services and facilities of such system; and to secure bonds by a pledge of such revenues and all or part of Duval County gasoline tax and sales tax funds pursuant to a lease-purchase agreement between the Authority and the State of Florida Department of Transportation (the "FDOT"). The FDOT maintains responsibility for the operation of the Expressway System with the exception of certain contract maintenance functions.

In fiscal year 2000, the Authority entered into an Interlocal Agreement ("ILA") with the City of Jacksonville (the "City") for the purpose of constructing the roadway and infrastructure projects of the Better Jacksonville Plan (the "Plan" or "BJP"), as defined in the ILA. Pursuant to this agreement, the Authority pledged its sales tax and the City pledged its Constitutional Gas Tax to the payment of bonds issued by the City to implement the Program (the "Bonds"). The Bonds are an obligation of the City and there is no guarantee by the Authority nor are any of the other Authority's revenues or assets pledged for such bonds except the sales tax. The ILA commenced on October 1, 2000 and continues in effect until all of the Bonds have been duly paid in full or defeased in accordance with their terms (see Note G). The terms of the ILA also requires that the City make available its Local Option Gas Tax to the Authority for the Authority's operation of its mass transit division. Any excess funds calculated pursuant to the terms of the ILA (as amended) will be allocated entirely to the Authority. The Authority may use these funds for any lawful purpose within its operating mission.

The Authority is fiscally dependent on the City under Section 14 of the City Charter through approval of its budget and there is a financial benefit/burden relationship between the two entities. Accordingly, the Authority has been determined to be a component unit of the City under Governmental Accounting Standards Board's ("GASB") applicable guidance. The Authority's governing body has seven members. Three members are appointed by the Governor and confirmed by the Senate; three members are appointed by the City's Mayor and confirmed by the City Council; and the seventh member is the District Two Secretary of the Florida Department of Transportation.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE A - REPORTING ENTITY (continued)

As required by generally accepted accounting principles, these financial statements present the Authority and its component units, entities for which the Authority is considered to be financially accountable. Blended component units, although legally separate entities are, in substance, part of the Authority's operation and so data from these units are combined with data of the primary government.

Blended component unit

Jacksonville Transit Management, Inc. (the "JTM") is a not for profit, corporate entity responsible for the management of payroll and related benefits for drivers, mechanics and certain other employees who support the enterprise activities of the Authority. The Authority owns all of the stock of JTM, members of JTM's Board of Directors are appointed by the Authority, services are exclusively provided to JTA, and management of the Authority has operational responsibility for the component unit. The activity of JTM are blended with the primary government, the Authority, and are included in the Authority's enterprise funds.

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The basic financial statements include both government-wide and fund level statements. The government-wide statements report on all of the non-fiduciary activities of the Authority. Both the government-wide and fund level statements classify primary activities of the Authority as either governmental activities, which are primarily supported by taxes and intergovernmental revenues, or business-type activities, which are partially supported by user fees and charges.

The government-wide statement of net position reports all assets and liabilities of the Authority, including both long-term assets and long-term debt and other obligations. Net position, the difference between assets, liabilities, and deferred inflows/outflows of resources, are subdivided into three categories: net investment in capital assets, restricted net position; and unrestricted net position. Net position is reported as restricted when constraints are imposed on the use of the amounts either externally by creditors, grantors, contributors, or laws and regulations of other governments, or by law through constitutional provisions or enabling legislation.

The statement of activities reports the degree to which direct expenses of Authority functions are offset by program revenues. Program revenues consist of charges for services, operating grants and contributions and capital grants and contributions. Charges for services refer to amounts received from those who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment. Grants and contributions consist of revenues that are restricted to meeting the operational or capital requirements of a particular function. Direct expenses are those that are clearly identifiable with a specific function or program. The net cost of these programs is funded from general revenues such as taxes, unrestricted intergovernmental revenue and investment earnings.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

The fund level statements report on governmental, proprietary and fiduciary activities, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund level financial statements. Since the fund level statements for governmental activities are presented using a different measurement focus and basis of accounting than the government-wide statements' governmental column (as discussed in Note B-1, under Basis of Accounting in this summary of significant accounting policies), a reconciliation is presented on the page following each fund level statement which briefly explains the adjustments necessary to convert the fund level statements into the government-wide governmental column presentations.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. An exception to this is the Bus Fund's payments to the Community Transportation Coordinator (the "CTC") Fund in the amount of \$8,850,143 for services provided to the transportation disadvantaged. Elimination of these charges would distort the direct costs and program revenues reported for these funds.

The Authority's policy is to use restricted resources first, then unrestricted resources, when both are available for use to fund an activity.

Fund structure: The Authority's accounts are maintained in accordance with the principles of fund accounting to enable compliance with limitations and restrictions placed on the use of resources available to it. Under fund accounting, individual funds are established for the purpose of carrying on activities or attaining objectives in accordance with specific regulations, restrictions or limitations. Each individual fund is a self-balancing set of accounts recording assets, liabilities, revenues and expenditures/expenses and fund equity. For financial statement presentation, funds with similar characteristics are grouped into generic classifications as required by accounting principles generally accepted in the United States of America. A brief description of the Major Funds follows:

Governmental funds: These funds report transactions related to resources received and used for those services traditionally provided by governmental agencies. The following are major governmental funds used by the Authority:

General fund: The General Fund is the general operating fund of the Authority. It is used to account for all financial resources except those required to be accounted for in another fund.

Special revenue fund: The Special Revenue Fund receives money from other governmental agencies, primarily the State of Florida (the State) and the City of Jacksonville, to fund major capital improvement projects for those respective governments. Upon completion, ownership of the assets constructed (the accumulated costs of such assets) is transferred to the State or City.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Capital projects fund: The Capital Projects Fund accounts for and reports resources to be used for the construction of various transportation projects that are not accounted for in the proprietary funds.

In addition to the major governments funds presented above, the Authority has other governmental funds consisting of the remaining non-major funds which is primarily comprised of the Authority's bond activity and restricted funds for specific roadway projects.

Proprietary funds: These funds are used to account for the financing of services to the public on a continuing basis with funding provided by Federal and State grants, local sales and fuel taxes and costs recovered partially through user charges. Major proprietary funds include:

Bus: The Bus Fund is used to account for the operation of the Authority's bus services. Operating revenue is provided through Federal and State grants, local sales and fuel taxes and passenger fares.

ASE: The Automated Skyway Express Fund is used to account for the Authority's local train service. Operating revenue is generally provided through passenger fares. During fiscal 2012, the Authority temporarily suspended the passenger fares to study the effect on ridership and the cost to operate the system. This suspension was in effect for all of fiscal 2019. Presently the Authority has not made a determination as to whether the user fees will be reinstated or if the suspension will become permanent.

CTC: The Community Transportation Coordinator Fund is used to account for paratransit service - Connexion; which provides transportation for disabled and for disadvantaged riders. Operating revenue is provided through governmental grants and other sources.

Ferry: The Ferry Fund is used to account for the St. Johns River Ferry which is the Authority's car and passenger ferry service. The Ferry connects Mayport Village and Fort George Island in Northeast Florida.

Proprietary funds distinguish operating revenue and expenses from nonoperating revenues and expenses. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the funds' principal ongoing operation.

The principal operating revenues for the Authority's proprietary funds are charges to customers for sales and services. Since the rate structure of these funds is not sufficient to generate revenues to fully fund operating expenses or to fund acquisition, replacement and future expansion of property and equipment, the Authority is compelled to seek contributions-in-aid from local, state and federal sources, which are reported as nonoperating revenues. Operating expenses include direct expenses of providing the goods or services, administrative expenses and depreciation on capital assets. All expenses not meeting this definition are reported as nonoperating expenses.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

The following is a summary of the significant accounting policies applicable to the Authority:

1. Basis of accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The government-wide, proprietary fund and fiduciary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Intergovernmental revenues, grants and similar items are recognized as revenue when all eligibility requirements imposed by the provider are met. Taxes such as sales and gas taxes are recognized based on the date of the underlying sales transactions.

Governmental fund financial statements are reported using a current financial resources measurement focus and the modified accrual basis of accounting. With this measurement focus, only current assets and current liabilities are generally included on the balance sheet. Operating statements of these funds present increases (i.e. revenues and other financing sources) and decreases (i.e. expenditures and other financing uses) in net current assets.

Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e. when they become both measurable and available). Measurable is the amount of the transaction that can be determined, available, and collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Generally, the Authority considers a 90 day availability period for revenue recognition.

Major revenues that are determined to be susceptible to accrual include taxes, intergovernmental revenue when eligibility requirements are met, charges for services and investment income. Taxes such as sales and gas taxes are recognized based on the date of the underlying sales transactions and if received within the Authority's period of availability for governmental funds.

Expenditures of governmental funds are generally recorded when a liability is incurred, as under accrual accounting. However, expenditures related to compensated absences and claims and judgments, are recorded only when payment is due. Expenditures related to pensions and other post-employment benefits (OPEB) are recognized when the Authority has made a decision to fund those obligations with current available resources.

2. Cash and cash equivalents

For purposes of the statement of cash flows, cash and cash equivalents includes bank demand accounts, money market funds and investments with an original maturity of three months or less when purchased.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

3. Investments

Investments with a maturity date greater than one year from the purchase date are reported at fair value as determined by quoted market prices, and investments with a maturity date less than one year from the purchase date are reported at amortized cost, which approximates fair value.

In accordance with GASB Codification Section 150 *Investments*, the statement requires additional analysis of fair value if the volume or level of activity for an asset or liability has significantly decreased. Section 150 also requires identification of transactions that are not orderly. The statement establishes a hierarchy of inputs to valuation techniques used to measure fair value with three levels.

- Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities;
- Level 2 inputs are inputs-other than quoted prices-included within Level 1 that are observable for the asset or liability, either directly or indirectly;
- Level 3 inputs are unobservable inputs, such as management's assumption of the default rate among underlying mortgages of a mortgage-backed security. The implementation of this standard does not have a material effect on the Authority's reporting as the fair value measurement is already maintained by the Authority.

The Authority's pricing for investments is within various levels in the fair value hierarchy.

4. Accounts receivable and due from other governments

Customer accounts receivable consist of amounts owed from private individuals, organizations or agencies of the government for services. The allowance method is used to account for bad debt expense. All accounts receivable balances are shown net of the allowance for uncollectibles. The allowance is based on management's estimates using historical experience and current economic conditions. The allowance for doubtful accounts was approximately \$509,010 for the Bus fund at September 30, 2019, and all other receivables are considered fully collectible in the other funds. In addition, the Authority has recorded a due from other governments of \$26,577,120, which is considered fully collectible.

5. Inventory and prepaid items

Inventory consists of materials and supplies and is reported using the average cost method. Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and proprietary fund statement of net position. In the governmental funds' statement of revenues, expenditures, and changes in fund balances, prepaid items are included in expenditures for the current period, when purchased.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

6. Custodial assets/custodial liabilities

Custodial assets generally consist of cash, cash equivalents, investments, certain amounts due from the City, and costs of infrastructure assets currently under construction for the benefit of the State and the City. After completion, the City or State, as appropriate, is responsible for maintaining the assets. Therefore, the Authority transfers such assets upon completion of the related construction project.

These assets are reported as custodial projects on the government-wide statement of net position because title of such assets does not transfer until the project is completed and accepted by the State or the City, as appropriate.

As these assets are being held in an agency-like capacity by the Authority, the revenues associated with the funding of these projects are reported as custodial projects and represent amounts due to other governments (liabilities) on the government-wide statement of net position, reflecting the Authority's obligation to the State or City.

7. Capital assets

Capital assets are stated at historical cost and are defined as assets with an initial individual cost of more than \$3,000 and an estimated useful life exceeding one year.

The cost of improvements and replacements, which extend the useful lives of assets, are capitalized. Repairs and maintenance costs, which do not improve or extend the useful life of the respective assets, are charged to expense. Depreciation commences when the assets are placed in service. Property and equipment are depreciated by the straight-line method over the estimated useful lives of the assets as follows:

	<u>Years</u>
Land improvements	5 - 10
Buildings and improvements	10 - 40
Vehicles	3 - 25
Furniture and office equipment	3 - 12
Other equipment	3 - 10

As of September 30, 2019, there were no infrastructure assets owned by the Authority other than the custodial projects being constructed for other parties mentioned in Note E.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

8. Compensated absences

Employees accrue personal leave, or compensated absences, by prescribed formula based on length of service. All compensated absences are accrued when incurred in the government-wide and proprietary fund financial statements as accrued liabilities. A liability for these amounts is reported in the governmental funds only if they have matured, for example, as a result of employee resignations and retirements. The value of accumulated benefits earned by employees, that may be used in subsequent years or paid upon termination or retirement, is recorded as long-term debt in the government-wide statements. The current portion of this debt is estimated based on historical trends.

9. Unearned/unavailable revenues

Payments are recorded as unearned revenue in the government-wide and fund financial statements which have been received but which have not met revenue recognition requirements (not earned). In addition, amounts related to governmental fund receivables that are measurable, but not received within the Authority's period of availability, are recorded as a deferred inflow of resources entitled unavailable revenue in the governmental fund financial statements.

10. Claims liability

Provision for injury and damage losses are charged to operations based on the estimated ultimate cost of settling incurred claims and incurred but not reported claims using past experience adjusted for current trends.

11. Restricted assets

Certain assets of the Authority's governmental and proprietary funds are classified as restricted assets on the financial statements because their use is limited to the construction of capital assets or custodial projects through bond or loan covenants and other legal restrictions.

12. Deferred outflows/inflows of resources

Deferred outflows of resources represent a consumption of net position that applies to a future period, and as such will not be recognized as an outflow of resources (expense) until that time. These items are reported as a category below the assets on the Statement of Net Position.

Deferred inflows of resources represent an acquisition of net position that applies to a future period, and as such will not be recognized as an inflow of resources (revenue) until that time. These items are reported as a category below the liabilities on the Statement of Net Position.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

12. Deferred outflows/inflows of resources (continued)

The Authority reports deferred outflows and deferred inflows of resources that result from the activity in its defined benefit pension plans and other post-employment benefits. These activities include differences between expected and actual experience, and changes in actuarial assumptions, or other inputs. In addition, the Authority records a deferred inflow in its governmental funds for resources that are not available.

13. Net position and fund balances

In the government-wide financial statements and in the proprietary fund statements, net position is classified in the following categories:

Net investment in capital assets: This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that is attributable to the acquisition, construction or improvement of these assets, if any, reduce this category.

Restricted net position: This category represents the net position of the Authority, which is restricted by creditors, grantors or laws and regulations or legally enforceable enabling legislation which a party external to the Authority (such as citizens, public interest groups, or the judiciary) can compel the Authority to honor.

