



## BUILDING A CULTURE OF EXCELLENCE



# COMPREHENSIVE ANNUAL FINANCIAL REPORT

FOR FISCAL YEARS ENDED SEPTEMBER 30, 2020 AND 2019

Hillsborough Transit Authority  
A/K/A Hillsborough Area Regional Transit Authority  
Tampa, FL

**Hillsborough Transit Authority  
a/k/a  
Hillsborough Area Regional Transit Authority  
Tampa, Florida**

**Comprehensive Annual Financial Report**

**For Fiscal Years Ended September 30, 2020 and 2019**

**Mission Statement**

**The mission of Hillsborough Transit Authority (HART)  
is HART takes people to places that enhance their lives.**

*Prepared by the Finance Department*



# FY2020 COMPREHENSIVE ANNUAL FINANCIAL REPORT

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# **SECTION I**

## **INTRODUCTORY SECTION**



**Hillsborough Area Regional Transit Authority**

1201 E. 7th Avenue • Tampa, Florida 33605

(813) 384-6600 • fax (813) 384-6284 • [www.goHART.org](http://www.goHART.org)



March 15, 2021

Commissioner Mariella Smith, Board Chair and  
Members of the Board of Directors of the Hillsborough Transit Authority  
A/K/A Hillsborough Area Regional Transit Authority and  
Citizens of our Service Area

Dear Board Chair, Board Members and Citizens:

State law requires that each fiscal year all independent special districts publish each fiscal year a complete set of financial statements presented in conformity with Generally Accepted Accounting Principles in the United States (GAAP) and audited in accordance with auditing standards generally accepted in the United States by a firm of licensed certified public accountants. Pursuant to that requirement, we hereby issue the Comprehensive Annual Financial Report (CAFR) of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority (“the Authority” or “HART”), for the fiscal year ended September 30, 2020.

This CAFR is indicative of Authority management’s continued commitment to provide high quality, complete, concise, and reliable financial information on the Authority.

This report consists of management’s representations concerning the finances of the Authority. Consequently, management assumes full responsibility for the completeness and reliability of all the information presented in this report. To provide a reasonable basis for making these representations, management of the Authority has established a comprehensive internal control framework that is designed both to provide the Authority’s assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the Authority’s financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh its benefit, the Authority’s comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

The Authority’s basic financial statements have been audited by Cherry Bekaert LLP, a firm of licensed certified public accountants. The goal of the independent audit was to provide reasonable assurance that the financial statements of the Authority for the fiscal year ended September 30, 2019, are free of material misstatement. The independent audit involved performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements; evaluating the appropriateness of accounting policies used and the reasonableness of significant estimates made and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was reasonable basis for rendering an unmodified, “clean” opinion that the Authority’s financial statements for the fiscal year ended September 30, 2020, are fairly

presented in conformity with GAAP. The report of independent auditor is located at the front of the financial section of this report.

The independent audit of the financial statements of the Authority was part of a broader, mandated “Single Audit” designed to meet the special needs of federal and state grantor agencies. The standards governing Single Audit engagements require the independent auditors to report not only on the fair presentation of the financial statements, but also on the audited government’s internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal and state grant awards. These reports are included in the Compliance Reports section of this report.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management’s Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. This year’s MD&A can be found immediately following the report of the independent auditor.

### **Profile of the Authority**

The Hillsborough Transit Authority, operating and also known as Hillsborough Area Regional Transit Authority, or HART, was created as a body politic and corporate under Chapter 163, Part V, Sections 163.567, et seq., Florida Statutes, on October 3, 1979. HART operates under its Charter, as amended and is comprised of three (3) members, those being the County of Hillsborough, Florida, the City of Tampa, Florida and the City of Temple Terrace, Florida. Any county, municipality, or other political subdivision contiguous to a member of HART may apply to become a member of HART pursuant to the limitations imposed under Chapter 163 and the Amendment and Restatement of the Charter of the Hillsborough Transit Authority, dated January 21, 1980.

The Authority’s Board of Directors is comprised of two (2) directors appointed by the Governor of the State of Florida and a minimum of one (1) director from each member. Each member shall appoint one (1) additional Board Member for each 150,000 persons, or major fraction thereof, resident in that member’s jurisdictional limits. In no event shall the Board be composed of less than five (5) Board Members, including the two (2) appointed by the Governor. At a minimum, one (1) Board Member appointed by each local government member shall be either the public official elected to the chief executive office of the member (if the member has an elected chief executive officer) or a public official elected to the governing legislative body of the member if the elected chief executive officer does not serve. The Authority is governed by its 14-member Board of Directors (“Board”), which makes decisions, designates management, significantly influences operations, and maintains primary fiscal responsibility.

The Authority has been determined to be an “Independent Special District” as described in Section 189.403, Florida Statutes, and is authorized to levy an ad valorem tax of up to one-half mill (.50) on the taxable value of real and tangible personal property within the jurisdiction of its members. Chapter 165.570, Florida Statutes, allows the Authority to levy up to three mills, subject to public referendum. The Authority’s ad valorem taxes are reviewed as part of the annual assessment of Hillsborough County, which levies its taxes November 1. Collection of taxes is scheduled November through the following March. Taxes become delinquent April 1 and tax certificates placing liens on the property are sold May 31.

Additional revenues and funding are received from passenger fares, other revenue services, and grants from the U.S. Government, the State of Florida, the City of Tampa, and the County of Hillsborough.

Located in Hillsborough County, Florida, on the west coast of the state, the Authority is a *regional* provider of mass transportation services primarily within Hillsborough County. The total area is 1,266 square miles and, according to the 2010 Census, has a population of 1,229,226.

### **Services and Ridership**

The Authority provides virtually all public transportation services in this area. These services include fixed route, flex route, Paratransit, and streetcar. The Authority maintains 2,180 bus stops and 660 shelters (162 HART maintained; 498 vendor maintained), 6 transfer stations, 2 transit centers, and a fleet of 195 buses for fixed and flex routes, 73 vans for Paratransit, and 10 streetcars.

FY2020 ridership:

- Bus & Flex: 8,343,331 (a decrease of 30.7% compared to FY2019)
- Paratransit & Taxi: 208,715 (a decrease of 25.3% compared to FY 2019)\*
- Streetcar: 653,232 (a decrease of 23.2% compared to FY 2019)

\*This ridership number includes 36,991 from the Taxi Voucher program.

Note: These statistics are reflective of the effects of the novel corona virus (“COVID-19”) pandemic which has had a significant impact on HART ridership and required changes to how HART delivered service.

Tables in the Statistical Section contain service delivery statistics for the prior 10 years.

### **Governing Board**

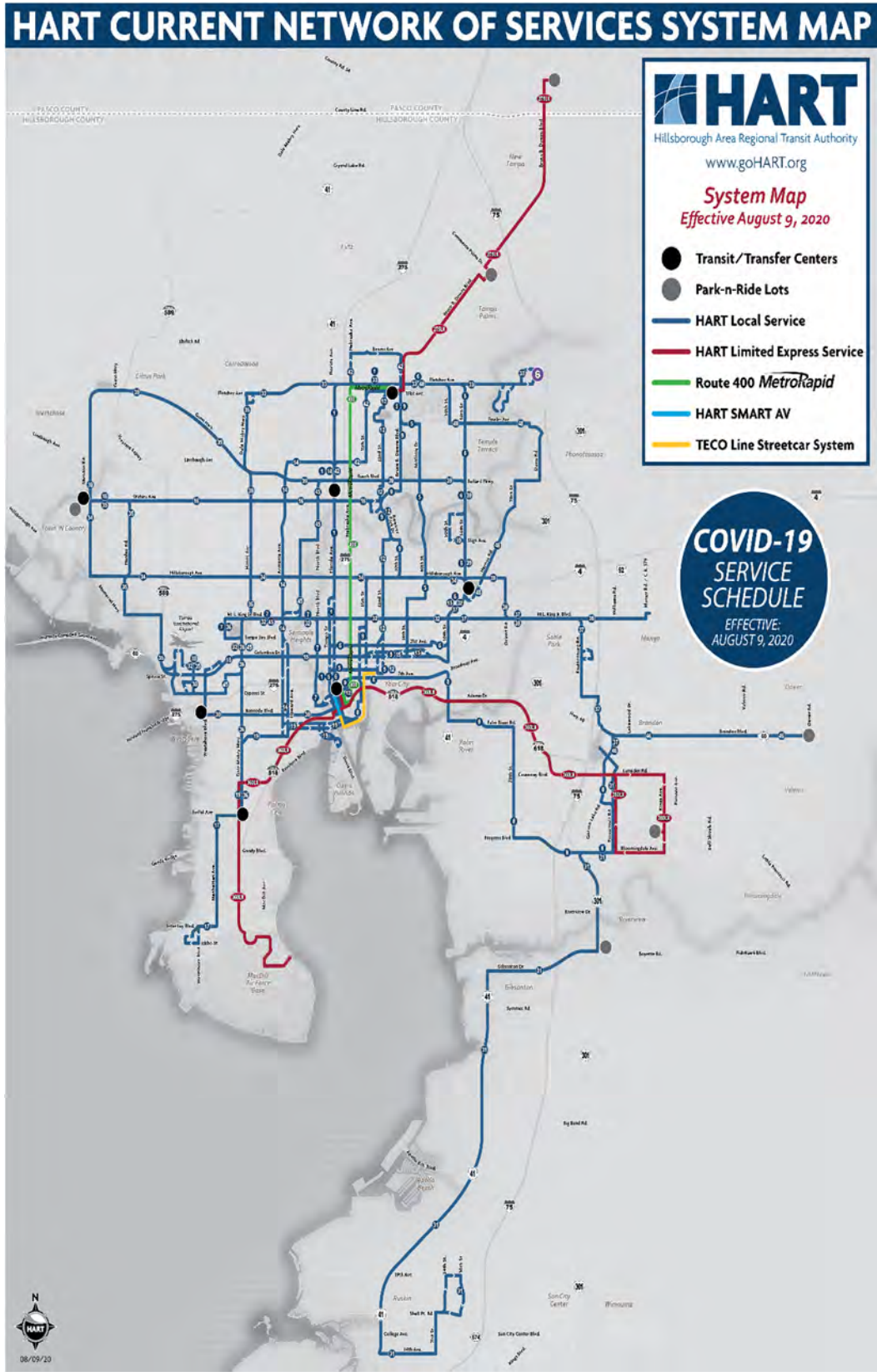
The Authority is governed by a 14-member Board that establishes policies and sets direction for the Authority. The Board consists of a chair and 13 members; seven (7) appointed by the Hillsborough Board of County Commissioners, four (4) members appointed by the City of Tampa, one (1) appointed by the City of Temple Terrace, and two (2) members appointed by the Governor. All Board Members shall be appointed for 3-year terms and each Board Member shall hold office until their successor has been appointed and qualified. Said terms shall end on November 30 of the appropriate year or such other date designated by the member government. If a local government member’s laws or procedures provide for a different appointment time frame for

elected officials, said member may create its own procedure for appointing a replacement before the end of the term, in order to avoid a vacancy.

### **Management**

The Authority is managed by a Chief Executive Officer who acts in accordance with the direction, goals and policies articulated by the Board. The Chief Executive Officer is responsible for the Authority's daily operations and directly supervises the core personnel who lead the organization: Chief Financial Officer; Chief People Officer; Chief of Policy and Performance Officer; Chief of Communications and Marketing Officer; Deputy Chief of Transportation; and Deputy Chief of Maintenance and Facilities. Additionally, there are departments that support these functions.

## FY2020 Service Area



## **Budget**

The Board is required to adopt an annual operating budget before the beginning of each fiscal year. The budget serves as a financial plan for the Authority. The process for developing the Authority's budget begins with budget review and planning in March through May. This is followed up with a series of meetings and analytical review which results in a balanced operating budget and a prioritized, balanced capital budget. The Authority may not spend more than the approved operating budget without an amendment and Board approval to increase the budget. The Chief Executive Officer and the Chief Financial Officer may permit movement of funds within the approved budget.

The HART Board's adopted FY2020 operating and capital budget totaled \$121 million.

## **Factors Affecting Financial Condition**

**Local economy.** The Authority's ability to fund its operations is heavily dependent on a millage levy generated from property taxes. The Authority's millage rate has remained at .5000 since FY2012.

FY2020 presented an extraordinary challenge with the on-going novel corona virus ("COVID-19") pandemic. Initially it dropped ridership and fare revenue; changed the physical workspace for some employees to work-from-home and required more space for social distancing; drove additional sanitation and personal protective gear expenditures and these expenditures have become the norm. Ridership and fare revenue have not yet recovered to pre-pandemic levels. Health care expenditures have increased due to the additional care of employees combating COVID-19. Congress authorized The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) which was signed into law on March 27, 2020. The Federal Transit Administration (FTA) allocated CARES funding to urbanized and rural areas to cover expenditures incurred beginning on January 20, 2020 at 100% federal share, with no local match required, and is available to support capital, operating and other expenses generally eligible under the urbanized area formula programs. The Authority received a CARES Act grant through FTA's 5307 program in the award amount of \$39,865,488; of which \$16,556,225 was reimbursed by FTA in FY2020. In FY2020 the CARES grant was used solely for bus and paratransit operating costs in accordance with FTA guidelines.

## **Long-Range Financial Planning**

The Authority has seen a significant challenge in maintaining the current level of service to the community due to increases in expenses to provide the service while operating under increased financial constraints to support that service. To ensure the Authority maintains and can support increased service demands in the future, prudent long-range financial planning is critical. In the coming year, the Authority will look at solidifying and building its reserves, examine a multi-year operating and capital budgeting process, and continue to work on reducing overall expenses through gains in efficiency and productivity.

## **Major Initiatives**

Major initiatives undertaken in FY2020 include the following projects:

- **Heavy Maintenance Building:** The design and build of the new Heavy Maintenance (HM) building was approved by the Board of Directors in July 2018. This project will not only incorporate the new HM building but also address the stormwater issues on site as well as maximize bus parking at the existing lot. The addition of a citizen initialized tax referendum approved on the November 2018 county ballot will increase the scope of project to include additional buses both Compressed Natural Gas (CNG) and electric as well as support vehicles existing on campus. In FY 2020 several options were prepared for the HART Senior Staff, this included various building sizes and campus layouts depending on the scope of the project which is based on its funding. The final decision is still dependent on the tax referendum decision that is still undecided by the Florida Supreme court.
- **Regional Fare Collection (Flamingo) Project:** HART is the lead agency for this project. Development of a regional fare collection system will allow interoperability within the respective regional systems for infrastructure and management support while providing seamless and common fare media for passengers throughout the Tampa Bay region. The project was initiated in FY2016 and will be completed with phased approach. The first phase was ready for Beta Testing Spring FY2020. Due to COVID-19 a full marketing campaign for adoption has been delayed until early 2021.
- **Accessibility Improvements:** Transit Infrastructure improvements in FY2020 included two (2) new bus bays, five (5) new landing pads, and four (4) new shelter pads, which were built by the Authority throughout the county. We also had one (1) new Park and Ride, one (1) new landing pad, and a shelter pad constructed for the Transit Authority by developers.

The Authority maintains 2,180 bus stops and 660 shelters (162 HART maintained; 498 vendor maintained), 6 transfer stations, 2 transit centers, and a fleet of 196 buses for fixed and flex routes, 73 vans for Paratransit, and 10 streetcars.

- **Automatic Data Processing (ADP) Implementation:** HART and ADP executed Contract # VC-000679. Implementation of ADP will provide HART with a full range business process outsourcing service. The services include payroll, benefits administration, compliance services, and management in talent, Human Resources, time and attendance, and insurance. The project is complete and went live on January 1, 2019.
- **Autonomous Vehicle Project:** HART, via a 100% funded grant from the Florida Department of Transportation, has embarked upon its first project involving an autonomous vehicle (AV) or driverless vehicle. The AV will traverse the Marion Street Transitway connecting downtown Tampa with the Marion Transit Center and newly developed City of Tampa parking. The length of the trip is 0.65 miles. The AV arrived in Tampa July 2020. Commissioning and testing as well as First Responders training took place throughout August and a soft launch took place on August 31<sup>st</sup>. On September 3<sup>rd</sup> and 4<sup>th</sup> First Responder training took place with Tampa Fire Rescue and the Tampa Police Department. Service officially started on September 21, 2020. The ribbon cutting ceremony took place on October 9<sup>th</sup>, 2020.

- Streetcar Barn Door: A project was approved by the board in order to change the #5 bay door from a standard industrial garage roll up door to an opening and roll-up large enough to allow the storage of a full size streetcar in the streetcar barn for protection from the elements in the event of a natural disaster condition. Work on this project began January 2, 2019 and was completed on February 8, 2019. There was one change order during the project that added a level of safety to the Streetcar power Overhead Catenary System (OCS) in an additional support beam being locally manufactured and weld-mounted on the wall above the new door. The project finished on schedule February 2019 and within budget. The new door was utilized to allow the storage of a streetcar during the hurricane preparations for Hurricane Dorian in September of 2019.
- Automatic Data Processing (ADP) and Trapeze Integration: HART has transitioned to ADP which requires Trapeze to update, customize and configure various software to assist with the transition. This effort includes services for development, installation and testing. The customization required numerous custom coding modifications; this required additional effort to ensure that the functionality achieved the desired outcome for all affected functional departments. The project is complete and went live in October 2020.
- Surplus Properties project: As directed in early February of 2019 HART Project Management Office set out to search amongst surplus/new properties from multiple entities (FDOT, Hillsborough County, various available commercial properties). The purpose was twofold, to look for immediate space to store/park vehicles and equipment in preparation for the HM Building project; and to look at potential new expansion property for expanding service throughout the county given the passing of the “All for Transit” referendum. Focus was on looking for parcels large enough to provide satellite opportunities for transfer centers. HART secured a 9 Acre parcel on 50<sup>th</sup> Street from FDOT for a 25 year lease and is working with FDOT and HCSB to discuss co-usage of that parcel for a school bus transfer area on the western portion. The remaining eastern portion will be for HART to utilize for bus parking, future electric bus storage and charging infrastructure, and non rev / van storage / parking.
- MTC Concrete Rehabilitation: The project has been in development for three years with final Board approval in July 2019 with a total not-to-exceed cost of \$1.5 Million. The project will demolish and replace all existing concrete bus bay and bus stop areas surrounding the Marion Transit Center. There will be major site work performed on the eastern (Morgan St.); southern (Fortune St.); and western (Marion St.) sides of the facility regrading the bus bays to improve storm water flow away from the loading and unloading areas. The plans call for an increase in the concrete paving thickness, heavy duty concrete bus bays, and improved drainage laid down in place. Outer curb islands on both Morgan and Marion will be improved to provide ample parking for two buses front to back with new crosswalks to the islands to be placed properly connecting the outer bus bays to the transit center. All curbs and loading areas to include all crosswalk areas will be brought up to the latest ADA standards. This project will be phased to maximize efficiency and provide the least impact to bus schedules and customers. Work started late 2019 and was completed June 3, 2020 (based on final inspection date from City of Tampa).
- Northwest Transfer Center: This project will modify the existing building at Northwest Transit Center to accommodate the operators by relocating vending machines and water fountains on the south side of the building, relocating an existing large bus shelter, and closing in the area in with an addition. Since this facility was constructed there has not been a dedicated area for

drivers when not on route between runs to have a place to eat, drink or simply take a break. This space will allow them a small refuge from the elements while they are on a temporary wait. The project began in the fall of 2019 and was completed in December 2019.

- Microwave Antenna Replacement: HART's current Microwave Antenna was End of Life (EOL) and End of Support (EOS). This project entails replacing the existing Microwave Antenna with a newer Microwave Antenna technology supporting faster network throughput speeds. This is a main network communication link (Microwave Antenna) between the YBOR office location and our 21st Ave location. This communication network link supports HART's internal software applications, conference room video collaboration tools and HART's phone lines. The project was started in October 2019 and was completed in March 2020.

### **Awards and Acknowledgements**

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Hillsborough Transit Authority for its CAFR for the fiscal year ended September 30, 2019. This was the ninth year that the Authority has received this prestigious award. In order to be awarded a Certificate of Achievement, the government had to publish an easily readable and efficiently organized CAFR that satisfied both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that HART's current CAFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the efficient and dedicated service of the entire staff of the Finance Department and the HART organization. We wish to express our appreciation to all members of the organization who assisted and contributed to the preparation of this report. Credit also must be given to the governing Board of Directors for its unfailing support for maintaining the highest standards of professionalism in the management of the Authority's finances.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lynda Crescentini", is positioned above the printed name.

Lynda Crescentini  
Interim Chief Financial Officer



Government Finance Officers Association

**Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting**

Presented to

**Hillsborough Transit Authority  
Florida**

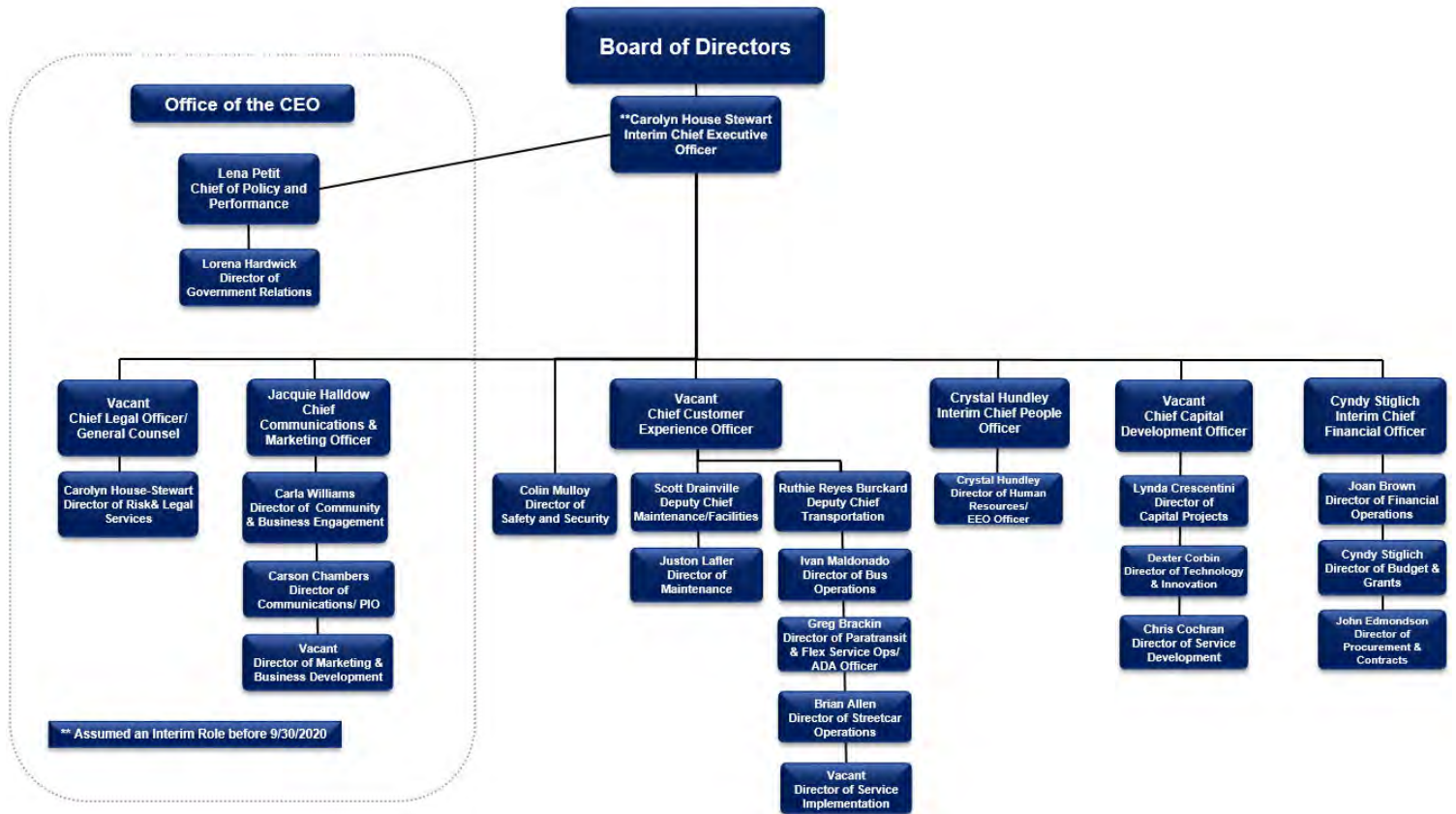
For its Comprehensive Annual  
Financial Report  
For the Fiscal Year Ended

September 30, 2019

A handwritten signature in black ink that reads "Christopher P. Morrell". The signature is written in a cursive, flowing style.

Executive Director/CEO

## ORGANIZATIONAL CHART (As of September 30, 2020)



**ELECTED AND APPOINTED OFFICIALS**  
**(As of September 30, 2020)**

**Board of Directors – Officers**

Mariella Smith, Chairperson  
Melanie Williams, Vice Chairperson  
Councilman Gil Schisler, Secretary

**Hillsborough County**

Commissioner Mariella Smith  
Commissioner Patricia Kemp  
Commissioner Kimberly Overman  
Commissioner Lesley “Les” Miller  
Adam Harden  
Marvin Ray Knight  
David Mechanik

**City of Tampa**

Mayor Jane Castor  
Melanie Williams  
Luis Viera  
Tyler Hudson

**City of Temple Terrace**

Councilman Gil Schisler

**State of Florida**

Richard McClain

**Interim Chief Executive Officer**

Carolyn House Stewart

**General Counsel**

David Smith, GrayRobinson

**Independent Auditors**

Cherry Bekaert LLP

## **DIRECTORY OF OFFICIALS**

### **APPOINTED OFFICIALS (As of September 30, 2020)**

**Carolyn House Stewart**, Interim Chief Executive Officer

**Ruthie Reyes-Burckard**, Deputy Chief of Transportation

**Cynthia Stiglich**, Interim Chief Financial Officer

**Lena Petit**, Chief of Policy and Performance Officer

**Jacqueline Halldow**, Chief of Communications and Marketing Officer

**Crystal Hundley**, Interim Chief People Officer

**Scott Drainville**, Deputy Chief of Maintenance and Facilities

# **SECTION II**

## **FINANCIAL SECTION**

## Report of Independent Auditor

To the Board of Directors  
Hillsborough Transit Authority  
Tampa, Florida

### ***Report on the Financial Statements***

We have audited the accompanying financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the “Authority”), as of and for the years ended September 30, 2020 and 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 audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of 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 in the financial statements.

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

### ***Opinion***

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

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**Emphasis of Matter**

As discussed in Note 12 to the financial statements, in January 2020, the World Health Organization declared COVID-19 to constitute a “public health emergency of international concern”. Given the uncertainty of the situation and the duration of any business disruption, the related financial impact cannot be reasonably estimated at this time. Our opinion is not modified with respect to this matter.

**Other Matters***Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information, as listed on the table of contents, in Section II pages 5 through 15 and 59 through 61, respectively, 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 audits 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 audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards and state financial assistance is presented for the purposes of additional analysis as required by 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—Local Governmental Entity Audits*, respectively, and are also 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 were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, such information is fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

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

In accordance with Government Auditing Standards, we have also issued our report dated February 26, 2021, 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 solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Cherry Bekaert LLP

Tampa, Florida  
February 26, 2021

## **HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

The following Management's Discussion and Analysis (MD&A) of the Hillsborough Transit Authority's ("the Authority"), a/k/a Hillsborough Area Regional Transit, financial performance provides an overview of the financial activities for the fiscal years ended September 30, 2020 and 2019. Please read it in conjunction with the financial statements, which follow this section.

### **OVERVIEW OF THE FINANCIAL STATEMENTS**

The financial section of this report consists of three parts: Management Discussion and Analysis (this section), the basic financial statements and notes to the financial statements, and other supplementary information.

The Authority's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America as applied to an enterprise fund using an accrual basis of accounting. Under this basis, revenues are recognized in the period in which they are earned and expenses are recognized in the period in which they are incurred.

Included in the financial statements are the Statement of Net Position, the Statement of Revenues, Expenses and Changes in Net Position, the Statement of Cash Flows, and the related notes.

The Statement of Net Position presents information on the Authority's assets and deferred outflows of resources and the liabilities and deferred inflow of resources, of which the difference is net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial health of the Authority is improving or deteriorating.

The Statement of Revenues, Expenses, and Changes in Net Position present information on the Authority's operating revenues and expenses and non-operating revenues and expenses for the fiscal year. The net income or loss, when combined with capital grant revenue, determines the change in net position for the year. The change in net position is combined with the previous year-end's net position total to arrive at the net position total for this fiscal year.

The Statement of Cash Flows presents information on the Authority's cash and cash equivalent activities for the fiscal year resulting from operating activities, capital and related financing activities, non-capital financing activities and investing activities. The net result of these activities added to the beginning of the year cash balance reconciles to the cash and cash equivalent balance at the end of the current fiscal year.

## **HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

### **FY2020 FINANCIAL HIGHLIGHTS**

- Net position of the Authority increased by \$108,861,350 or 63.7%, of which \$9,797,697 represents a decrease in the amount of net invested in capital assets, \$111,728,947 represents an increase in restricted net position and \$6,930,100 represents an increase in unrestricted net position.
- Operating expenses increased by \$5,965,095 or 6.6%. Salary expense decreased \$528,588 or 1.4%. Payroll taxes, fringe benefits and workers' compensation increased \$3,531,258 or 13.2%. Fuel and Lubricants cost decreased \$1,442,678 or 32.7%. Parts and supplies increased \$499,503 or 9.8%. Contracted services increased \$661,843 or 8.0%. Claims costs decreased \$79,554 or 2.4%. All other expenses increased \$3,323,311 due to: decrease in marketing expenses of \$188,030, increase in utilities and miscellaneous expenses of \$79,099 and an increase in expenditures reimbursed by grants of \$3,432,242.

### **FY2019 FINANCIAL HIGHLIGHTS**

- Net position of the Authority increased by \$78,122,521 or 84.3%, of which \$2,042,218 represents an increase in the amount of net invested in capital assets, \$84,587,215 represents an increase in restricted net position and \$8,506,912 represents a decrease in unrestricted net position.
- Operating expenses increased by \$9,101,109 or 11.2%. Salary expense increased \$2,714,921 or 7.7%. Payroll taxes, fringe benefits and workers' compensation increased \$5,562,824 or 26.2%. Fuel and Lubricants cost increased \$155,285 or 3.6%. Parts and supplies increased \$622,242 or 13.9%. Contracted services increased \$1,774,113 or 27.3%. Claims costs increased \$501,107 or 17.8%. All other expenses decreased \$2,229,383 due to: increase in marketing expenses of \$202,160, decrease in utilities and miscellaneous expenses of \$647,882 and a decrease in expenditures reimbursed by grants of \$1,783,661.

### **FY2020 FINANCIAL ANALYSIS OF THE AUTHORITY**

#### **Statements of Net Position**

- As noted earlier, net position serves as a measurement of the Authority's financial position over a period of time. The Authority's assets and deferred outflows exceeded liabilities and deferred inflows by \$279,705,443 and \$170,844,093 as of September 30, 2020 and 2019, respectively.
- A large portion of the Authority's net position each year represents its net investment in capital assets (i.e., land, buildings and improvements, buses, paratransit vans and non-revenue vehicles). The Authority uses these capital assets to provide services to its customers. As described above, net investment in capital assets as of September 30, 2020 was \$9,797,697 lower than September 30, 2019. There were no revenue vehicle and related equipment acquisitions in FY2020. In addition, construction work in progress (CIP) decreased \$1.6M due to several projects being completed in FY2020.

## **HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

- The Authority's restricted net position represents funds held in escrow for payment of general liability, workers compensation and medical self-insured claims, funds from private developers as well as FTA liability for assets with federal interest which were retired before their useful life was met. These restricted funds also include money's received from the Transportation Improvement Surtax (TIS) which HART began receiving in April 2019. Total collections made for HART through 9/30/2020 have totaled \$195,708,912. These funds will be held from HART's current use until authorization to utilize the funds are made available as well as direction on how the moneys are to be spent. The Authority's restricted net position as of September 30, 2020 and 2019 is \$197,353,969 and \$85,625,022 respectively.
- The Authority's unrestricted net position as of September 30, 2020 was \$6,930,100 higher than September 30, 2019. The increase in net position was primarily a result of CARES Act funding allocated by the Federal Transit Administration for COVID-19 relief of which HART received \$16,556,225 in FY2020. This increase was partially offset by a decrease in passenger fares of \$3,382,910 due to the effects that COVID-19 had on ridership and the delivery of service. In addition, HART did not receive the \$2.3M county contribution in FY2020 which also attributed to the offset of the increase.
- Additional information on the Authority's capital assets can be found in Note 4 to the financial statements.

### **FY2019 FINANCIAL ANALYSIS OF THE AUTHORITY**

#### **Statements of Net Position**

- As noted earlier, net position serves as a measurement of the Authority's financial position over a period of time. The Authority's assets and deferred outflows exceeded liabilities and deferred inflows by \$170,844,093 and \$92,721,572 as of September 30, 2019 and 2018, respectively.
- The largest portion of the Authority's net position each year represents its net investment in capital assets (i.e., land, buildings and improvements, buses, paratransit vans and non-revenue vehicles). The Authority uses these capital assets to provide services to its customers. As described above, net investment in capital assets as of September 30, 2019 was \$2,042,218 higher than September 30, 2018 due to an increase of \$2 million in construction work in progress (CIP) relating primarily to the regional fare collection system and security surveillance systems.
- The Authority's unrestricted net position as of September 30, 2019 was \$8,506,912 lower than September 30, 2018. The decrease in net position was primarily a result of an increase in HART's state pension proportionate share as well as an increase in overtime expense for operator positions along with the corresponding increase in platform time for these positions.
- The Authority's restricted net position represents funds held in escrow for payment of general liability, workers compensation and medical self-insured claims as well as funds from private developers. This year these restricted funds also include money's received from the

## **HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

Transportation Improvement Surtax (TIS) which we began receiving in April 2019. These funds will be held from HART's current use until authorization to utilize the funds are made available as well as direction on how the moneys are to be spent. The Authority's restricted net position as of September 30, 2019 and 2018 is \$85,625,022 and \$1,037,807 respectively.

- Additional information on the Authority's capital assets can be found in note 4 to the financial statements.

# HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

**Table 1**  
**Condensed Statement of Net Position**

	<u>2020</u>	<u>2019</u>	<u>Increase (Decrease)</u>	<u>Percent Change 2019 to 2020</u>	<u>2018</u>	<u>Percent Change 2018 to 2019</u>
<b>Assets</b>						
Current and other assets	\$ 226,139,506	\$ 101,751,895	\$ 124,387,611	122.2%	\$ 20,245,796	402.6%
Capital assets	110,306,430	120,186,440	(9,880,010)	-8.2%	117,985,314	1.9%
Total assets	336,445,936	221,938,335	114,507,601	51.6%	138,231,110	60.6%
<b>Deferred outflows of resources</b>						
Deferred outflows on pension and OPEB related amounts	16,063,147	14,566,634	1,496,513	10.3%	14,577,121	-0.1%
Total deferred outflows of resources	16,063,147	14,566,634	1,496,513	10.3%	14,577,121	-0.1%
<b>Liabilities</b>						
Current liabilities	9,997,169	10,523,074	(525,905)	-5.0%	7,895,596	33.3%
Long-term liabilities	60,446,605	50,813,691	9,632,914	19.0%	46,995,896	8.1%
Total liabilities	70,443,774	61,336,765	9,107,009	14.8%	54,891,492	11.7%
<b>Deferred inflows of resources</b>						
Deferred inflows on pension and OPEB related amounts	2,359,866	4,324,111	(1,964,245)	-45.5%	5,195,167	-16.8%
Total deferred inflows of resources	2,359,866	4,324,111	(1,964,245)	-45.5%	5,195,167	-16.8%
<b>Net position:</b>						
Net investment in capital assets	110,229,835	120,027,532	(9,797,697)	-8.2%	117,985,314	1.7%
Restricted	197,353,969	85,625,022	111,728,947	130.5%	1,037,807	8150.6%
Unrestricted	(27,878,361)	(34,808,461)	6,930,100	-19.9%	(26,301,549)	32.3%
Total net position	\$ 279,705,443	\$ 170,844,093	\$ 108,861,350	63.7%	\$ 92,721,572	84.3%

## OPERATING FINANCIAL ACTIVITY OF THE AUTHORITY

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

The Authority operates as a single enterprise fund providing public transportation to the community. User charges, in the form of passenger fares, as a percentage of total operating revenue and non-operating revenue, were 9.0% and 14.8% for FY2020 and FY2019, respectively. The percentage calculations exclude the Transportation Surtax receipts as these funds were not available for use as noted earlier. The cost of providing the remainder of the service was subsidized by ad valorem tax revenue collections and federal, state, and local funding which included the CARES Act funding from FTA for COVID-19 relief as described earlier. The Authority's millage rate for the 2020 and 2019 tax year was 0.5000 (the Authority's charter cap).

### FY2020 Operating Results Compared to FY2019

FY2020 operating revenues decreased by 40.6% and operating expenses, prior to the recognition of depreciation, increased by 6.6%.

- Passenger fares decreased \$3,382,910 or 27.3% in FY2020, from \$12,412,904 in FY2019 to \$9,029,994 in FY2020. The effects of COVID-19 had a significant impact on HART ridership and corresponding fare revenue and required reductions in HART's delivery of service. Ridership decreased 30.1%, from 13,162,491 in FY2019 to 9,205,278 in FY2020.

## **HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

- Advertising income decreased \$545,474 or 49.2% in FY2020, from \$1,109,730 in FY2019 to \$564,256 in FY2020. The reduction in service and buses on the road due to the COVID-19 impact resulted in a decrease in advertising revenues to HART.
- Other operating revenues decreased \$2,712,588 or 96.3% in FY2020, from \$2,817,582 in FY2019 to \$104,994 in FY2020. HART did not receive the \$2.3M contribution from the county in FY2020 which we had received the previous two fiscal years.
- Salaries and wages decreased \$528,588 or 1.4% in FY2020 from FY2019. Due to the effects of COVID-19, salaries stayed fairly level this year with no significant changes. While there was reduced service, HART was able to maintain staffing levels with no layoffs.
- Payroll taxes and fringe benefits increased \$3,531,258 or 13.2% in FY2020 over FY2019. The majority of this increase is attributed to the required recording of HART's state pension proportionate share of the pension expense which totalled \$5,917,997.
- Fuel and lubricants decreased \$1,442,678 or 32.7% in FY2020 from FY2019 which is attributed to the reduction in service due to the impact of COVID-19 as well as a decrease in average diesel cost per gallon from \$2.06 in FY2019 to \$1.61 in FY2020.
- Parts & Supplies increased \$499,503 or 9.8% in FY2020 over FY2019 primarily due to an aging fleet as well as additional maintenance required on used buses acquired in FY2020.
- Contract services increased \$661,843 or 8.0% in FY2020 over FY2019. The major contributors for this increase are as follows. Security Services increased \$311,829 in FY2020 due to an increased presence and level of experience with our security officers in response to employee/patron security concerns following significant events during the previous year. Legal Fees increased \$247,761 in FY2020. This is a result of services provided related to the ATU contract negotiations as well as services needed for an unanticipated investigation of a whistleblower complaint against a former CEO.
- Marketing and Promotion decreased \$188,030 or 34.7% in FY2020 which is attributed to less promotional and marketing outreach conducted due to COVID-19 restrictions.
- Operating expenses reimbursed by grants increased \$3,432,242 in FY2020. Consulting services for several projects totaled \$2,102,945. These projects were the Bus/Rapid Transit Study, Network Evaluation, Transit Development plan and the Flamingo project. Also, streetcar maintenance costs totaled \$1,023,977. These costs included motor rebuilds on some of the streetcars and three HVAC units installed as well as replacement of some of the railroad ties along the streetcar line.
- Ad valorem distributions increased \$4,035,695 or 9.0% in FY2020. This is due to an increase in taxable assessed values from FY2019 to FY2020.
- Federal operating grants increased \$16,743,182 in FY2020. This is due to the CARES Act funding for COVID-19 relief authorized by Congress and allocated by the Federal Transit

## **HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

Administration (FTA). The Authority was awarded \$39,865,488 of which \$16,556,225 was reimbursed by FTA in FY2020.

- Federal Capital grants decreased \$6,598,992 in FY2020. The majority of this is due to a \$6.3 million bus purchase which occurred in FY2019 was closed out in FY2020 and there were no bus expenditures in FY2020.

### **FY2019 Operating Results Compared to FY2018**

FY2019 operating revenues decreased by 2.8% and operating expenses, prior to the recognition of depreciation, increased by 11.2%.

- Passenger fares decreased \$163,677 or 1.3% in FY2019, from \$12,576,581 in FY2018 to \$12,412,904 in FY2019.
- Salaries and wages increased \$2,714,921 or 7.7% in FY2019 over FY2018. The majority of this increase is attributed to an increase in regular and overtime costs due to vacancies in operator positions. Overtime costs increased \$1.2 million and along with an increase in platform time it resulted in a total increase in this area of \$2.2 million.
- Payroll taxes and fringe benefits increased \$5,562,824 or 26.2% in FY2019 over FY2018. The majority of this increase is attributed to the required recording of HART's state pension proportionate share of \$5,313,476.
- Fuel and lubricants increased \$155,285 or 3.6% in FY2019 over FY2018. With the purchase of 10 new Compressed Natural Gas (CNG) buses in FY2019, HART's CNG costs increased \$108,367. HART also added 15 additional paratransit vehicles in FY2019 to accommodate an increase demand for paratransit services which saw a 12.6% increase in ridership in FY2019. This resulted in an increase in gasoline costs of \$77,215.
- Contract services increased \$1,774,113 or 27.3% in FY2019 over FY2018. Some of the major contributors for this increase are as follows. Security Services increased \$368,556 in FY2019 due to an increased presence and level of experience with our security officers in response to employee/patron security concerns following significant events during the year. Contract Service costs for ADP totaled \$387,088 in FY2019. This is a new cost in FY2019 as a result of HART outsourcing with ADP for a full range of payroll and human resource processes. Computer Software Service Fees increased \$213,225 in FY2019. The ADP implementation mentioned above as well as improvements to our camera security systems in our locations and in HART vehicles has resulted in an increase in licensing costs to support these services. Professional Service Fees for executive department increased \$393,923 in FY2019 due to an increase in the use of outside consultants. Legal Fees – General Counsel increased \$180,649 in FY2019. This is a result of increased services needed related to the surtax litigation which is still ongoing.
- Claims increased \$501,107 or 17.8% in FY2019 over FY2018. Claims settlements and estimated outstanding claims for general liability and workers compensation increased

## **HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

\$451,016. HART settled more litigated claims in FY2019 with there being a few for which HART tendered aggregate statutory limits of \$300,000. HART also retained outside services to assist in the litigation and closing of 34 worker compensation claim files.

- Marketing and Promotion increased \$202,160 or 59.4% in FY2019 due to increased branding, marketing & community/outreach initiatives.
- Ad valorem distributions increased \$4,033,254 or 9.9% in FY2019. This is due to an increase in taxable assessed values from FY2018 to FY2019.
- State operating grants increased \$2,583,635 in FY2019. This was due to additional funding for the 275LX project, new funding for streetcar operational expenses and a slight increase in the state block grant funding.
- Federal Capital grants increased \$2,032,502 in FY2019. This was due to additional fare box funding from the Federal Highway Administration (FHWA) through the Federal Department of Transportation (FDOT) as well as additional funding for bus, paratransit and FLEX vehicles.

# HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

**Table 2**  
**Condensed Statement of Revenues, Expenses and Changes in Net Position**

	2020	2019	Increase (Decrease)	Percent Change 2019 to 2020	2018	Percent Change 2018 to 2019
Passenger fares	\$ 9,029,994	\$ 12,412,904	\$ (3,382,910)	-27.3%	\$ 12,576,581	-1.3%
Advertising	564,256	1,109,730	(545,474)	-49.2%	1,089,898	1.8%
Other operating revenues	104,994	2,817,582	(2,712,588)	-96.3%	3,150,349	-10.6%
Total operating revenues	9,699,244	16,340,216	-6,640,972	-40.6%	16,816,828	-2.8%
Salaries and wages	37,308,373	37,836,961	-528,588	-1.4%	35,122,040	7.7%
Payroll taxes and fringe benefits	30,351,736	26,820,478	3,531,258	13.2%	21,257,654	26.2%
Fuel and lubricants	2,974,830	4,417,508	-1,442,678	-32.7%	4,262,223	3.6%
Parts and supplies	5,603,276	5,103,773	499,503	9.8%	4,481,531	13.9%
Other Expenses	19,898,279	15,992,680	3,905,599	24.4%	15,946,843	0.3%
Total operating expenses	96,136,495	90,171,400	5,965,095	6.6%	81,070,291	11.2%
Operating loss before depreciation	(86,437,251)	(73,831,184)	(12,606,067)	17.1%	(64,253,463)	14.9%
Depreciation	12,807,484	12,353,469	454,015	3.7%	12,194,544	1.3%
Operating loss	(99,244,735)	(86,184,653)	(13,060,082)	15.2%	(76,448,007)	12.7%
Federal, state and local grants	37,911,699	22,064,194	15,847,505	71.8%	19,226,458	14.8%
Transportation Surtax-Local	111,409,428	84,299,484	27,109,944	0.0%	-	0.0%
Other Federal Funds	1,985,705	-	1,985,705	100.0%	-	0.0%
Property tax proceeds	48,870,629	44,834,934	4,035,695	9.0%	40,801,680	9.9%
Other Income	1,379,791	726,168	653,623	90.0%	288,659	151.6%
Total non-operating revenues	201,557,252	151,924,780	49,632,472	32.7%	60,316,797	151.9%
Loss before capital contributions	102,312,517	65,740,127	36,572,390	55.6%	(16,131,210)	-507.5%
Capital grants	6,534,233	12,382,394	(5,848,161)	-47.2%	10,592,970	16.9%
Developer contributed assets	14,600	-	14,600	0.0%	-	0.0%
Increase (decrease) in net position	108,861,350	78,122,521	30,738,829	39.3%	(5,538,240)	-1510.6%
Net position at beginning of year	170,844,093	92,721,572	78,122,521	84.3%	98,259,812	-5.6%
Net Position at End of Year	\$ 279,705,443	\$ 170,844,093	\$ 108,861,350	63.7%	\$ 92,721,572	84.3%

## Capital Assets and Long-Term Debt Administration

The Authority's net investment in capital assets for the fiscal year ending September 30, 2020 included: land, buildings and improvements, construction in progress, shelters, computer software and hardware, revenue and other vehicles and equipment net of accumulated depreciation. (See Note 4 to the financial statements for more detailed information.)

Specifically:

- The Authority ordered 43 gasoline fueled demand response vehicles for Paratransit and Flex service in FY2020 all of which will be received in FY2021. Additionally, 10 maintenance vehicles and four (4) administrative vehicles were ordered in FY2020. One (1) maintenance vehicle was requisitioned in FY2020 and the purchase order for this will be executed in FY2021. All of the vehicles will be received in FY2021. The Authority did not acquire any revenue vehicles and related equipment for FY2020.

## HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

- Transit Infrastructure improvements in FY2020 included two (2) new bus bays, five (5) new landing pads, and four (4) new shelter pads, which were built by the Authority throughout the county. The Authority also had one (1) new Parking and Ride, one (1) new landing pad, and a shelter pad constructed for the Authority by developers.
- The Authority has no long-term or short-term debt. Stringent capital funding and project implementation requirements have enabled the Authority to avoid issuing long-term debt instruments for the construction of capital projects.

### **CAPITAL ASSETS:**

The Authority has invested \$110 million in capital assets (net of accumulated depreciation). 27% of the net investment represents buildings and improvements and 32% of the investment represents revenue vehicles at the close of the fiscal year, September 30, 2020.

Capital Assets, Net of Accumulated Depreciation

			Percent of Total		
	2020	2019	2020	2019	2018
Land	\$ 19,043,009	\$ 19,043,009	17.3%	15.8%	\$ 19,043,009
Construction work in progress	6,221,020	7,786,592	5.6%	6.5%	5,736,827
Buildings and improvements	30,107,401	30,876,991	27.3%	25.7%	33,014,837
Operating and transit related equipment	5,263,784	6,381,066	4.8%	5.3%	6,903,235
Other equipment, fixtures, and other vehicles	12,115,859	12,921,544	11.0%	10.8%	13,625,353
Computer equipment and software	1,949,206	1,298,006	1.8%	1.1%	979,793
Revenue Vehicles	35,606,151	41,879,232	32.3%	34.8%	38,682,260
Total	\$ 110,306,430	\$ 120,186,440	100%	100%	\$ 117,985,314

Additional information regarding capital assets can be found in Note 4 to the financial statements.

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

The Authority's primary source of funding is ad valorem property taxes. In addition, in FY2020 the Authority also received additional funding from the FTA for COVID-19 relief. The FY2020 adopted budget was based on a .5000 millage rate which is unchanged from FY2019 and represents the Authority's charter cap.

The HART Board adopted the FY2021 budget on September 28, 2020. The total FY2021 adopted operating and capital budget of \$151,114,097 is \$29,661,313 greater than the FY2020 adopted budget, or an increase of 24.4%. The FY2021 adopted operating budget is \$95,600,582, which is \$12,108,824 or 14.5% greater than the FY2020 adopted budget. The annual Capital Improvement Program (CIP) budget for FY2021 is \$55,513,515, which is \$17,552,489 or 46.2% greater than the FY2020 adopted CIP budget. The FY2021 adopted millage rate remained at .5000.

**HILLSBOROUGH TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

**REQUESTS FOR INFORMATION**

This financial report is intended to provide an overview of the finances of the Authority for those with an interest in this organization. If you have questions concerning information contained within this report, contact Lynda Crescentini, Interim Chief Financial Officer, Hillsborough Transit Authority, Finance Division, 1201 East 7th Avenue, Tampa, Florida 33605.

## **BASIC FINANCIAL STATEMENTS**

**HILLSBOROUGH TRANSIT AUTHORITY**  
**STATEMENTS OF NET POSITION**  
**SEPTEMBER 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
<b>ASSETS</b>		
Current assets		
Cash and cash equivalents-unrestricted (Note 3)	\$ 22,596,459	\$ 9,272,590
Cash and cash equivalents-restricted (Note 3)	177,655,390	66,023,804
Accounts receivable		
Trade and other, net of allowance for uncollectible accounts of \$0 in 2020 and \$4,280 in 2019	569,053	1,100,599
Transportation improvement surtax receivable-restricted	19,698,579	19,601,218
Delinquent property tax receivable	84,131	55,895
Federal grants	1,771,783	2,211,812
State grants	1,076,633	865,935
Local grants	239,470	160,192
Inventory of replacement parts and supplies	1,939,187	1,956,216
Prepaid expenses	508,821	503,634
Total current assets	<u>226,139,506</u>	<u>101,751,895</u>
Capital assets		
Land (Note 4)	19,043,009	19,043,009
Construction in progress (Note 4)	6,221,020	7,786,592
Capital assets, net of accumulated depreciation (Note 4)	85,042,401	93,356,839
Total capital assets, net	<u>110,306,430</u>	<u>120,186,440</u>
Total assets	<u>336,445,936</u>	<u>221,938,335</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflows on pension and OPEB related amounts	16,063,147	14,566,634
Total deferred outflows of resources (Note 5 & 8)	<u>16,063,147</u>	<u>14,566,634</u>

See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**STATEMENTS OF NET POSITION**  
**SEPTEMBER 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
<b>LIABILITIES</b>		
Current liabilities		
Accounts payable	4,510,817	4,453,958
Accrued expenses	1,617,934	1,637,797
Unearned revenue	6,264	8,440
Self insurance and loss contingencies due within one year (Note 9 & 10)	3,426,588	3,915,661
Environmental remediation due within one year (Note 10 & 12)	150,000	133,734
Compensated absences due within one year (Note 10)	116,809	110,894
Net pension liability due within one year (Note 5 & 10)	168,757	262,590
Total current liabilities	<u>9,997,169</u>	<u>10,523,074</u>
Long-term liabilities		
Self insurance and loss contingencies (Note 9 & 10)	2,833,552	3,125,977
Compensated absences (Note 10)	3,086,926	2,782,394
Net pension liability (Note 5 & 10)	53,099,259	43,722,810
Total OPEB liability (Note 8 & 10)	1,426,868	1,182,510
Total long-term liabilities	<u>60,446,605</u>	<u>50,813,691</u>
Total liabilities	<u>70,443,774</u>	<u>61,336,765</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows on pension and OPEB related amounts	2,359,866	4,324,111
Total deferred inflows of resources (Note 5 & 8)	<u>2,359,866</u>	<u>4,324,111</u>
<b>NET POSITION</b>		
Net investment in capital assets	110,229,835	120,027,532
Restricted (Note 11)	197,353,969	85,625,022
Unrestricted (Note 11)	(27,878,361)	(34,808,461)
Total net position	<u>\$ 279,705,443</u>	<u>\$ 170,844,093</u>

(Continued)  
See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION**  
**YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
<b>Operating revenues</b>		
Passenger fares	\$ 9,029,994	\$ 12,412,904
Advertising	564,256	1,109,730
Other revenues	104,994	2,817,582
Total operating revenues	<u>9,699,244</u>	<u>16,340,216</u>
<b>Operating expenses</b>		
Salaries and wages	37,308,373	37,836,961
Payroll taxes, fringe benefits and workers' compensation	30,351,736	26,820,478
Fuel and lubricants	2,974,830	4,417,508
Parts and supplies	5,603,276	5,103,773
Contracted services	8,930,148	8,268,305
Claims	3,233,629	3,313,183
Utilities	924,601	933,400
Marketing and promotion	354,346	542,376
Other	2,329,677	2,241,779
Operating expenses reimbursed by grants	4,125,879	693,637
Total operating expenses before depreciation	<u>96,136,495</u>	<u>90,171,400</u>
Operating loss before depreciation	(86,437,251)	(73,831,184)
Depreciation	<u>12,807,484</u>	<u>12,353,469</u>
<b>Operating loss</b>	<u>(99,244,735)</u>	<u>(86,184,653)</u>
<b>Nonoperating revenues (expenses)</b>		
Operating assistance grants		
Federal	29,256,664	12,513,482
State	7,189,103	8,399,287
Local	1,465,932	1,151,425
Transportation surtax-local	111,409,428	84,299,484
Other federal funds	1,985,705	-
Property tax proceeds	48,870,629	44,834,934
Investment income	1,379,791	726,168
Total nonoperating revenues	<u>201,557,252</u>	<u>151,924,780</u>
<b>Net gain before capital contributions</b>	<u>102,312,517</u>	<u>65,740,127</u>

(Continued)  
See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION**  
**YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
<b>Net gain before capital contributions</b>	<u>102,312,517</u>	<u>65,740,127</u>
Capital grants		
Federal	4,831,653	11,430,645
State	1,416,991	641,910
Local	285,589	309,839
Developer contributed assets	<u>14,600</u>	<u>-</u>
Total capital contributions	<u>6,548,833</u>	<u>12,382,394</u>
Increase in net position	108,861,350	78,122,521
Net position at beginning of year	<u>170,844,093</u>	<u>92,721,572</u>
<b>Net position at end of year</b>	<u><u>\$ 279,705,443</u></u>	<u><u>\$ 170,844,093</u></u>

(Continued)  
See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**STATEMENTS OF CASH FLOW**  
**YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
<b>Cash flows from operating activities</b>		
Cash received from customers	\$ 10,125,795	\$ 13,170,625
Cash paid to employees	(61,303,308)	(58,834,191)
Cash paid to suppliers	(29,172,916)	(26,178,978)
Other receipts	358,724	2,853,462
Net cash used in operating activities	<u>(79,991,705)</u>	<u>(68,989,082)</u>
<b>Cash flows from noncapital financing activities</b>		
Operating grants received	37,492,246	22,705,154
Property tax revenues received	48,842,393	44,826,098
Transportation surtax received	111,312,067	64,698,266
Other Federal Funds received	1,985,705	-
Net cash provided by noncapital financing activities	<u>199,632,411</u>	<u>132,229,518</u>
<b>Cash flows from capital and related financing activities</b>		
Purchase of capital assets	(3,176,765)	(14,613,482)
Capital assistance grants	7,101,562	10,829,551
Proceeds from the sale of revenue vehicles	10,161	23,006
Net cash provided by capital and related financing activities	<u>3,934,958</u>	<u>(3,760,925)</u>
<b>Cash flows from investing activities</b>		
Investment income	1,379,791	726,168
Net cash provided by investing activities	<u>1,379,791</u>	<u>726,168</u>
<b>Net change in cash and cash equivalents</b>	124,955,455	60,205,679
<b>Cash and cash equivalents at beginning of year</b>	<u>75,296,394</u>	<u>15,090,715</u>
<b>Cash and cash equivalents at end of year</b>	<u><u>\$ 200,251,849</u></u>	<u><u>\$ 75,296,394</u></u>

(Continued)  
See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**STATEMENTS OF CASH FLOW**  
**YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

	<u>2020</u>	<u>2019</u>
<b>Reconciliation of operating expenses in excess of operating revenues to net cash used in operating activities</b>		
Operating loss	\$ (99,244,735)	\$ (86,184,653)
Adjustments to reconcile operating expenses in excess of operating revenues to net cash used in operating activities		
Add back depreciation	12,807,484	12,353,469
Add back pension expense adjustments	5,917,997	5,313,476
Add back OPEB expense adjustments	148,219	87,543
Add net gain/losses on capital assets	253,730	35,880
(Increase) decrease in accounts receivable	531,546	(352,010)
(Increase) decrease in inventories	17,029	(545,141)
(Increase) decrease in prepaid expenses	(5,187)	117,000
Increase (decrease) in accounts payable	56,860	906,724
Increase (decrease) in accrued expenses	(19,863)	409,334
Increase (decrease) in self insurance	(781,498)	(969,314)
Increase (decrease) in environmental remediation	16,266	(174,285)
Increase (decrease) in accumulated unused compensated absences	<u>310,447</u>	<u>12,895</u>
Total adjustments	<u>19,253,030</u>	<u>17,195,571</u>
Net cash used in operating activities	<u><u>\$ (79,991,705)</u></u>	<u><u>\$ (68,989,082)</u></u>
<b>Noncash investing, capital or financing transactions</b>		
Developer contributed assets, a noncash capital activity	<u><u>\$ 14,600</u></u>	<u><u>\$ -</u></u>

(Continued)  
See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 1 – ORGANIZATION AND REPORTING ENTITY**

General: Hillsborough Transit Authority, operating and also known as Hillsborough Area Regional Transit Authority, or HART (“the Authority”), was created as a body politic and corporate under Chapter 163, Part V, Sections 163.567, et seq., Florida Statutes, on October 3, 1979. It was chartered for the purpose of providing mass transit service to its two charter members, the City of Tampa (“the City”) and the unincorporated areas of Hillsborough County, Florida (“the County”). The Authority may admit to membership any county or municipality contiguous to a member of the Authority upon application and after approval by a majority vote of the entire Board of Directors. The City of Temple Terrace has been admitted as a member of the Authority.