Unrestricted net position: This category represents the net position of the Authority, which is not restricted for any project or other purpose.

Governmental funds report fund balance either as non-spendable or spendable. The spendable balance is further classified as restricted, committed, assigned, or unassigned, based on the extent to which there are external or internal constraints on the spending of these fund balances as follows:

Nonspendable fund balance: Nonspendable fund balances are amounts that cannot be spent because they are either: (a) not in spendable form or (b) legally or contractually required to be maintained intact.

Restricted fund balance: This category represents the fund balance of the Authority, which is restricted by creditors, grantors or laws and regulations or legally enforceable enabling legislation which a party external to the Authority (such as citizens, public interest groups, or the judiciary) can compel the Authority to honor.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

13. Net position and fund balances (continued)

Committed fund balance: Committed fund balances are amounts that can only be used for specific purposes as a result of constraints imposed by formal action of the Board of Directors through passage of a resolution. Committed amounts cannot be used for any other purpose unless the Authority removes those constraints by taking the same type of action.

Assigned fund balance: Assigned fund balances are amounts that are constrained by the Authority's intent to be used for specific purposes, but are neither restricted nor committed. Intent is expressed by: (a) the Board of Directors or (b) the Chief Executive Officer.

Unassigned fund balance: Unassigned fund balance is the residual classification for the General Fund. Unassigned fund balance also includes any residual deficit fund balance of other governmental funds.

The Authority's policy is to expend resources in the following order: restricted, committed, assigned and unassigned.

14. Use of estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions, such as the provisions for uninsured losses and pension costs, that affect the reported amounts of assets and deferred outflows of resources and liabilities and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. Actual results could differ from those estimates.

NOTE C - DEPOSITS AND INVESTMENTS

1. Cash and cash equivalents

Custodial credit risk - deposits: In the case of deposits, this is the risk that in the event of a bank failure, the Authority's deposits may not be returned to it. The Authority's policy to address custodial credit risk requires the Authority to maintain all deposits in qualified public depositories as defined in Chapter 280.02, Florida Statutes. Deposits whose value exceeds the limits of federal depository insurance are entirely insured or collateralized pursuant to Florida Statutes, Chapter 280, *Florida Security for Public Deposits Act* (the Act). Under this Act, financial institutions which are qualified as public depositories place with the State Board of Administration, securities which have a market value equal to 50% of the average daily balance for each month of all public deposits in excess of applicable deposit insurance. The Public Deposit Security Trust Funds have a procedure to allocate and recover losses in the event of default or insolvency. When public deposits are made in accordance with Chapter 280, no public depositor shall be liable for any loss thereof. At September 30, 2019, the Authority's demand deposits with banks were \$21,306,883 and its reported balances were \$19,365,369. The pension trust fund reported \$712,534 for cash and cash equivalents for the bank and account balances.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE C - DEPOSITS AND INVESTMENTS (continued)

2. Investments

The Authority’s Board approved its written investment policy on August 28, 2014. The policy complies with Florida Statute 218.415. The investment policy authorizes the following investments: Money market mutual funds, Florida Local Government Surplus Funds Trust Funds, United States Government Securities, United States Government Agencies, interest-bearing time deposits or savings accounts, repurchase agreements, commercial paper of a high rating A-1 P-1 as provided by one of the nationally recognized rating agencies, Standard & Poor’s Corporation (S & P) or Moody’s, fixed income mutual funds, and intergovernmental investment pools that are authorized pursuant to the Florida Interlocal Cooperative Act. The policy also provides limits on individual issuers and rating requirement standards. Outside portfolio managers must review the portfolios they manage to ensure compliance with the Authority’s diversification guidelines on an ongoing basis.

Investments are recorded at fair value (quoted market price or the best available estimate thereof), with the exception of the investments held by the Florida Treasury Investment Pool. The investments held by the Florida Treasury Investment Pool are recorded at amortized cost, which is consistent with the treatment of “2a-7 like” pool securities.

As of September 30, 2019, the Authority has restricted and unrestricted investments of \$80,975,037, money markets and bank accounts of \$36,437,870, and \$635,052 related to investments for the pension trust. The following is a schedule of investments by type:

<u>Investment Type</u>	<u>Government- wide</u>	<u>Pension Trust Fund</u>
U.S. Treasury bills/notes	\$ 36,317,475	\$ -
Federal agency bonds/notes	1,032,331	24,490
Collateralized mortgage obligations	4,439,214	5,918
Supranational agency	3,662,057	-
Municipal obligations	1,109,622	-
Corporate note	14,420,937	58,693
Asset-backed securities	5,275,972	-
Commercial paper	5,686,523	156,094
Local government investment pool	9,030,906	-
Money market funds	<u>36,437,870</u>	<u>389,857</u>
Total investments	<u>\$ 117,412,907</u>	<u>\$ 635,052</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE C - DEPOSITS AND INVESTMENTS (continued)

3. Interest rate risk and price level

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of an investment's fair value is to change in market interest rates. The Authority's investment policy limits the investing of current operating funds to investments with maturities of not more than 12 months. Investment maturities for bond reserves, construction funds, and other non-operating funds are limited to 5 years with the weighted average maturity not to exceed 3 years. This policy limits investment maturities as a means of managing the Authority's exposure to fair value losses arising from increasing interest rates. GASB Codification Section I50 *Investments*, establishes a hierarchy of inputs to valuation techniques used to measure fair value:

- Level 1 - quoted market prices in active markets
- Level 2 - inputs other than quoted market prices that are observable either directly or indirectly
- Level 3 - unobservable inputs

The following table presents the investments as of September 30, 2019. The Authority had the following debt-type investments and maturities measured at fair value. Investments are recorded at fair value quoted market price or the best available estimate thereof. The pricing for investments is shared between levels in the fair value hierarchy.

Investment type	Remaining maturity (in years)				Fair value
	Less than 1 year	1-5 years	6-10 years	More than 10 years	
U.S. Treasury bills/notes	\$ 22,519,957	\$ 13,797,518	\$ -	\$ -	\$ 36,317,475
Federal agency bonds/notes	-	1,032,331	-	-	1,032,331
Collateralized mortgage obligations	-	4,439,214	-	-	4,439,214
Supranational agency	519,284	3,142,773	-	-	3,662,057
Municipal obligations	-	1,109,622	-	-	1,109,622
Corporate notes	827,980	13,592,957	-	-	14,420,937
Asset backed securities	5,122	5,270,850	-	-	5,275,972
Commercial paper	5,686,523	-	-	-	5,686,523
Local government investment pool	9,030,906	-	-	-	9,030,906
Money market funds	36,437,870	-	-	-	36,437,870
	<u>\$ 75,027,642</u>	<u>\$ 42,385,265</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 117,412,907</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE C - DEPOSITS AND INVESTMENTS (continued)

4. Credit risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. As a means of limiting its exposure to credit risk, the Authority's policy is to strictly limit its investments in permitted investment vehicles authorized by the policy, which are generally recognized as elements of a conservative investment portfolio that carries minimal credit risk exposure. U.S. Government securities are backed by the full faith and credit of the U.S. Government, therefore a credit rating is not assigned. The Authority's investments are rated as follows:

Investment type	S&P's Credit Rating	Fair Value
U.S. Treasury notes	AA+	\$ 35,577,727
U.S. Treasury notes	A-1+	739,748
Federal Agency	AA+	1,032,331
Federal Agency Mortgage-Backed	AA+	1,732,101
Federal Agency CMO	AA+	2,707,113
Commercial paper	A-1+	1,395,836
Commercial paper	A-1	4,290,686
Corporate notes	AA+	605,340
Corporate notes	AA	864,504
Corporate notes	AA-	1,671,371
Corporate notes	A+	1,801,821
Corporate notes	A	5,030,112
Corporate notes	A-	2,129,548
Corporate notes	BBB+	2,318,242
Supranationals	AAA	3,662,057
Municipals	AA-	1,109,622
Asset Backed Securities	AAA	1,289,746
Asset Backed Securities	NR	3,986,226
Local Government Investment Pool	AAAf	7,677,138
Local Government Investment Pool	AAAm	1,353,768
Money market funds	AAAm	36,437,870
		<u>\$ 117,412,907</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE C - DEPOSITS AND INVESTMENTS (continued)

5. Custodial credit risk

For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the government will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority's investment policy requires securities to be held by a third party custodian and be properly designated as an asset of the Authority and held in the Authority's name. As of September 30, 2019, the Authority's investments were held with a third-party custodian as required by the Authority's investment policy.

The investment policy authorizes the following maximum permissible concentrations based on book values: United States Government Securities (100%), United States Government Agencies (80%), interest bearing time deposits or savings accounts (25%), repurchase agreements (25%), commercial paper (25%) of a high rating A-1 P-1 as provided by one of the nationally recognized rating agencies, Standard & Poor's corporation (S & P) or Moody's, fixed income mutual funds (25%), and intergovernmental investment pools (25%) that are authorized pursuant to the Florida Interlocal Cooperative Act.

The policy further allows that 100% of the portfolio can be comprised of any of the following instruments: money markets mutual funds, Florida Local Government Surplus Funds Trust Funds, United States Government Securities and Federal Instrumentalities.

Investments that represent more than 5% of the Authority's investments are listed below:

<u>Investment types</u>	<u>Fair value</u>	<u>% of Portfolio</u>
Money market funds	\$ 36,437,870	31%
U.S. Treasury	36,317,475	31%
Corporate note	14,420,938	12%
Local government investment pool	9,030,906	8%
Commercial paper	5,686,522	5%
	<u>\$ 101,893,711</u>	<u>87%</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE D - CAPITAL ASSETS

The following is a schedule of changes in capital assets of the governmental activities for the year ended September 30, 2019:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>
Governmental activities				
depreciated:				
Land	\$ 13,512,436	\$ -	\$ 260,870	\$ 13,251,566
custodial projects	<u>72,017,074</u>	<u>36,963,182</u>	<u>-</u>	<u>108,980,256</u>
Total capital assets, not being depreciated	<u>85,529,510</u>	<u>36,963,182</u>	<u>260,870</u>	<u>122,231,822</u>
Capital assets, being depreciated				
Buildings and improvements	291,247	-	-	291,247
Vehicles	114,762	-	20,802	93,960
Furniture and office equipment	<u>29,199</u>	<u>-</u>	<u>661</u>	<u>28,538</u>
Total capital assets, being depreciated	<u>435,208</u>	<u>-</u>	<u>21,463</u>	<u>413,745</u>
Less accumulated depreciation for:				
Buildings and improvements	278,095	4,031	-	282,126
Vehicles	114,762	-	20,802	93,960
Furniture and office equipment	<u>28,639</u>	<u>268</u>	<u>661</u>	<u>28,246</u>
Total accumulated depreciation	<u>421,496</u>	<u>4,299</u>	<u>21,463</u>	<u>404,332</u>
Total capital assets, being depreciated, net	<u>13,712</u>	<u>(4,299)</u>	<u>-</u>	<u>9,413</u>
Governmental activities capital assets, net	<u>\$ 85,543,222</u>	<u>\$ 36,958,883</u>	<u>\$ 260,870</u>	<u>\$ 122,241,235</u>

Depreciation expense was \$4,299 for the year ended September 30, 2019 related to the buildings and improvements and furniture and office equipment for the governmental funds.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE D - CAPITAL ASSETS (continued)

The following is a schedule of changes in capital assets of the enterprise funds for the year ended September 30, 2019:

	Beginning Balance	Increases	Decreases	Ending Balance
Business-type activities				
Capital assets, not being depreciated:				
Land	\$ 25,309,760	\$ 4,859	\$ -	\$ 25,314,619
Construction in progress	56,520,717	37,493,738	-	94,014,455
Total capital assets, not being depreciated	<u>81,830,477</u>	<u>37,498,597</u>	<u>-</u>	<u>119,329,074</u>
Capital assets, being depreciated:				
Land improvements	34,201,706	1,399,342	322,492	35,278,556
Buildings and improvements	138,405,546	605,902	508,705	138,502,743
Vehicles	125,224,885	18,336,338	3,665,727	139,895,496
Furniture and office equipment	2,748,334	21,222	36,967	2,732,589
Other equipment	92,957,270	617,155	2,739,084	90,835,341
Total capital assets, being depreciated	<u>393,537,741</u>	<u>20,979,959</u>	<u>7,272,975</u>	<u>407,244,725</u>
Less accumulated depreciation for:				
Land improvements	18,297,072	1,813,719	171,104	19,939,687
Buildings and improvements	80,434,612	3,602,590	-	84,037,202
Vehicles	73,204,325	9,975,885	2,523,311	80,656,899
Furniture and office equipment	2,194,466	241,353	12,662	2,423,157
Other equipment	83,562,793	1,522,545	267,258	84,818,080
Total accumulated depreciation	<u>257,693,268</u>	<u>17,156,092</u>	<u>2,974,335</u>	<u>271,875,025</u>
Total capital assets, being depreciated, net	<u>135,844,473</u>	<u>3,823,867</u>	<u>4,298,640</u>	<u>135,369,700</u>
Business-type activities capital assets, net	<u>\$ 217,674,950</u>	<u>\$ 41,322,464</u>	<u>\$ 4,298,640</u>	<u>\$ 254,698,774</u>

Depreciation expense for the year ended September 30, 2019 related to enterprise funds amounted to:

Bus services	\$ 11,869,632
Automated skyway express	3,135,108
Transportation disadvantaged	1,277,146
Ferry	<u>874,206</u>
Total depreciation expense	<u>\$ 17,156,092</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE E - CUSTODIAL PROJECTS

Custodial projects are reported in the governmental activities on the statement of net position. The following is a schedule of changes in custodial construction projects until completion, acceptance and transfer of title. The balances for the year ended September 30, 2019 are as follows:

	Beginning balance	Current year project costs/ increases	Completed projects/ decreases	Ending balance
Restricted cash and investments	\$ 21,344,265	\$ 20,721,195	\$ (16,718,773)	\$ 25,346,687
Construction in progress	72,017,074	36,963,182	-	108,980,256
	<u>\$ 93,361,339</u>	<u>\$ 57,684,377</u>	<u>\$ (16,718,773)</u>	<u>\$ 134,326,943</u>

Reconciliation of custodial projects:

Restricted cash and investments	\$ 25,346,687
Construction in progress - Grant capital plan	40,411,131
Construction in progress - JTA mobility works program	<u>68,569,125</u>
	<u>\$ 134,326,943</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE F - INTERFUND BALANCES AND TRANSFERS

During the normal course of operations, numerous transactions occur between funds. The following is a schedule of interfund balances at September 30, 2019:

		Receivable Fund:						
		General Fund	Capital Projects Fund	Bus Fund	ASE Fund	CTC Fund	Ferry Fund	Total
Payable Fund:								
Special revenue fund	\$ 3,975,914	\$ 43,235	\$ 104,413	\$ -	\$ -	\$ -	\$ -	\$ 4,123,562
Capital projects fund	642,157	-	6,099,175	27,550	-	29,018	-	6,797,900
Other government fund	-	50,264	-	-	-	-	-	50,264
Enterprise fund - Bus	26,292,550	-	-	2,547,405	7,989,893	-	-	36,829,848
Enterprise fund - ASE	7,386,182	-	-	-	589,646	-	-	7,975,828
Enterprise fund - CTC	9,661,647	619,820	-	-	-	-	-	10,281,467
Enterprise fund - Ferry	1,530,163	-	1,097,831	14,339	3,801	-	-	2,646,134
	<u>\$ 49,488,613</u>	<u>\$ 713,319</u>	<u>\$ 7,301,419</u>	<u>\$ 2,589,294</u>	<u>\$ 8,583,340</u>	<u>\$ 29,018</u>	<u>\$ -</u>	<u>\$ 68,705,003</u>

The outstanding balances between funds result mainly from the time lag between the dates expenses are incurred and payments between funds are made, which are expected to be collected in subsequent years.