The Authority’s Board of Directors is comprised of two (2) directors appointed by the Governor of the State of Florida and a minimum of one (1) director from each member of the Authority. Members are allowed an additional director for each 150,000 persons, or major fraction thereof, resident in those member’s jurisdictional limits.

Basis of Presentation: The Authority operates the transit system as a single enterprise fund with operational cost centers to account for costs of services: operations, maintenance, and administration. Ad valorem tax revenues, operating grants and other non-capital grant revenue are classified as non-operating revenue. Capital grants are separately presented in the statements of revenue, expenses and changes in fund net position.

The accompanying financial statements are reported on the accrual basis of accounting, under which, revenues are recognized when earned and measurable and expenses are recognized when incurred.

The Authority’s significant financial and accounting policies utilized in formulating these financial statements are as follows:

Cash and Cash Equivalents: The Authority’s cash and cash equivalents include: cash on hand, demand deposits, state surtax receipts and highly liquid investments which are readily convertible to cash. These are limited to assets with 90 days or less original maturity.

Investment Policy: Florida Statute 218.415 and the Authority’s investment policy authorize the Authority to invest surplus funds in the following:

- a. Negotiable direct obligations of, or obligations of which the principal and interest are unconditionally guaranteed by the U.S. Government;
- b. Interest bearing time deposits or savings accounts in qualified public depositories as defined in Section 280.02, Florida Statutes;
- c. Prime commercial paper with the highest credit quality rating from a nationally recognized agency;
- d. Tax exempt obligations rated “A” or higher and issued by state and local governments;
- e. Money market mutual funds; and
- f. Local government investment pools.

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The Authority invests funds throughout the year with the Local Government Surplus Funds Trust Fund Investment Pool, (“the Pool”), administered by the State Board of Administration (SBA) under the regulatory oversight of State of Florida, Chapter 19-7 of the Florida Administrative Code. The Authority has no investments measured at fair value.

Accounts Receivable: The Authority provides for an allowance for doubtful accounts based on the expected collectability of outstanding balances.

Inventory: Inventory, principally consisting of vehicle replacement parts and operating supplies, is stated at average cost. The average cost of inventory is based on recently received inventory as well as older received inventory.

Capital Assets: Capital assets are defined by the Authority as assets with an initial, individual cost of more than \$1,000. Such assets are recorded at cost and are depreciated using the straight-line method over the estimated useful lives as follows:

<u>Description</u>	<u>Useful Lives (Years)</u>
Building and improvements	5 to 40
Revenue vehicles (includes Streetcars)	4 to 30
Operating and transit related equipment	3 to 15
Other equipment, fixtures and other vehicles	3 to 7
Computer equipment and software	3 to 7

On an annualized basis, the Authority evaluates the useful lives of the capital assets and writes off net capitalized costs of assets with no future value.

Contributed capital assets are reported at acquisition value. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Unearned Revenue: Unearned Revenue is considered a liability until it becomes relevant to the business at hand, such as payment received for work not performed or revenues received which have not been earned.

Compensated Absences: Vacation pay is accrued when earned. Vested or accumulated vacation leave, up to a maximum of 240 hours per employee, is reported as an expense and as a liability. Employees are required to transfer accumulated hours in excess of 240 to the sick leave and/or catastrophic sick leave banks. The Authority allows employees to accumulate unused sick leave which is payable to the employee at retirement or resignation. Eligibility is as follows: Amalgamated Transit Union (ATU), Teamsters and Non-Bargaining receive 50% of their balance if they have over 10 years of service and 100% if they have over 20 years of service.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (continued)

In accordance with GASB Statement No. 16, *Accounting for Compensated Absences*, the compensated absences liability is calculated based on the pay or salary rates in effect at the balance sheet date. Additionally, accruals have been made for salary-related payments associated with the payment of compensated absences, using the rates in effect at the balance sheet date.

The Authority is liable to pay the employee all accrued liabilities upon termination. Accordingly, the Authority has recognized 7.65% of the compensated absences liability, representing its share of the Social Security and Medicare taxes. An accrual is also made for the defined contribution pension cost related to the compensated absences amount due to the Authority's employees being covered under the Investment Plan of the Florida Retirement System (FRS).

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

Other Post Employment Benefits (OPEB): In the statement of net position, a liability is recognized for the Authority's OPEB liability as determined by an actuarial review of the healthcare coverage purchased by retirees to continue participation in the Authority's self-insured health plan. The Authority is responsible for covering the excess of retiree claims over premium payments made by retirees to the Authority, which creates an other post employment benefit. OPEB expense is recognized immediately for changes in the OPEB liability resulting from current-period service cost, interest on the total OPEB liability and changes of benefit terms.

Deferred Outflows/Inflows of Resources: In addition to assets, the statement of financial position reports a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. The deferred outflows of resources reported in the Authority's statement of net position represent amounts that will be recognized as increases in pension and OPEB expense in future years.

In addition to liabilities, the statement of financial position reports a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The deferred inflows of resources reported in the Authority's statement of net position represent amounts that will be recognized as reductions in pension and OPEB expense in future years.

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (continued)

Net Position: The statement of net position presents the difference between assets & deferred outflows of resources and liabilities & deferred inflows of resources. Net position is reported as restricted when there are legal limitations imposed on use by laws or regulations of other governments or external restrictions by creditors, grantors or from external parties that require funds to be segregated and used only for specific purposes. Unrestricted net position may be designated for specific purposes as the option of the Authority's Board of Directors. If restricted and unrestricted net position is available for the same purpose, then restricted will be used before unrestricted.

Net Investment in Capital Assets: Capital assets, net of accumulated depreciation, less outstanding balances of any obligations or other payables that are attributable to the acquisition, construction or improvement of those assets, represents the Authority's investment in capital assets.

Passenger Fares: Passenger cash fares are recorded as revenue at the farebox. Multi-issue passes are recorded as revenue when sold.

Operating Revenue: Revenues resulting from the normal operations of the Authority such as fares and advertising are considered operating revenue.

Non-Operating Revenue: Income that the authority receives that is not part of normal business operations such as operating assistance grants, property tax revenue, and interest income are considered non-operating revenue.

Property Tax Revenue: The Authority has been determined to be an "Independent Special District" as described in Section 189.403, Florida Statutes, and is authorized to levy an ad valorem tax of up to one-half mill (.50) on the taxable value of real and tangible personal property within the jurisdiction of its members. Chapter 165.570, Florida Statutes, allows the Authority to levy up to a three mill levy, subject to public referendum. Property tax collections are governed by Chapter 197, Florida Statutes. The Hillsborough County Tax Collector bills and collects all property taxes levied within the County. Discounts of 4, 3, 2, and 1% are allowed for early payment in November, December, January, and February, respectively.

The Tax Collector remits collected taxes at least monthly to the Authority. The Authority recognizes property tax revenue on a cash basis as it is received from the Tax Collector throughout the fiscal year. An estimate is then accrued at the end of the year for current fiscal year taxes not yet received.

Property taxes are levied annually based on the value of real property and tangible personal property as assessed on January 1 and are collected from November through the following March. Accordingly, these revenues are recognized in the same fiscal period in which payment is collected.

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (continued)

Property tax calendar:

Valuation Date	January 1
Levy Date	October 1
Due Date	November 1
Delinquent Date	April 1
Tax Certificate Sale	On or before June 1

Transportation Surtax Revenue: Revenues received from HART's portion of a 1% Transportation Improvement Surtax. These funds are currently being held from current use until HART receives authorization to utilize the funds as well as direction on how the moneys are to be spent.

Other Federal Funds: Revenues received from the federal government for Alternative Fuel Credits based on HART's Compressed Natural Gas (CNG) usage.

Operating Expenses: Operating expenses include the cost of providing transit service and administrative support which includes wages, benefits, supplies, purchased services, utilities, and other expenses.

Estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires the use of estimates that affect certain reported amounts and disclosures. These estimates are based on management's knowledge and experience. Accordingly, actual results could differ from these estimates.

**NOTE 3 – CASH, CASH EQUIVALENTS, AND INVESTMENTS**

The carrying value of the Authority's cash, cash equivalents, and investments as of September 30, 2020 and 2019 are as follows:

	<u>2020</u>	<u>2019</u>
Cash, cash equivalents and investments		
Cash on hand	\$ 43,624	\$ 53,868
Demand deposits	3,569,906	2,222,855
Florida State Board of Administration - Florida PRIME	195,708,319	72,089,671
Imprest accounts	930,000	930,000
Total cash, cash equivalents, and investments	<u>\$ 200,251,849</u>	<u>\$ 75,296,394</u>

A portion of the total cash, cash equivalents, and investment are identified as Restricted on our Statement of net Position which is detailed below:

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 3 – CASH, CASH EQUIVALENTS AND INVESTMENTS (continued)**

	<u>FY2020</u>	<u>FY2019</u>
Restricted for Risk Auto/General Liability	\$ 180,000	\$ 180,000
Restricted for Workers Compensation	125,000	125,000
Restricted for Self-Insured Medical	625,000	625,000
Restricted for Private Developers	107,807	107,807
Restricted for FTA Liability	607,250	-
Restricted for surtax spending	176,010,333	64,985,997
	<u>\$ 177,655,390</u>	<u>\$ 66,023,804</u>

The Federal Deposit Insurance Corporation (FDIC) insures the balances up to \$250,000 for each banking relationship. The remaining balances are collateralized pursuant to Chapter 280, Florida Statutes. The Authority's procedures have been to replenish the bank accounts with transfers from the interest bearing accounts at the Florida State Board of Administration Local Government Surplus Trust Fund Investment Pool to cover cash needs.

State Board of Administration (SBA): The SBA manages Florida PRIME, a 2a-7-like pool, carried at an amortized cost. A 2a-7-like pool is not registered with the Securities and Exchange.

Commission (SEC) as an investment company, but has a policy that it operates in a manner consistent with the SEC's Rule 2a-7 of the Investment Company Act of 1940, which regulates money market funds. Therefore, Florida PRIME operates essentially as a money market fund and the Authority's position in Florida PRIME is considered to be equivalent to its fair value.

Regulatory oversight of the SBA is provided by three (3) state of Florida elected officials designated as trustees: the Governor serves as Chairman of the SBA; the Chief Financial Officer serves as Treasurer of the SBA; and the Attorney General serves as Secretary of the SBA. External oversight of the State Board of Administration is provided by the Investment Advisory Council, which reviews investment performance, strategy and decision-making, provides insight, advice and counsel on these and other matters when appropriate. Audit oversight is also provided by the state of Florida Auditor General.

Qualifying local government investment pools (LGIPs) in the state of Florida must comply with applicable Florida statutory requirements. Chapter 218.409(8)(a), Florida Statutes, states that the principal balance within a LGIP trust fund is subject to withdrawal at any time. However, the Executive Director may, in good faith, on the occurrence of an event that has a material impact on liquidity or operations of the trust fund, for 48 hours limit contributions to or withdrawals from the trust fund to ensure that the Board can invest in the monies entrusted to it in exercising its fiduciary responsibility. Such action must be immediately disclosed to all participants, the Trustees, the Joint Legislative Auditing Committee, the Investment Advisory Council, and the Participant Local Government Advisory Council.

With regard to liquidity fees, Chapter 218.409(4) provides authority for a LGIP to impose penalties for early withdrawal, subject to disclosure in the enrollment materials of the amount and purpose of such fees. At present, no such disclosure has been made by the SBA.

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 3 – CASH, CASH EQUIVALENTS AND INVESTMENTS (continued)**

At September 30, 2020 and 2019, there were no redemption fees or maximum transaction amounts, or any other requirements that serve to limit a participant's daily access to 100% of their account value within Florida PRIME.

Custodial Risk: For an investment, custodial risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. As authorized by the Authority's investment policy, the Authority invests its surplus funds with the Local Government Surplus Funds Trust Fund Investment Pool administered by the State Board of Administration (SBA) under the regulatory oversight of State of Florida, Chapter 19-7 of the Florida Administrative Code.

Credit Risk: Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. Per the Authority's investment policy, the Authority invests in the investment pool administered by the SBA. As part of the SBA, Florida PRIME is rated by Standard & Poor's with an 'AAAm' rating.

Interest Rate Risk: The dollar weighted average days to maturity (WAM) of Florida PRIME at September 30, 2020 and 2019 was 48 days and 37 days, respectively. The weighted average life (WAL) of Florida PRIME at September 30, 2020 and 2019 was 63 days and 85 days, respectively. The Authority's investment policy does not set limits for investment maturities. As of September 30, 2020, all of the Authority's excess cash was invested with the State Board of Administration Local Government Surplus Trust Funds Investment Pool.

Foreign Currency Risk: Florida PRIME was not exposed to any foreign currency risk during FY2020.

Concentration of Credit Risk: Concentration of credit risk is the risk associated with a government's investment in a single issuer. HART's investment policy allows for the Authority to be 100% invested in external local government investment pools. The Authority is entirely invested in the SBA's Florida PRIME.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 4 – CAPITAL ASSETS**

Capital asset activity and balance for the years ending September 30, 2020 and 2019 are summarized below:

Description	Balance Oct. 1, 2019	Additions and Reclasses	Deletions	Balance Sep. 30, 2020
Non-depreciable capital assets				
Land	\$ 19,043,009	\$ -	\$ -	\$ 19,043,009
Construction work in progress *	7,786,592	3,194,602	4,760,174	6,221,020
Total non-depreciable capital assets	<u>26,829,601</u>	<u>3,194,602</u>	<u>4,760,174</u>	<u>25,264,029</u>
Depreciable assets				
Buildings and improvements	75,824,360	1,851,265	-	77,675,625
Operating and transit related equipment	30,228,123	309,575	1,327,894	29,209,804
Other equipment, fixtures, and other vehicles	24,759,446	-	18,637	24,740,809
Computer equipment and software	11,813,600	1,720,131	27,576	13,506,155
Revenue vehicles	87,595,175	873,112	1,141,743	87,326,544
Total depreciable capital assets	<u>230,220,704</u>	<u>4,754,083</u>	<u>2,515,850</u>	<u>232,458,937</u>
Less accumulated depreciation				
Buildings and improvements	44,947,369	2,620,855	-	47,568,224
Operating and transit related equipment	23,847,058	1,165,819	1,066,857	23,946,020
Other equipment, fixtures, and other vehicles	11,837,901	805,686	18,637	12,624,950
Computer equipment and software	10,515,594	1,068,931	27,576	11,556,949
Revenue vehicles	45,715,943	7,146,193	1,141,743	51,720,393
Total accumulated depreciation	<u>136,863,865</u>	<u>12,807,484</u>	<u>2,254,813</u>	<u>147,416,536</u>
Total depreciable assets, net	<u>93,356,839</u>	<u>(8,053,401)</u>	<u>261,037</u>	<u>85,042,401</u>
Total capital assets, net	<u>\$ 120,186,440</u>	<u>\$ (4,858,799)</u>	<u>\$ 5,021,211</u>	<u>\$ 110,306,430</u>

\* The construction work in progress at September 30, 2020 is primarily related to the regional fare collection system, buildings and various facility renovations. During the year ended September 30, 2020, HART wrote off construction work in progress in the amount of \$475,286 as it is no longer moving forward with the project.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 4 – CAPITAL ASSETS (continued)**

Description	Balance Oct. 1, 2018	Additions and Reclasses	Deletions	Balance Sep. 30, 2019
Non-depreciable capital assets				
Land	\$ 19,043,009	\$ -	\$ -	\$ 19,043,009
Construction work in progress *	5,736,827	2,212,099	162,334	7,786,592
Total non-depreciable capital assets	24,779,836	2,212,099	162,334	26,829,601
Depreciable assets				
Buildings and improvements	74,903,381	920,979	-	75,824,360
Operating and transit related equipment	31,421,073	632,606	1,825,556	30,228,123
Other equipment, fixtures, and other vehicles	24,693,456	135,327	69,337	24,759,446
Computer equipment and software	11,286,429	1,051,086	523,915	11,813,600
Revenue vehicles	82,152,520	9,806,327	4,363,672	87,595,175
Total depreciable capital assets	224,456,859	12,546,325	6,782,480	230,220,704
Less accumulated depreciation				
Buildings and improvements	41,888,544	3,058,825	-	44,947,369
Operating and transit related equipment	24,517,838	1,154,776	1,825,556	23,847,058
Other equipment, fixtures, and other vehicles	11,068,103	839,135	69,337	11,837,901
Computer equipment and software	10,306,636	732,873	523,915	10,515,594
Revenue vehicles	43,470,260	6,567,860	4,322,177	45,715,943
Total accumulated depreciation	131,251,381	12,353,469	6,740,985	136,863,865
Total depreciable assets, net	93,205,478	192,856	41,495	93,356,839
Total capital assets, net	\$ 117,985,314	\$ 2,404,955	\$ 203,829	\$ 120,186,440

\* The construction work in progress at September 30, 2019 is primarily related to the regional fare collection system, security surveillance system – buildings and vehicles, and various facility renovations.

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDING SEPTEMBER 30, 2020 AND 2019**

**NOTE 5 – DEFINED BENEFIT PENSION PLANS**

**Background**

The Florida Retirement System (FRS) was created in Chapter 121, Florida Statutes, to provide a defined benefit pension plan for participating public employees. The FRS was amended in 1998 to add the Deferred Retirement Option Program under the defined benefit plan and amended in 2000 to provide a defined contribution plan alternative to the defined benefit plan for FRS members effective July 1, 2002. This integrated defined contribution plan is the FRS Investment Plan, which is administered by the State Board of Administration. Chapter 112, Florida Statutes, established the Retiree Health Insurance Subsidy (HIS) Program, a cost-sharing multiple-employer defined benefit pension plan, to assist retired members of any State-administered retirement system in paying the costs of health insurance.

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

The Authority's pension expense totaled \$9,562,074 and \$8,820,738 for both the FRS Pension Plan and HIS Plan for the fiscal year ended September 30, 2020 and 2019, respectively.

The Authority's deferred outflows totaled \$15,638,604 and \$14,455,481 for both the FRS Pension Plan and HIS plan for the fiscal year ended September 30, 2020 and 2019, respectively.

The Authority's deferred inflows totaled \$1,876,643 and \$4,058,139 for both the FRS Pension Plan and HIS plan for the fiscal year ended September 30, 2020 and 2019, respectively.

The Authority's net pension liability totaled \$53,268,016 and \$43,985,400 for both the FRS Pension and HIS plan for the fiscal year ended September 30, 2020 and 2019, respectively.

**Florida Retirement System Pension Plan**

**Plan Description**

The Florida Retirement System Pension Plan (FRS Plan) is a cost-sharing multiple-employer defined benefit pension plan, with a Deferred Retirement Option Program (DROP) for eligible employees. There are five (5) classes of membership, as follows:

- *Regular Class* – Members of the FRS who do not qualify for membership in the other classes.

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (Continued)**

- *Senior Management Service Class (SMSC)* – Members in senior management level positions in state and local governments as well as assistant state attorneys, assistant statewide prosecutors, assistant public defenders, assistant attorneys general, deputy court administrators, assistant capital collateral representatives, and judges of compensation claims. Members of the Elected Officers’ Class may elect to withdraw from the FRS or participate in the SMSC in lieu of the Elected Officers’ Class.
- *Special Risk Class* – Members who are employed as law enforcement officers, firefighters, firefighter trainers, fire prevention officers, state fixed-wing pilots for aerial firefighting surveillance, correctional officers, emergency medical technicians, paramedics, community-based correctional probation officers, youth custody officers (from July 1, 2001, through June 30, 2014), certain health-care related positions within state forensic or correctional facilities, or specified forensic employees of a medical examiner’s office or a law enforcement agency, and meet the criteria to qualify for this class.
- *Special Risk Administrative Support Class* – Former Special Risk Class members who are transferred or reassigned to nonspecial risk law enforcement, firefighting, emergency medical care, or correctional administrative support positions within an FRS special risk-employing agency.
- *Elected County Officers Class (EOC)* – Members who are elected state and county officers and the elected officers of cities and special districts that choose to place their elected officials in this class.

Employees enrolled in the FRS Plan prior to July 1, 2011, vest at six (6) years of creditable service and employees enrolled in the FRS Plan on or after July 1, 2011, vest at eight (8) years of creditable service. All vested members, enrolled prior to July 1, 2011, are eligible for normal retirement benefits at age 62 or at any age after 30 years of service, except for members classified as special risk who are eligible for normal retirement benefits at age 55 or at any age after 25 years of service. All members enrolled in the FRS Plan on or after July 1, 2011, once vested, are eligible for normal retirement benefits at age 65 or any time after 33 years of creditable service, except for members classified as special risk who are eligible for normal retirement benefits at age 60 or at any age after 30 years of service. Employees enrolled in the FRS Plan may include up to four (4) years of credit for military service toward creditable service. The FRS Plan also includes an early retirement provision; however, there is a benefit reduction for each year a member retires before his or her normal retirement date. The FRS Plan provides retirement, disability, death benefits, and annual cost-of-living adjustments to eligible participants.

Deferred Retirement Option Program (DROP), subject to provisions of Section 121.091, Florida Statutes, permits employees eligible for normal retirement under the FRS Plan to defer receipt of monthly benefit payments while continuing employment with an FRS participating employer. An employee may participate in DROP for a period not to exceed 60 months after electing to participate, except that certain instructional personnel may participate for up to 96 months. During the period of DROP participation, deferred monthly benefits are held in the FRS Trust Fund and

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (Continued)**

accrue interest. The net pension liability does not include amounts for DROP participants, as these members are considered retired and are not accruing additional pension benefits.

**Benefits Provided**

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

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	% Value (per year of service)
<u>Regular Class members initially enrolled before July 1, 2011</u>	
Retirement up to age 62 or up to 30 years of service	1.60
Retirement at age 63 or with 31 years of service	1.63
Retirement at age 64 or with 32 years of service	1.65
Retirement at age 65 or with 33 or more years of service	1.68
<u>Regular Class members initially enrolled on or after July 1, 2011</u>	
Retirement up to age 65 or up to 33 years of service	1.60
Retirement at age 66 or with 34 years of service	1.63
Retirement at age 67 or with 35 years of service	1.65
Retirement at age 68 or with 36 or more years of service	1.68
<u>Special Risk Class</u>	
Service from December 1, 1970 through September 30, 1974	2.00
Service on and after October 1, 1974	3.00
<u>Special Risk Administrative Support Class members initially enrolled before July 1, 2011</u> (With six or more years of special risk service, the service in this class counts towards special risk normal retirement; otherwise, Regular Class requirements apply.)	
Retirement up to age 55; or up to 25 total years special risk service; or at age 52 with 25 years (if total service includes wartime military service)	1.60
Retirement at age 56; or with 26 total years special risk service; or at age 53 with 26 years (if total service includes wartime military service)	1.63
Retirement at age 57; or with 27 total years special risk service; or at age 54 with 27 years (if total service includes wartime military service)	1.65
Retirement at age 58; or with 28 total years special risk service; or at age 55 with 28 years (if total service includes wartime military service)	1.68
<u>Special Risk Administrative Support Class members initially enrolled on or after July 1, 2011</u> (With eight or more years of special risk service, the service in this class counts towards special risk normal retirement; otherwise, Regular Class requirements apply.)	
Retirement up to age 60; or up to 30 total years special risk service	1.60
Retirement at age 61; or with 31 total years special risk service	1.63
Retirement at age 62; or with 32 total years special risk service	1.65
Retirement at age 63; or with 33 total years special risk service	1.68
<u>Elected Officers' Class</u>	
Service as Supreme Court Justice, district court of appeal judge, circuit court judge, or county court judge	3.33
Service as Governor, Lt. Governor, Cabinet Officer, Legislator, state attorney, public defender, elected county officer, or elected official of a city or special district that chose EOC membership for its elected officials	3.00
<u>Senior Management Service Class</u>	2.00

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)**

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

**Contributions**

The Florida Legislature establishes contribution rates for participating employers and employees. Effective July 1, 2011, all FRS Plan members (except those in DROP) are required to make 3% employee contributions on a pretax basis. The employer contribution rates by job class for the periods from October 1, 2019 through June 30, 2020 and from July 1, 2020 through September 30, 2020, respectively, were applied to employee salaries as follows: Regular – 8.47% and 10.00%; Special Risk Administrative Support – 38.59% and 35.84%; Special Risk – 25.48% and 24.45%; Senior Management Service – 25.41% and 27.29%; Elected Officers’ – 48.82% and 49.18%; and DROP participants – 14.60% and 16.98%. These employer contributions rates include the appropriate retirement contribution rate, HIS contribution rate of 1.66% for both 2020 and 2019, administrative/educational fee of 0.06% for both 2020 and 2019 and any applicable UAL rates. The Authority’s contributions to the FRS Plan were \$2,942,778 and \$2,810,946 for the years ended September 30, 2020 and 2019, respectively.

**Pension Costs**

At September 30, 2020 and 2019, the Authority reported a liability of \$37,975,550 and \$30,252,997, respectively, for its proportionate share of the FRS Plan’s net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by an annual actuarial valuation as of July 1. The Authority’s proportion of the net pension liability was based on the Authority’s contributions received by FRS during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all of FRS’s participating employers. At June 30, 2020, the Authority’s proportion was 0.0876%, which was a decrease of 0.0002% from its proportion measured as of June 30, 2019. At June 30, 2019, the Authority’s proportion was 0.0878%, which was an increase of 0.0034% from its proportion measured as of June 30, 2018.

For the year ended September 30, 2020, the Authority recognized pension expense of \$8,081,253 for its proportionate share of FRS’s pension expense. In addition, the Authority reported its proportionate share of FRS’s deferred outflows of resources and deferred inflows of resources from the following sources:

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)**

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 1,453,402	\$ -
Changes in Actuarial Assumptions	6,874,783	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	2,261,101	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	776,098	568,769
Authority Contributions Subsequent to the Measurement Date	824,373	-
Total	<u>\$ 12,189,757</u>	<u>\$ 568,769</u>

\$824,373 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending September 30, 2021. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year Ending September 30	Amount
2021	\$ 2,182,195
2022	3,398,640
2023	2,888,831
2024	1,726,956
2025	392,664
Thereafter	207,329

For the year ended September 30, 2019, the Authority recognized pension expense of \$7,582,555 for its proportionate share of FRS's pension expense. In addition, the Authority reported its proportionate share of FRS's deferred outflows of resources and deferred inflows of resources from the following sources:

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS** (continued)

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 1,794,392	\$ 18,775
Changes in Actuarial Assumptions	7,770,272	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	-	1,673,754
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	1,093,810	722,663
Authority Contributions Subsequent to the Measurement Date	792,800	-
Total	<u>\$ 11,451,274</u>	<u>\$ 2,415,192</u>

**Actuarial Assumptions**

The total pension liability in the July 1, 2020 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.40% per year
Salary Increases	3.25%, Average, Including Inflation 6.80%, Net of Pension Plan
Investment Rate of Return	Investment Expense, Including Inflation

Mortality rates were based on the PUB-2010 projected generationally with Scale MP-2018. The actuarial assumptions used in the July 1, 2020 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

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

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)**

Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0%	2.2%	2.2%	1.2%
Fixed Income	19.0%	3.0%	2.9%	3.5%
Global Equity	54.2%	8.0%	6.7%	17.1%
Real Estate (Property)	10.3%	6.4%	5.8%	11.7%
Private Equity	11.1%	10.8%	8.1%	25.7%
Strategic Investments	4.4%	5.5%	5.3%	6.9%
Totals	100%			

Assumed Inflation - Mean	2.4%	1.7%
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The total pension liability in the July 1, 2019, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.60% per year
Salary Increases	3.25%, Average, Including Inflation
	6.90%, Net of Pension Plan Investment
Investment Rate of Return	Expense, Including Inflation

Mortality rates were based on the PUB-2010 projected generationally with Scale MP-2018. The actuarial assumptions used in the July 1, 2019 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

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

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)**

Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0%	3.3%	3.3%	1.2%
Fixed Income	18.0%	4.1%	4.1%	3.5%
Global Equity	54.0%	8.0%	6.8%	16.5%
Real Estate (Property)	10.0%	6.7%	6.1%	11.7%
Private Equity	11.0%	11.2%	8.4%	25.8%
Strategic Investments	6.0%	5.9%	5.7%	6.7%
Totals	100%			

Assumed Inflation - Mean	2.6%	1.7%
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**Discount Rate**

The discount rate used to measure the total pension liability in the July 1, 2020 and 2019 actuarial valuation was 6.80% and 6.90% respectively for the FRS Plan. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, each of the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

**Pension Liability Sensitivity**

The following presents the Authority's proportionate share of the net pension liability for the FRS Plan for fiscal year 2020, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase
FRS Plan Discount Rate	5.80%	6.80%	7.80%
Entity's Proportionate Share of the FRS Plan Net Pension	\$ 60,640,572	\$ 37,975,550	\$ 19,045,626

The following presents the Authority's proportionate share of the net pension liability for the FRS Plan for fiscal year 2019, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS** (continued)

calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase
FRS Plan Discount Rate	5.90%	6.90%	7.90%
Entity's Proportionate Share of the FRS Plan Net Pension	\$ 52,297,357	\$ 30,252,997	\$ 11,842,227

**Pension Plan Fiduciary Net Position**

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

**Payables to the Pension Plan**

At September 30, 2020 and 2019 HART reported no payables for outstanding amounts of contributions to the pension plan.

**Retiree Health Insurance Subsidy Program**

**Plan Description**

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

**Benefits Provided**

For the fiscal years ended June 30, 2020 and June 30, 2019, eligible retirees and beneficiaries received a monthly HIS payment of \$5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$30 and a maximum HIS payment of \$150 per month, pursuant to Section 112,363, Florida Statutes. To be eligible to receive a HIS Plan benefit, a retiree under one of the state-administered retirement systems must provide proof of health insurance coverage, which may include Medicare.

**Contributions**

The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS** (continued)

FRS members. For the fiscal years ended June 30, 2020 and 2019, the contribution rates were 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 (3) years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled. The Authority's contributions to the HIS Plan were \$700,464 and \$696,320, respectively, for the years ended September 30, 2020 and 2019, respectively.

**Pension Costs**

At September 30, 2020 and 2019, the Authority reported a liability of \$15,292,466 and \$13,732,403, respectively, for its proportionate share of the HIS Plan's net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by annual actuarial valuations as of July 1. The Authority's proportion of the net pension liability was based on the Authority's contributions received during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all participating employers. At June 30, 2020, the Authority's proportion was 0.1252%, which was an increase of 0.0025% from its proportion measured as of June 30, 2019. At June 30, 2019, the Authority's proportion was 0.1227%, which was an increase of 0.0049% from its proportion measured as of June 30, 2018.

For the year ended September 30, 2020, the Authority recognized pension expense of \$1,480,821 for its proportionate share of HIS's pension expense. In addition, the Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual		
Economic Experience	\$ 625,555	\$ 11,797
Changes in Actuarial Assumptions	1,644,376	889,197
Net Difference Between Projected and Actual		
Earnings on HIS Program Investments	12,210	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	996,747	406,880
Authority Contributions Subsequent to the Measurement Date	169,959	-
Total	<u>\$3,448,847</u>	<u>\$1,307,874</u>

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)**

\$169,959 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan after the measurement date of the net pension liability but before the end of the reporting period will be recognized as a reduction of the net pension liability in the subsequent fiscal period rather than in the current fiscal period. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year Ending June 30	Amount
2021	\$ 382,230
2022	283,538
2023	77,477
2024	179,909
2025	244,979
Thereafter	802,881

For the year ended September 30, 2019, the Authority recognized pension expense of \$1,238,183 for its proportionate share of HIS's pension expense. In addition, the Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 166,795	\$ 16,815
Changes in Actuarial Assumptions	1,590,080	1,122,375
Net Difference Between Projected and Actual Earnings on HIS Program Investments	8,861	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	1,047,236	503,757
Authority Contributions Subsequent to the Measurement Date	191,235	-
Total	\$ 3,004,207	\$ 1,642,947

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)**

**Actuarial Assumptions**

The total pension liability in the July 1, 2020, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement.

Inflation	2.40% per year
Salary Increases	3.25%, Average, Including Inflation
Municipal Bond Rate	2.21%

Mortality rates were based on the Generational PUB-2010 with Projection Scale MP-2018. The actuarial assumptions used in the July 1, 2020 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

The total pension liability in the July 1, 2019, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement.

Inflation	2.60% per year
Salary Increases	3.25%, Average, Including Inflation
Municipal Bond Rate	3.50%

Mortality rates were based on the Generational RP-2000 with Projection Scale BB. The actuarial assumptions used in the July 1, 2019 valuation were based on the results of an FRS actuarial experience study of the FRS Plan in 2014 for the period July 1, 2008, through June 30, 2013.

**Discount Rate**

The discount rate used to measure the total pension liability in the July 1, 2020 and 2019 actuarial valuation was 2.21% and 3.50% respectively for the HIS Plan. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

**Pension Liability Sensitivity**

The following presents the Authority's proportionate share of the net pension liability for the HIS Plan for FY2020, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

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**NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)**

Description	1% Decrease	Current Discount Rate	1% Increase
HIS Plan Discount Rate	1.21%	2.21%	3.21%
Authority's Proportionate Share of the HIS Plan Net Pension	\$ 17,677,408	\$ 15,292,466	\$ 13,340,398

The following presents the Authority's proportionate share of the net pension liability for the HIS Plan for FY2019, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase
HIS Plan Discount Rate	2.50%	3.50%	4.50%
Authority's Proportionate Share of the HIS Plan Net Pension	\$ 15,676,242	\$ 13,732,403	\$ 12,113,405

**Pension Plan Fiduciary Net Position**

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

**Payables to the HIS Plan**

At September 30, 2020 and 2019 HART reported no payables for outstanding amounts of contributions to the HIS plan.

**NOTE 6 – DEFINED CONTRIBUTION PLAN**

The Florida State Board of Administration (SBA) administers the defined contribution plan officially titled the FRS Investment Plan (Investment Plan). The Investment Plan is reported in the SBA's annual financial statements and in the State of Florida Comprehensive Annual Financial Report. As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined benefit plan. Authority employees participating in DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class,

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**NOTE 6 – DEFINED CONTRIBUTION PLAN (continued)**

Elected County Officers, etc.), as the FRS defined benefit plan. Contributions are directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices. Costs of administering the plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04% of payroll and by forfeited benefits of plan members. Allocations to the investment member's accounts during the 2018-19 fiscal year, as established by Section 121.72, Florida Statutes, are based on a percentage of gross compensation, by class, were as follows: Regular class 6.30%, Special Risk Administrative Support class 7.95%, Special Risk class 14.00%, Senior Management Service class 7.67% and County Elected Officers class 11.34%. These allocations include a required employee contribution of 3% of gross compensation for each member class.

For all membership classes, employees are immediately vested in their own contributions and are vested after one (1) year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Non-vested employer contributions are placed in a suspense account for up to five (5) years. If the employee returns to FRS-covered employment within the 5-year period, the employee will regain control over their account. If the employee does not return within the 5-year period, the employee will forfeit the accumulated account balance. For the years ended September 30, 2020 and 2019, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to the Authority.

After termination and applying to receive benefits, the member may rollover vested funds to another qualified plan, structure a periodic payment under the Investment Plan, receive a lump-sum distribution, leave the funds invested for future distribution, or any combination of these options. Disability coverage is provided; the member may either transfer the account balance to the FRS Pension Plan when approved for disability retirement to receive guaranteed lifetime monthly benefits under the FRS Pension Plan, or remain in the Investment Plan and rely upon that account balance for retirement income.

The Authority's Investment Plan pension expense totaled \$478,592 and \$505,596 for the years ended September 30, 2020 and 2019, respectively. Employee contributions to the Investment Plan totaled \$131,127 and \$143,223 for the years ended September 30, 2020 and 2019, respectively.

**NOTE 7 – OTHER PENSION PLANS**

Deferred Compensation Plan: All full time employees are eligible to participate in the Authority's Deferred Compensation Plan. The deferred compensation plan is governed by the Internal Revenue Code (IRC) 457 savings plan authorized by Congress. Under the plan, an employee contributes a set sum each pay period to an investment account in the employee's name. Deferred compensation is a voluntary, payroll-deducted retirement program which offers the opportunity of setting aside a portion of income on a pre-tax basis and investing those monies into one or more funds selected

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**NOTE 7 – OTHER PENSION PLANS (continued)**

by the employee. Contributions to the investment account are made out of pretax income and the earnings of the account are not taxed until they are withdrawn, usually at retirement. In an effort to encourage employees to save for their retirement, the company will match the employee's contribution dollar for dollar up to the equivalent of 3 ½% of the employee's salary on an annual basis. The Authority's contribution for FY2020 was \$690,125, for FY2019 was \$583,074 and for FY2018 was \$522,096. This contribution is included in the payroll taxes, fringe benefits and workers' compensation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position.

City of Tampa Pension Plan: The Authority is required by the City of Tampa to pay retirement benefits to employees that transitioned from the City to the Authority on March 1, 1980, but chose to remain in the City of Tampa Pension Fund. The Authority's contribution for FY2020 was \$67,332, for FY2019 was \$68,855, and for FY2018 was \$71,176. This contribution is included in the payroll taxes, fringe benefits, and workers' compensation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position.

**NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB)**

As required by Florida Statute 112.0801, the Authority allows retirees to purchase healthcare coverage at the same group insurance rates that current employees are charged, but it is incumbent upon the retiree to pay for this coverage. This practice results in an implicit rate subsidy and creates an OPEB liability based on the theory that retirees have higher utilization of health care benefits than active employees. Unless the premium rate for retirees is set to fully recover their health costs, the premium for active employees is implicitly overstated to subsidize utilization by retirees. Similarly, unless the premium rate for retirees is set to fully recover their health costs, the premium for retirees is understated. The difference creates an implicit rate subsidy. This rate subsidy is considered a benefit that should be included in OPEB valuations.

**Plan Description**

The Authority administers the Hillsborough Area Regional Transit Post-Retirement Medical Plan. The plan is a single-employer defined benefit healthcare plan and does not issue a separate financial statement. The plan provides medical insurance benefits to its employees and their eligible dependents. In accordance with Section 112.0801 of the Florida Statutes, because the Authority provides a medical plan to active employees of the Authority and their eligible dependents, the Authority is also required to provide retirees with the opportunity to participate in the plan. Retirees and their dependents are charged the full premium for coverage through the plan. The benefits are covered by a comprehensive medical plan which includes hospital, medical, dental and prescription coverage and is provided through Cigna. Vision coverage is provided through Humana. The number of participating retirees purchasing health insurance coverage from the Authority in FY2020 and FY2019 were two (2) and four (4) respectively.

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**NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)**

**Eligibility**

Employees are eligible to continue the group insurance coverage after retirement for themselves, their spouses and dependent children provided that the following requirements are met. Employees hired prior to July 1, 2011 and retired at age 62 with at least six (6) years of service or 30 years of creditable service. Employees hired on or after July 1, 2011 and retired at age 65 with at least eight (8) years of service or 33 years of creditable service. The surviving spouses and dependent children who are covered under any of HART sponsored health plans do not have the right to continue coverage upon the death of the HART employee/retiree.

**Participant Data**

The actuarial valuation was based on personnel information as of October 1, 2019 as this was a roll-forward year. Following are some of the pertinent characteristics from the personnel data as of that date. Both age and service have been determined using years and months as of the valuation date.

Active Participants	
Number	706
Average Age	49
Average Service	9
Inactive Participants	
Retirees and Surviving Spouses	2
Average Age	62
Covered Spouses	0
Average Age	<u>N/A</u>
Total Participants	<u>708</u>

**Contributions**

Current Pre 65/Post 65 retirees who retired from active employment contribute 100% of the following premiums:

Tier	2020 Retiree Premium Paid Monthly
Retiree Only	\$801.92
Retiree + Spouse	\$1,632.01
Retiree + Child(ren)	\$1,399.92
Family	\$2,294.34

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**NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)**

**Actuarial Assumptions**

The total OPEB liability was determined by an actuarial valuation as of October 1, 2019 using the following actuarial assumptions:

Inflation	2.50%	
Salary Increases	4.50%	
Discount Rate as of September 30, 2019	2.66%	(based on the municipal bond rate)
Discount Rate as of September 30, 2020	2.21%	(based on the municipal bond rate)

Health Care Participation Rate  
Future Retirees

The assumption was made that 30% of current active employees not yet age 65 would elect coverage by retirement age and 10% of current active employees age 65 and over would elect coverage by retirement age.

Health Care Cost Trend Rates	Year	Medical w/Rx	
		Pre-65	Post-65
	2019 to 2020	7.00%	8.00%
	2020 to 2021	6.81%	7.81%
	2021 to 2022	6.53%	7.40%
	2022 to 2023	6.25%	6.99%
	2023 to 2024	5.96%	6.58%
	2024 to 2025	5.67%	6.17%
	2025 to 2026	5.38%	5.75%
	2026 to 2027	5.09%	5.34%
	2027 to 2028	4.79%	4.92%
	2029+	4.50%	4.50%

Mortality Rates - Healthy & Disabled

Base table: PUB-2010, "General" Classification, amounts-weighted mortality tables

Projection: Mortality rates are projected generationally from 2010 using Scale MP-2020

**Changes in Assumptions or Other Inputs Since Prior Measurement Date**

**Method Changes**

There have been no method changes in the financial accounting valuation since the prior year.

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**NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)**

Assumption Changes

The financial accounting valuation reflects the following assumption changes:

- The discount rate decreased from 2.66% as of September 30, 2019 to 2.21% as of September 30, 2020 to reflect changes in the Bond Buyer GO 20-Bond Municipal Bond Index.
- The base mortality table changed from the aggregate 2006 base rates from the RP-2014 mortality study to the PUB-2010, “General” Classification, amounts-weighted mortality tables.
- The mortality improvement scale changed from MP-2017 projected generationally from 2006 to MP-2020 projected generationally from 2010.
- Health care claims were updated to reflect more recent experience.
- The healthcare trend rates were updated as of September 30, 2020 to be based on national average information from a variety of sources, including S&P Healthcare Economic Index, NHCE data, plan renewal data, and vendor Rx reports, with adjustments based on the provisions of the benefits sponsored by HART. In addition, the healthcare trend rates were updated to remove the Health Care Reform excise tax adjustment.
- Retirement, withdrawal and disability rates were updated to be in-line with the most recent experience published in the 2019 FRS experience study.

**Total OPEB Liability**

The method used to calculate the service cost and accumulated post-retirement benefit obligation for determining OPEB expense is the entry age normal cost method. Under this cost method, the actuarial accrued liability is based on a prorated portion of the present value of all benefits earned to date over expected future working life time as defined by GASB. The proration is determined so that the cost with respect to service accrued from date of hire is recognized as a level percentage of pay each year. The normal cost is equal to the prorated cost for the year of valuation. Since this is a single employer benefit plan and does not have a special funding situation, it is required to recognize a liability equal to the total OPEB liability.

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**NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS** (continued)

Shown below are details regarding the total OPEB liability for the Measurement Period from October 1, 2019 to September 30, 2020:

Description	Total OPEB Liability
Balance Recognized at 9/30/2019	
(Based on 9/30/2019 Measurement Date)	\$ 1,182,510
Changes Recognized for the Fiscal Year:	
Service Cost	110,011
Interest on the Total OPEB Liability	34,578
Changes of Benefit Terms	-
Differences Between Expected and Actual	(278,215)
Changes of Assumptions	363,040
Benefit Payments	14,944
Net Changes	244,358
Balance Recognized at 9/30/2020	
(Based on 9/30/2020 Measurement Date)	<u>\$ 1,426,868</u>

Shown below are details regarding the total OPEB liability for the Measurement Period from October 1, 2018 to September 30, 2019:

Description	Total OPEB Liability
Balance Recognized at 9/30/2018	
(Based on 9/30/2018 Measurement Date)	\$ 1,013,903
Changes Recognized for the Fiscal Year:	
Service Cost	90,448
Interest on the Total OPEB Liability	45,568
Changes of Benefit Terms	-
Differences Between Expected and Actual	(11,186)
Changes of Assumptions	72,488
Benefit Payments	(28,711)
Net Changes	168,607
Balance Recognized at 9/30/2019	
(Based on 9/30/2019 Measurement Date)	<u>\$ 1,182,510</u>

**HILLSBOROUGH TRANSIT AUTHORITY**  
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**NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS** (continued)

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

For the year ended September 30, 2020, the Authority recognized OPEB expense of \$133,275. In addition, the Authority reported deferred outflow of resources and deferred inflow of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Actual and Expected Experience	\$ 10,161	\$ 467,244
Assumption Changes	414,382	15,979
Total	<u>\$ 424,543</u>	<u>\$ 483,223</u>

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

Year End September 30:

2021	(11,314)
2022	(11,314)
2023	(11,314)
2024	(11,314)
2025	(11,314)
Thereafter	(2,110)

For the year ended September 30, 2019, the Authority recognized OPEB expense of \$116,254. In addition the Authority reported deferred outflow of resources and deferred inflow of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Actual and Expected Experience	\$ 12,029	\$ 247,056
Assumption Changes	99,124	18,916
Total	<u>\$ 111,153</u>	<u>\$ 265,972</u>

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**NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)**

**Interest Rate Sensitivity**

The following table illustrates the impact of interest rate sensitivity on the total OPEB liability for fiscal year ended September 30, 2020:

	1% Decrease 1.21%	Current Rate 2.21%	1% Increase 3.21%
Total OPEB Liability	\$1,494,993	\$1,426,868	\$1,357,763

The following table illustrates the impact of interest rate sensitivity on the total OPEB liability for fiscal year ended September 30, 2019:

	1% Decrease 1.66%	Current Rate 2.66%	1% Increase 3.66%
Total OPEB Liability	\$1,213,330	\$1,182,510	\$1,126,693

**Healthcare Cost Trend Sensitivity**

The following table illustrates the impact of healthcare cost trend sensitivity on the total OPEB Liability for fiscal year ended September 30, 2020:

	1% Decrease	Trend Rate	1% Increase
Total OPEB Liability	\$1,260,109	\$1,426,868	\$1,623,667

The following table illustrates the impact of healthcare cost trend sensitivity on the total OPEB Liability for fiscal year ended September 30, 2019:

	1% Decrease	Trend Rate	1% Increase
Total OPEB Liability	\$1,033,544	\$1,182,510	\$1,334,584

**HILLSBOROUGH TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
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**NOTE 9 – SELF INSURANCE AND LOSS CONTINGENCIES**

The Authority is exposed to various risks of loss related to tort; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. During 1987, the Authority established a self-insurance program for general liability claims. During 1990, the Authority established a self-insurance program for its workers' compensation claims. The Authority also established a medical self-insured program effective January 1, 2012. Workers' compensation and medical insurance claims are administered internally by the Authority and a third party administrator.

The liabilities currently provided are based upon an actuarial study which is performed annually by an outside professional.

Self-insured claims, liability limitations and methods used to limit the exposures are as follows:

General Liability Claims: The Authority's exposure for general liability, including vehicle, property and bodily injury, is subject to the State of Florida sovereign immunity laws, which provide loss limits of \$200,000 per person and \$300,000 per occurrence.

Workers' Compensation Claims: The Authority has excess coverage provided by Safety National Insurance Company subject to a \$600,000 per occurrence deductible.

Property Damage Insurance Coverage: The Authority has an insurance policy for property damage with a \$25,000 deductible per occurrence for all perils; with a 3% Total Insured Value (TIV) subject to a minimum of \$35,000 for named wind storms.

Unemployment Compensation: The Authority is fully self-insured and payments are made quarterly, based on actual claims, to the Florida Department of Revenue, Florida Unemployment Compensation Fund.

Group Medical: Effective January 1, 2012, the Authority transitioned to self-insured coverage for health care insurance benefits. To mitigate against substantial claims exposure, HART has contracted for stop-loss coverage for claims in excess of \$150,000.

The liability as of September 30, 2020, was \$6,260,140, as of September 30, 2019 it was \$7,041,638, and as of September 30, 2018, it was \$8,010,952. These are based on the requirements of GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*, which requires liability for claims to be reported if information prior to the issuance of the financial statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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**NOTE 9 – SELF INSURANCE AND LOSS CONTINGENCIES (continued)**

Changes in the claims liability amount:

<u>Description</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Beginning balance	\$7,041,638	\$8,010,952	\$8,424,590
Current year claims and changes in estimates	10,574,030	10,201,456	7,374,680
Claims payments	(11,355,528)	(11,170,770)	(7,788,318)
Ending balance	<u>\$6,260,140</u>	<u>\$7,041,638</u>	<u>\$8,010,952</u>
Amount due within one year	<u>\$3,426,588</u>	<u>\$3,915,661</u>	<u>\$2,391,880</u>

**NOTE 10 – CHANGES IN LONG-TERM LIABILITIES**

Long-term liability activity for the years ended September 30, 2020 and September 30, 2019:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>	<u>More than One Year</u>
<b><u>Balance at September 30, 2020</u></b>						
Self insurance and loss contingencies	\$ 7,041,638	\$ 10,574,030	\$ 11,355,528	\$ 6,260,140	\$ 3,426,588	\$ 2,833,552
Environmental remediation	133,734	150,000	133,734	150,000	150,000	-
Compensated absences	2,893,288	3,203,735	2,893,288	3,203,735	116,809	3,086,926
Net pension liability	43,985,400	9,282,616	-	53,268,016	168,757	53,099,259
Total OPEB liability	<u>1,182,510</u>	<u>522,573</u>	<u>278,215</u>	<u>1,426,868</u>	<u>-</u>	<u>1,426,868</u>
Total long-term liabilities	<u>\$ 55,236,570</u>	<u>\$ 23,732,954</u>	<u>\$ 14,660,765</u>	<u>\$ 64,308,759</u>	<u>\$ 3,862,154</u>	<u>\$ 60,446,605</u>
<b><u>Balance at September 30, 2019</u></b>						
Self insurance and loss contingencies	\$ 8,010,952	\$ 10,201,456	\$ 11,170,770	\$ 7,041,638	\$ 3,915,661	\$ 3,125,977
Environmental remediation	308,019	133,734	308,019	133,734	133,734	-
Compensated absences	2,880,393	2,863,027	2,850,132	2,893,288	110,894	2,782,394
Net pension liability	37,892,419	6,092,981	-	43,985,400	262,590	43,722,810
Total OPEB liability	<u>1,013,903</u>	<u>208,504</u>	<u>39,897</u>	<u>1,182,510</u>	<u>-</u>	<u>1,182,510</u>
Total long-term liabilities	<u>\$ 50,105,686</u>	<u>\$ 19,499,702</u>	<u>\$ 14,368,818</u>	<u>\$ 55,236,570</u>	<u>\$ 4,422,879</u>	<u>\$ 50,813,691</u>

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**NOTE 11 – UNRESTRICTED AND RESTRICTED NET POSITION**

The Authority's unrestricted net position deficit as of September 30, 2020 was (\$27,878,361), and as of September 30, 2019 was (\$34,808,461). The Authority's restricted net position as of September 30, 2020 was \$197,353,969, and as of September 30, 2019 was \$85,625,022. Below is a table showing a detail of the restricted net position:

	<u>FY2020</u>	<u>FY2019</u>
Restricted for Risk Auto/General Liability	\$ 180,000	\$ 180,000
Restricted for Workers Compensation	125,000	125,000
Restricted for Self-Insured Medical	625,000	625,000
Restricted for Private Developers	107,807	107,807
Restricted for FTA Liability	607,250	-
Restricted for surtax spending	195,708,912	84,587,215
	<u>\$ 197,353,969</u>	<u>\$ 85,625,022</u>

**NOTE 12 – COMMITMENTS AND CONTINGENCIES**

***Legacy Contamination***

Areas of HART's 21<sup>st</sup> Avenue Facility site that require remediation and/or monitoring to address soil and groundwater contamination resulting from historical reported spills/releases were identified as the Fueling bypass Lane, Area of Concern 1 (AOC-1), and Area of Concern 2 (AOC-2).

***January 2017 Reported spill/release in Fueling Bypass Lane***

- Estimated 400-500 gallons diesel, current above ground storage tank (AST) area; HART Tank #3, aka: FDEP Tank #18

During FY-2020, remediation activities were undertaken at the Fueling Bypass Lane that involved removal of contaminated soil and replacement with clean soil, sampling/analysis of area soil and groundwater, and submission of reports to the Environmental Protection Commission of Hillsborough County (EPCHC). The submitted reports are still being reviewed by the EPCHC.

Potential sources of soil and groundwater contamination in AOC-1 and AOC-2:

**Historical reported spills/releases in AOC-1**

- April 1985 – estimated 400 gallons unleaded gasoline, leak from former underground fuel line between former underground storage tank (UST) and former dispensing station. Early Detection Incentive (EDI) Program eligible.
- December 1987 – estimated 100 gallons diesel, former UST area
- February 1988 – estimated 333 gallons diesel, former UST area
- December 2003 – estimated 109 gallons diesel, former UST area

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**NOTE 12 – COMMITMENTS AND CONTINGENCIES (continued)**

- May 2013 – estimated 25 gallons diesel, current AST area

During FY-2020, a Limited Contamination Assessment Report (LCAR) and Site Rehabilitation Funding Allocation (SRFA) was prepared for AOC-1 and submitted to the EPCHC. The submitted reports are still being reviewed by the EPCHC.

Historical reported spills/releases in AOC-2

- October 1995 – unknown gallons automatic transmission fluid (ATF) / hydraulic fluid; leak from former above ground storage tanks, pumps, underground piping and system leakages associated with vehicle hydraulic lift cylinders in service bay area within Main Shop.

During FY-2020, monthly monitoring of groundwater wells in AOC-2 for water levels and free-product levels was performed, with quarterly reporting to the EPCHC. This monitoring and reporting to EPCHC is required until remediation and/or monitoring efforts are undertaken at AOC-2.

Transportation Improvement Surtax (TIS): In April 2019 HART began receiving TIS monies. Pending ongoing litigation, these funds have been recorded as restricted cash and receivables and restricted net position on the statement of net position. At September 30, 2020 and 2019 such amounts totaled \$195,708,912 and \$84,587,245, respectively. On February 25, 2021 the Florida Supreme Court struck down this sales tax and ruled it unconstitutional. HART has 15 days from February 25<sup>th</sup> to file a Motion for Reconsideration which would include a request for clarification about the already collected amounts. This could result in a remand to the Circuit Court. There is no clear precedent that has been found regarding the collected funds. As such, there is no clear answer at this time about what must be done with them. For this reason these already collected funds will remain in the restricted cash and net position until further guidance is received.

Legal Actions: In the opinion of management there are no legal actions which would have a significant effect on the financial statements of the Authority.

COVID-19: In March 2020, the World Health Organization declared the outbreak of COVID-19 as a “public health emergency of international concern,” which continues to spread throughout the world and has adversely impacted global commercial activity. The COVID-19 outbreak and government responses are creating disruption in global supply chains and impacting many industries. The outbreak could have a continued material, adverse impact on economic and market conditions and could trigger a period of global economic slowdown. The rapid development and fluidity of this situation precludes any prediction as to the ultimate material, adverse impact of the COVID-19 outbreak. Nevertheless, the outbreak presents uncertainty and risk with respect to the Authority, its performance and its financial results.

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**NOTE 13 – SUBSEQUENT EVENTS**

Due to COVID-19, HART saw a 27.3% decline in fare revenue however, the COVID-19 CARES act funding enacted by Congress and allocated by the Federal Transit Administration has supplemented for this loss in fare revenues and will continue to supplement HART through FY2021. HART was awarded a total of \$39,865,488 of which \$16,556,224 was received in FY2020 and \$23,309,264 is approved to be received in FY2021.