Transfers of net resources from a fund receiving revenue to a fund in which the resources are to be expended are recorded as operating transfers.

		Transfers to					
		Capital Project Fund	CTC Fund	Ferry Fund	ASE Fund	Other Government Funds	Total
Transfer from							
General fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
Enterprise fund - Bus	-	3,114,430	1,611,057	5,809,418	-	-	10,534,905
	<u>\$ -</u>	<u>\$ 3,114,430</u>	<u>\$ 1,611,057</u>	<u>\$ 5,809,418</u>	<u>\$ -</u>	<u>\$ 5,000</u>	<u>\$ 10,539,905</u>

Interfund transfers were made from the Bus fund to support the operating activities of the Skyway, Connexion, and Ferry and a small transfer was made between the General fund to the Other Government funds.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE G - LONG TERM LIABILITIES

Long term debt and other liability activity for the year ended September 30, 2019 was as follows:

	Beginning balance	Additions	Reductions	Ending balance	Due within one year
Governmental activities:					
Revenue bonds	\$ 91,280,000	\$ -	\$ 3,275,000	\$ 88,005,000	\$ 3,405,000
Unamortized original issue premium	19,731,358	-	404,070	19,327,288	657,267
Accrued interest	755,208	747,451	755,208	747,451	747,451
Note payable	-	2,600,000	-	2,600,000	322,106
Total long-term debt subtotal	111,766,566	3,347,451	4,434,278	110,679,739	5,131,824
Accrued compensated absences	367,428	438,808	356,286	449,950	150,000
Net pension liability	15,610,883	2,224,607	-	17,835,490	-
OPEB liability	169,469	-	11,874	157,595	-
Custodial projects - due to other governments	93,361,339	57,684,377	16,718,773	134,326,943	-
Governmental activities long-term liabilities	<u>\$ 221,275,685</u>	<u>\$ 63,695,243</u>	<u>\$ 21,521,211</u>	<u>\$ 263,449,717</u>	<u>\$ 5,281,824</u>
Business-type activities:					
Accrued compensated absences	\$ 1,445,149	\$ 1,758,359	\$ 1,707,967	\$ 1,495,541	\$ 121,755
Claims payable	5,010,005	2,119,004	1,561,663	5,567,346	2,154,700
Net pension liability	444,888	690,227	430,212	704,903	-
Business activities long-term liabilities	<u>\$ 6,900,042</u>	<u>\$ 4,567,590</u>	<u>\$ 3,699,842</u>	<u>\$ 7,767,790</u>	<u>\$ 2,276,455</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE G - LONG TERM LIABILITIES (continued)

Local option gas tax revenue bonds

In January 2015, the Authority issued \$97,485,000 in local option gas tax revenue bonds, Series 2015. The bonds are used to: (i) finance expenditures relating to the cost of transportation projects identified in the Authority's mobility program, and (ii) fund a debt service reserve. The Series 2015 issue has a final maturity of 2036. The outstanding bond balance as of September 30, 2019 was \$88,005,000. Interest rates range from 3% to 5%. The revenues of the local option gas tax have been pledged as collateral and the payments of the bonds are insured with a municipal bond issue insurance policy. The approximate amount of the pledge is equal to the remaining principal and interest of \$132,702,000. During 2019, \$19,030,199 of local option gas tax revenue was recognized and \$7,811,250 was paid for debt service and fees.

The Authority recognized two months of accrued interest in the amount of \$733,375 for an interest payment due on February 1, 2020. The next principal payment in the amount of \$3,405,000 due on August 1, 2020. The current portion of the revenue bonds payable including the current amortization of the bond premium due within one year is \$4,062,267 as presented in the Statement of Net Position, governmental activities.

Debt Maturities

<u>Years ending September 30:</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2020	\$ 3,405,000	\$ 4,400,250	\$ 7,805,250
2021	3,575,000	4,230,000	7,805,000
2022	3,755,000	4,051,250	7,806,250
2023	3,945,000	3,863,500	7,808,500
2024	4,140,000	3,666,250	7,806,250
2025-2029	24,015,000	15,012,000	39,027,000
2030-2034	30,655,000	8,376,250	39,031,250
2035-2036	14,515,000	1,097,500	15,612,500
	<u>\$ 88,005,000</u>	<u>\$ 44,697,000</u>	<u>\$ 132,702,000</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE G - LONG TERM LIABILITIES (continued)

Regions note payable

In July 2019, the Authority issued a new general obligation debt in the form of a loan recognized in the governmental funds. The loan is used to finance the expenditures relating to costs for designing, engineering, financing, acquiring, equipping and constructing upgrades to the Acosta Bridge lighting system. The Series 2019 issue has a final maturity of 2026. The outstanding loan balance as of September 30, 2019 was \$2,828,725. The interest rate is 2.18%. Upon the occurrence of an Event of Default, the principal and interest payments due on the Note shall be accelerated and become immediately due. Any amounts due under the Note or this agreement not paid when due shall bear interest at a default rate equal to the interest rate on the Note plus 6% per annum from and after the date due until paid.

Under the loan documents, \$2,656,680 of the Authority's reserve funds (including earnings) were deposited into a separately designated collateral account with the secured party Regions Capital Advantage Bank as pledged revenue for the loan. At all times during the term of the loan, JTA will maintain on deposit in the collateral account an amount equal to no less than the sum of the outstanding principal of the note, plus the highest annual amount of one year's interest on the note (minimum account balance). The Authority may withdraw amounts from the collateral account as long as the minimum account balance remains on deposit in the account following such withdrawal. No proceeds of the loan shall be permitted to be deposited at any time into the collateral account.

The Authority recognized three months of accrued interest in the amount of \$14,076 for an interest payment due on December 1, 2019. The first principal payment in the amount of \$322,106 is due on June 1, 2020, representing the current portion of the note payable due within one year as presented in the Statement of Net Position for governmental activities.

Debt Maturities

<u>Years ending September 30:</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2020	\$ 322,106	\$ 51,799	\$ 373,905
2021	359,478	49,658	409,136
2022	367,315	41,821	409,136
2023	375,323	33,814	409,137
2024	383,505	25,632	409,137
2025-2026	792,273	26,001	818,274
	<u>\$ 2,600,000</u>	<u>\$ 228,725</u>	<u>\$ 2,828,725</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE H - OPERATING LEASE

On July 28, 2015, the Authority entered into an operating lease for the Church Street premises, an 18-month period expiring on January 31, 2017. On December 20, 2017, a second amendment was executed to further extend the terms of the lease to expire on January 31, 2020. For the year ended September 30, 2019, total rental expense was \$51,200.

On July 1, 2014, the Authority entered into a 60 month operating lease for the 121 Atlantic Place expiring on November 30, 2019, with a three-year renewal option. For the year ended September 30, 2019, total rental expenditure cost for the building lease was \$624,420.

On October 31, 2018, the Authority entered into 25 year operating lease for premises located on FSCJ's Kent Campus at 3939 Roosevelt Boulevard for transit stop operations with no consideration given. The lease will expire on October 31, 2043. For the year ended September 30, 2019, total rental expense was \$0.

On October 3, 2018, the Authority entered into a 25 year operating lease for premises located at 96076 Lofton Square Court for transit stop operations with no consideration given. The lease will expire on October 2, 2043, with a one period renewal option for a period of up to 25 additional years. For the year end September 30, 2019, total rental expense was \$0.

The future minimum lease payments for these leases are as follows:

Year Ending September 30:	Church Street	121 Atlantic Place	FSCJ (Kent) Campus 3939 Roosevelt Boulevard	96076 Lofton Square Court
2020	\$ 17,600	\$ 104,528	\$ -	\$ -
2021	-	-	-	-
2022	-	-	-	-
2023	-	-	-	-
2024	-	-	-	-

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE I - RISK MANAGEMENT

The Authority is exposed to various risks of loss related to injury and damage claims arising from operations. The Authority is self-insured for general liability and automobile liability and purchases stop loss insurance which caps the Authority's liability at \$300,000 per claim. Stop loss insurance is limited to \$2 million for product liability (automobile) and \$1 million for personal injury. The Authority purchases commercial insurance for group health insurance, workers compensation and destruction of property.

Claim liabilities include an amount for known claims and claims that have been incurred but not reported (IBNRs) for which a loss is probable. Claim liabilities are calculated considering the effects of inflation, recent claim settlement trends including frequency and amount of payouts and other economic and social factors. The liability is reported in the Enterprise Funds. During fiscal year 2019, individual injury and damage claims in excess of \$200,000 and \$300,000 per occurrence were subject to the Florida Sovereign Immunity Law.

Changes in the estimated liability for the self-insurance program consisted of the following:

Fiscal year ended September 30,	Beginning Balance	Current year claims and changes in estimates	Claims paid	Ending Balance
2017	\$ 4,162,475	\$ 952,414	\$ 876,450	\$ 4,238,439
2018	\$ 4,238,439	\$ 1,556,892	\$ 785,326	\$ 5,010,005
2019	\$ 5,010,005	\$ 2,119,004	\$ 1,561,663	\$ 5,567,346

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE J - COMMITMENTS AND CONTINGENCIES

Construction commitments: The Authority as a whole had construction and construction-related commitments related to the Custodial Projects discussed at Note E amounting to approximately \$108,980,256 at September 30, 2019.

JTAMobility Works Program: As of July 29, 2014, the Authority and the City of Jacksonville entered into an interlocal agreement (ILA) for the purpose of constructing roadway projects as defined in the JTAMobility Works Program CIP plan. As of the effective date of the ILA, the City of Jacksonville pledged its Duval Authority local option gas tax revenues to pay the debt service on transportation revenue bonds issued by the Authority to fund such roadway projects under the JTAMobility Works Program. All such bonds are revenue obligations, secured solely by the Local Option Gas Taxes collected in Duval County, and there is no guarantee by the City or any other Authority revenues or assets pledged for such bonds, see Note G.

Better Jacksonville Plan: As of October 1, 2000, the Authority and the City of Jacksonville entered into an ILA for the purpose of constructing roadway projects as defined in the Better Jacksonville Plan. As of the effective date of the ILA, the Authority pledged its Duval County sales tax revenues to pay the debt service on transportation revenue bonds issued by the City of Jacksonville to fund such roadway projects under the Better Jacksonville Plan. All such bonds are revenue obligations, secured solely by the Transportation Discretionary Sales Surtax and Constitutional Gas Taxes collected in Duval County, and there is no guarantee by the Authority nor are any of the Authority revenues or assets pledged for such bonds, see Note G.

Grant funding: Federal and State grant awards are audited in accordance with the requirements of the Uniform Guidance and the Florida Single Audit Act. These grant awards are subject to audit by the respective grantor agencies. Entitlements to these resources are generally conditional upon compliance with the terms and conditions of grant agreements and applicable federal regulations, including the expenditure resources for allowable purposes. Any disallowance resulting for a federal audit may become a liability of the Authority. It is management's opinion that no material liabilities will result from any such grantor audits.

Union contracts: At September 30, 2019, the Authority employed a total of 778 employees. The employees covered under union contracts represents 69% or 540 of the Authority's total employees. The Amalgamated Transit Local Union No. 1197 covers bus operators. The three year contract, representing 356 employees, expires September 30, 2020.

The American Federation of State, County and Municipal Employees Florida Council 79, (AFSCME), covers 25 dispatchers and operations supervisors. This three year contract expires May 20, 2022.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE J - COMMITMENTS AND CONTINGENCIES (continued)

There are 146 mechanics and utility employees who operate under a contract with the International Association of Machinists and Aerospace Workers Union No. 759. The three year contract expires November 2, 2020. Additionally, under the same Union, there are 13 customer service employees that are covered under a separate three year contract which expires January 18, 2020.

Purchase commitment: On November 25, 2014 the Authority entered into a 15-year purchase agreement with a third party vendor for compressed natural gas. This agreement was amended on September 30, 2016. The amended agreement requires the purchase of compressed natural gas starting at a rate of \$1.257 per diesel gas equivalent (DGE) and increasing to \$1.346 per DGE. There is a minimum annual volume that must be purchased starting at 126,563 DGEs and increasing to a total of 843,750 DGEs at the end of the 15 year period. The Authority has estimated the 15 year cost of this agreement, based on the minimum purchase requirements, will be approximately \$23.5 million (including infrastructure costs), as compared to a cost of \$28.5 if diesel fuel continued to be used.

On November 16, 2017 the Authority entered into an agreement with a third party supplier for Design-Build services on Kernan Boulevard from Atlantic Boulevard to McCormick Road. This agreement is for the design and construction of the roadway widening project to reconstruct Kernan Boulevard from a four-lane to a six-lane urban roadway between Atlantic Boulevard and Matthew Unger Drive and four lanes from Matthew Unger Drive to McCormick Road. The road will have raised medians, curb and gutter, sidewalks, bike lanes, a 12-foot multi-use path on the eastside of the road and utility improvements. Total compensation under this agreement is \$21,647,614 with completion anticipated in July 2020.

On March 18, 2019, the Authority entered into a five-year agreement with a third party vendor for U2C Technology Integration Consulting Services. This agreement is intended to advance the Authority's goal of Transformative Mobility Solutions by conceptualizing, implementing and developing the autonomous vehicle technology system Ultimate Urban Circulator (U²C). The U²C will be an integrated autonomous vehicle system in downtown Jacksonville, serving as a circulator and people mover. Consulting services will include developing the U²C framework as it pertains to Data, Communications, Cybersecurity and Vehicle Locations Systems. Total compensation under this agreement is \$10,000,000.

On May 24, 2019, the Authority entered into an agreement with a third party supplier for the manufacture of heavy duty buses. This agreement was conducted as a State Schedule for the State of Florida with the guidance of the Florida Department of Transportation. This agreement is instrumental as it gives the ability to any government entity within the State of Florida the opportunity to procure heavy-duty buses in an expeditious manner. This contract set a price for a base bus while including the ability for each entity to add additional options that will provide them a bus that fits their entities individual business model. This is an indefinite delivery, indefinite quantity contract that is effective for two years with three (3) one year options to renew.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS

Pension plan of the primary government: The administrative employees of the Authority participate in the Florida Retirement System (the “FRS”) defined benefit pension plan, a cost-sharing multiple-employer public employee retirement system administered by the State of Florida Department of Administration, Division of Retirement, to provide retirement and survivor benefits to participating public employees. Chapter 121, Florida Statutes, establishes the authority for participant eligibility, contribution requirements, vesting eligibility and benefit provisions. Under Section 121.4501, Florida Statutes, the FRS also provides a defined contribution plan (“Investment Plan”) alternative to the FRS Pension plan, which is administered by the State Board of Administration (“SBA”).

Benefits are determined by category and length of service and the applicable contribution rates are as follows:

Membership category	Benefit	Vesting	July 1, 2017 Employer contribution rate	July 1, 2018 Employer contribution rate	July 1, 2019 Employer contribution rate
Regular	1.6% times years of service times average compensation (8 highest years) if age 65 or 33 years of services at any age.	Choice Pension - after 6 years of creditable service if actively employed on July 1, 2001 or 8 years if initially enrolled on or after July 1, 2011 Investment - after 1 year of creditable service.	7.92%	8.26%	8.47%
Senior Management	2.0% times years of service times average compensation (8 highest years) if age 65 or 33 years of services at any age.	Choice Pension - after 6 years of creditable service if actively employed on July 1, 2001 or 8 years if initially enrolled on or after July 1, 2011 Investment - after 1 year of creditable service.	22.71%	24.06%	25.41%
Deferred Retirement Option Program (DROP)	Accumulated FRS benefits earn 1.3% effective annual interest compounded monthly for a period up to 60 months after becoming vested, having reached normal retirement date, and remaining employed.	Subject to normal system vesting provision for membership category	13.26%	14.03%	14.60%

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

All of the above employer contribution rates include 1.66% for a post-retirement health insurance subsidy as part of the Health Insurance Subsidy (HIS) Plan. The Regular and Senior Management rates also include .06% for an administrative and educational fee.

Participating employer contributions are based upon actuarially determined state-wide rates established by the State of Florida, that expressed as percentages of annual covered payroll are adequate to accumulate sufficient assets to pay benefits when due. Employee contribution rates are 3% for regular employees and senior management. There is no employee contribution for employees enrolled in DROP.

Contributions to the FRS were \$1,382,829 for the year ended September 30, 2019, which was equal to the required contributions for each year.

The System issues a publicly available financial report that includes financial statements and required supplementary information for the plan. That report may be obtained by writing to the Division of Retirement, 2639 North Monroe Street, Building C, Tallahassee, Florida 32399-1560.

Governmental Accounting Standards Board Statement No. 68

As a participating employer, the Authority applies GASB Statement No. 68, as amended, *Accounting and Financial Reporting for Pensions*, which requires employers participating in cost-sharing multiple employer defined benefit pension plans to report the employers' proportionate share of the net pension liabilities and related pension amounts of the defined benefit pension plans.

The Florida Retirement System Pension Plan

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

At September 30, 2019, the Authority reported a net pension liability of \$12,219,934 for its proportionate share of the plan's net pension liability. The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2019. The Authority's proportionate share of the net pension liability was based on the Authority's 2018-19 fiscal year contributions relative to the 2017-18 fiscal year contributions of all participating members. At June 30, 2019, the Authority's proportionate share was .03548% of the net pension liability which was .00044% increase from its proportionate share measured as of June 30, 2018.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

The Florida Retirement System Pension Plan (continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (continued):

For the fiscal year ended September 30, 2019, the Authority recognized the FRS Plan pension expense of \$2,139,060. In addition, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Description	Deferred Outflow of Resources	Deferred Inflow of Resources
Difference between expected and actual experience	\$ 724,799	\$ 7,584
Change of assumptions	3,138,605	-
Net difference between projected and actual earnings on FRS pension plan investments	-	676,071
Change in proportion and differences between Authority FRS contributions and proportional share of contributions	426,585	-
Authority FRS contributions subsequent to the measurement date	283,293	-
	<u>\$ 4,573,282</u>	<u>\$ 683,655</u>

The deferred outflows of resources related to pensions, totaling \$283,293 resulting from Authority contributions to the Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the fiscal year ended September 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years ending September 30:	Deferred Outflows/ (inflows), net
2020	\$ 656,814
2021	568,302
2022	526,543
2023	512,230
2024	493,415
Thereafter	849,031

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Actuarial Assumptions. The total pension liability in the July 1, 2019 actuarial valuation was determined using the following actuarial assumptions which were based on the results of an actuarial experience study for the July 1, 2013 - June 30, 2018 experience observation period:

Inflation	2.60%
Salary Increases	3.25%, average, including inflation
Investment rate of return	6.90%

Mortality rates were based on the PUB-2010 base table, projected generationally with Scale MP-2018. Additional details are provided in the valuation report.

The long-term expected rate of return assumption of 6.90% used in GASB discount rate calculations consists of two building block components: 1) a real return of 4.3%, which is consistent with one capital market outlook model developed during 2019 by the outside investment consultant to the Florida State Board of Administration; 2) a long-term average annual inflation assumption of 2.60% as most recently adopted in October 2019 by the FRS Actuarial Assumption Conference. The table below shows a summary of Milliman's in-house assumptions for each of the asset classes in which the plan was invested at that time based on the long-term target asset allocation. Each asset class assumption is based on a consistent set of underlying assumptions, and includes an adjustment for the 2.60% inflation assumption. These assumptions are not based on historical returns, but instead are based on forward looking capital market economic model.

Asset Class	Target Allocation (1)	Annual Arithmetic return	Compound annual (geometric) return	Standard deviation
Cash equivalents	1%	3.3%	3.3%	1.2%
Fixed income	18%	4.1%	4.1%	3.5%
Global equity	54%	8.0%	6.8%	16.5%
Real estate (property)	10%	6.7%	6.1%	11.7%
Private equity	11%	11.2%	8.4%	25.8%
Strategic investments	6%	5.9%	5.7%	6.7%
Total	<u>100%</u>			
Assumed inflation - mean			2.6%	1.7%

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

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Discount Rate. The discount rate used to measure the total pension liability was 6.90%. The FRS Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return.

Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate:

The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 6.90%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.90%) or 1 percentage-point higher (7.90%) than the current rate:

	1% Decrease 5.90%	Current rate 6.90%	1% Increase 7.90%
Net Pension Liability - FRS	\$ 21,124,196	\$ 12,219,934	\$ 4,783,368

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

The Retiree Health Insurance Subsidy Program (HIS)

Plan Description. The HIS Pension Plan (HIS Plan) is a cost-sharing multiple employer defined benefit pension plan which was established and administered in accordance with Section 112.363, Florida Statutes. The Florida Legislature establishes and amends the contribution requirements and benefit terms of the HIS program. The benefit is a monthly payment to assist retirees of State-administered retirement systems in paying their health insurance costs and is administered by the Florida Department of Management Services, Division of Retirement.

Benefits Provided. For the Authority's fiscal year ended September 30, 2019, eligible retirees and beneficiaries received a monthly HIS payment equal to the number of years of service credited at retirement multiplied by \$5. The minimum HIS payment is \$30 and the maximum HIS payment is \$150 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive HIS Plan benefits, a retiree under a State administered retirement system must provide proof of health insurance coverage, which may include Medicare.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

The Retiree Health Insurance Subsidy Program (HIS) (continued)

Contributions. The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal year ended September 30, 2019, the contribution rate was 1.66% of payroll pursuant to section 112.363, Florida Statutes. The Authority contributed 100% of its statutorily required contributions for the current and preceding three years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled.

The Authority's contributions to the HIS Plan were \$284,140 for the year ended September 30, 2019 which was equal to the required contributions.

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

At September 30, 2019, the Authority reported a net pension liability of \$5,615,556 for its proportionate share of the HIS Plan's net pension liability. The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined based on the actuarial valuation date of July 1, 2018 and update roll-forward procedures were used to determine the liability. The Authority's proportionate share of the net pension liability was based on the Authority's 2018-19 fiscal year contributions relative to the total 2017-18 fiscal year contributions of all participating members. At June 30, 2019, the Authority's proportionate share was .0502%, which was an increase of .00241% from its proportionate share measured as of June 30, 2018.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

The Retiree Health Insurance Subsidy Program (HIS) (continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (continued):

For the Authority's fiscal year ended September 30, 2019, the Authority recognized the HIS Plan pension expense of \$342,194. In addition, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following resources:

Description	Deferred outflow of resources	Deferred inflow of resources
Difference between expected and actual experience	\$ 68,207	\$ 6,876
Change of assumptions	650,228	458,970
Net difference between projected and actual earnings on HIS pension plan investments	3,624	-
Change in proportion and differences between Authority HIS contributions and proportional share of contributions	699,861	3,998
Authority HIS contributions subsequent to the measurement date	67,829	-
	<u>\$ 1,489,749</u>	<u>\$ 469,844</u>

The deferred outflows of resources related to pensions, totaling \$67,829 for 2019 resulting from Authority contributions to the Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the fiscal year ended September 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years ending September 30:	Deferred outflows/ (Inflows), net
2020	\$ 232,315
2021	206,722
2022	176,086
2023	112,879
2024	99,353
Thereafter	124,723

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

The Retiree Health Insurance Subsidy Program (HIS) (continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (continued):

Actuarial Assumptions. The total pension liability as of June 30, 2019 measurement date was determined using the following actuarial assumptions which were based on the certain results of an actuarial experience study of the FRS completed in 2019 for the period July 1, 2013 - June 30, 2018:

Inflation	2.60%
Salary increases	3.25%, average, including inflation
Municipal bond rate	3.50%

Mortality rates were based on the Generational RP-2000 with Projection Scale BB. Additional details are provided in the valuation report.

Discount Rate: The discount rate used to measure the total pension liability relating to the HIS Plan was 3.50% for 2019. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following presents the Authority's proportionate share of the net pension liability, for the HIS Plan, calculated using the discount rate of 3.50%, as well as what the Authority's proportionate share of the net pension liability would be if it was calculated using a discount rate that is 1 percentage-point lower (2.50%) or 1 percentage-point higher (4.50%) than the current rate:

	1% Decrease 2.50%	Current rate 3.50%	1% Increase 4.50%
Net pension liability - HIS	\$ 6,410,445	\$ 5,615,556	\$ 4,953,504

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

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Pension plans of Jax Transit Management Corp. (JTM)

JTM (a component unit) makes contributions to a multi-employer defined benefit pension plan for the JTM employees (mechanics) represented by the International Association of Machinists union. JTM also maintains two single-employer defined benefit pension plans, which cover general (salaried) employees and bus operators (drivers) for the Authority’s proprietary activities.

International Association of Machinists (IAM) Pension Plan

Mechanics and other technicians whose job classification is within the bargaining unit represented by the International Association of Machinists (“IAM”) union participate in the IAM defined benefit pension plan, a cost-sharing multiple-employer retirement plan administered by the union to provide retirement and survivor benefits to participating employees. As of September 30, 2019, 146 of the Authority’s employees were covered under this plan. The plan documents for the IAM National Pension Fund establish the authority for participant eligibility, contribution requirements, vesting eligibility and benefit provisions. The plan does not issue a publicly available financial report.

Benefits are determined by category and length of service as follows:

Membership Category	Retirement Benefit	Vesting	January 1, 2019 Employer Contribution rate	January 1, 2018 Employer Contribution rate	January 1, 2017 Employer Contribution rate
Regular	Benefit calculated based upon the participants age of retirement, the participants amount of credited service, the contribution rates paid by contributing employer on the participants behalf, and the form of payment chosen by the participant at retirement.	After 5 years of vesting service or five years of future service credit	\$3.90 per hour	\$3.90 per hour	\$3.90 per hour

Participating employer contributions are based upon the collective bargaining agreement for mechanics and utility employees in effect through November 2, 2020 that, expressed as an hourly rate, are adequate to accumulate sufficient assets to pay benefits when due. No employee contributions are required.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

International Association of Machinists (IAM) Pension Plan (continued)

The payments made to the IAM plan in the years ended September 30, 2019, 2018, 2017 and 2016 were \$1,148,965, \$1,156,396, \$1,147,357, and \$1,055,119 respectively, which were equal to the required contributions for each year.

Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp.

Salaried Plan description: The Authority contributes to the Jax Transit Management Corp. (JTM) Retirement Plan for Salaried Employees, a single-employer defined benefit plan which covers all salaried employees on JTM's payroll whose job classifications are not represented by unions. The Salaried Employees plan was established by JTM on January 1, 1963. A committee comprised of three JTM employees and three employees of the Authority administer the Salaried Employees Plan.

Drivers Plan description: The Authority also contributes to the Amalgamated Jax Transit Management, Corp. Pension Plan, a single-employer defined benefit plan which covers all full and part-time bus operators on JTM's payroll whose job classification is within the bargaining unit represented by the Amalgamated Transit Union Local 1197. The Drivers Plan was established on May 1, 1964 by JTM. The plan is administered by a six-member Board of Control. The Authority has no fiduciary responsibility for the plan assets of the Drivers plan, thus the net position of this plan is not reported as a pension trust fund. The plan issues an available financial report which may be obtained by writing or calling the plan administrator, Reliance Trust at 1000 Abernathy Rd. NE, Suite 400, Atlanta GA 30328-5634 or (800) 749-0752.

As of December 31, 2018, employee membership data related to both of these plans was as follows:

	Salaried Employees	Drivers Plan
Active employees:		
Nonvested	-	139
Partially vested	1	-
Fully vested	10	265
Retirees and beneficiaries currently receiving benefits	2	237
Terminated plan members entitled to but not yet receiving benefits	11	147
	24	788

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp. (continued)

The following is a summary of funding policies, contribution methods and benefit provisions:

	Salaried Employees	Drivers Plan
Determination of contribution requirements	Actuarially determined	Contracted pursuant to union negotiations
Employer	Paid quarterly	\$2.66 per hour
Funding of administrative costs	Paid by JTM	Paid by plan assets
Period required to vest	6 years	5 years
Postretirement benefit increases	Not applicable	Not applicable
Eligibility for distribution	Normal retirement: The first day of the calendar month coincident with or next following the attainment of age 65 or the 5th year of plan participation, if later. Early retirement: attainment of age 55 and completed 5 years of plan participation as well as 5 years of service.	The earlier of (1) the Anniversary Date on which the participant reaches 30 years of vesting service or (2) the latter of attainment of age 65 and 5 years of participation. Early retirement: attainment of age 62 and completion of 20 vesting year of service.
Benefit provisions	1.5% average monthly compensation per year of service, limited to 60 year(s).	\$62 per month, effective 10/1/2018, for each plan year of service limited to 30 years for participants who perform at least one hour of service after October 31, 2006.