## **REQUIRED SUPPLEMENTARY INFORMATION**

**HILLSBOROUGH TRANSIT AUTHORITY**  
**SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY**

<b>Florida Retirement System Pension Plan</b>	<b><u>2020</u></b>	<b><u>2019</u></b>	<b><u>2018</u></b>	<b><u>2017</u></b>	<b><u>2016</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>
Authority's Proportion of the Net Pension Liability	0.087619426%	0.087846167%	0.084403818%	0.088678260%	0.083875483%	0.087636522%	0.084919178%
Authority's Proportionate Share of the Net Pension Liability	\$ 37,975,550	\$ 30,252,997	\$ 25,422,868	\$ 26,230,434	\$ 21,178,625	\$ 11,319,432	\$ 5,181,319
Authority's Covered Payroll	\$ 35,835,279	\$ 35,264,645	\$ 32,844,936	\$ 34,349,769	\$ 32,152,579	\$ 28,576,273	\$ 27,170,675
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Its Covered Payroll	105.97%	85.79%	77.40%	76.36%	65.87%	39.61%	19.07%
Plan Fiduciary Net Position as a Percentage of the total Net Pension Liability	78.85%	82.61%	84.26%	83.89%	84.88%	92.00%	96.09%

Note: The Amounts Presented for Each Fiscal Year were Determined as of June 30.

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

<b>Retiree Health Insurance Subsidy Program</b>	<b><u>2020</u></b>	<b><u>2019</u></b>	<b><u>2018</u></b>	<b><u>2017</u></b>	<b><u>2016</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>
Authority's Proportion of the Net Pension Liability	0.125247093%	0.122731291%	0.117813858%	0.124699170%	0.119854302%	0.115730222%	0.111865048%
Authority's Proportionate Share of the Net Pension Liability	\$ 15,292,466	\$ 13,732,403	\$ 12,469,551	\$ 13,333,411	\$ 13,968,522	\$ 11,802,662	\$ 10,459,655
Authority's Covered Payroll	\$ 43,548,361	\$ 41,091,798	\$ 38,496,059	\$ 39,250,189	\$ 37,260,356	\$ 35,063,188	\$ 33,294,462
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Its Covered Payroll	35.12%	33.42%	32.39%	33.97%	37.49%	33.66%	31.42%
Plan Fiduciary Net Position as a Percentage of the total Net Pension Liability	3.00%	2.63%	2.15%	1.64%	0.97%	0.50%	0.99%

Note: The Amounts Presented for Each Fiscal Year were Determined as of June 30.

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

**HILLSBOROUGH TRANSIT AUTHORITY  
SCHEDULE OF CONTRIBUTIONS**

<b>Florida Retirement System Pension Plan</b>	<b><u>2020</u></b>	<b><u>2019</u></b>	<b><u>2018</u></b>	<b><u>2017</u></b>	<b><u>2016</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>
Contractually Required Contribution	\$ 2,942,778	\$ 2,810,946	\$ 2,508,308	\$ 2,305,879	\$ 2,191,784	\$ 2,120,448	\$ 1,920,319
Contributions in Relation to the Contractually Required Contribution	<u>\$ (2,942,778)</u>	<u>\$ (2,810,946)</u>	<u>\$ (2,508,308)</u>	<u>\$ (2,305,879)</u>	<u>\$ (2,191,784)</u>	<u>\$ (2,120,448)</u>	<u>\$ (1,920,319)</u>
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's Covered Payroll	\$ 34,183,924	\$ 35,792,529	\$ 33,169,710	\$ 34,937,134	\$ 33,369,552	\$ 28,972,948	\$ 27,298,037
Contributions as a Percentage of Covered Payroll	8.61%	7.85%	7.56%	6.60%	6.57%	7.32%	7.03%

Note: The Amounts Presented for Each Fiscal Year were Determined as of September 30.

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

<b>Retiree Health Insurance Subsidy Program</b>	<b><u>2020</u></b>	<b><u>2019</u></b>	<b><u>2018</u></b>	<b><u>2017</u></b>	<b><u>2016</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>
Contractually Required Contribution	\$ 700,464	\$ 696,320	\$ 644,240	\$ 669,012	\$ 639,553	\$ 480,410	\$ 382,210
Contributions in Relation to the Contractually Required Contribution	<u>\$ (700,464)</u>	<u>\$ (696,320)</u>	<u>\$ (644,240)</u>	<u>\$ (669,012)</u>	<u>\$ (639,553)</u>	<u>\$ (480,410)</u>	<u>\$ (382,210)</u>
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's Covered Payroll	\$ 42,223,521	\$ 42,009,042	\$ 38,846,705	\$ 39,797,742	\$ 38,767,502	\$ 35,487,167	\$ 33,795,904
Contributions as a Percentage of Covered Payroll	1.66%	1.66%	1.66%	1.68%	1.65%	1.35%	1.13%

Note: The Amounts Presented for Each Fiscal Year were Determined as of September 30.

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

**HILLSBOROUGH TRANSIT AUTHORITY**  
**SCHEDULE OF CHANGES IN OPEB**

	Fiscal Year Ended				
	9/30/2020	9/30/2019	9/30/2018	9/30/2017	9/30/2016
Total OPEB Liability					
Service Cost	\$110,011	\$90,448	\$102,296	\$111,561	\$100,373
Interest Cost	34,578	45,568	43,885	33,711	36,603
Differences Between Expected and Actual					
Experiences	(278,215)	(11,186)	(262,813)	17,633	(40,345)
Changes of Assumptions	363,040	72,488	20,913	(27,727)	27,186
Benefit Payments	14,944	(28,711)	12,475	(55,835)	(5,960)
Net Change in Total OPEB Liability	244,358	168,607	(83,244)	79,343	117,857
Total OPEB Liability (Beginning)	1,182,510	1,013,903	1,097,147	1,017,804	899,947
Total OPEB Liability (Ending)	<u>\$1,426,868</u>	<u>\$1,182,510</u>	<u>\$1,013,903</u>	<u>\$1,097,147</u>	<u>\$1,017,804</u>
Covered-employee payroll	\$34,117,868	\$27,458,002	\$24,563,703	\$26,113,584	\$24,565,983
Total OPEB liability as a percentage of covered-employee payroll	4.18%	4.31%	4.13%	4.20%	4.14%

**Notes to Schedule:**

*Changes of benefit terms:* There are no changes of benefit terms.

*Changes of assumptions:* The financial accounting valuation reflects the following assumption changes:

- The discount rate decreased from 2.66% as of September 30, 2019 to 2.21% as of September 30, 2020 to reflect changes in the Bond Buyer GO 20-Bond Municipal Bond Index.
- The base mortality table changed from the aggregate 2006 base rates from the RP-2014 mortality study to the PUB-2010, "General" Classification, amounts-weighted mortality tables.
- The mortality improvement scale changed from MP-2017 projected generationally from 2006 to MP-2020 projected generationally from 2010.
- Health care claims were updated to reflect more recent experience.
- The healthcare trend rates were updated as of September 30, 2020 to be based on national average information from a variety of sources, including S&P Healthcare Economic Index, NHCE data, plan renewal data, and vendor Rx reports, with adjustments based on the provisions of the benefits sponsored by HART. In addition, the healthcare trend rates were updated to remove the Health Care Reform excise tax adjustment.
- Retirement, withdrawal and disability rates were updated to be in-line with the most recent experience published in the 2019 FRS experience study.

**HILLSBOROUGH TRANSIT AUTHORITY  
SCHEDULE OF CHANGES IN OPEB**

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

## **OTHER SUPPLEMENTAL INFORMATION**

**HILLSBOROUGH TRANSIT AUTHORITY  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
AND STATE FINANCIAL ASSISTANCE  
YEAR ENDING SEPTEMBER 30, 2020**

<u>GRANTOR / PROGRAM TITLE</u>	<u>Federal CFDA Number</u>	<u>Federal Grant Number</u>	<u>FY 2020 Program Expenditures</u>	<u>FY 2020 Transfers to Subrecipients</u>
<i>Direct federal grantor awards</i>				
<i>Department of Transportation - Federal Transit Administration</i>				
<i>Capital Investment Grants</i>				
State of Good Repair HM Rehab/Renov	20.500	FL-04-0167	76,604	-
Transit Oriented Development Planning Pilot Program 2018	20.500	FL-2019-081	222,061	-
Total Federal Transit Capital Investment Grants			<u>298,665</u>	<u>-</u>
<i>Urbanized Area Formula Program</i>				
FY16 Urbanized Area Formula Program	20.507	FL-2017-068	145,490	-
FY17 Urbanized Area Formula Program	20.507	FL-2017-106	40,175	-
FY18 Urbanized Area Formula Program	20.507	FL-2018-095	(430,514)	-
FY19 Urbanized Area Formula Program	20.507	FL-2019-066	1,121,621	-
Surface Transportation Block Program	20.507	FL-2020-024	360,547	-
COVID-19 FY20 CARES Act	20.507	FL-2020-038	16,556,225	-
FY20 Urbanized Area Formula Program	20.507	FL-2020-066	12,811,198	-
FY11 Urbanized Area Formula Program	20.507	FL-90-X752	8,797	-
Total Urbanized Area Formula Program			<u>30,613,539</u>	<u>-</u>
<i>Department of Transportation - Federal Transit Administration</i>				
<i>State of Good Repair Grants Program</i>				
State of Good Repair Fixed Guideway	20.525	FL-2016-062	407,925	-
State of Good Repair Fixed Guideway	20.525	FL-2020-062	317,206	-
Total State of Good Repair Grants Program			<u>725,131</u>	<u>-</u>
<i>Local Bus &amp; Bus Facilities Formula Program</i>				
Bus Formula Grant	20.526	FL-2017-065	67,525	-
Bus Formula Grant	20.526	FL-2019-095	1,367,653	-
Total Bus & Bus Facilities Formula Program			<u>1,435,178</u>	<u>-</u>
<i>Local Emergency Relief</i>				
Hurricane IRMA	20.527	FL-2019-014	103,345	-
Total Emergency Relief			<u>103,345</u>	<u>-</u>
Total Federal Transit Cluster	20.500, 20.507, 20.525, 20.526, 20.527		33,175,858	-
Total Direct Federal Grantor Awards			<u>\$ 33,175,858</u>	<u>\$ -</u>

**HILLSBOROUGH TRANSIT AUTHORITY  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
AND STATE FINANCIAL ASSISTANCE  
YEAR ENDING SEPTEMBER 30, 2020**

*Pass-through federal grantor awards*

*Florida Department of Transportation (pass through from the Federal Transit Administration)*

Transportation Regional Incentive Program Regional Mobility Fare Collection (G0S03)	20.205	436677-19401	141,411	-
Transportation Regional Incentive Program Regional Mobility Fare Collection (G1936)	20.205	436677-19401	551,599	-
			<hr/> 693,010	<hr/> \$ -
Enhanced Mobility of Seniors and Individuals with Disabilities (G1I26)	20.513	438958-18404	219,449	-
			<hr/> 219,449	<hr/> -
<b>Total Pass Through Federal Assistance</b>			<hr/> 912,459	<hr/> -
Total Expenditures of Federal Awards			<hr/> \$ 34,088,317	<hr/> \$ -

(Continued)

See accompanying notes to schedule of expenditures of federal awards  
and state financial assistance.

**HILLSBOROUGH TRANSIT AUTHORITY  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
AND STATE FINANCIAL ASSISTANCE  
YEAR ENDING SEPTEMBER 30, 2020**

<u>GRANTOR / PROGRAM TITLE</u>	<u>State CSFA Number</u>	<u>State Project Number</u>	<u>FY 2020 Program Expenditures</u>
<i>Direct state financial assistance</i>			
<i>State of Florida Department of Transportation</i>			
Public Transit Block Grant Program FY20 (G1C14)	55.010	402251-18420	5,219,948
			<u>5,219,948</u>
Commuter Assistance Program - Downtowner (G1C13)	55.012	443425-18401	367,365
Service Development Program - Streetcar Free Fares (G1C26)	55.012	443963-18419	890,000
			<u>1,257,365</u>
Transit Corridor Development Program - Wesley Chapel & TIA via Downtown Tampa (275LX) (G0026)	55.013	410693-29415	104,015
Transit Corridor Development Program - Wesley Chapel & TIA via Downtown Tampa (275LX) (G1037)	55.013	430322-18419	99,338
Transit Corridor Development Program - Land O'Lakes & MacDill (20X) (G1C10)	55.013	430322-18420	162,451
Transit Corridor Development Program - Wesley Chapel & TIA via Downtown Tampa (275LX) (G1C11)	55.013	420741-18420	450,000
			<u>815,804</u>
Intermodal Development Program - Autonomous Mobility Service (G0I81)	55.014	422799-39401	152,111
			<u>152,111</u>
Transportation Regional Incentive Program - Regional Mobility Fare Collection (G0S03)	55.026	436677-19401	103,748
Transportation Regional Incentive Program - Regional Mobility Fare Collection (G1936)	55.026	436677-19401	551,599
			<u>655,347</u>
Total state grantor awards			<u>\$ 8,100,575</u>
Total Expenditures of Federal Awards and State Financial Assistance			<u>\$ 42,188,892</u>

See accompanying notes to schedule of expenditures of federal awards and state financial assistance.

**HILLSBOROUGH TRANSIT AUTHORITY**  
**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**  
**AND STATE FINANCIAL ASSISTANCE**  
**YEAR ENDING SEPTEMBER 30, 2020**

**NOTE 1 – BASIS OF PRESENTATION**

The accompanying Schedule of Expenditures of Federal Awards and State Financial Assistance includes federal and state activity of the Authority and is presented on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)* and the Florida Single Audit Act, and Chapter 10.550, Rules of the Auditor General of the State of Florida.

**NOTE 2 – CONTINGENCIES**

The federal programs and state projects shown in the Schedule of Expenditures of Federal Awards and State Financial Assistance are subject to financial and compliance audits by grantor agencies, which, if instances of material noncompliance are found, may result in disallowable expenditures, and affect the Authority's continued participation in specific programs. The amount, if any, of expenditures which may be disallowed by the grantor agencies cannot be determined at this time, although the Authority expects such amounts, if any, to be immaterial.

**NOTE 3 – INDIRECT COSTS**

The Authority has elected not to use the 10% de minimis indirect cost rate as is allowed under the Uniform Guidance. Instead the Authority derives its cost rate using a Cost Allocation Plan (CAP) to develop a fully allocated rate based on total eligible operating costs to total vehicle hours.

**NOTE 4 – NEGATIVE EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE**

The negative expenditure of \$430,514 reported in the Schedule of Expenditures of Federal Awards and State Financial Assistance for the Urbanized Area Formula Program, federal CFDA Number 20.507, grant number FL-2018-095, includes the removal of expenditures totaling \$524,785 which were accrued and reported in the Schedule of Expenditures of Federal Awards and State Financial Assistance for the year ended September 30, 2019. The subsequent decision not to request reimbursement for these expenditures was the result of the termination of a vendor contract where the vendor failed to remedy deficiency conditions and the contract was terminated for default. This amount was offset by expenditures in the program in the year ended September 30, 2020 of \$94,271. Although the current expenditures on a grant may be negative, the total of all expenditures on the grant is expected to be positive over its entire period of performance.

# **SECTION III**

## **STATISTICAL SECTION**

## **STATISTICAL SECTION**

This part of the Authority's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the government's overall financial health.

### **Financial Trends**

*These schedules contain trend information to help the reader understand how the Authority's financial performance and well-being have changed over time.*

### **Revenue Capacity**

*These schedules contain information to help the reader assess the Authority's most significant local revenue source, the property tax.*

### **Demographic and Economic Information**

*These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.*

### **Operating Information**

*These schedules contain service and infrastructure data to help the reader understand how the information in the government's financial report relates to the services the Authority provides and the activities it performs.*

**Note: The statistical section contains "Unaudited" data.**

## **Statistical Section**

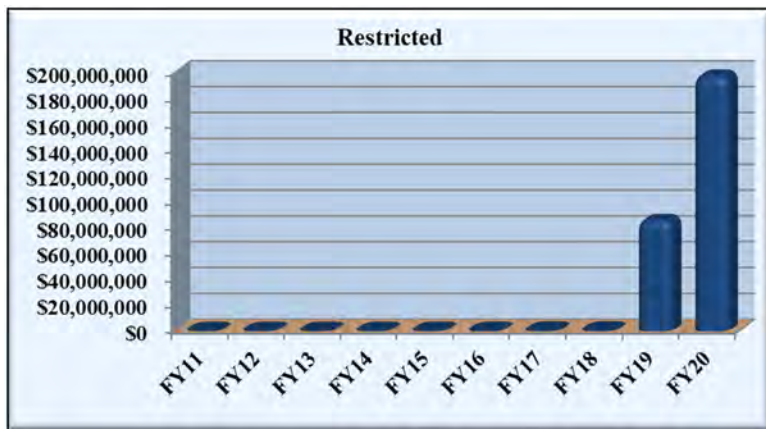
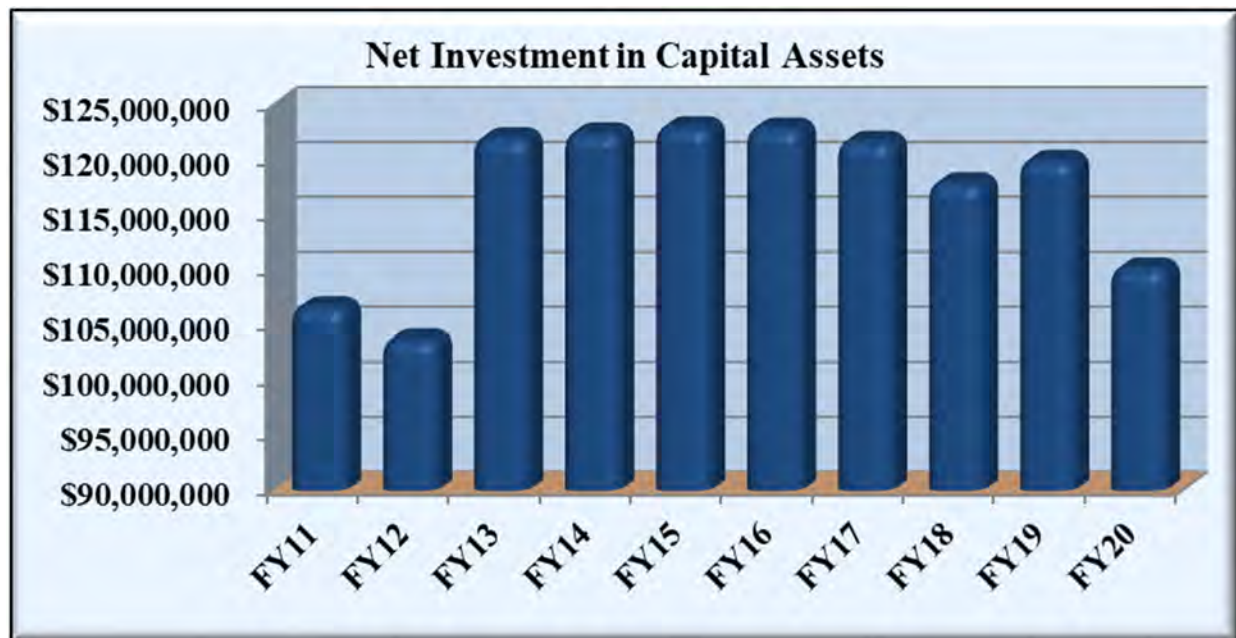
### **Financial Trends**

- Net Position by Component (FY2011 to FY2020)
- Statement of Assets, Deferred Outflows, Liabilities, Deferred Inflows & Net Position (FY2011 to FY2015)
- Statement of Assets, Deferred Outflows, Liabilities, Deferred Inflows & Net Position (FY2016 to FY2020)
- Statement of Revenues, Expenses, & Changes in Net Position (FY2011 to FY2015)
- Statement of Revenues, Expenses, & Changes in Net Position (FY2016 to FY2020)

**Note: The statistical section contains “Unaudited” data.**

### NET POSITION BY COMPONENT FY2011 to FY2020

	FY2011	FY2012	FY2013	FY2014	FY2015
<b>NET POSITION</b>				RESTATED	
Net Investment in Capital Assets	\$106,688,130	\$103,777,430	\$122,087,138	\$122,526,409	\$123,085,260
Restricted	\$445,000	\$445,000	\$445,000	\$445,000	\$700,000
Unrestricted	\$19,884,546	\$22,952,856	\$24,894,805	(\$1,304,949)	(\$5,632,905)
Total Net Position	\$127,017,676	\$127,175,286	\$147,426,943	\$121,666,460	\$118,152,355
	FY2016	FY2017	FY2018	FY2019	FY2020
<b>NET POSITION</b>					
Net Investment in Capital Assets	\$122,976,936	\$121,766,602	\$117,985,314	\$120,027,532	\$110,229,835
Restricted	\$610,800	\$1,037,807	\$1,037,807	\$85,625,022	\$197,353,969
Unrestricted	(\$14,589,739)	(\$24,544,597)	(\$26,301,549)	(\$34,808,461)	(\$27,878,361)
Total Net Position	\$108,997,997	\$98,259,812	\$92,721,572	\$170,844,093	\$279,705,443



Note: The statistical section contains "Unaudited" data.

STATEMENT OF ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS & NET POSITION FY2011 to FY2015					
	FY2011	FY2012	FY2013	FY2014	FY2015
<b>ASSETS</b>				RESTATED	
Current Assets:					
Cash & Cash Equivalents-Unrestricted	\$16,954,969	\$20,887,852	\$22,012,439	\$20,711,606	\$15,775,962
Cash & Cash Equivalents-Restricted	\$75,000	\$445,000	\$445,000	\$445,000	\$700,000
Investments	\$411,717	\$424,845	\$232,135	\$0	\$0
Accounts Receivable:					
Trade Receivable, net	\$857,651	\$780,427	\$1,166,770	\$683,225	\$778,787
Surtax Receivable	\$0	\$0	\$0	\$0	\$0
Delinquent Property Tax Receivable	\$0	\$239,002	\$62,276	\$39,591	\$65,759
Federal Grants Receivable	\$10,970,747	\$5,961,187	\$6,746,845	\$11,195,043	\$11,667,050
State Grants Receivable	\$144,701	\$4,436,569	\$463,334	\$175,814	\$146,098
Local Grants Receivable	\$1,005,681	\$2,596,166	\$7,216,827	\$437,953	\$318,397
Inventory of Parts & Supplies	\$1,565,934	\$1,541,486	\$1,401,416	\$1,471,430	\$1,513,189
Prepaid Expenses	\$598,952	\$560,824	\$659,289	\$377,293	\$323,797
Total Current Assets	\$32,585,352	\$37,873,358	\$40,383,646	\$35,536,955	\$31,289,039
Long Term Assets:					
Land	\$13,509,257	\$15,416,271	\$18,260,818	\$18,260,818	\$19,040,309
Construction in Progress	\$3,638,382	\$9,319,239	\$20,033,244	\$16,523,147	\$540,588
Capital Assets, net	\$89,540,491	\$79,041,920	\$85,679,116	\$88,481,029	\$103,904,284
Total Long Term Assets	\$106,688,130	\$103,777,430	\$123,973,178	\$123,264,994	\$123,485,181
Total Assets	\$139,273,482	\$141,650,788	\$164,356,824	\$158,801,949	\$154,774,220
<b>DEFERRED OUTFLOWS</b>					
Deferred Outflows on pension and OPEB related amounts	\$0	\$0	\$462,335	\$2,515,349	\$4,724,263
<b>LIABILITIES</b>					
Current Liabilities:					
Accounts Payable	\$2,445,335	\$3,973,641	\$5,476,526	\$2,517,083	\$1,866,153
Accrued Expenses	\$1,426,195	\$1,652,953	\$2,024,834	\$1,991,514	\$2,384,932
Unearned Revenue	\$946,917	\$726,836	\$826,607	\$181,703	\$177,300
Self-Insurance & Contingency	\$1,767,455	\$2,541,207	\$2,518,300	\$3,826,224	\$3,337,878
Environmental Remediation	\$0	\$122,883	\$282,427	\$49,708	\$119,000
Compensated Absences	\$180,000	\$127,000	\$190,000	\$246,000	\$82,432
Capital Lease Obligation	\$0	\$0	\$0	\$0	\$73,949
Net Pension Liability	\$0	\$0	\$0	\$371,057	\$450,452
Net OPEB Liability	\$0	\$0	\$0	\$0	\$0
Total Current Liabilities	\$6,765,902	\$9,144,520	\$11,318,694	\$9,183,289	\$8,492,096
Long Term Liabilities:					
Self-Insurance & Contingency	\$3,153,448	\$2,731,011	\$3,233,700	\$3,867,110	\$4,653,651
Environmental Remediation	\$0	\$209,691	\$0	\$0	\$0
Compensated Absences	\$2,336,456	\$2,390,280	\$2,377,487	\$2,366,586	\$2,231,413
Capital Lease Obligation	\$0	\$0	\$0	\$0	\$325,972
Net Pension Liability	\$0	\$0	\$0	\$15,269,917	\$22,671,642
Net OPEB Liability	\$0	\$0	\$0	\$0	\$0
Total Long Term Liabilities	\$5,489,904	\$5,330,982	\$5,611,187	\$21,503,613	\$29,882,678
Total Liabilities	\$12,255,806	\$14,475,502	\$16,929,881	\$30,686,902	\$38,374,774
<b>DEFERRED INFLOWS</b>					
Deferred Inflows on pension and OPEB related amounts	\$0	\$0	\$0	\$8,963,936	\$2,971,354
<b>NET POSITION</b>					
Net Investment in Capital Assets	\$106,688,130	\$103,777,430	\$122,087,138	\$122,526,409	\$123,085,260
Restricted	\$445,000	\$445,000	\$445,000	\$445,000	\$700,000
Unrestricted	\$19,884,546	\$22,952,856	\$24,894,805	\$(1,304,949)	\$(5,632,905)
Total Net Position	\$127,017,676	\$127,175,286	\$147,426,943	\$121,666,460	\$118,152,355

Note: The statistical section contains "Unaudited" data.

STATEMENT OF ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS & NET POSITION FY2016 to FY2020					
	FY2016	FY2017	FY2018	FY2019	FY2020
<b>ASSETS</b>					
Current Assets:					
Cash & Cash Equivalents-Unrestricted	\$10,137,998	\$12,768,003	\$14,052,908	\$9,272,590	\$22,596,459
Cash & Cash Equivalents-Restricted	\$425,000	\$1,037,807	\$1,037,807	\$66,023,804	\$177,655,390
Investments	\$0	\$0	\$0	\$0	\$0
Accounts Receivable:					
Trade Receivable, net	\$756,015	\$2,298,457	\$748,588	\$1,100,599	\$569,053
Surtax Receivable	\$0	\$0	\$0	\$19,601,218	\$19,698,579
Delinquent Property Tax Receivable	\$79,845	\$62,134	\$47,059	\$55,895	\$84,131
Federal Grants Receivable	\$11,275,149	\$1,764,141	\$517,258	\$2,211,812	\$1,771,783
State Grants Receivable	\$1,623,079	\$315,322	\$1,759,924	\$865,935	\$1,076,633
Local Grants Receivable	\$61,215	\$155,885	\$50,543	\$160,192	\$239,470
Inventory of Parts & Supplies	\$1,503,769	\$1,628,946	\$1,411,075	\$1,956,216	\$1,939,187
Prepaid Expenses	\$372,462	\$382,913	\$620,634	\$503,634	\$508,821
Total Current Assets	\$26,234,532	\$20,413,608	\$20,245,796	\$101,751,895	\$226,139,506
Long Term Assets:					
Land	\$19,040,309	\$19,040,309	\$19,043,009	\$19,043,009	\$19,043,009
Construction in Progress	\$3,378,211	\$4,469,892	\$5,736,827	\$7,786,592	\$6,221,020
Capital Assets, net	\$101,647,794	\$98,256,401	\$93,205,478	\$93,356,839	\$85,042,401
Total Long Term Assets	\$124,066,314	\$121,766,602	\$117,985,314	\$120,186,440	\$110,306,430
Total Assets	\$150,300,846	\$142,180,210	\$138,231,110	\$221,938,335	\$336,445,936
<b>DEFERRED OUTFLOWS</b>					
Deferred Outflows on pension and OPEB related amounts	\$12,704,894	\$15,993,288	\$14,577,121	\$14,566,634	\$16,063,147
<b>LIABILITIES</b>					
Current Liabilities:					
Accounts Payable	\$3,500,875	\$3,898,479	\$3,547,234	\$4,453,958	\$4,510,817
Accrued Expenses	\$1,088,320	\$1,468,902	\$1,228,463	\$1,637,797	\$1,617,934
Unearned Revenue	\$1,946	\$5,659	\$10,109	\$8,440	\$6,264
Self-Insurance & Contingency	\$2,808,134	\$3,016,930	\$2,391,880	\$3,915,661	\$3,426,588
Environmental Remediation	\$138,136	\$207,233	\$308,019	\$133,734	\$150,000
Compensated Absences	\$84,823	\$115,127	\$91,239	\$110,894	\$116,809
Capital Lease Obligation	\$306,249	\$0	\$0	\$0	\$0
Net Pension Liability	\$430,446	\$374,957	\$318,652	\$262,590	\$168,757
Net OPEB Liability	\$0	\$46,963	\$0	\$0	\$0
Total Current Liabilities	\$8,358,929	\$9,134,250	\$7,895,596	\$10,523,074	\$9,997,169
Long Term Liabilities:					
Self-Insurance & Contingency	\$6,283,924	\$5,407,660	\$5,619,072	\$3,125,977	\$2,833,552
Environmental Remediation	\$0	\$0	\$0	\$0	\$0
Compensated Absences	\$2,438,666	\$2,735,005	\$2,789,154	\$2,782,394	\$3,086,926
Capital Lease Obligation	\$479,238	\$0	\$0	\$0	\$0
Net Pension Liability	\$34,716,701	\$39,188,888	\$37,573,767	\$43,722,810	\$53,099,259
Net OPEB Liability	\$1,017,804	\$1,050,184	\$1,013,903	\$1,182,510	\$1,426,868
Total Long Term Liabilities	\$44,936,333	\$48,381,737	\$46,995,896	\$50,813,691	\$60,446,605
Total Liabilities	\$53,295,262	\$57,515,987	\$54,891,492	\$61,336,765	\$70,443,774
<b>DEFERRED INFLOWS</b>					
Deferred Inflows on pension and OPEB related amounts	\$712,481	\$2,397,699	\$5,195,167	\$4,324,111	\$2,359,866
<b>NET POSITION</b>					
Net Investment in Capital Assets	\$122,976,936	\$121,766,602	\$117,985,314	\$120,027,532	\$110,229,835
Restricted	\$610,800	\$1,037,807	\$1,037,807	\$85,625,022	\$197,353,969
Unrestricted	(\$14,589,739)	(\$24,544,597)	(\$26,301,549)	(\$34,808,461)	(\$27,878,361)
Total Net Position	\$108,997,997	\$98,259,812	\$92,721,572	\$170,844,093	\$279,705,443

Note: The statistical section contains "Unaudited" data.