Funding policies: The following table provides information concerning funding policies:

	Salaried employees	Drivers Plan
Valuation date	December 31, 2018	December 31, 2018
Actuarial cost method	Entry age normal	Entry age normal
Amortization period	7 years	7 years
Actuarial asset valuation method	Market value	Market value
Actuarial assumptions:		
Assumed rate of return on investments	6% compounded annually	7% compounded annually
Projected salary increases	Assumed 3% per year	Assumed 2.5% per year
Mortality rates	IRC 430(h) combined table for 2015	RP-2014-blue collar- Adjusted to 2016 and projected forward using Scale MP-2017
Postretirement benefit increases (maximum)	None	None
Inflation	2.0%	2.5%

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp. (continued)

The Salaried Plan's funding policy provides for annual employer contributions based on funding requirements from section 412 and 430 of the Internal Revenue Code (IRC). Specifically, an actuarial valuation is done under ERISA to measure the unfunded liability (or surplus) at the end of the plan year and the Minimum Required Contribution (MRC) is determined. This MRC is the minimum amount that the sponsor needs to contribute during the plan year that is sufficient to accumulate sufficient assets to pay benefits when due. Significant actuarial assumptions used to compute contribution requirements are based on the requirements of the IRC and it changes every year. Employees contribute 3% to the salaried plan as well.

The Driver Plan's funding policy provides for annual employer contributions based on funding requirements from section 412 and 430 of the Internal Revenue Code (IRC). Specifically, an actuarial valuation is done under ERISA to measure the unfunded liability (or surplus) at the beginning of the plan year and the Minimum Required Contribution (MRC) is determined. This MRC is the minimum amount that the sponsor needs to contribute during the plan year that is sufficient to accumulate sufficient assets to pay benefits when due. Significant actuarial assumptions used to compute contribution requirements are based on the requirements of the IRC and it changes every year. In addition, there is also employee contributions upon the ratification of the agreement dated November 6, 2017. New hires contribute 3% of their hourly wages to their pension as an employee contribution. New hires were eligible to participate starting in July 2018.

Investments - Salaried Employee Plan

A committee comprised of three JTM employees and three Authority employees administers the Salaried Employee Plan. The committee has the authority to establish and amend the investment policy including decisions regarding asset allocation. It is the policy of the committee to pursue an investment strategy that reduces risk through prudent diversification of the portfolio across a broad selection of distinct asset classes. The following was the committee's adopted asset allocation policy as of September 30, 2019:

<u>Asset Class</u>	<u>Target Allocation</u>
Bond mutual funds	41%
Real assets	7%
Equities	52%
	<u>100%</u>

The expected return on investments is determined from a building block approach that includes components for inflation, real risk-free return, and risk premium. It is calculated by summing the weighted average of the total return for each asset class.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

**Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp.
(continued)**

Net Pension Liability - Salaried Employee Plan

The components of the net pension liability of the Authority's Salaried Employee Plan at September 30, 2019, based on the December 31, 2018 valuation results, were as follows:

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) - (b)
Balance at September 30, 2018	\$ 1,476,856	\$ 1,031,968	\$ 444,888
Changes for the year:			
Service cost	61,710	-	61,710
Interest	88,184	-	88,184
Difference between expected and actual experience	(250,252)	-	(250,252)
Employer and employee contributions	-	401,110	(401,110)
Net investment income	-	-	-
Benefit payments	(14,236)	(14,236)	-
Administrative expense	-	(28,013)	28,013
Investment expense	-	(43,243)	43,243
Other	-	-	-
Net changes	(114,594)	315,618	(430,212)
Balance at September 30, 2019	<u>\$ 1,362,262</u>	<u>\$ 1,347,586</u>	<u>\$ 14,676</u>

Discount rate - Salaried Employee Plan

The discount rate used to measure the Salaried Employee Plan total pension liability was 6% as of December 31, 2018. The pension plan's fiduciary net position is projected to be sufficient to pay projected benefit payments in all future years. The discount rate used to calculate the total pension liability and net pension liability is equal to the long-term assumed rate of return on investments.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

**Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp.
(continued)**

Sensitivity of the Net Pension Liability to Changes in the Discount Rate - Salaried Employee Plan

The following table illustrates the sensitivity of the Salaried Employee Plan's net pension liability to changes in the discount rate:

	1% Decrease 5%	Current Rate 6%	1% Increase 7%
Net pension liability - salaried	\$ 216,615	\$ 14,676	\$ (155,375)

Pension Expense and Deferred Outflows (Inflows) of Resources for the Salaried Employee Plan are as follows:

<u>Description</u>	<u>Deferred Outflow of Resources</u>	<u>Deferred Inflow of Resources</u>
Net difference between projected and actual earnings on salaried pension plan investments	\$ 114,430	\$ 17,372
Experience (gains) losses	98,008	447,896
Change in assumption	-	210,344
Authority contributions subsequent to the measurement date	136,505	-
	<u>\$ 348,943</u>	<u>\$ 675,612</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp. (continued)

The deferred outflows of resources related to pensions, totaling \$136,505 for 2019 resulting from Authority contributions to the Salaried Employee Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the fiscal year ended September 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years ending September 30:	Deferred outflow/ (inflow), net
2020	\$ (170,408)
2021	(187,016)
2022	(57,118)
2023	(48,632)
2024	-
Thereafter	-

Drivers Plan

The Jax Transit Management Corp. (“Drivers Plan”) funding policy provides for periodic employer contributions at contractually negotiated rates that, expressed as an hourly rate, are sufficient to accumulate sufficient assets to pay benefits when due. Significant actuarial assumptions used to compute contribution requirements are the same as those used to compute the pension benefit obligation described above.

Investments - Drivers Plan

The Drivers Plan is administered by a six-member Board of Control. The Board has the authority to establish and amend investment policy including decisions regarding asset allocation. It is the policy of the Board to pursue an investment strategy that reduces risk through prudent diversification of the portfolio across a broad selection of distinct asset classes. The following was the Board’s adopted asset allocation policy as of September 30, 2019:

<u>Asset class</u>	<u>Target allocation</u>
Domestic equities	43%
International equities	7%
Fixed income	30%
Hedged strategies	15%
Real estate	5%
	<u>100%</u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

**Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp.
(continued)**

Investments - Drivers Plan (continued)

The long-term expected rate of return on plan investments is developed for each major asset class by weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of real rates of return for each major asset class included in the pension plan's target asset allocation as of September 30, 2019, are summarized in the following table:

<u>Asset Class</u>	<u>Long-term expected real rate of return</u>
Domestic equities	4.50%
International equities	5.70%
Fixed income	1.60%
Hedged strategies	4.90%
Real estate	5.50%

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp. (continued)

Net Pension Liability - Jax Transit Management Corp. Drivers Plan

The components of the net pension liability of the Authority's Jax Transit Management, Corp. (Drivers) plan at September 30, 2019, based on the December 31, 2018 valuation results, were as follows:

	(Increase) Decrease		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension (Asset) (a) - (b)
Balance at September 30, 2018	\$ 40,608,974	\$ 44,779,895	\$ (4,170,921)
Changes for the year:			
Service cost	1,002,220	-	1,002,220
Interest	2,772,157	-	2,772,157
Differences between expected and actual experience	300,306	-	300,306
Assumption changes	-	-	-
Contributions-employer	-	2,512,210	(2,512,210)
Contributions-employee	-	20,769	(20,769)
Net investment income	-	(1,820,327)	1,820,327
Changes in benefit terms	688,965	-	688,965
Benefit payments	(2,013,451)	(2,013,451)	-
Administrative expense	-	(810,152)	810,152
Other	-	-	-
Net changes	2,750,197	(2,110,951)	4,861,148
Balance at September 30, 2019	<u>\$ 43,359,171</u>	<u>\$ 42,668,944</u>	<u>\$ 690,227</u>

Discount rate - Jax Transit Management Corp. Drivers Plan

The discount rate used to measure the total pension liability was 7% as of December 31, 2018. The pension plan's fiduciary net position is projected to be sufficient to pay projected benefit payments in all future years. The discount rate used to calculate the total pension liability and net pension liability is equal to the long-term assumed rate of return on investments.

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE K - EMPLOYEE BENEFITS (continued)

Defined Benefit Pension Plans Sponsored by Jax Transit Management Corp. (continued)

Sensitivity of the Net Pension (Asset) Liability to Changes in the Discount Rate- Jax Transit Management Corp. Drivers Plan

The following table illustrates the sensitivity of the Drivers Plan net pension liability as of December 31, 2018, to changes in the discount rate:

	1% Decrease 6%	Current Rate 7%	1% Increase 8%
Net Pension (Asset) liability - Drivers	\$ 5,346,701	\$ 690,227	\$ (3,317,615)

Pension Expense and Deferred Outflows (Inflows) of Resources Related to Pensions - Jax Transit Management Corp. Drivers Plan

Description	Deferred Outflow of Resources	Deferred Inflow of Resources
Change of assumptions	\$ 866,705	\$ 127,102
Net difference between projected and actual earnings on drivers pension plan investments	4,516,015	1,955,126
Experience (gains) losses	1,257,871	39,520
Authority contributions subsequent to the measurement date	1,940,768	-
	<u>\$ 8,581,359</u>	<u>\$ 2,121,748</u>

The deferred outflows of resources related to the Drivers Plan, totaling \$1,940,768 for 2019 resulting from Authority contributions to the Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability or an increase to the net pension asset in the fiscal year ended September 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years ending September 30:	Deferred Outflows/ (Inflows), net
2020	\$ 1,847,619
2021	837,000
2022	681,250
2023	1,109,339
2024	43,635

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS

Pursuant to Section 112.081, Florida Statutes, the Authority is required to permit participation in the health insurance program by retirees and their eligible dependents at a cost to the retiree that is no greater than the cost at which coverage is available for active employees. This results in an implicit subsidy to retirees.

Plan description: The Authority's OPEB Plan is a single employer defined benefit healthcare (medical and dental) plan which offers health insurance for retired employees. The published insurance rates are based primarily on the healthcare usage of active employees. Retirees pay 100 percent of the published rates. Since retirees use healthcare at a rate much higher than active employees, using these blended rates creates a subsidy for the retiree group. Employees who terminate their employment prior to retirement eligibility are not eligible to participate in the plan. Dependents, including surviving spouses, are permitted access to the plan.

Funding policy: The Board is authorized to establish benefit levels, subject to the minimum requirements set forth by Florida Statutes, and to approve the actuarial assumptions used in the determination of contribution levels. The Board establishes the contribution requirements of plan members and the Authority. These contributions are neither mandated nor guaranteed. The retiree pays the full cost of the premium each month for themselves, spouses and other dependents who are also eligible for coverage. The Authority does not subsidize any member premiums. The Authority has not set up a trust to prefund benefits. Benefits are funded on a pay-as-you-go basis.

Benefits for employees of JTM subject to union negotiations do not currently include any health benefits after retirement and are not considered by this Plan.

As of September 30, 2019, employee membership data related to the Plan was as follows:

Current retirees	
Under age 65	2
Over age 65	1
Dependents	-
Total current retirees	<u>3</u>
Active employees fully eligible for benefits	239
Active employees not yet fully eligible for benefits	<u>7</u>
Total active employees	<u>246</u>
Total number of participants	<u><u>249</u></u>

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS (continued)

OPEB Liability

The total OPEB liability of \$157,595 is based on October 1, 2017 valuation data.

Actuarial assumptions, methods and valuation

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Actuarially determined amounts are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. Although the valuation results are based on values the actuarial consultant believes are reasonable assumptions, the valuation result is only an estimate of what future costs may actually be and reflect a long-term perspective. Deviations in any of several factors, such as future interest rate discounts, medical cost inflation, Medicare coverage risk and changes in marital status could result in actual costs being greater or less than estimated.

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

If necessary, liabilities are rolled forward from the actuarial valuation date to the measurement date through use of a roll forward method. Liabilities are adjusted for the passage of time by adding normal costs minus benefit payments, all adjusted with interest.

Actual coverage status is used; females assumed 3 years younger than male spouse.

All employees not participating in coverage currently are assumed to not elect to participate in the future.

35% of employees with coverage are assumed to elect to continue coverage upon retirement. 35% of those currently enrolled with spouse/family coverage will continue the same coverage upon retirement.

Additional actuarial assumptions used:

Cost Method	Entry Age Normal Cost Method
Asset Valuation Method	Market Value of Assets
Actuarial Valuation Date	October 1, 2017
Measurement Date	October 1, 2018
Discount Rate as of October 1, 2018	3.83%

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS (continued)

Actuarial assumptions, methods and valuation (continued)

Medical Trend Assumptions

These assumptions were developed using the Society of Actuaries' long term medical trend model. The following baseline assumptions were used as input variables into the model:

Rate of Inflation	2.2%
Rate of Growth in Real Income/GDP per capita	1.6%
Extra Trend due to Technology and other factors	1.3%
Health Share of GDP Resistance Point	25.0%
Year for Limiting Cost Growth to GDP Growth	2075

Decrement Assumptions

Below is a summary of decrements used in this valuation:

<u>Mortality decrements</u>	<u>Description</u>
(1) Healthy - Active	Regular, male: RP 2000 50% white collar. 50% blue collar; fully generational with Scale BB Regular, female: RP 2000 100% white collar; fully generational with Scale BB
(2) Healthy - Inactive	Regular, male: RP 2000 50% white collar, 50% blue collar; fully generational with Scale BB Regular, female: RP 2000 100% white collar; fully generational with Scale BB
(3) Disabled	No Disability is assumed

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS (continued)

Actuarial assumptions, methods and valuation (continued)

Salary Scale

The salary scale depends upon sex, years of service, and FRS type (these are the general employee rates). This includes a 2.2% inflation rate.

<u>Service</u>	<u>Male</u>	<u>Female</u>
0	7.6%	7.8%
1	5.7%	5.5%
2	5.3%	5.0%
3	5.1%	5.0%
4	5.0%	4.9%
5	4.9%	4.8%
6	4.8%	4.8%
7	4.8%	4.7%
8	4.7%	4.6%
9	4.7%	4.6%
10	4.5%	4.6%
11	4.5%	4.5%
12	4.5%	4.4%
13	4.5%	4.4%
14	4.5%	4.4%
15	4.4%	4.4%
16	4.4%	4.4%
17	4.4%	4.4%
18	4.3%	4.3%
19	4.3%	4.3%
20	4.3%	4.3%
21	4.3%	4.2%
22	4.3%	4.2%
23	4.2%	4.1%
24	4.1%	4.1%
25	4.0%	4.0%
26	4.0%	3.9%
27	4.0%	3.8%
28	3.9%	3.7%
29	4.4%	4.0%
30 and more	4.4%	4.0%

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS (continued)

Actuarial assumptions, methods and valuation (continued)

Claims Assumption

The plan is fully insured. To determine the assumed cost and the retiree contributions, the 2018 premium rates were weighted by the current enrollment.

Gross claims are equal to the age adjusted assumed cost. The resulting average pre age 65 claims were age adjusted.

The following chart shows the total costs including both medical and prescription drug as well as the assumed costs. Family costs are assumed to be 2.00 times the cost of single coverage.

	FYE 2019 Claims	
<u>Total Costs</u>		<u>Single</u>
1. Explicit costs		
a. Pre-Medicare	\$	8,349
2. Total Medical and Drug costs		
a. Under 50	\$	7,006
b. Age 50 - 54	\$	8,537
c. Age 55 - 59	\$	10,009
d. Age 60 - 64	\$	12,070

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS (continued)

Change in Net OPEB Liability

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a)-(b)
Balance as of September 30, 2018	\$ 169,469	\$ -	\$ 169,469
<i>Change for the year</i>	-	-	-
Service cost	12,750	-	12,750
Interest	5,434	-	5,434
Changes of benefit terms	-	-	-
Experience losses/(Gains)	-	-	-
Trust contribution - Employer	-	28,396	(28,396)
Net Investment Income	-	-	-
Changes in assumptions	(1,662)	-	(1,662)
Benefit payments (net of retiree contributions)	(28,396)	(28,396)	-
Administrative expense	-	-	-
<i>Net changes</i>	<u>(11,874)</u>	<u>-</u>	<u>(11,874)</u>
Balance as of September 30, 2019	<u>\$ 157,595</u>	<u>\$ -</u>	<u>\$ 157,595</u>
Funded Status		0%	

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS (continued)

OPEB Expense

Service cost	\$	12,750
Interest		5,434
Changes in assumptions		
In Current Fiscal Year Recognized in Current Year		(416)
From Past Years Recognized in Current Year		(514)
Total		<u>(930)</u>
Total OPEB Expense	\$	<u>17,254</u>

Sensitivity Analysis

Sensitivity of the total OPEB liability to changes in the discount rate:

The following table presents the Authority's Total OPEB liability. It is also presented with the Total and Net OPEB liability if it is calculated using a *discount rate* that is 1 percentage point lower or 1 percentage point higher.

Discount Rate	1% Decrease 2.83%	Discount Rate 3.83%	1% Increase 4.83%
Total OPEB Liability	\$ 162,556	\$ 157,595	\$ 152,746
Net OPEB Liability	\$ 162,556	\$ 157,595	\$ 152,746

Sensitivity of the total OPEB liability to changes in the discount rate:

The following table presents the Authority's Total OPEB liability. It is also presented with the Total and Net OPEB liability if it is calculated using a *health care cost trend rate* that is 1 percentage point lower or 1 percentage point higher

Health Care Cost Trend	1% Decrease 2.80%	Discount Rate 3.80%	1% Increase 4.80%
Total OPEB Liability	\$ 144,438	\$ 157,595	\$ 172,484
Net OPEB Liability	\$ 144,438	\$ 157,595	\$ 172,484

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE L - OTHER POST-EMPLOYMENT BENEFITS (continued)

Deferred Inflows/Outflows of Resources Related to OPEB

For the fiscal year ended September 30, 2019, the Authority recognized an OPEB expense of \$17,254. At September 30, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB plan from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Changes of assumptions	\$ -	\$ 2,275

Amounts reported as deferred outflows of resources and deferred inflows of resources related to the OPEB plan will be recognized as follows:

Fiscal Year ending September 30:	
2020	\$ (930)
2021	(931)
2022	(414)
2023	-
2024	-
Thereafter	-

Jacksonville Transportation Authority

NOTES TO FINANCIAL STATEMENTS

Year Ended September 30, 2019

NOTE M - FUND BALANCE

A schedule of Authority governmental fund balances is provided below:

	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Management Fund	Total Governmental Funds
Spendable:					
Restricted for State and City construction projects	\$ -	\$ 7,180,047	\$ -	\$ -	\$ 7,180,047
Restricted for capital projects	-	-	45,202,082	-	45,202,082
Restricted for debt service	-	-	-	8,742,157	8,742,157
Assigned to:					
Construction projects	22,338,000	-	-	-	22,338,000
General fund legal costs	9,000,000	-	-	-	9,000,000
General fund reserves	1,198,600	-	-	-	1,198,600
Right-of-Way acquisitions	3,000,000	-	-	-	3,000,000
Transit operations reserve	25,000,000	-	-	-	25,000,000
Transit operations CIP initiatives	2,645,000	-	-	-	2,645,000
Unassigned	38,247,163	-	-	-	38,247,163
Total fund balance	<u>\$ 101,428,763</u>	<u>\$ 7,180,047</u>	<u>\$ 45,202,082</u>	<u>\$ 8,742,157</u>	<u>\$ 162,553,049</u>

NOTE N - ACCOUNTING STANDARDS

In June 2017, the GASB issued Statement No. 87, *Leases*, which establishes a single model for lease accounting. This statement is effective for the Authority's September 30, 2021 fiscal year end. Management is currently evaluating the impact of the adoption of this statement on the Authority's financial statements.

NOTE O - POLLUTION REMEDIATION

The Authority has a pollution remediation event for the required regulatory assessments and monitoring for a site. Based on the uncertainty of the amount of the remediation and any offsetting insurance or City reimbursement, the associated costs have not been accrued for and reflected in the accompanying financial statements.

NOTE P - SUBSEQUENT EVENT

The Authority has evaluated subsequent events through April 14, 2020; the date on which the financial statements were available for issuance, and has one significant item below.

COVID-19 will have an impact on JTA's financial results for FY20, but the extent or value is unknown at this time.

REQUIRED SUPPLEMENTARY INFORMATION
(Unaudited)

Jacksonville Transportation Authority

**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL -
GENERAL FUND (Unaudited)**

Year Ended September 30, 2019

	Original Budget	Final Budget	Actual Amounts	Variance with Final Budget Favorable (Unfavorable)
Revenues:				
City of Jacksonville - Net 1/2 cent surtax	\$ 2,032,848	\$ 2,032,848	\$ 2,032,848	\$ -
Investment earnings	199,150	199,150	2,466,065	2,266,915
Other miscellaneous	67,332	67,332	123,502	56,170
Total revenues	<u>2,299,330</u>	<u>2,299,330</u>	<u>4,622,415</u>	<u>2,323,085</u>
Expenditures:				
Current				
General government	2,299,330	2,299,330	2,144,224	155,106
Highway planning	-	-	-	-
Total expenditures	<u>2,299,330</u>	<u>2,299,330</u>	<u>2,144,224</u>	<u>155,106</u>
Excess of revenues over expenditures	-	-	2,478,191	2,478,191
Other financing uses (sources):				
Proceeds sale of surplus property	-	-	6,929,998	6,929,998
Transfer out	-	-	(5,000)	(5,000)
Net change in fund balance	<u>-</u>	<u>-</u>	<u>9,403,189</u>	<u>9,403,189</u>
Fund balances, beginning of year	<u>92,025,574</u>	<u>92,025,574</u>	<u>92,025,574</u>	<u>-</u>
Fund balances, end of year	<u><u>\$ 92,025,574</u></u>	<u><u>\$ 92,025,574</u></u>	<u><u>\$ 101,428,763</u></u>	<u><u>\$ 9,403,189</u></u>

See accompanying note to required supplementary information.

Jacksonville Transportation Authority

NOTE TO BUDGETARY COMPARISON SCHEDULE

Year Ended September 30, 2019

NOTE A - BUDGET AND BUDGETARY ACCOUNTING

The Authority prepares an annual budget for its General Fund. The Custodial Project Special Revenue Fund adopts project-length budgets rather than annual budgets. Accordingly, a budget and actual schedule is not presented for this fund. The Authority is authorized to transfer appropriated funds, from one of the purposes for which funds are appropriated, to another, if, in the discretion of the Authority, such transfer is necessary to carry out all of the purposes for which funds are appropriated, subject to applicable law. Thus, the legal level of budgetary control is at the fund level. All budgets are adopted in accordance with accounting principles generally accepted in the United States. Encumbrances outstanding at year-end for unfilled obligations are canceled and re-appropriated in the succeeding year's budget. Such amounts, if material, are disclosed in the notes to financial statements under "Commitments and Contingencies." In addition, the Authority is not legally required to establish a budget for proprietary funds.

The General fund reported actual revenues exceeding budgeted revenues in the amount of \$2,323,085. The difference is attributable to favorable returns as compared to budget in Investment earnings of \$2,466,065, as well as \$56,170 of additional rents from North Florida TPO, Clear Channel, Amkin Hill and Greyhound rental increases that were not included in the budget.

The General fund reported \$6,929,998 from the sale of surplus property per the Authority's reserve policy.

The General fund reported lower expenditures than budgeted appropriations in the amount of \$155,106. This was due to savings achieved in Fringe Benefits, Materials and Supplies, Insurance and Training & Travel. Overall, the general fund reported a positive increase in fund balances of \$9,403,189.

Jacksonville Transportation Authority

SCHEDULE OF CHANGES IN THE TOTAL LIABILITY AND RELATED RATIOS - OTHER POST-EMPLOYMENT BENEFITS PLAN (Unaudited)

Year Ended September 30, 2019

As of September 30 Fiscal Year	2019	2018
Total OPEB liability		
Service cost	\$ 12,750	\$ 12,737
Interest cost	5,434	5,157
Changes in benefit terms	-	-
Differences between expected and actual experience	-	-
Changes of assumptions	(1,662)	(2,057)
Benefit payments	<u>(28,396)</u>	<u>(25,471)</u>
Net Changes in Total OPEB Liability	(11,874)	(9,634)
Total OPEB liability - Beginning of Year	<u>169,469</u>	<u>179,103</u>
Total OPEB liability - End of Year	<u><u>\$ 157,595</u></u>	<u><u>\$ 169,469</u></u>
Plan Fiduciary Net Position		
Contributions - Employer	\$ 28,396	\$ 25,471
Net Investment Income	-	-
Benefit payments (net of retiree contributions)	(28,396)	(25,471)
Administrative Expenses	<u>-</u>	<u>-</u>
Net Change in Fiduciary Net Position	-	-
Fiduciary Net Position - Beginning of Year	<u>-</u>	<u>-</u>
Fiduciary Net Position - End of Year	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>
Net OPEB Liability	<u>157,595</u>	<u>169,469</u>
Fiduciary Net Position as a % of Total OPEB Liability	<u>0.00%</u>	<u>0.00%</u>
Covered-Employee Payroll ¹		
Net OPEB Liability as a % Payroll ¹		
Expected Average Remaining Service Years of All Participants	4	4
Notes to Schedule:		
Benefit Changes	None	None
<i>Changes of assumptions</i> The discount rate was changed as follows:		
<u>Discount Rate</u>		
9/30/2018	3.50%	3.50%
9/30/2019	3.83%	

¹ Because this OPEB plan does not depend on salary, there is no salary information

No assets are accumulated in a trust that meets the criteria in GASB Statement 75, paragraph 4. This is a 10-year schedule; however, the information in the schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

See accompanying note to required supplemental information and Independent Auditor's Report.

Jacksonville Transportation Authority

NOTE TO SCHEDULE OF CHANGES IN THE TOTAL LIABILITY - OTHER POST-EMPLOYMENT BENEFITS (Unaudited)

Year Ended September 30, 2019

Notes to Schedule:	Other Post-Employment Medical Benefits	
	2019	2018
Valuation Date:	October 1, 2018	October 1, 2017
Measurement Date:	October 1, 2018	October 1, 2017
Actuarial cost method	Entry age normal	Entry age normal
Amortization method	Level dollar	Level dollar
Remaining amortization period	10 years	10 years
Asset valuation method	Market value	Market value
Medical Trend Assumptions;		
Rate of inflation	2.20%	2.20%
Rate of Growth in Real income/GDP per capita	1.60%	1.60%
Extra Trend Due To Technology And Other Factors	1.3%	1.3%
Health Share of GDP Resistance Point	25%	25%
Year for Limiting Cost Growth to GDP Growth	2075	2075
Roll Forward Method	If necessary, liabilities are rolled forward from actuarial valuation date to measurement through use of a roll forward method. Liabilities are adjusted for passage of time by adding normal cost minus benefit payments all adjusted with interest.	
Coverage Status and Age of Spouse	Actual coverage status is used; females assumed 3 years younger than male spouse. All employees not participating in coverage currently are assumed to not elect to participate in the future. 35% of employees with coverage are assumed to elect to continue coverage upon retirement. 35% of those currently enrolled with spouse/family coverage will continue the same coverage upon retirement.	
Interest Assumptions	Not Funded	Not Funded
Discount Rate	3.83%	3.50%

This schedule is presented to illustrate the requirements of GASB 75. Data for fiscal years prior to September 30, 2017, is not available.

Notes to Schedule:

This schedule is presented to illustrate the requirements of GASB 75. Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

See Independent Auditor's Report.