STATEMENT OF REVENUES, EXPENSES, & CHANGES IN NET POSITION					
FY2011 to FY2015					
	FY2011	FY2012	FY2013	FY2014	FY2015
<b>OPERATING REVENUES:</b>	RESTATED				
Passenger Fare Revenues	\$13,373,978	\$14,187,514	\$15,536,071	\$16,420,800	\$16,593,816
Advertising Revenues	\$718,919	\$770,772	\$770,830	\$903,308	\$1,033,518
Other Revenues	\$338,586	\$76,325	(\$15,031)	\$392,061	\$116,589
Total Operating Revenues	\$14,431,483	\$15,034,611	\$16,291,870	\$17,716,169	\$17,743,923
<b>OPERATING EXPENSES:</b>					
Salaries & Wages	\$28,472,681	\$27,633,742	\$28,866,836	\$30,141,573	\$31,819,094
Fringe Benefits	\$14,616,889	\$12,774,304	\$12,783,267	\$13,960,033	\$16,912,330
Fuel & Oil	\$6,240,003	\$7,367,311	\$8,118,427	\$8,139,358	\$7,206,460
Parts & Supplies	\$2,870,170	\$2,941,767	\$3,621,651	\$3,415,413	\$4,150,983
Purchased Services	\$3,492,770	\$2,952,228	\$3,442,716	\$2,971,681	\$3,300,141
Insurance	\$2,267,192	\$1,745,966	\$2,738,407	\$4,528,743	\$3,000,607
Utilities	\$701,272	\$681,797	\$693,489	\$710,147	\$761,274
Marketing & Printing	\$524,863	\$493,667	\$391,819	\$313,093	\$339,870
Other Expenses	\$1,810,233	\$2,029,073	\$1,802,389	\$1,778,298	\$2,741,421
Expenses Reimbursed by Grants	\$3,607,225	\$3,732,246	\$3,070,237	\$1,595,894	\$1,793,741
Total Operating Expenses	\$64,603,298	\$62,352,101	\$65,529,238	\$67,554,233	\$72,025,921
Total Operating Gain (Loss)	(\$50,171,815)	(\$47,317,490)	(\$49,237,368)	(\$49,838,064)	(\$54,281,998)
Depreciation Expense	\$12,862,670	\$12,292,280	\$11,635,161	\$10,578,252	\$11,671,433
Net Operating Gain (Loss)	(\$63,034,485)	(\$59,609,770)	(\$60,872,529)	(\$60,416,316)	(\$65,953,431)
<b>NON-OPERATING REVENUES:</b>					
Federal Operating Grants	\$11,314,093	\$11,456,242	\$11,410,293	\$11,508,660	\$10,726,311
State Operating Grants	\$4,065,891	\$4,689,055	\$5,351,617	\$5,295,505	\$4,906,810
Local Operating Grants	\$1,281,761	\$817,880	\$812,018	\$1,273,864	\$770,884
State Operating rebates - CNG	\$0	\$0	\$0	\$0	\$0
Local Transportation Surtax	\$0	\$0	\$0	\$0	\$0
Other Federal Funds	\$0	\$0	\$0	\$0	\$0
Property Tax Proceeds	\$28,277,219	\$30,028,084	\$28,603,229	\$30,171,450	\$32,398,546
Interest Revenue	\$136,840	\$189,196	\$101,034	\$20,823	\$84,466
Total Non-Operating Revenues	\$45,075,804	\$47,180,457	\$46,278,191	\$48,270,302	\$48,887,017
Gain (Loss) before Capital Grants	(\$17,958,681)	(\$12,429,313)	(\$14,594,338)	(\$12,146,014)	(\$17,066,414)
<b>CAPITAL GRANT REVENUES:</b>					
Federal Capital Grants	\$7,145,036	\$6,816,240	\$15,801,857	\$6,759,290	\$13,088,152
State Capital Grants	\$313,277	\$280,489	\$300,171	\$730,031	\$89,406
Local Capital Grants	\$2,520,963	\$5,365,203	\$18,708,777	\$1,907,899	\$341,726
Developer Contributed Assets	\$0	\$124,991	\$35,190	\$36,408	\$33,025
Total Capital Contribution Revenue	\$9,979,276	\$12,586,923	\$34,845,995	\$9,433,628	\$13,552,309
Increase (Decrease) in Net Position	(\$7,979,405)	\$157,610	\$20,251,657	(\$2,712,386)	(\$3,514,105)
Net Position, Beginning Year	\$134,997,081	\$127,017,676	\$127,175,286	\$124,378,846	\$121,666,460
Net Position, End of the Year	\$127,017,676	\$127,175,286	\$147,426,943	\$121,666,460	\$118,152,355

Note: The statistical section contains "Unaudited" data.

STATEMENT OF REVENUES, EXPENSES, & CHANGES IN NET POSITION					
FY2016 to FY2020					
	FY2016	FY2017	FY2018	FY2019	FY2020
<b>OPERATING REVENUES:</b>					
Passenger Fare Revenues	\$15,155,608	\$14,148,572	\$12,576,581	\$12,412,904	\$9,029,994
Advertising Revenues	\$1,144,644	\$1,072,635	\$1,089,898	\$1,109,730	\$564,256
Other Revenues	\$237,079	\$405,193	\$3,150,349	\$2,817,582	\$104,994
Total Operating Revenues	\$16,537,331	\$15,626,400	\$16,816,828	\$16,340,216	\$9,699,244
<b>OPERATING EXPENSES:</b>					
Salaries & Wages	\$34,095,944	\$36,305,701	\$35,122,040	\$37,836,961	\$37,308,373
Fringe Benefits	\$18,670,787	\$23,405,926	\$21,257,654	\$26,820,478	\$30,351,736
Fuel & Oil	\$4,389,479	\$4,065,775	\$4,262,223	\$4,417,508	\$2,974,830
Parts & Supplies	\$4,178,489	\$4,281,705	\$4,481,531	\$5,103,773	\$5,603,276
Purchased Services	\$4,033,881	\$5,948,106	\$6,494,192	\$8,268,305	\$8,930,148
Insurance	\$4,277,254	\$2,407,661	\$2,812,076	\$3,313,183	\$3,233,629
Utilities	\$1,022,155	\$1,140,717	\$993,158	\$933,400	\$924,601
Marketing & Printing	\$354,185	\$346,738	\$340,216	\$542,376	\$354,346
Other Expenses	\$3,551,218	\$3,061,563	\$2,829,903	\$2,241,779	\$2,329,677
Expenses Reimbursed by Grants	\$1,440,203	\$1,750,812	\$2,477,298	\$693,637	\$4,125,879
Total Operating Expenses	\$76,013,595	\$82,714,704	\$81,070,291	\$90,171,400	\$96,136,495
Total Operating Gain (Loss)	(\$59,476,264)	(\$67,088,304)	(\$64,253,463)	(\$73,831,184)	(\$86,437,251)
Depreciation Expense	\$11,652,527	\$12,164,514	\$12,194,544	\$12,353,469	\$12,807,484
Net Operating Gain (Loss)	(\$71,128,791)	(\$79,252,818)	\$76,448,007	(\$86,184,653)	(\$99,244,735)
<b>NON-OPERATING REVENUES:</b>					
Federal Operating Grants	\$9,893,280	\$12,409,977	\$12,038,587	\$12,513,482	\$29,256,664
State Operating Grants	\$5,205,625	\$5,085,689	\$6,041,652	\$8,399,287	\$7,189,103
Local Operating Grants	\$903,640	\$1,053,973	\$1,146,219	\$1,151,425	\$1,465,932
State Operating rebates-CNG	\$0	\$250,000	\$0	\$0	\$0
Local Transportation Surtax	\$0	\$0	\$0	\$84,299,484	\$111,409,428
Other Federal Funds	\$0	\$0	\$0	\$0	\$1,985,705
Property Tax Proceeds	\$34,869,378	\$37,509,439	\$40,801,680	\$44,834,934	\$48,870,629
Interest Revenue	\$60,899	\$122,610	\$288,659	\$726,168	\$1,379,791
Total Non-Operating Revenues	\$50,932,822	\$56,431,688	\$60,316,797	\$151,924,780	\$201,557,252
Gain (Loss) before Capital Grants	(\$20,195,969)	(\$22,821,130)	(\$16,131,210)	\$65,740,127	\$102,312,517
<b>CAPITAL GRANT REVENUES:</b>					
Federal Capital Grants	\$9,744,445	\$11,283,930	\$9,398,143	\$11,430,645	\$4,831,653
State Capital Grants	\$1,857,575	\$562,907	\$1,108,304	\$641,910	\$1,416,991
Local Capital Grants	\$339,538	\$171,420	\$86,523	\$309,839	\$285,589
Developer Contributed Assets	\$0	\$64,688	\$0	\$0	\$14,600
Total Capital Contribution Revenue	\$11,941,558	\$12,082,945	\$10,592,970	\$12,382,394	\$6,548,833
Increase (Decrease) in Net Position	(\$8,254,411)	(\$10,738,185)	(\$5,538,240)	\$78,122,521	\$108,861,350
Net Position, Beginning Year	\$117,252,408	\$108,997,997	\$98,259,812	\$92,721,572	\$170,844,093
Net Position, End of the Year *	\$108,997,997	\$98,259,812	\$92,721,572	\$170,844,093	\$279,705,443

Note: The statistical section contains "Unaudited" data.

## Statistical Section

### Revenue Capacity

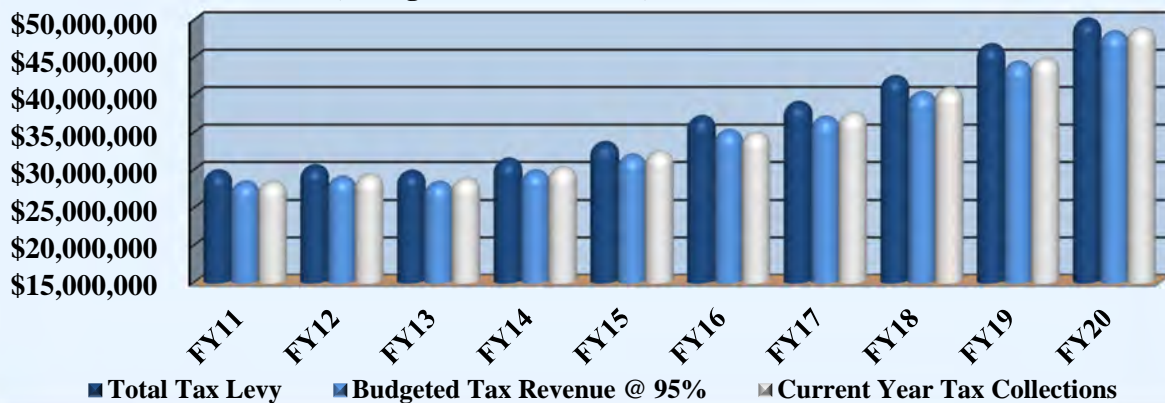
- Hillsborough Transit Authority, Property Tax Levies and Collections (FY2011 to FY2020)
- Hillsborough County, FL, Taxable Assessed Value and Actual Value of Property (FY2005 to FY2020)
- Single Family Taxable Values and Levies (2006 to 2021)
- Millage Rates (2011 to 2020)
- Taxable Sales (2005 to 2020)
- Revenues by Source (FY2011 to FY2020)
- Property Tax Revenue Used for Operations (FY2011 to FY2020)

**Note: The statistical section contains “Unaudited” data.**

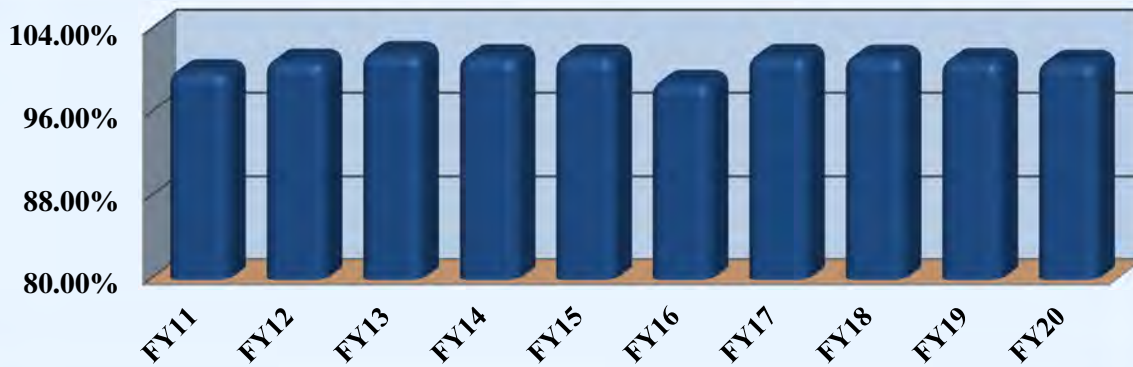
## HILLSBOROUGH TRANSIT AUTHORITY PROPERTY TAX LEVIES AND COLLECTIONS FY2011 to FY2020

Fiscal Year	Total Tax Levy	Budgeted Tax Revenue @ 95%	Current Year Tax Collections	Percent of Current Year to Budget	Other Net Collections during the Year	Total Collections	Percent of Total Collections to Tax Levy	Millage Rate
FY2011	\$29,736,439	\$28,249,617	\$28,242,205	99.97%	\$191,504	\$28,433,709	95.62%	0.4682
FY2012	\$30,418,828	\$28,897,887	\$29,184,561	100.99%	\$354,946	\$29,539,507	97.11%	0.5000
FY2013	\$29,680,363	\$28,196,345	\$28,677,987	101.71%	\$101,968	\$28,779,955	96.97%	0.5000
FY2014	\$31,293,062	\$29,728,409	\$30,145,483	101.40%	\$48,651	\$30,194,134	96.49%	0.5000
FY2015	\$33,519,856	\$31,843,863	\$32,292,256	101.41%	\$80,123	\$32,372,379	96.58%	0.5000
FY2016	\$36,989,171	\$35,139,712	\$34,762,497	98.93%	\$92,795	\$34,855,292	94.23%	0.5000
FY2017	\$38,872,885	\$36,929,241	\$37,465,915	101.45%	\$61,234	\$37,527,149	96.54%	0.5000
FY2018	\$42,329,206	\$40,212,746	\$40,757,120	101.35%	\$59,635	\$40,816,755	96.43%	0.5000
FY2019	\$46,594,680	\$44,264,946	\$44,725,221	101.04%	\$100,876	\$44,826,097	96.20%	0.5000
FY2020	\$50,858,236	\$48,315,324	\$48,742,386	100.88%	\$100,007	\$48,842,393	96.04%	0.5000

**Taxes Levied, Budgeted Tax Revenue, and Current Year Tax Collections**



**Percent of Taxes Collected in the Current Year**



Note: The statistical section contains “Unaudited” data.

## HILLSBOROUGH COUNTY, FLORIDA

### TAXABLE ASSESSED VALUE AND ACTUAL VALUE OF TAXABLE PROPERTY

#### 2005 to 2020

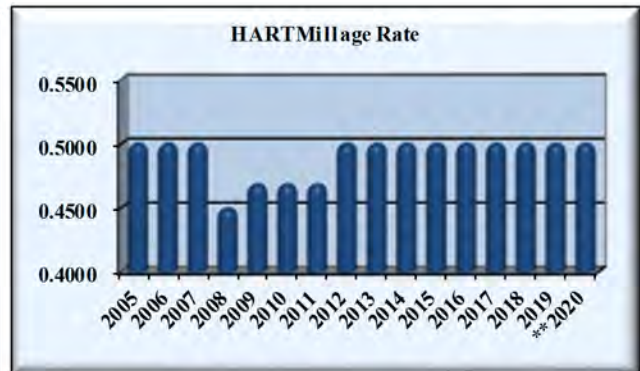
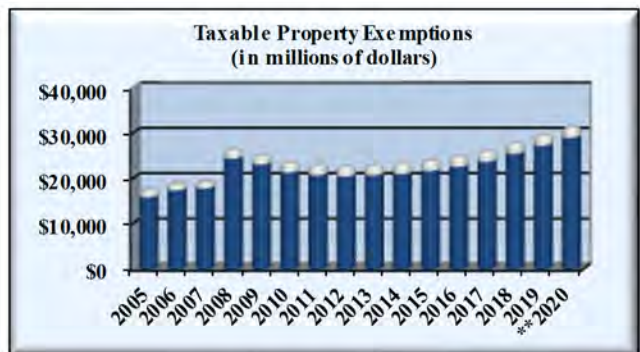
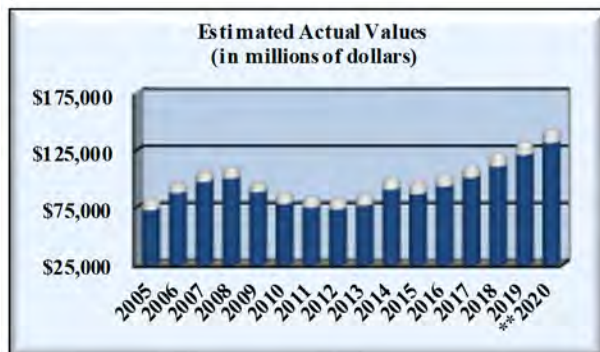
Year	Estimated Actual Value*		Exemptions*		Assessed Value*		HART's
	Real Property	Personal Property	Real Property	Personal Property	Real Property	Personal Property	Millage Rate
2005	\$73,192	\$8,643	\$15,972	\$1,549	\$57,220	\$7,094	0.5000
2006	\$88,280	\$8,774	\$17,445	\$1,455	\$70,835	\$7,319	0.5000
2007	\$97,915	\$8,988	\$17,866	\$1,432	\$80,049	\$7,556	0.5000
2008	\$100,896	\$9,120	\$24,489	\$1,905	\$76,407	\$7,215	0.4495
2009	\$88,961	\$8,054	\$23,168	\$1,899	\$65,793	\$6,155	0.4682
2010	\$78,832	\$9,453	\$21,393	\$2,143	\$57,439	\$7,310	0.4682
2011	\$75,558	\$9,255	\$20,775	\$2,148	\$54,783	\$7,107	0.4682
2012	\$73,961	\$9,073	\$20,528	\$2,154	\$53,433	\$6,919	0.5000
2013	\$77,492	\$9,048	\$20,761	\$2,153	\$56,731	\$6,895	0.5000
2014	\$91,169	\$10,066	\$21,066	\$2,238	\$70,103	\$7,828	0.5000
2015	\$87,291	\$10,117	\$21,742	\$2,281	\$65,549	\$7,836	0.5000
2016	\$93,867	\$10,182	\$22,655	\$2,258	\$71,212	\$7,924	0.5000
2017	\$101,712	\$10,376	\$23,773	\$2,221	\$77,939	\$8,155	0.5000
2018	\$111,308	\$11,288	\$25,553	\$2,218	\$85,755	\$9,070	0.5000
2019	\$121,507	\$11,418	\$27,296	\$2,210	\$94,211	\$9,208	0.5000
**2020	\$132,181	\$11,742	\$29,073	\$2,169	\$103,108	\$9,573	0.5000

Notes: \* Values in millions

\*\*2020 Preliminary

Source:

Florida Department of Revenue



Note: The statistical section contains "Unaudited" data.

## HILLSBOROUGH COUNTY, FLORIDA SINGLE FAMILY TAXABLE VALUES AND LEVIES 2006 to 2021

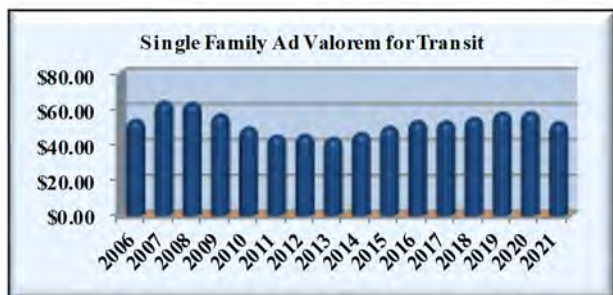
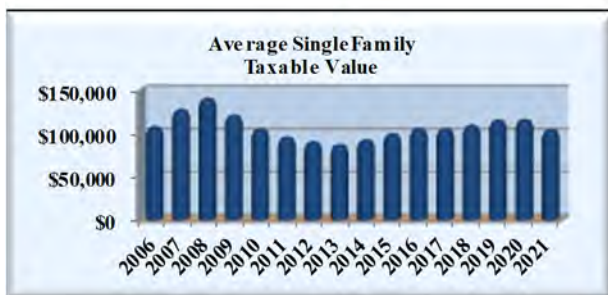
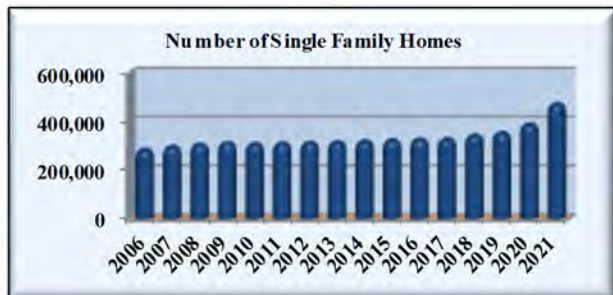
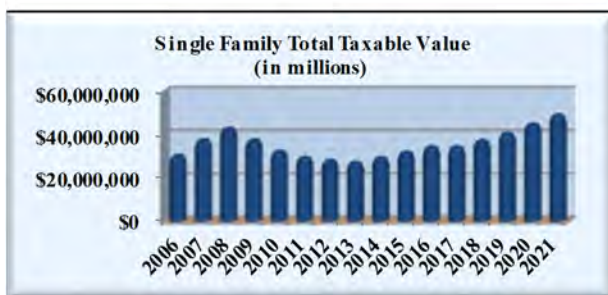
Fiscal Year	Tax Year	Single Family Taxable Values (000's)	Number of Homes	Single Family Average Value	Percent Change	HART's Millage Rate	Single Family Ad Valorem	Percent Change
2006	2005	\$30,915,682	287,179	\$107,653		0.5000	\$53.83	
2007	2006	\$38,181,152	298,969	\$127,709	18.6%	0.5000	\$63.85	18.6%
2008	2007	\$43,386,630	308,253	\$140,750	10.2%	0.4495	\$63.27	-0.9%
2009	2008	\$38,109,677	314,397	\$121,215	-13.9%	0.4682	\$56.75	-10.3%
2010	2009	\$32,798,590	310,967	\$105,473	-13.0%	0.4682	\$49.38	-13.0%
2011	2010	\$29,953,254	313,022	\$95,691	-9.3%	0.4682	\$44.80	-9.3%
2012	2011	\$28,528,801	315,514	\$90,420	-5.5%	0.5000	\$45.21	0.9%
2013	2012	\$27,669,609	318,074	\$86,991	-3.8%	0.5000	\$43.50	-3.8%
2014	2013	\$29,759,828	321,275	\$92,630	6.5%	0.5000	\$46.32	6.5%
2015	2014	\$32,413,326	325,307	\$99,639	7.6%	0.5000	\$49.82	7.6%
2016	2015	\$34,873,178	329,101	\$105,965	6.3%	0.5000	\$52.98	6.3%
2017	2016	\$34,943,064	330,519	\$105,722	-0.2%	0.5000	\$52.86	-0.2%
2018	2017	\$37,817,808	345,207	\$109,551	3.6%	0.5000	\$54.78	3.6%
2019	2018	\$41,073,218	355,778	\$115,446	5.4%	0.5000	\$57.72	5.4%
2020	2019	\$45,434,858	391,357	\$116,096	0.6%	0.5000	\$58.05	0.6%
2021	2020	\$49,606,553	474,030	\$104,649	-9.9%	0.5000	\$52.32	-9.9%

Source:

Hillsborough County Property Appraiser

U.S. Census Bureau

Preliminary Assessment Rolls Reports for Tax Years 2003 to 2018 (or HART Fiscal Years 2004 to 2019)



Note: The statistical section contains "Unaudited" data.

### HILLSBOROUGH COUNTY, FLORIDA MILLAGE RATES 2011 to 2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<b>District School Board:</b>										
Local Required Effort	5.3440	5.6650	5.6290	5.4420	5.1050	4.9990	4.6580	4.3480	4.1660	3.8810
Discretionary Local	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480
Supplemental Discretionary	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Debt Service	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Capital Improvements	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000
<b>Total District School Board</b>	<b>7.5920</b>	<b>7.9130</b>	<b>7.8770</b>	<b>7.6900</b>	<b>7.3530</b>	<b>7.2470</b>	<b>6.9060</b>	<b>6.5960</b>	<b>6.4140</b>	<b>6.1290</b>
<b>Other County-Wide:</b>										
Board of County Commissioners	5.8011	5.7995	5.7978	5.7960	5.7943	5.7322	5.7322	5.7309	5.3614	5.7309
Tampa Port Authority	0.1900	0.1900	0.1850	0.1750	0.1650	0.1550	0.1450	0.1300	0.1150	0.0990
Children's Board	0.5000	0.5000	0.5000	0.4828	0.4599	0.4589	0.4589	0.4589	0.4589	0.4589
S.W. Florida River Water Mgt.	0.3770	0.3928	0.3928	0.3818	0.3488	0.3488	0.3317	0.3131	0.2801	0.2801
<b>Total Other County-Wide</b>	<b>6.8681</b>	<b>6.8823</b>	<b>6.8756</b>	<b>6.8356</b>	<b>6.7680</b>	<b>6.6949</b>	<b>6.6678</b>	<b>6.6329</b>	<b>6.2154</b>	<b>6.5689</b>
<b>Total County-Wide</b>	<b>14.4601</b>	<b>14.7953</b>	<b>14.7526</b>	<b>14.5256</b>	<b>14.1210</b>	<b>13.9419</b>	<b>13.5738</b>	<b>13.2289</b>	<b>12.6294</b>	<b>12.6979</b>
<b>Non County-Wide:</b>										
Public Library Service	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583
Municipal Service Tax	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745
Parks & Recreation (Unincorporated)	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259
<b>Independent Special Districts:</b>										
<b>SWFWMD</b>										
Alafia River Basin	0.2163	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hillsborough River Basin	0.2300	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
N.W. Hillsborough River Basin	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Transit Authority	0.4682	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Tampa Palms C.D.D.	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Municipalities:</b>										
Tampa	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326	6.2076	6.2076	6.2076
Plant City	4.7157	4.7157	4.7157	4.7157	4.7157	4.7157	5.7157	5.7157	5.7157	5.7157
Temple Terrace	5.9500	6.1500	6.4300	6.4300	6.3050	6.9550	7.2050	6.9550	6.5550	6.5550
<b>Grand Total Millages</b>	<b>36.7316</b>	<b>36.8523</b>	<b>37.0896</b>	<b>36.8626</b>	<b>36.3330</b>	<b>36.8039</b>	<b>37.6858</b>	<b>37.5659</b>	<b>36.5664</b>	<b>36.6349</b>

Source:

Hillsborough Tax Collector



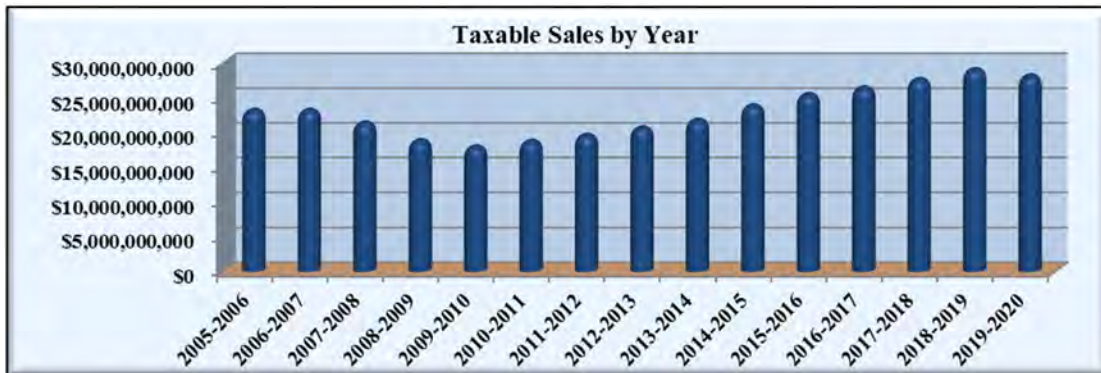
**Note:** The statistical section contains "Unaudited" data.