Jacksonville Transportation Authority

SCHEDULE OF CHANGES IN NET PENSION - LIABILITIES AND RELATED RATIOS - DRIVERS AND SALARIED PENSION PLAN (Unaudited)

September 30, 2019

	Salaried Employees Pension Plan 2019	Drivers Pension Plan 2019	Salaried Employees Pension Plan 2018	Drivers Pension Plan 2018	Salaried Employees Pension Plan 2017	Drivers Pension Plan 2017	Salaried Employees Pension Plan 2016	Drivers Pension Plan 2016
** Plan Year Ended December 31:								
Total pension liability								
Service cost	\$ 61,710	\$ 1,002,220	\$ 96,408	\$ 1,517,160	\$ 110,356	\$ 790,363	\$ 103,635	\$ 849,498
Interest	88,184	2,772,157	81,184	2,752,364	102,990	2,400,761	109,510	2,385,590
Changes of benefit terms	-	688,965	-	-	-	-	-	-
Participant contributions	-	-	6,716	-	25,190	-	25,561	-
Difference between expected and actual experience	(250,252)	300,306	145,185	1,396,801	(203,992)	384,557	(431,921)	(182,348)
Changes of assumptions	-	-	-	-	-	819,121	(599,633)	(853,399)
Benefit payments, including refunds of member contributions	(14,236)	(2,013,451)	(218,587)	(1,906,454)	(619,874)	(2,068,840)	(22,798)	(1,782,954)
Other	-	-	(1)	-	-	-	-	-
Net change in total pension liability	(114,594)	2,750,197	110,905	3,759,871	(585,330)	2,325,962	(815,646)	416,387
Total pension liability-beginning (a)	1,476,856	40,608,974	1,365,951	36,849,103	1,951,281	34,523,141	2,766,927	34,106,754
Total pension liability-ending (a)	\$ 1,362,262	\$ 43,359,171	\$ 1,476,856	\$ 40,608,974	\$ 1,365,951	\$ 36,849,103	\$ 1,951,281	\$ 34,523,141
Plan fiduciary net position								
Contributions-Authority	\$ 357,000	\$ 2,512,210	\$ 397,716	\$ 2,447,847	\$ 229,190	\$ 2,180,892	\$ 230,703	\$ 2,429,423
Contributions-Employees	44,110	20,769	-	-	-	-	-	-
Net investment income	(43,243)	(1,820,327)	86,821	5,846,761	38,217	2,743,015	(17,723)	(244,632)
Benefit payments, including refunds of member contributions	(14,236)	(2,013,451)	(218,587)	(1,906,454)	(619,874)	(2,068,840)	(22,798)	(1,782,954)
Administrative expenses	(28,013)	(810,152)	(20,966)	(497,299)	(31,647)	(377,674)	(37,297)	(373,132)
Investment expenses	-	-	(3,803)	-	(3,533)	-	(5,611)	-
Other	-	-	4,153	(42,261)	-	-	-	-
Net change in plan fiduciary net position	315,618	(2,110,951)	245,334	5,848,594	(387,647)	2,477,393	147,274	28,705
Plan fiduciary net position-beginning	1,031,968	44,779,895	786,634	38,931,301	1,174,281	36,453,908	1,027,007	36,425,203
Plan fiduciary net position-ending (b)	\$ 1,347,586	\$ 42,668,944	\$ 1,031,968	\$ 44,779,895	\$ 786,634	\$ 38,931,301	\$ 1,174,281	\$ 36,453,908
Net pension liability (asset) - ending (a) - (b)	\$ 14,676	\$ 690,227	\$ 444,888	\$ (4,170,921)	\$ 579,317	\$ (2,082,198)	\$ 777,000	\$ (1,930,767)
Plan fiduciary net position as a percentage of the total pension liability								
Covered payroll	98.92%	98.41%	69.88%	110.27%	57.59%	105.65%	60.18%	105.59%
Net pension liability as a percentage of covered payroll	1.69%	3.53%***	51.41%	N/A*	74.07%	N/A*	103.33%	N/A*

*As the contribution formula is not pay related, earnings information has not been collected.

** The amount presented for each year were determined as of December 31 of the prior year.

*** Covered payroll information included due to newly hired employee contributions eligible in July 2018

Notes to Schedule:

This schedule is presented to illustrate the requirements of GASB 68. Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

Jacksonville Transportation Authority

SCHEDULE OF CONTRIBUTIONS - DRIVERS AND SALARIED PENSION PLAN (Unaudited)

Year Ended September 30, 2019

Salaried Employees Pension Plan						
** Plan Year Ended December 31:	2019	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 159,514	\$ 165,015	\$ 175,635	\$ 167,906	\$ 380,399	\$ 391,415
Contribution made in relation to the actuarially determined contribution	401,110	397,716	229,190	414,692	291,591	293,733
Contribution deficiency (excess)	<u>\$ (241,596)</u>	<u>\$ (232,701)</u>	<u>\$ (53,555)</u>	<u>\$ (246,786)</u>	<u>\$ 88,808</u>	<u>\$ 97,682</u>
Covered payroll	\$ 867,280	\$ 865,309	\$ 782,112	\$ 751,943	\$ 962,567	\$ 1,135,662
Contributions as a percentage of covered payroll	46.2%	46.0%	29.3%	55.1%	30.3%	25.9%

Drivers Pension Plan						
** Plan Year Ended December 31:	2019	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 2,532,979	\$ 2,447,847	\$ 2,180,892	\$ 2,429,423	\$ 2,289,802	\$ 210,659
Contribution made in relation to actuarially determined contribution	2,532,979	2,447,847	2,180,892	2,429,423	2,332,063	2,111,750
Contribution (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (42,261)</u>	<u>\$ (1,901,091)</u>
Covered payroll	19,558,507***	N/A*	N/A*	N/A*	N/A*	N/A*
Contributions as a percentage of covered payroll	12.95%***	N/A*	N/A*	N/A*	N/A*	N/A*

*As the contribution formula is not pay related, earnings information has not been collected.

**The amount presented for each year were determined as of December 31 of the prior year.

***Covered payroll information included due to newly hired employee contributions eligible in July 2018

Notes to Schedule:

This schedule is presented to illustrate the requirements of GASB 68. Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

See Independent Auditor's Report

Jacksonville Transportation Authority

NOTES TO SCHEDULE OF CONTRIBUTIONS - DRIVERS AND SALARIED PENSION PLAN (Unaudited)

Year Ended September 30, 2019

	Salaried Employees Pension Plan 2019	Drivers Pension Plan 2019	Salaried Employees Pension Plan 2018	Drivers Pension Plan 2018	Salaried Employees Pension Plan 2017	Drivers Pension Plan 2017
Notes to Schedule:						
Valuation Date:	December 31, 2018	December 31, 2018	December 31, 2017	December 31, 2017	December 31, 2016	December 31, 2016
Measurement Date:	December 31, 2018	December 31, 2018	December 31, 2017	December 31, 2017	December 31, 2016	December 31, 2016
Actuarial cost method	Entry age normal	Entry age normal	Entry age normal	Entry age normal	Entry age normal	Entry age normal
Amortization method	Level % of payroll	Level dollar	Level dollar	Level dollar	Level dollar	Level dollar
Remaining amortization period	7 years *	7 years *	10 years	10 years	10 years	10 years
Asset valuation method	Market value	Market value	Market value	Market value	Market value	Market value
Actuarial assumptions:						
Investment rate of return	6% compounded annually	7% compounded annually	6% compounded annually	7% compounded annually	6% per annum	7% per annum
Assumed annual salary increases	Assumed 3% per year	Assumed 2.5% per year	Assumed 3% per year	Assumed 2.5% per year	Assumed 4% per year	Assumed 2.5% per year
Inflation	2.0%	2.5%	2.0%	2.5%	2.0%	2.5%
Cost of living adjustments	None	None	None	None	None	None
Mortality rates	IRC 430(h) combined table for 2015	SOA RP-2014 Blue Collar Mortality with Scale MP - 2017	IRC 430(h) combined table for 2015	SOA RP-2014 Blue Collar Mortality with Scale MP - 2017	IRC 430(h) combined table for 2015	SOA RP-2014 Blue Collar Mortality with Scale MP - 2017
	Salaried Employees Pension Plan 2016	Drivers Pension Plan 2016	Salaried Employees Pension Plan 2015	Drivers Pension Plan 2015		
Valuation Date:	December 31, 2015	December 31, 2015	December 31, 2014	December 31, 2014		
Measurement Date:	December 31, 2015	December 31, 2015	December 31, 2014	December 31, 2014		
Actuarial cost method	Entry age normal	Entry age normal	Entry age normal	Entry age normal		
Amortization method	Level dollar	Level dollar	Level dollar	Level dollar		
Remaining amortization period	10 years	10 years	10 years	10 years		
Asset valuation method	Market value	Market value	Market value	Market value		
Actuarial assumptions:						
Investment rate of return	6% per annum	7% per annum	4% per annum	7% per annum		
Assumed annual salary increases	Assumed 4% per year	Assumed 2.5% per year	Assumed 4% per year	Assumed 2.5% per year		
Inflation	4.0%	2.5%	4.0%	2.5%		
Cost of living adjustments	None	None	None	None		
Mortality rates	IRC 430(h) combined table for 2015	SOA RP-2014 Blue Collar Mortality with Scale SSA	IRC 430(h) combined table for 2015	SOA RP-2014 Blue Collar Mortality with Scale SSA		

*as determined under Section 412 and 430 of the Internal Revenue Code
 This schedule is presented to illustrate the requirements of GASB 68.
 Data for fiscal years prior to September 30, 2014, is not available.

Notes to Schedule:

This schedule is presented to illustrate the requirements of GASB 68. Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

See Independent Auditor's Report

Jacksonville Transportation Authority

SCHEDULE OF INVESTMENT RETURNS - DRIVERS AND SALARIED PENSION PLAN (Unaudited)

Year Ended September 30, 2019

Salaried Employees Pension Plan

* Plan Year Ended December 31:	2019	2018	2017	2016	2015	2014
Annual money-weighted rate of return						
Net of investment expenses	-6.71%	15.16%	4.90%	-2.95%	1.46%	14.18%

The annualized compounded rate of return is 4.34%

Drivers Pension Plan

* Plan Year Ended December 31:	2019	2018	2017	2016	2015	2014
Annual money-weighted rate of return						
Net of investment expenses	-4.03%	14.02%	6.70%	-0.98%	4.13%	16.97%

The annualized compounded rate of return is 6.14%

Notes to Schedule:

Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

* The amount presented for each year were determined as of December 31 of the prior year.

Jacksonville Transportation Authority

SCHEDULE OF AUTHORITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY -
FLORIDA RETIREMENT SYSTEM (FRS) PENSION PLAN (Unaudited)

Year Ended September 30, 2019

* Plan Year Ended June 30:	2019	2018	2017	2016	2015	2014
Authority's proportion of the FRS net pension liability	0.035%	0.035%	0.034%	0.034%	0.032%	0.030%
Authority's proportionate share of the FRS net pension liability	\$ 12,219,934	\$ 10,554,467	\$ 10,040,222	\$ 8,558,525	\$ 4,178,293	\$ 1,798,478
Authority's covered payroll	\$ 17,883,444	\$ 16,021,950	\$ 15,469,007	\$ 13,875,348	\$ 13,375,131	\$ 11,555,666
Authority's proportionate share of the FRS net pension liability as a percentage of its covered payroll	68.33%	65.88%	64.91%	61.68%	31.24%	15.56%
FRS Plan fiduciary net position as a percentage of the total pension liability	82.61%	84.26%	83.89%	85.00%	92.00%	96.09%

Notes to Schedule:

Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

* The amount presented for each year were determined as of June 30.

See Independent Auditor's Report

Jacksonville Transportation Authority

SCHEDULE OF AUTHORITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY -
HEALTH INSURANCE SUBSIDY PENSION (HIS) PLAN (Unaudited)

Year Ended September 30, 2019

* Plan Year Ended June 30:	2019	2018	2017	2016	2015	2014
Authority's proportion of the HIS net pension liability	0.0502%	0.0478%	0.0457%	0.0458%	0.0403%	0.038%
Authority's proportionate share of the HIS net pension liability	\$ 5,615,556	\$ 5,056,416	\$ 4,888,242	\$ 5,336,207	\$ 4,110,889	\$ 3,542,705
Authority's covered payroll	\$ 17,883,444	\$ 16,021,950	\$ 15,469,007	\$ 13,983,538	\$ 13,375,131	\$ 11,555,666
Authority's proportionate share of the HIS net pension liability as a percentage of its covered payroll	31.40%	31.56%	31.60%	38.16%	30.74%	30.66%
HIS Plan fiduciary net position as a percentage of the total pension liability	2.63%	2.15%	1.64%	0.97%	0.50%	0.99%

Notes to Schedule:

Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

* The amount presented for each year were determined as of June 30.

See Independent Auditor's Report

Jacksonville Transportation Authority

**SCHEDULE OF AUTHORITY'S CONTRIBUTIONS -
FLORIDA RETIREMENT SYSTEMS PENSION PLAN (Unaudited)**

Year Ended September 30, 2019

* Plan Year Ended June 30:	2019	2018	2017	2016	2015	2014
Contractually required pension contribution	\$ 1,382,829	\$ 1,224,172	\$ 1,114,730	\$ 977,735	\$ 1,257,792	\$ 1,159,359
Pension contributions in relation to the contractually required pension contribution	<u>1,382,829</u>	<u>1,224,172</u>	<u>1,114,730</u>	<u>977,735</u>	<u>1,257,792</u>	<u>1,159,359</u>
Pension contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's covered payroll	\$ 17,883,444	\$ 16,021,950	\$ 15,469,007	\$ 13,857,348	\$ 13,375,131	\$ 11,555,666
Pension contributions as a percentage of covered payroll	7.73%	7.64%	7.21%	7.06%	9.40%	10.03%

Notes to Schedule:

Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

* The amount presented for each year were determined as of June 30.

See Independent Auditor's Report

Jacksonville Transportation Authority

SCHEDULE OF AUTHORITY'S CONTRIBUTIONS -
HEALTH INSURANCE SUBSIDY PENSION PLAN (Unaudited)

Fiscal Year Ended September 30, 2019

* Plan Year Ended June 30:	2019	2018	2017	2016	2015	2014
Contractually required pension contribution	\$ 284,140	\$ 264,140	\$ 246,472	\$ 230,032	\$ 208,514	\$ 192,196
HIS contributions in relation to the contractually required pension contribution	284,140	264,140	246,472	230,032	208,514	192,196
Pension contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's covered payroll	\$ 17,883,444	\$ 16,021,950	\$ 15,469,007	\$ 13,857,348	\$ 13,375,131	\$ 11,555,666
Pension contributions as a percentage of covered payroll	1.59%	1.65%	1.59%	1.66%	1.56%	1.66%

Notes to Schedule:

Information is required to be presented for 10 Years. However, until a full 10 years trend is compiled, the Authority will present information for only those years for which information is available.

* The amount presented for each year were determined as of June 30.

See Independent Auditor's Report

COMPLIANCE SECTION

Jacksonville Transportation Authority

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

Year Ended September 30, 2019

Federal/State Agency/Pass-Through Entity, Federal Program or Cluster Title/State Project	CFDA/CSFA Number	Contract/Grant Number	Federal Expenditures	Paid to Subrecipients
United States of Department of Transportation:				
Direct Programs:				
Federal Transit Cluster:				
Federal Transit Capital Investment Grants	20.500	FL-04-0184	\$ 35,359	\$ -
	20.500	FL-03-0338-00	393,332	-
	20.500	FL-2016-029-00	1,170,694	-
	20.500	FL-03-0343-00	1,670,085	-
	20.500	FL-03-0339-01	1,027,188	-
	20.500	FL-2017-119-00	5,500,000	-
Total Capital Investment Grants			9,796,658	-
Bus and Bus Facility Discretionary Grants	20.500	FL-2018-107-00	59,837	-
	20.500	FL-04-0111	158,138	-
	20.500	FL-04-0128-00	404,176	-
Total Bus and Bus Facility Discretionary Grants			622,151	-
New Start Program	20.500	FL-2020-002-00	78,067	-
	20.500	FL-2017-119-00	1,080,924	-
Total New Starts Program Grants			1,158,991	-
Modernization Formula Grants	20.500	FL-05-0106	35,183	-
Total CFDA 20.500			11,612,983	-
Federal Transit Formula Grants	20.507	FL-2017-042-00	37,120	-
	20.507	FL-2017-104-00	562,439	2,722
	20.507	FL-95-X089-01	1,134	-
	20.507	FL-2019-018-00	2,257,309	26,015
	20.507	FL-95-X105-00	2,156	-
	20.507	FL-2018-097-00	78,526	-
	20.507	FL-2017-102-00	75,768	-
	20.507	FL-90-X643-01	55,969	-
	20.507	FL-2017-105-00	5,793	-
	20.507	FL-90-X774-01	304,538	-
	20.507	FL-2018-115-00	903,364	23,708
	20.507	FL-90-X683-01	23,232	-
	20.507	FL-90-X742-01	134,999	-
	20.507	FL-90-X802-01	11,607	-
	20.507	FL-90-X711-01	157,054	-
	20.507	FL-90-X879-00	261,321	-
	20.507	FL-2016-039-00	118,471	-
	20.507	FL-2020-007-00	6,057,317	-
	20.507	FL-2018-019-00	404,610	-
	20.507	FL-2016-050-00	275,292	-
	20.507	FL-2018-116-00	1,177,809	-
Total Federal Transit Formula Grants			12,905,828	52,445
State of Good Repairs Formula Grant	20.525	FL-54-0001-02	102,948	-
	20.525	FL-2017-007-00	89,779	-
	20.525	FL-2018-099-00	23,000	-
Total State of Good Repairs Formula Grant			215,727	-
Bus and Bus Facilities Formula Grant	20.526	FL-58-0001-01	45,065	-
	20.526	FL-2018-119-00	577,474	-
Total Bus and Bus Facilities Formula Grant			622,539	-
Total Federal Transit Cluster			\$ 25,357,077	\$ 52,445

See accompanying notes and Independent Auditor's Report.

Jacksonville Transportation Authority

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE (continued)

Year Ended September 30, 2019

Federal/State Agency/Pass-Through Entity, Federal Program or Cluster Title/State Project	CFDA/CSFA Number	Contract/Grant Number	Federal Expenditures	Paid to Subrecipients
Direct Programs (continued):				
Public Transportation Research Grants	20.514	FL-26-0025-00	\$ -	\$ -
	20.514	FL-64-7001-00	10,864	-
Total Public Transportation Research Grants			10,864	-
Job Access Reverse Commute Grants	20.516	FL-2017-104-00	2,722	-
	20.516	FL-37-X068-00	12,404	-
	20.516	FL-37-X051-01	28,888	-
Total Job Access Reverse Commute Grants			44,014	-
New Freedom Grants	20.521	FL-57-X022-01	2,073	(2,540)
	20.521	FL-57-X037-02	74,351	-
Total New Freedom Grants			76,424	(2,540)
Transit Emergency Relief Program (ER Program)	20.527	FL-2019-093-00	223,176	-
Total Direct Programs			\$ 25,711,555	\$ 49,905
Pass through:				
Indirect Programs				
State of Florida Department of Transportation:				
Highway Planning and Construction Grants	20.205	GOD36	\$ 47,303	\$ -
	20.205	GOD31	1,053,762	-
	20.205	G0V79	768,029	-
Total Highway Planning and Construction Grants			1,869,094	-
North Florida Transportation Planning Organization				
	20.505	G1545	15,371	-
	20.505	G0O98	36,923	-
	20.505	G0R38	35,931	-
	20.505	G1545	61,485	-
Total North Florida Transportation Planning Organization			149,710	-
Formula Grants for Other Than Urbanized Areas				
	20.509	G1460	-	30,400
	20.509	G0V55	-	29,426
Total Formula Grants for Other Than Urbanized Areas			-	59,826
Intercity Bus Program Section 5311 (f)	20.509	G0618	144,250	-
Total CFDA 20.509			144,250	59,826
Enhanced Mobility of Seniors and Individuals with Disabilities				
	20.513	43-52-1029-315	346,712	-
	20.513	10-01-2017-6	140,522	-
	20.513	FL-2018-005-00	12,801	-
	20.513	10-01-2016-10	19,808	-
Total Enhanced Mobility of Seniors and Individuals with Disabilities			519,843	-
Formula Grants for Rural Areas	20.509	G1A10	2,565	-
Federal Transit Capital Investment Grants	20.500	FI-2017-119-00	592,255	-
Total Indirect Programs			3,277,717	59,826
Total United States Department of Transportation			\$ 28,989,272	\$ 109,731

See accompanying notes and Independent Auditor's Report.

Jacksonville Transportation Authority

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE (continued)

Year Ended September 30, 2019

Federal/State Agency/Pass-Through Entity, Federal Program or Cluster Title/State Project	CFDA/CSFA Number	Contract/Grant Number	State Expenditures	Paid to Subrecipients
State of Florida Department of Transportation:				
Commission for the Transportation Disadvantaged (CTD)				
Trip and Equipment Grant Program				
	55.001	G1487	\$ 17,039	\$ -
	55.001	G0Y01	38,970	-
	55.001	G1A18	211,268	-
	55.001	G1486	355,975	-
	55.001	G0X21	1,561,844	-
	55.001	G1A23	566,963	-
Total Commission for the Transportation Disadvantaged CTD)			<u>2,752,059</u>	<u>-</u>
Public Transit Block Grant Program	55.010	G0S13	4,609,811	-
Public Transit Service Development Program	55.012	G1218 NCCOA	124,424	-
Transportation Corridor Program	55.013	G1688	1,335	-
	55.013	G1579	57,551	-
	55.013	G1580	108,559	-
Total Transportation Corridor Program			<u>167,445</u>	<u>-</u>
Intermodal Development Program	55.014	G0423	2,643,874	-
New Starts Program	55.017	AQ7323	32,747	-
	55.017	AQN86	247,505	-
	55.017	G0047	174,408	-
	55.017	G0033	847,933	-
	55.017	GOI59	2,750,000	-
Total New Starts Program			<u>4,052,593</u>	<u>-</u>
Total State Expenditures			<u>\$ 14,350,206</u>	<u>\$ -</u>

See accompanying notes and Independent Auditor's Report.

Jacksonville Transportation Authority

**NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE**

Year Ended September 30, 2019

NOTE A - BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards and State Financial Assistance (the "Schedule") includes the federal and state grant activity of the Jacksonville Transportation Authority (the "Authority"). The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance") and Chapter 10.550, *Rules of the Auditor General*. Therefore, some amounts presented in this schedule may differ from amounts presented in or used in the presentation of the basic financial statements. Because the schedule presents only a select portion of the operations of the Authority, it is not intended to and does not present the financial position, change in net position or cash flows of the Authority.

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures recognized in this schedule are reported on the accrual basis of accounting for the proprietary funds and on the modified accrual basis of accounting for the governmental funds, which are described in Note B to the Authority's financial statements. Such expenditures are reported following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE C - INDIRECT COST RATE

The Authority did not elect to use the 10-percent de minimis indirect cost rate.

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

To the Board Members
Jacksonville Transportation Authority
Jacksonville, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Jacksonville Transportation Authority (the "Authority"), a component unit of the City of Jacksonville, Florida, as of and for the year ended September 30, 2019, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated April 14, 2020.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority'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 opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority'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.

April 14, 2020
Melbourne, Florida

Berman Hopkins Wright & LaHam
CPAs and Associates, LLP

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND STATE PROJECT AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE AND CHAPTER 10.550, RULES OF THE AUDITOR GENERAL

To the Board Members
Jacksonville Transportation Authority
Jacksonville, Florida

Report on Compliance for Each Major Federal Program and State Project

We have audited the Jacksonville Transportation Authority's (the "Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* and the requirements described in the *Department of Financial Services' State Projects Compliance Supplement* that could have a direct and material effect on the Authority's major Federal programs and State projects for the year ended September 30, 2019. The Authority's major Federal programs and State projects are 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 Federal and State statutes, regulations and the terms and conditions of its Federal awards and State projects applicable to its Federal programs and State projects.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major Federal programs and State projects 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 the audit requirements of the Title 2 U.S Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and Chapter 10.550, *Rules of the Auditor General*. Those standards, the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General*, 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 or State project occurred. An audit includes examining, on a test basis, evidence about the Authority'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 each of the major Federal programs and State projects. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on each of the Major Federal Programs and State Projects

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major Federal programs and State projects for the year ended September 30, 2019.

Report on Internal Control Over Compliance

Management of the Authority 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 Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each of its major Federal programs or State projects to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each of its major Federal programs and State projects and to test and report on internal control over compliance in accordance with the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General*, 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 Authority'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 or State project 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 or state project 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 or State project 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.

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 the Uniform Guidance and Chapter 10.550, *Rules of the Auditor General*. Accordingly, this report is not suitable for any other purpose.

April 14, 2020
Melbourne, Florida

Berman Hopkins Wright & LaHam
CPAs and Associates, LLP

Jacksonville Transportation Authority

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Year Ended September 30, 2019

A. SUMMARY OF AUDITOR'S RESULTS

Financial Statements

Type of auditor's report issued: **Unmodified**

Internal control over financial reporting:

Material weakness identified? **No**

Significant deficiency identified? **None noted**

Noncompliance material to financial statements noted? **No**

Federal Awards

Internal control over major programs:

Material weakness identified? **No**

Significant deficiencies identified? **None reported**

Type of auditor's report issued on compliance for major programs: **Unmodified**

Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR 200.156(a)? **No**

Identification of major programs:

Federal Transit Cluster

CFDA Nos. 20.500, 20.507, 20.525, 20.526

Highway Planning and Construction Cluster

CFDA No. 20.205

The threshold for distinguishing types A and B programs was: **\$872,970.**

Did the auditee qualify as a low-risk auditee? **Yes**

State Financial Assistance

Internal control over major projects:

Material weakness identified? **No**

Significant deficiency identified? **No**

Type of auditor's report issued on compliance for major projects: **Unmodified**

Any audit findings disclosed that are required to be reported with Chapter 10.550, Rules of the Florida Auditor General? **No**

Identification of major projects:

Public Transit Block Grant CSFA No. 55.010

Intermodal Development Program CSFA No. 55.014

The threshold for distinguishing types A and B programs was: **\$750,000.**

Jacksonville Transportation Authority
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended September 30, 2019

B. FINANCIAL STATEMENT FINDINGS

None Reported.

C. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL PROGRAMS

None Reported.

D. FINDINGS AND QUESTIONED COSTS - MAJOR STATE PROJECTS

None Reported.

E. SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

None Reported.

MANAGEMENT LETTER REQUIRED BY CHAPTER 10.550 OF THE RULES OF THE AUDITOR GENERAL OF THE STATE OF FLORIDA

To the Board Members
Jacksonville Transportation
Authority Jacksonville, Florida

Report on the Financial Statements

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Jacksonville Transportation Authority (the "Authority") as of and for the year ended September 30, 2019, and have issued our report thereon dated April 14, 2020.

Auditor's Responsibility

We conducted our audit 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; Title 2 U.S Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance); and Chapter 10.550, *Rules of the Auditor General*.

Other Reporting Requirements

We have issued our Independent Auditor's Report on Internal Control over Financial Reporting and Compliance and Other Matters Based on an Audit of the Financial Statements performed in accordance with *Government Auditing Standards*, Independent Auditor's Report on Compliance for Each Major Federal Program and State Project and Report on Internal Control over Compliance; Schedule of Findings and Questioned Costs; and Independent Accountant's Report on an examination conducted in accordance with *AICPA Professional Standards, AT-C Section 315*, regarding compliance requirements in accordance with Chapter 10.550, *Rules of the Auditor General*. Disclosures in those reports and schedule, which are dated April 14, 2020, should be considered in conjunction with this management letter.

Prior Audit Findings

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address findings and associated recommendations made in the preceding financial audit report. There were no findings in the preceding financial audit report.

Official Title and Legal Authority

Section 10.554(1)(i)4., *Rules of the Auditor General*, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. This information is disclosed in Note A in the notes to the financial statements.

Financial Condition and Management

Sections 10.554(1)(i)5.a. and 10.556(7), *Rules of the Auditor General*, require us to apply appropriate procedures and communicate the results of our determination as to whether or not the Authority has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and to identify the specific condition(s) met. In connection with our audit, we determined that the Authority did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to sections 10.554(1)(i)5.b. and 10.556(8), *Rules of the Auditor General*, we applied financial condition assessment procedures. It is management's responsibility to monitor the Authority's financial condition, and our financial condition assessment was based in part on representations made by management and the review of the financial information provided by the same.

Section 10.554(1)(i)2., *Rules of the Auditor General*, requires that we communicate any recommendations to improve financial management. In connection with our audit, we noted the following item to help improve on financial reporting;

1. We recommend that the Authority maximize the general ledger with the utilization of funds to maintain the full accrual financial items, such as, long term liabilities and capital asset activity.

Special District Component Units

Section 10.554(1)(i)5.c., *Rules of the Auditor General*, requires, if appropriate, that we communicate the failure of a special district that is a component unit of a county, municipality, or special district, to provide the financial information necessary for proper reporting of the component unit within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. In connection with our audit, we did not note any special district component units that failed to provide the necessary information for proper reporting in accordance with Section 218.39(3)(b), Florida Statutes.

Additional Matters

Section 10.804(1)(f)4., *Rules of the Auditor General*, requires us to communicate noncompliance with provisions of contracts or grant agreements, or abuse, that has occurred, or is likely to have occurred, that has an effect on the financial statements that is less than material but warrants the attention of those charged with governance. In connection with our audit, we did not note any such findings

Purpose of this Letter

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, the Board Members and applicable management of the Authority, and is not intended to be and should not be used by anyone other than these specified parties.

April 14, 2020
Melbourne, Florida

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INDEPENDENT ACCOUNTANT'S REPORT ON COMPLIANCE WITH SECTION 218.415

To the Board Members
Jacksonville Transportation Authority
Jacksonville, Florida

We have examined the Jacksonville Transportation Authority's (the "Authority") compliance with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2019. Management of the Authority is responsible for the Authority's compliance with the specified requirements. Our responsibility is to express an opinion on the Authority's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether the Authority complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether the Authority complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

Our examination does not provide a legal determination on the Authority's compliance with specified requirements.

In our opinion, the Authority complied, in all material respects, with Section 218.415, Florida Statutes, during the year ended September 30, 2019.

April 14, 2020
Melbourne, Florida

Berman Hopkins Wright & LaHam
CPAs and Associates, LLP