### HILLSBOROUGH COUNTY, FLORIDA TAXABLE SALES 2005 to 2020

State Fiscal Year	Hillsborough Taxable Sales	Annual Growth	Half Cent	Full Cent	Seven Cent
2005-2006	\$23,213,834,873		\$116,069,174	\$232,138,349	\$1,624,968,441
2006-2007	\$23,207,999,348	0.0%	\$116,039,997	\$232,079,993	\$1,624,559,954
2007-2008	\$21,377,893,474	-7.9%	\$106,889,467	\$213,778,935	\$1,496,452,543
2008-2009	\$18,831,222,537	-11.9%	\$94,156,113	\$188,312,225	\$1,318,185,578
2009-2010	\$17,929,543,843	-4.8%	\$89,647,719	\$179,295,438	\$1,255,068,069
2010-2011	\$18,730,240,925	4.5%	\$93,651,205	\$187,302,409	\$1,311,116,865
2011-2012	\$19,600,504,529	4.6%	\$98,002,523	\$196,005,045	\$1,372,035,317
2012-2013	\$20,668,297,980	5.4%	\$103,341,490	\$206,682,980	\$1,446,780,859
2013-2014	\$21,779,534,595	5.4%	\$108,897,673	\$217,795,346	\$1,524,567,422
2014-2015	\$23,846,559,173	9.5%	\$119,232,796	\$238,465,592	\$1,669,259,142
2015-2016	\$25,472,830,434	6.8%	\$127,364,152	\$254,728,304	\$1,783,098,130
2016-2017	\$26,452,915,372	3.8%	\$132,264,577	\$264,529,154	\$1,851,704,076
2017-2018	\$27,638,248,195	4.5%	\$138,191,241	\$276,382,482	\$1,934,677,374
2018-2019	\$29,062,457,106	5.2%	\$145,312,286	\$290,624,571	\$2,034,371,997
2019-2020	\$28,172,187,699	-3.1%	\$140,860,938	\$281,721,877	\$1,972,053,139

Source:

Florida Department of Revenue



Note: The statistical section contains "Unaudited" data.

REVENUES BY SOURCE FY2011 to FY2020					
	FY2011	FY2012	FY2013	FY2014	FY2015
<b>GENERAL FUND REVENUES:</b>					
Passenger Fare Revenues	\$13,373,978	\$14,187,514	\$15,536,071	\$16,420,800	\$16,593,816
Property Tax Proceeds	\$28,277,219	\$30,028,084	\$28,603,229	\$30,171,450	\$32,398,546
Advertising Revenues	\$718,919	\$770,772	\$770,830	\$903,308	\$1,033,518
Interest Revenues	\$136,840	\$189,196	\$101,034	\$20,823	\$84,466
Other Income (Loss)	\$338,586	\$76,325	(\$15,031)	\$392,061	\$116,589
Total General Funds	<u>\$42,845,542</u>	<u>\$45,251,891</u>	<u>\$44,996,133</u>	<u>\$47,908,442</u>	<u>\$50,226,935</u>
<b>OPERATING GRANT REVENUES:</b>					
Federal Operating Grants	\$11,314,093	\$11,456,242	\$11,410,293	\$11,508,660	\$10,726,311
State Operating Grants	\$4,065,891	\$4,689,055	\$5,351,617	\$5,295,505	\$4,906,810
Local Operating Grants	\$1,281,761	\$817,880	\$812,018	\$1,273,864	\$770,884
Local Transportation Surtax	\$0	\$0	\$0	\$0	\$0
Total Operating Grants	<u>\$16,661,745</u>	<u>\$16,963,177</u>	<u>\$17,573,928</u>	<u>\$18,078,029</u>	<u>\$16,404,005</u>
<b>CAPITAL GRANT REVENUES:</b>					
Federal Capital Grants	\$7,145,036	\$6,816,240	\$15,801,857	\$6,759,290	\$13,088,152
State Capital Grants	\$313,277	\$280,489	\$300,171	\$730,031	\$89,406
Local Capital Grants	\$2,520,963	\$5,365,203	\$18,708,777	\$1,907,899	\$341,726
Developer Contributed Assets	\$0	\$124,991	\$35,190	\$36,408	\$33,025
Total Capital Revenues	<u>\$9,979,276</u>	<u>\$12,586,923</u>	<u>\$34,845,995</u>	<u>\$9,433,628</u>	<u>\$13,552,309</u>
Total Revenue	<u>\$69,486,563</u>	<u>\$74,801,991</u>	<u>\$97,416,056</u>	<u>\$75,420,099</u>	<u>\$80,183,249</u>
	FY2016	FY2017	FY2018	FY2019	FY2020
<b>GENERAL FUND REVENUES:</b>					
Passenger Fare Revenues	\$15,155,608	\$14,148,572	\$12,576,581	\$12,412,904	\$9,029,994
Property Tax Proceeds	\$34,869,378	\$37,509,439	\$40,801,680	\$44,834,934	\$48,870,629
Advertising Revenues	\$1,144,644	\$1,072,635	\$1,089,898	\$1,109,730	\$564,256
Interest Revenues	\$60,899	\$122,610	\$288,659	\$726,168	\$1,379,791
Other Income (Loss)	\$237,079	\$405,193	\$3,150,349	\$2,817,582	\$104,994
Total General Funds	<u>\$51,467,608</u>	<u>\$53,258,449</u>	<u>\$57,907,167</u>	<u>\$61,901,318</u>	<u>\$59,949,664</u>
<b>OPERATING GRANT REVENUES:</b>					
Federal Operating Grants	\$9,893,280	\$12,409,977	\$12,038,587	\$12,513,482	\$29,256,664
State Operating Grants	\$5,205,625	\$5,335,689	\$6,041,652	\$8,399,287	\$7,189,103
Local Operating Grants	\$903,640	\$1,053,973	\$1,146,219	\$1,151,425	\$1,465,932
Local Transportation Surtax	\$0	\$0	\$0	\$84,299,484	\$111,409,428
Other Federal Funds	\$0	\$0	\$0	\$0	\$1,985,705
Total Operating Grants	<u>\$16,002,545</u>	<u>\$18,799,639</u>	<u>\$19,226,458</u>	<u>\$106,363,678</u>	<u>\$151,306,832</u>
<b>CAPITAL GRANT REVENUES:</b>					
Federal Capital Grants	\$9,744,445	\$11,283,930	\$9,398,143	\$11,430,645	\$4,831,653
State Capital Grants	\$1,857,575	\$562,907	\$1,108,304	\$641,910	\$1,416,991
Local Capital Grants	\$339,538	\$171,420	\$86,523	\$309,839	\$285,589
Developer Contributed Assets	\$0	\$64,688	\$0	\$0	\$14,600
Total Capital Revenues	<u>\$11,941,558</u>	<u>\$12,082,945</u>	<u>\$10,592,970</u>	<u>\$12,382,394</u>	<u>\$6,548,833</u>
Total Revenue	<u>\$79,411,711</u>	<u>\$84,141,033</u>	<u>\$87,726,595</u>	<u>\$180,647,390</u>	<u>\$217,805,329</u>
Notes: See following page for notes and definitions.					

Note: The statistical section contains "Unaudited" data.

**Notes:**

Passenger Fares are the fees HART charges its riders for riding: Fixed Route Buses, Flex Vans, Paratransit Vans or Streetcars.

Property Tax Revenues is the revenue collected based on a millage rate and the taxable value of real and personal property within Hillsborough County. On an annual basis, Hillsborough County Tax Collector collects property tax proceeds and then remits these proceeds to HART on a real-time basis. These proceeds are based on taxable values established by Hillsborough County Property Appraiser and the millage rate which is adopted by the HART Board of Directors.

Advertising Revenues related to advertising by various companies on HART vehicles and facilities. HART has entered into agreements with outside Marketing Agencies to sell Advertising space.

Interest Revenues is the interest earned on idle cash reserves from HART banking partners and state banking agency.

General Fund Revenues include: Passenger Fares, Property Tax Revenues, Advertising Revenues, Interest Revenues and Other Revenues. The General Fund Revenues do not have a stated purpose, other than to provide funding to the authority for operating activities.

Operating Grant Revenues are revenues earned related to operating activities. The sources of these revenues are Federal, State and Local government agencies. These revenues are earned at the time of the activity and are reimbursed to HART after the fact.

Local Transportation Surtax are revenues received from a 1% transportation improvement surtax. These revenues are currently being held from current use until HART receives authorization to utilize the funds as well as direction on how the moneys are to be spent.

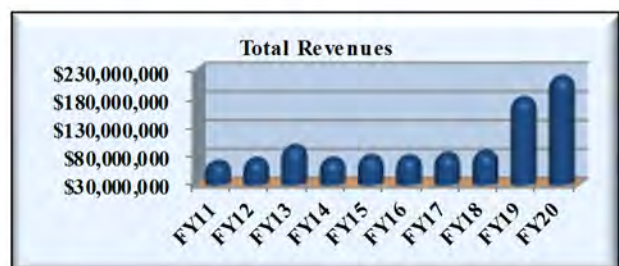
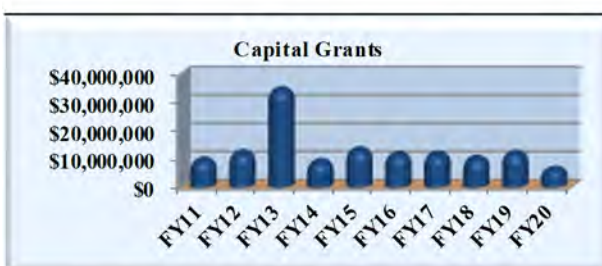
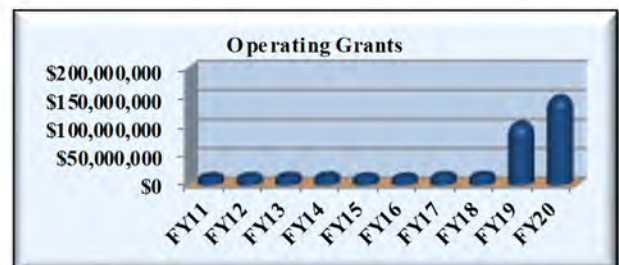
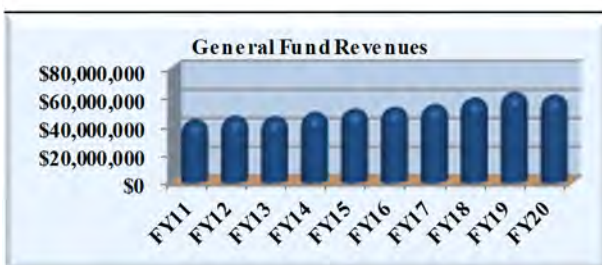
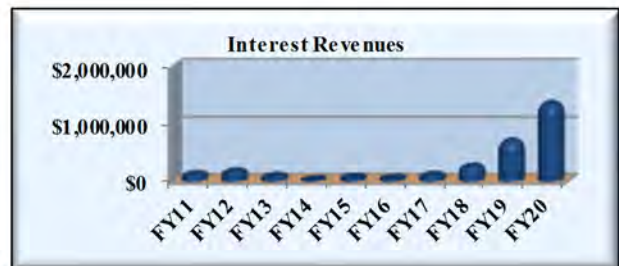
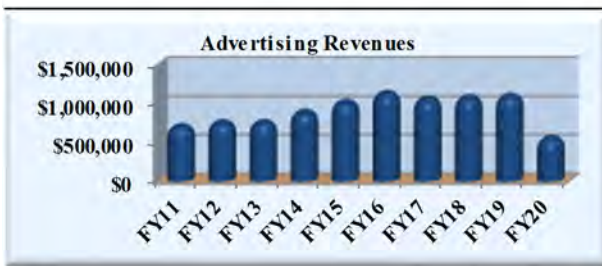
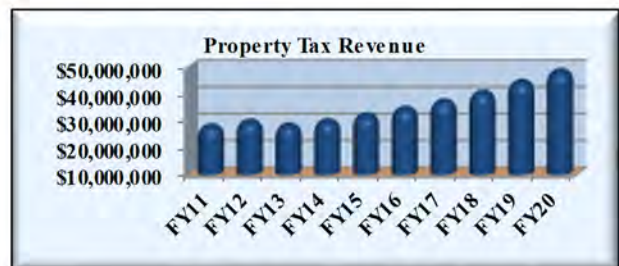
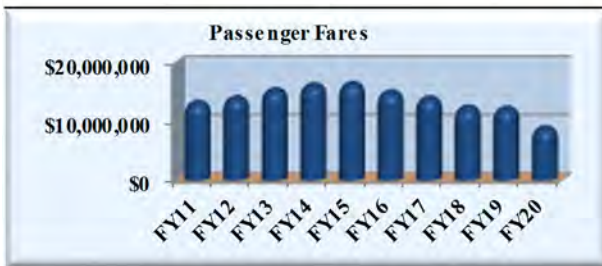
Other Federal Funds are revenues received from the Federal government for a Compressed Natural Gas (CNG) Alternative Fuel Credit based on HART's CNG usage.

Capital Grant Revenues are revenues earned related to the capital projects and some operating projects of the authority. The sources of these revenues are Federal, State and Local government agencies. These revenues are earned at the time of the activity and are reimbursed to HART after the fact.

Total Revenues include General Fund Revenues, and Operating and Grant Revenues.

**Note: The statistical section contains “Unaudited” data.**

## REVENUES BY SOURCE FY2011 to FY2020



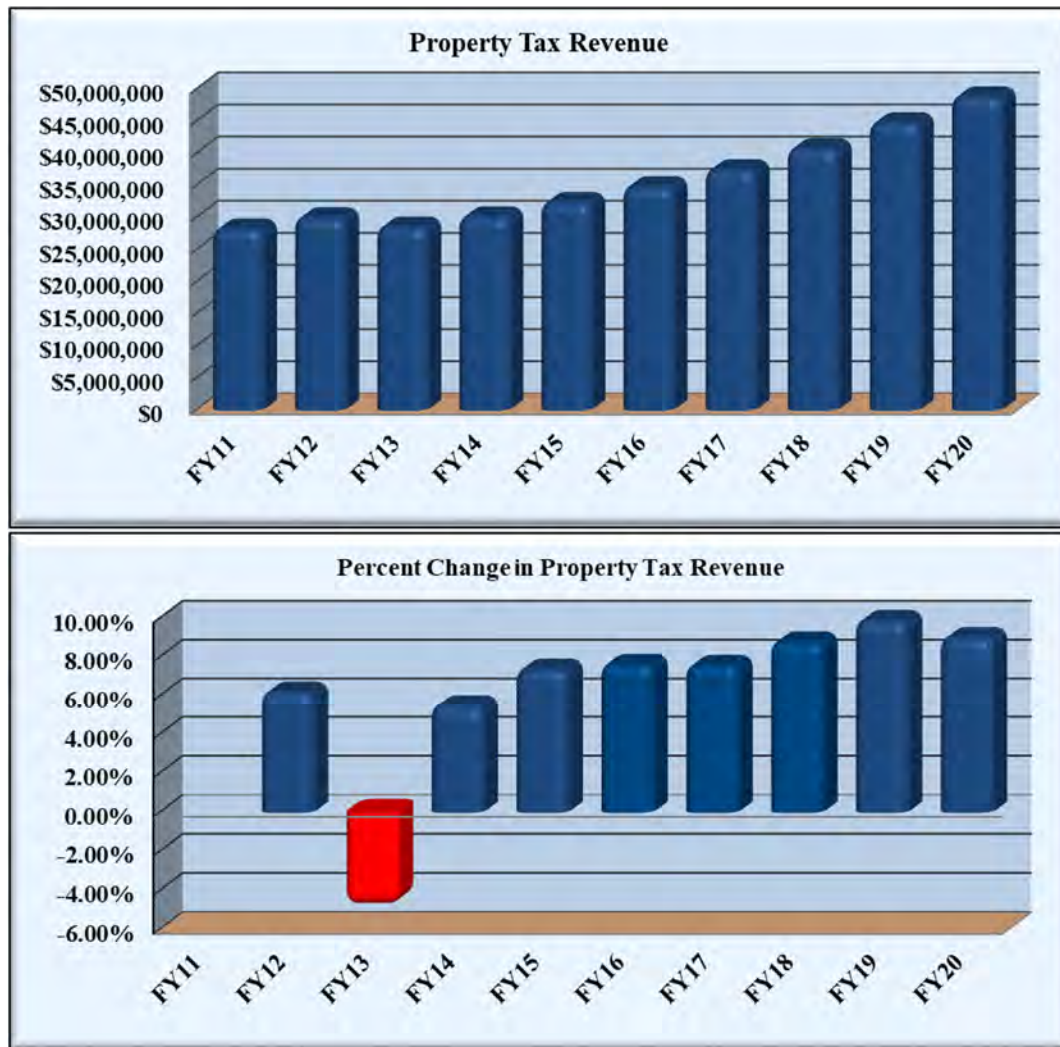
Note: The statistical section contains "Unaudited" data.

### PROPERTY TAX REVENUE USED FOR OPERATIONS FY2011 to FY2020

Fiscal Year	Property Tax Revenue	Percent Change	Bus & Paratransit Revenue	Percent of Total	Millage Rate
FY2011	\$28,277,219		\$57,490,242		0.4682
FY2012	\$30,028,084	6.19%	\$57,450,769	52.27%	0.4682
FY2013	\$28,603,229	-4.75%	\$60,703,030	47.12%	0.5000
FY2014	\$30,171,450	5.48%	\$61,170,429	49.32%	0.5000
FY2015	\$32,398,546	7.38%	\$64,504,989	50.23%	0.5000
FY2016	\$34,869,378	7.63%	\$65,181,172	53.50%	0.5000
FY2017	\$37,509,439	7.57%	\$65,930,367	56.89%	0.5000
FY2018	\$40,801,680	8.78%	\$70,374,803	57.98%	0.5000
FY2019	\$44,834,934	9.89%	\$81,718,165	54.87%	0.5000
FY2020	\$48,870,629	9.00%	\$97,294,382	50.23%	0.5000

**Notes:**

Bus & Paratransit Revenue is total Operating Revenues to include fares, Ad Valorem, advertising, interest, operating grant revenue and other misc less Streetcar Revenues which includes fares, operating grant revenues and other misc revenues.



Note: The statistical section contains "Unaudited" data.

## **Statistical Section**

### **Demographic and Economic Information**

- Hillsborough County, Demographic and Economic Statistics (2005 to 2019)
- Principal Employers (2010 and 2019)

**Note: The statistical section contains “Unaudited” data.**

## HILLSBOROUGH COUNTY, FLORIDA DEMOGRAPHIC AND ECONOMIC STATISTICS 2005 to 2019

Year	Population	Median Age	Unemployment Rate	Personal Income (millions)	Personal Income (per capita)	Public High School Graduation Rate	Total Public School Enrollment
2005	1,143,154	35.9	3.7%	\$39,993	\$32,662	79.3%	193,669
2006	1,171,826	36.3	3.2%	\$42,277	\$34,343	79.5%	193,480
2007	1,184,686	36.5	4.0%	\$43,827	\$36,417	77.3%	193,062
2008	1,196,773	37.1	6.3%	\$45,364	\$37,473	76.3%	191,965
2009	1,214,050	35.6	10.4%	\$46,692	\$37,923	77.0%	193,239
2010	1,233,900	36.1	11.5%	\$47,336	\$35,914	82.2%	194,353
2011	1,269,354	36.4	10.2%	\$48,477	\$38,382	82.3%	197,001
2012	1,277,746	36.4	8.5%	\$51,284	\$39,180	84.3%	195,198
2013	1,291,578	36.5	7.0%	\$52,321	\$40,206	72.6%	198,659
2014	1,316,298	36.4	6.1%	\$55,156	\$40,680	74.1%	200,684
2015	1,349,050	36.6	5.0%	\$58,569	\$41,902	73.5%	204,491
2016	1,350,910	37.3	4.7%	\$60,283	\$43,803	79.1%	207,469
2017	1,389,374	37.5	2.9%	\$62,976	\$44,709	82.9%	217,072
2018	1,436,888	37.1	2.7%	\$67,533	\$47,000	85.8%	220,257
2019	1,471,970	37.2	2.6%	\$71,320	\$48,452	86.2%	223,314

(A) (B) (C) (D) (E) (F) (F)

**Sources:**

A. United States Census Bureau, American Fact Finder

B. Data USA

C. U.S. Bureau of Labor Statistics, Unemployment Rate in Hillsborough County, FL retrieved from FRED, Federal Reserve Bank of St. Louis

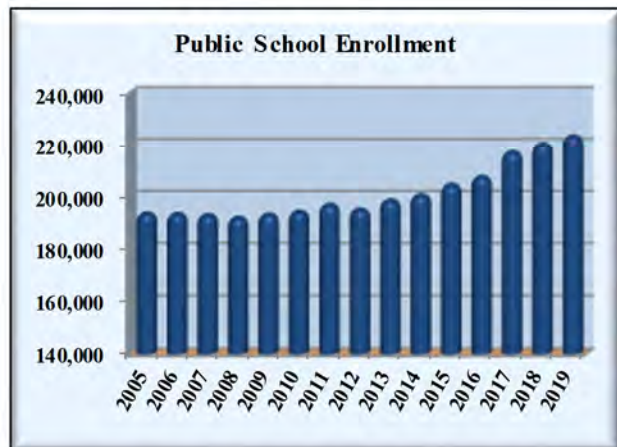
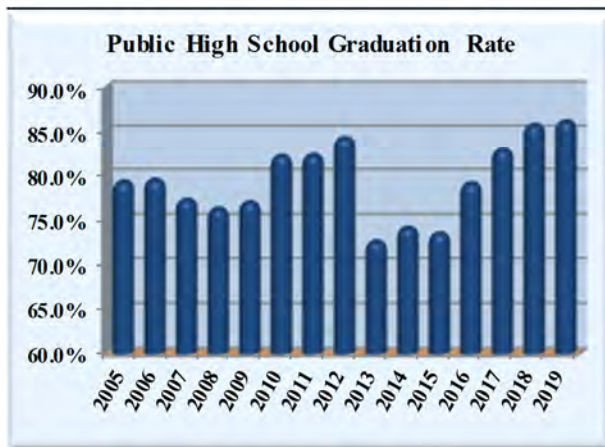
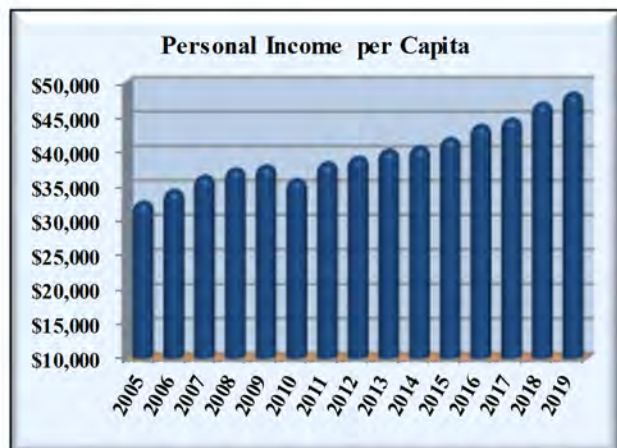
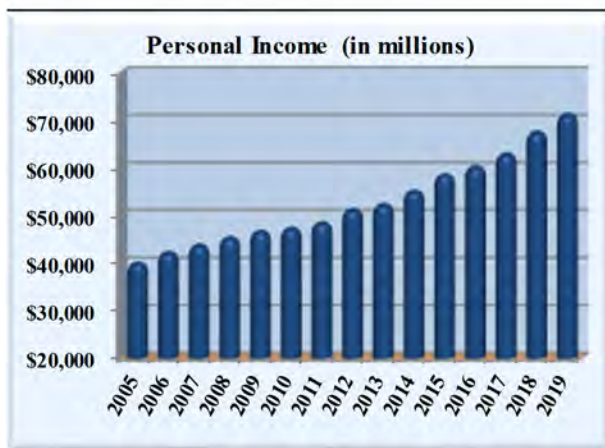
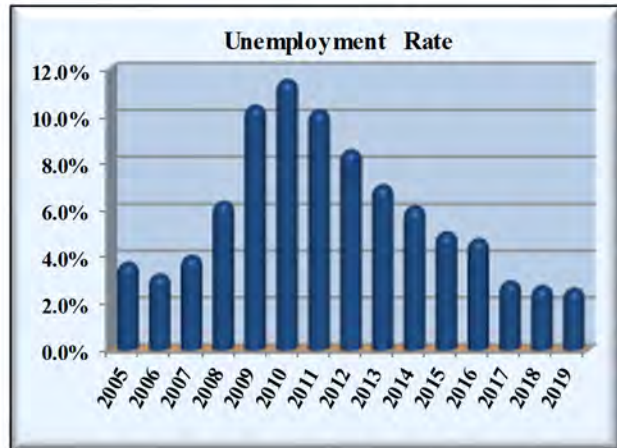
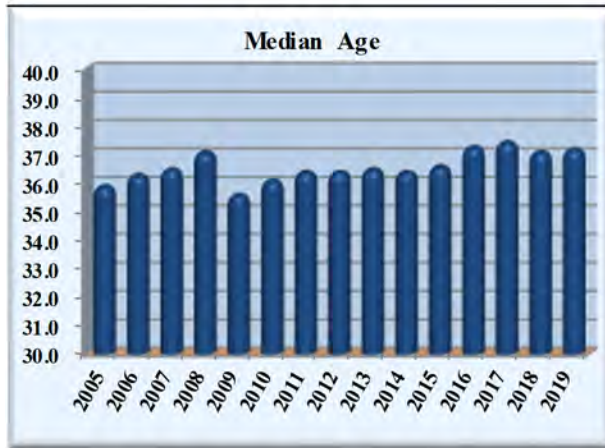
D. U.S. Bureau Economic Analysis, Personal Income in Hillsborough County, FL retrieved from FRED, Federal Reserve Bank of St. Louis

E. U.S. Bureau Economic Analysis, Per Capita Personal Income in Hillsborough County, FL retrieved from FRED, Federal Reserve Bank of St. Louis

F. Florida Department of Education - Hillsborough County District School

**Note: The statistical section contains “Unaudited” data.**

## HILLSBOROUGH COUNTY, FLORIDA DEMOGRAPHIC AND ECONOMIC STATISTICS 2005 to 2019



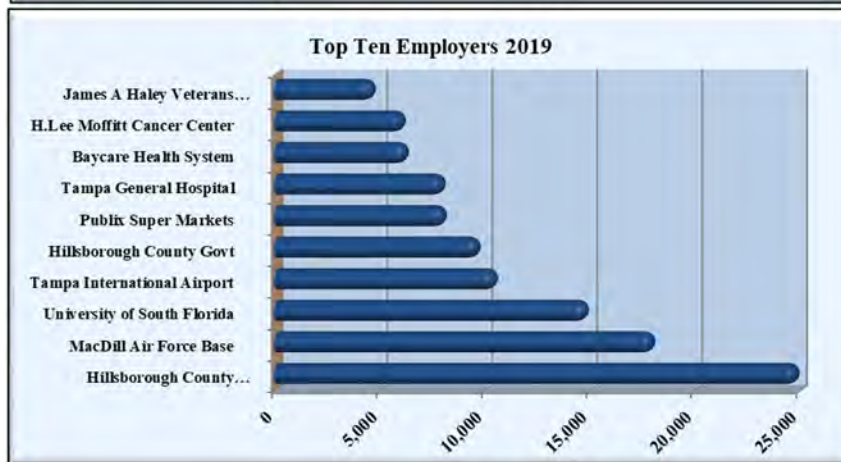
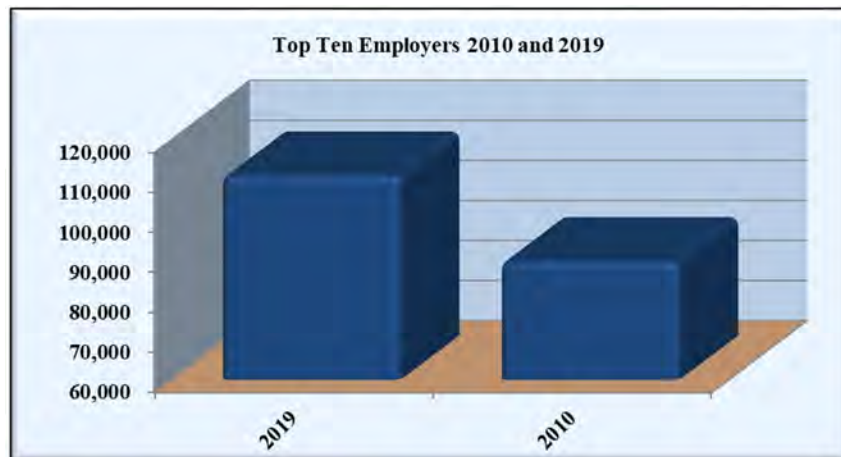
Note: The statistical section contains "Unaudited" data.

## HILLSBOROUGH COUNTY, FLORIDA PRINCIPAL EMPLOYERS 2010 and 2019

	2019 Rank	2019	2019 Percentage to Total	2010	2010 Percentage
Hillsborough County School District	1	24,877	22.4%	24,700	27.6%
MacDill Air Force Base	2	18,000	16.2%	13,300	14.9%
University of South Florida	3	14,836	13.4%	6,151	6.9%
Tampa International Airport	4	10,500	9.5%	7,500	8.4%
Hillsborough County Govt	5	9,672	8.7%	9,930	11.1%
Publix Super Markets	6	8,060	7.3%	5,823	6.5%
Tampa General Hospital	7	8,000	7.2%	6,020	6.7%
Baycare Health System	8	6,250	5.6%	4,437	4.9%
H.Lee Moffitt Cancer Center	9	6,100	5.5%	-	-
James A Haley Veterans Hospital	10	4,670	4.2%	-	-
Verizon Information Technologies		-	-	7,458	8.3%
City of Tampa		-	-	4,240	4.7%
Grand Totals		<u>110,965</u>	<b>100.0%</b>	<u>89,559</u>	<b>100.0%</b>

Source:

State of Florida , Department of Labor & Employment Statistics



**Note: The statistical section contains “Unaudited” data.**

## **Statistical Section**

### **Operating Information**

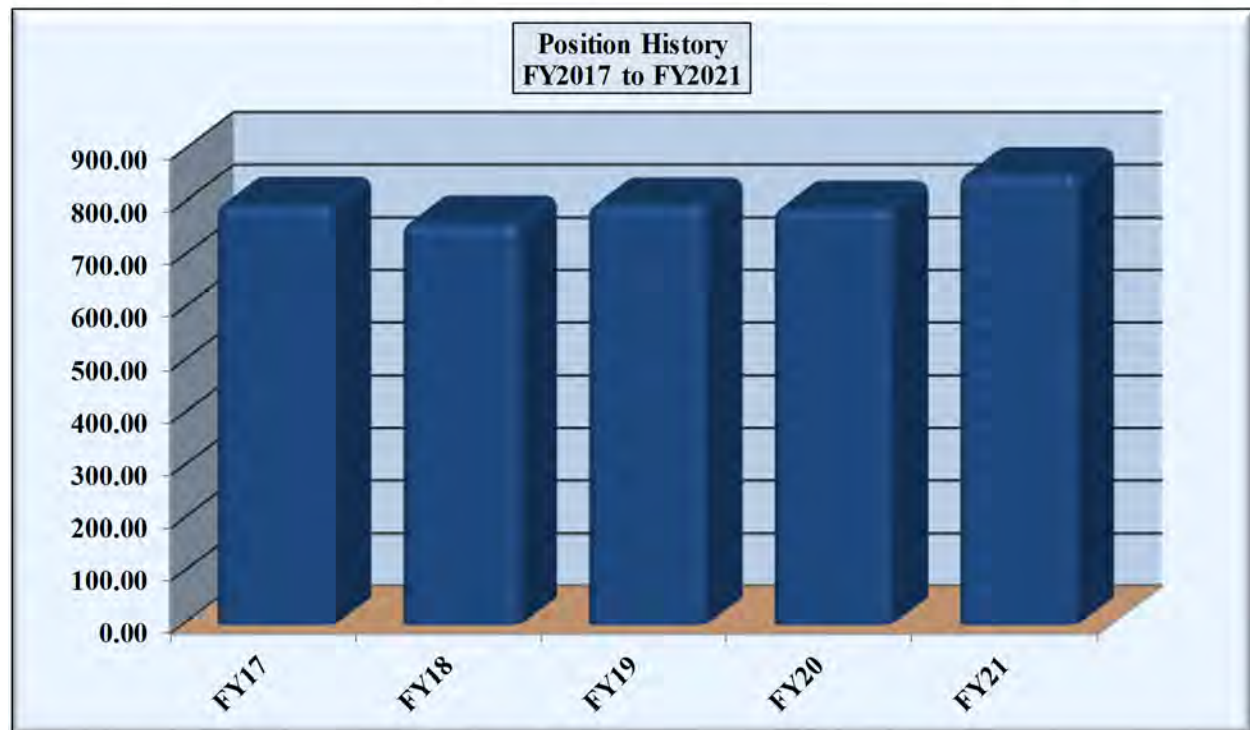
- Miscellaneous HART Statistics
- Staffing – Position Count by Unit (FY2017 to FY2021)
- Bus Service Trends (FY2011 to FY2020)
- Paratransit Service Trends (FY2011 to FY2020)
- Streetcar Service Trends (FY2011 to FY2020)
- Expenses by Program (FY2011 to FY2020)

**Note: The statistical section contains “Unaudited” data.**

MISCELLANEOUS HART STATISTICS	
Date Authority Created	October 3, 1979
Date Authority Began Operations	March 1980
Form of Government	Board of Directors, Chief Executive Officer
Board of Directors	12
Total Square Miles	1,266 square miles
Type of Tax Support	Property Tax
Property Tax (Millage/Rate) (2015 Adopted Budget)	.5 mil (0.50)
Services	<p>Fixed Route = 26 local routes, 1 MetroRapid route, 5 limited express routes and 1 express route. 100% wheelchair/bicycle accessible buses and vans</p> <p>Flex Service = 5 Flex routes</p> <p>Paratransit = Door-to-door van services for disabled persons</p> <p>Streetcar = Streetcar service operated and maintained under contract to Tampa Historic Streetcar, Inc. (THS)</p>
Bus Stops / Shelters	2180 bus stops; 660 shelters of which 162 are maintained by the Authority and 498 are maintained by a vendor
Transit Fleet	<p>Fixed Route and Flex Service: 183 buses and 12 fixed route flex vans</p> <p>Paratransit: 73 vans</p> <p>Streetcar: 10</p>
Facilities	<ul style="list-style-type: none"> <li>◦ 21st Avenue Operations and Maintenance Facility</li> <li>◦ 13 park-and-ride lots</li> <li>◦ 2 transit centers (Marion Transit Center and University Area Transit Center)</li> <li>◦ 6 transfer centers (Britton Plaza, Westshore Plaza, Northwest, Netpark, West Tampa, Yukon)</li> <li>◦ Marion Street Transit Parkway</li> <li>◦ Ybor Station (streetcar operations, streetcar maintenance facility, and administrative staff)</li> <li>◦ Dick Greco/Southern Transportation Plaza</li> <li>◦ 10 Streetcar Stations</li> </ul>

**Note: The statistical section contains “Unaudited” data.**

STAFFING - POSITION COUNT BY UNIT						
UNIT	FY2017 Actual	FY2018 Actual	FY2019 Actual	FY2020 Actual	FY2021 Proposed	FY2021 Incr (Decr) FY2020
ATU	606.00	594.50	598.00	598.00	647.50	49.50
Teamster	49.00	48.00	53.00	54.00	55.00	1.00
Non-Bargaining	143.50	120.50	146.00	139.00	152.50	13.50
<b>Total Positions</b>	<b>798.50</b>	<b>763.00</b>	<b>797.00</b>	<b>791.00</b>	<b>855.00</b>	<b>64.00</b>

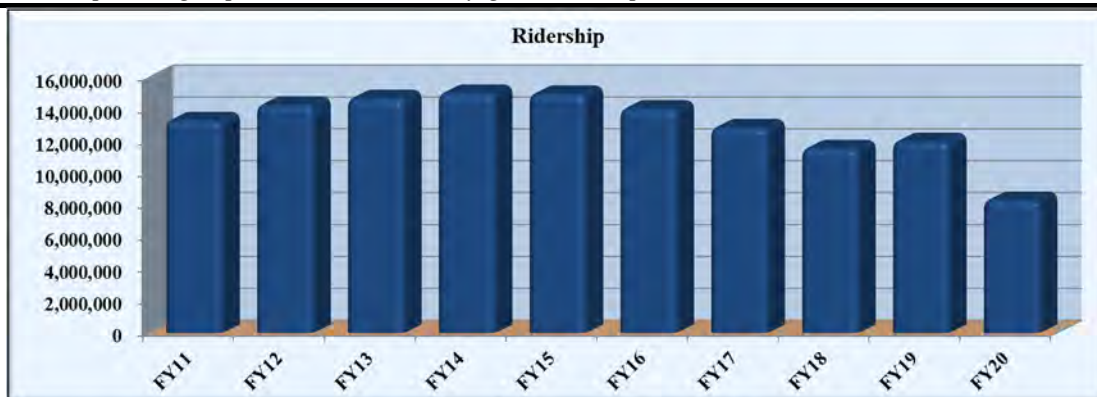


Note: The statistical section contains "Unaudited" data.

<b>HILLSBOROUGH TRANSIT AUTHORITY TREND OF BUS SERVICE FY2011 to FY2015</b>					
	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>
<b>STATISTICS</b>					
Total Miles	8,830,998	8,432,411	8,516,695	8,908,643	9,052,316
Revenue Miles	7,789,008	7,477,638	7,594,914	7,961,048	8,078,542
Total Hours	655,135	630,109	645,804	678,449	686,304
Revenue Hours	611,417	586,224	602,876	635,945	646,097
Vehicle Trips	563,687	546,065	552,869	574,636	581,113
Ridership	13,351,052	14,314,610	14,732,525	15,056,967	15,003,289
Positions	684.0	655.8	670.5	679.3	676.5
<b>REVENUES</b>					
Passenger Fares	\$ 12,450,523	\$ 13,224,477	\$ 14,517,590	\$ 15,393,039	\$ 15,484,564
Ad Valorem	\$ 25,653,762	\$ 27,327,502	\$ 25,574,942	\$ 26,815,634	\$ 29,583,129
Operating Grant Revenues	\$ 14,062,335	\$ 14,829,001	\$ 15,402,438	\$ 15,825,431	\$ 14,238,190
Other Revenues	\$ 1,187,695	\$ 1,035,955	\$ 856,438	\$ 1,264,650	\$ 1,219,233
Total Operating Revenues	\$ 53,354,315	\$ 56,416,935	\$ 56,351,408	\$ 59,298,754	\$ 60,525,116
<b>EXPENSES</b>					
Total Operating Expenses	\$ 55,024,475	\$ 52,871,104	\$ 56,195,624	\$ 59,204,422	\$ 64,165,322
<b>KEY OPERATING INDICATORS</b>					
Operating Cost per Total Mile	\$ 6.23	\$ 6.27	\$ 6.60	\$ 6.65	\$ 7.09
Operating Cost per Revenue Mile	\$ 7.06	\$ 7.07	\$ 7.40	\$ 7.44	\$ 7.94
Ridership per Revenue Mile	1.71	1.91	1.94	1.89	1.86
Operating Cost per Rider	\$ 4.12	\$ 3.69	\$ 3.81	\$ 3.93	\$ 4.28
Average Fare per Rider	\$ 0.93	\$ 0.92	\$ 0.99	\$ 1.02	\$ 1.03
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	22.6%	25.0%	25.8%	26.0%	24.1%

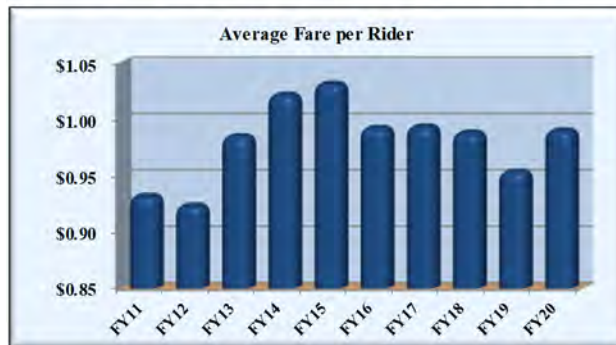
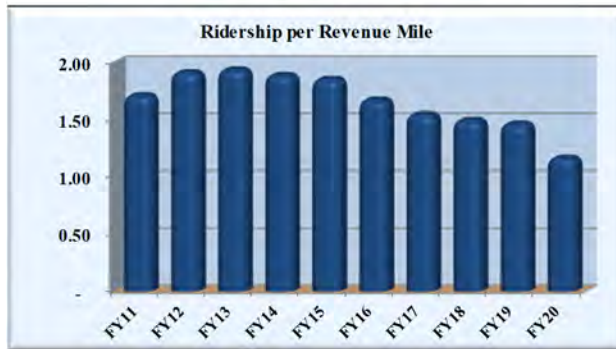
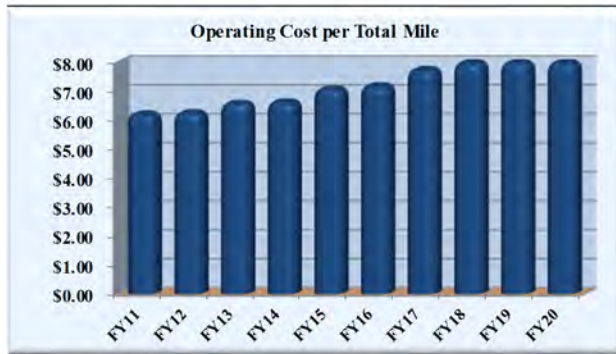
**Note: The statistical section contains "Unaudited" data.**

HILLSBOROUGH TRANSIT AUTHORITY TREND OF BUS SERVICE FY2016 to FY2020					
	FY2016	FY2017	FY2018	FY2019	FY2020
<b>STATISTICS</b>					
Total Miles	9,378,111	9,294,792	8,450,701	9,056,592	7,713,928
Revenue Miles	8,400,733	8,324,037	7,730,066	8,199,394	7,135,272
Total Hours	703,706	696,251	660,283	692,964	595,430
Revenue Hours	661,137	656,116	631,317	662,198	574,098
Vehicle Trips	604,196	599,725	694,737	681,158	590,513
Ridership	14,081,260	12,901,178	11,586,334	12,032,360	8,343,331
Positions	698.0	684.0	646.0	677.0	640.0
<b>REVENUES</b>					
Passenger Fares	\$ 13,981,071	\$ 12,825,045	\$ 11,455,183	\$ 11,477,437	\$ 8,265,314
Ad Valorem	\$ 31,576,314	\$ 33,967,084	\$ 36,958,839	\$ 40,760,104	\$ 46,435,486
Operating Grant Revenues	\$ 13,477,832	\$ 14,898,215	\$ 15,118,795	\$ 16,829,916	\$ 30,800,393
Other Revenues	\$ 1,465,920	\$ 1,599,991	\$ 4,528,343	\$ 4,652,989	\$ 4,037,992
Total Operating Revenues	\$ 60,501,137	\$ 63,290,335	\$ 68,061,160	\$ 73,720,446	\$ 89,539,185
<b>EXPENSES</b>					
Total Operating Expenses	\$ 67,549,582	\$ 72,191,976	\$ 69,518,173	\$ 79,232,697	\$ 81,694,363
<b>KEY OPERATING INDICATORS</b>					
Operating Cost per Total Mile	\$ 7.20	\$ 7.77	\$ 8.23	\$ 8.75	\$ 10.59
Operating Cost per Revenue Mile	\$ 8.04	\$ 8.67	\$ 8.99	\$ 9.66	\$ 11.45
Ridership per Revenue Mile	1.68	1.55	1.50	1.47	1.17
Operating Cost per Rider	\$ 4.80	\$ 5.60	\$ 6.00	\$ 6.58	\$ 9.79
Average Fare per Rider	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.95	\$ 0.99
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	20.7%	17.8%	16.5%	14.5%	10.1%
<b>Note :</b> Total bus operating revenues does not include transportation surtax revenue as it is not available for use pending litigation. Total bus operating expenses include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses which are not directly attributable to paratransit or streetcar. It does not include operating expenses reimbursed by grants or depreciation.					



**Note: The statistical section contains "Unaudited" data.**

**HILLSBOROUGH TRANSIT AUTHORITY  
TREND OF BUS SERVICE  
FISCAL YEARS 2011 to 2020**



**Note: The statistical section contains “Unaudited” data.**

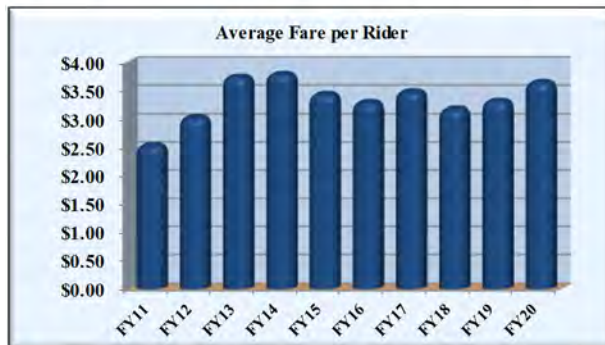
<b>HILLSBOROUGH TRANSIT AUTHORITY TREND OF PARATRANSIT SERVICE FY2011 to FY2015</b>					
	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>
<b>STATISTICS</b>					
Total Miles	1,407,700	1,418,818	1,451,139	1,664,147	1,593,096
Revenue Miles	1,218,100	1,226,759	1,253,168	1,438,299	1,387,828
Total Hours	95,666	95,102	104,730	108,904	108,920
Revenue Hours	77,565	78,600	84,429	90,492	93,469
Vehicle Trips	106,800	113,912	124,442	134,488	141,198
Ridership	123,077	128,780	141,219	147,828	158,090
Positions	59.0	66.0	75.0	86.0	79.0
<b>REVENUES</b>					
Passenger Fares	\$314,275	\$392,903	\$530,893	\$562,749	\$545,456
Ad Valorem	\$2,623,457	\$2,700,582	\$3,028,287	\$3,355,816	\$2,815,417
Operating Grant Revenues	\$1,158,469	\$1,192,296	\$1,259,472	\$1,287,491	\$1,294,931
Other Revenues	\$253	\$314	\$368	\$179	\$252
Total Operating Revenues	\$4,096,454	\$4,286,095	\$4,819,020	\$5,206,235	\$4,656,056
<b>EXPENSES</b>					
Total Operating Expenses	\$4,096,454	\$4,286,095	\$4,819,020	\$5,206,235	\$4,656,056
<b>KEY OPERATING INDICATORS</b>					
Operating Cost per Total Mile	\$2.91	\$3.02	\$3.32	\$3.13	\$2.92
Operating Cost per Revenue Mile	\$3.36	\$3.49	\$3.85	\$3.62	\$3.35
Ridership per Revenue Mile	0.10	0.10	0.11	0.10	0.11
Operating Cost per Rider	\$33.28	\$33.28	\$34.12	\$35.22	\$29.45
Average Fare per Rider	\$2.55	\$3.05	\$3.76	\$3.81	\$3.45
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	7.7%	9.2%	11.0%	10.8%	11.7%

<b>HILLSBOROUGH TRANSIT AUTHORITY TREND OF PARATRANSIT SERVICE FY2016 to FY2020</b>					
	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>
<b>STATISTICS</b>					
Total Miles	1,745,008	1,972,566	2,016,025	2,402,235	1,836,848
Revenue Miles	1,538,575	1,741,816	1,790,463	2,155,760	1,629,486
Total Hours	113,010	141,802	116,736	138,070	108,036
Revenue Hours	96,861	123,641	98,390	120,621	93,127
Vehicle Trips	167,318	206,914	231,467	175,867	126,483
Ridership	182,883	220,922	248,133	279,278	208,715
Positions	99.0	88.0	93.0	91.0	121.0
<b>REVENUES</b>					
Passenger Fares	\$604,772	\$773,229	\$792,382	\$929,626	\$764,680
Ad Valorem	\$3,293,064	\$3,542,355	\$3,842,841	\$4,074,830	\$2,435,143
Operating Grant Revenues	\$1,531,073	\$2,768,455	\$2,861,444	\$2,992,853	\$4,555,374
Other Revenues	\$321	\$429	\$448	\$410	\$0
Total Operating Revenues	\$5,429,230	\$7,084,468	\$7,497,115	\$7,997,719	\$7,755,197
<b>EXPENSES</b>					
Total Operating Expenses	\$5,429,230	\$7,084,468	\$7,497,115	\$7,997,719	\$7,755,197
<b>KEY OPERATING INDICATORS</b>					
Operating Cost per Total Mile	\$3.11	\$3.59	\$3.72	\$3.33	\$4.22
Operating Cost per Revenue Mile	\$3.53	\$4.07	\$4.19	\$3.71	\$4.76
Ridership per Revenue Mile	0.12	0.13	0.14	0.13	0.13
Operating Cost per Rider	\$29.69	\$32.07	\$30.21	\$28.64	\$37.16
Average Fare per Rider	\$3.31	\$3.50	\$3.19	\$3.33	\$3.66
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	11.1%	10.9%	10.6%	11.6%	9.9%
<i>Note:</i> Total paratransit operating expenses include those expenses directly attributable to paratransit service which include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses. It does not include operating expenses reimbursed by grants or depreciation. Ridership includes the Taxi Voucher Program.					



**Note:** The statistical section contains “Unaudited” data.

HILLSBOROUGH TRANSIT AUTHORITY  
TREND OF PARATRANSIT SERVICE  
FISCAL YEARS 2011 to 2020



Note: The statistical section contains "Unaudited" data.

<b>HILLSBOROUGH TRANSIT AUTHORITY</b> <b>TREND OF STREETCAR SERVICE</b> <b>FY2011 to FY2015</b>					
	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>
<b>STATISTICS</b>					
Total Miles	76,598	67,621	66,779	66,611	67,041
Revenue Miles	76,471	67,599	66,757	66,587	67,018
Total Hours	14,463	12,634	12,476	12,446	12,525
Revenue Hours	14,385	12,561	12,404	12,373	12,463
Vehicle Trips	30,921	26,733	26,400	26,334	26,504
Ridership	366,808	306,247	295,916	277,806	288,131
Positions	24.0	17.0	16.5	17.0	19.0
<b>REVENUES</b>					
Passenger Fares	\$ 609,180	\$ 570,134	487,588	465,012	567,297
Ad Valorem	\$ 0	\$ 0	0	0	0
Operating Grant Revenues	\$ 1,440,941	\$ 941,880	912,018	965,107	870,884
Other Revenues	\$ 6,397	\$ 24	27	51,363	11,587
Total Operating Revenues	\$ 2,056,518	\$ 1,512,038	\$ 1,399,633	\$ 1,481,482	1,449,768
<b>EXPENSES</b>					
Total Operating Expenses	\$ 1,875,144	\$ 1,462,656	\$ 1,444,357	\$ 1,547,682	\$ 1,410,802
<b>KEY OPERATING INDICATORS</b>					
Operating Cost per Total Mile	\$ 24.48	\$ 21.63	\$ 21.63	\$ 23.23	\$ 21.04
Operating Cost per Revenue Mile	\$ 24.52	\$ 21.64	\$ 21.64	\$ 23.24	\$ 21.05
Ridership per Revenue Mile	4.80	4.53	4.43	4.17	4.30
Operating Cost per Rider	\$ 5.11	\$ 4.78	\$ 4.88	\$ 5.57	\$ 4.90
Average Fare per Rider	\$ 1.66	\$ 1.86	\$ 1.65	\$ 1.67	\$ 1.97
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	32.5%	39.0%	33.8%	30.0%	40.2%

Note: The statistical section contains "Unaudited"

<b>HILLSBOROUGH TRANSIT AUTHORITY TREND OF STREETCAR SERVICE FY2016 to FY2020</b>					
	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>
<b>STATISTICS</b>					
Total Miles	67,156	73,183	62,460	117,636	116,357
Revenue Miles	67,134	72,666	60,468	114,855	115,874
Total Hours	12,547	13,659	11,575	21,982	21,960
Revenue Hours	12,475	13,576	11,508	20,758	21,842
Vehicle Trips	28,921	28,760	24,984	43,539	44,424
Ridership	286,685	280,601	302,872	850,853	653,232
Positions	18.0	19.0	24.0	29.0	30.0
<b>REVENUES</b>					
Passenger Fares	569,765	550,298	329,016	5,841	0
Ad Valorem	0	0	0	0	0
Operating Grant Revenues	993,640	1,132,969	1,246,219	2,241,425	2,555,932
Other Revenues	(23,619)	18	115	81	(3,246)
Total Operating Revenues	1,539,786	1,683,285	1,575,350	2,247,347	2,552,686
<b>EXPENSES</b>					
Total Operating Expenses	\$ 1,594,582	\$ 1,687,448	\$ 1,577,705	\$ 2,247,347	\$ 2,561,056
<b>KEY OPERATING INDICATORS</b>					
Operating Cost per Total Mile	\$ 23.74	\$ 23.06	\$ 25.26	\$ 19.10	\$ 22.01
Operating Cost per Revenue Mile	\$ 23.75	\$ 23.22	\$ 26.09	\$ 19.57	\$ 22.10
Ridership per Revenue Mile	4.27	3.86	5.01	7.41	5.64
Operating Cost per Rider	\$ 5.56	\$ 6.01	\$ 5.21	\$ 2.64	\$ 3.92
Average Fare per Rider	\$ 1.99	\$ 1.96	\$ 1.09	\$ 0.01	\$ 0.00
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	35.7%	32.6%	20.9%	0.3%	0.0%
<b>Note :</b> <i>Total streetcar operating expenses include those expenses directly attributable to streetcar service which include salaries, fringes, fuel &amp; lubricants, parts &amp; supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses. It does not include operating expenses reimbursed by grants or depreciation. Through a grant from Florida Department of Transportation, starting October 2018 free fares are now offered on the streetcar. While there is still a small amount of special event revenue taken in, this schedule shows the sharp drop in Passenger Fares while the ridership and other statistical data reflects a sharp increase</i>					



**Note: The statistical section contains “Unaudited”**

**HILLSBOROUGH TRANSIT AUTHORITY  
TREND OF STREETCAR SERVICE  
FISCAL YEARS 2011 to 2020**



**Note: The statistical section contains “Unaudited” data.**

HILLSBOROUGH TRANSIT AUTHORITY EXPENSES BY PROGRAM FY2011 to FY2020					
	FY2011	FY2012	FY2013	FY2014	FY2015
<b>OPERATING EXPENSES :</b>				<b>RES TATED</b>	
Bus Operations	\$40,685,080	\$39,786,453	\$41,650,103	\$37,347,689	\$42,664,566
Paratransit Operations	\$4,096,459	\$4,286,094	\$4,819,020	\$5,206,235	\$4,656,056
Streetcar Operations	\$1,875,144	\$1,462,658	\$1,444,357	\$1,547,682	\$1,410,802
Administration & Other	\$13,763,729	\$12,472,179	\$14,545,520	\$21,856,733	\$21,500,756
Op. Exp Reimb by Grants	\$3,607,225	\$3,732,246	\$3,070,237	\$1,595,894	\$1,793,741
Total Operating Expenses	\$64,027,637	\$61,739,630	\$65,529,238	\$67,554,233	\$72,025,921
Depreciation Expense	\$12,862,670	\$12,292,280	\$11,635,161	\$10,578,252	\$11,671,433
Total Expenses	\$76,890,307	\$74,031,910	\$77,164,399	\$78,132,485	\$83,697,354
	FY2016	FY2017	FY2018	FY2019	FY2020
<b>OPERATING EXPENSES :</b>					
Bus Operations	\$44,182,428	\$47,715,002	\$44,052,634	\$53,215,806	\$55,974,173
Paratransit Operations	\$5,429,230	\$7,084,468	\$7,497,115	\$7,997,719	\$7,755,197
Streetcar Operations	\$1,594,582	\$1,687,448	\$1,577,705	\$2,247,347	\$2,561,056
Administration & Other	\$23,367,153	\$24,476,974	\$25,465,538	\$26,016,891	\$25,720,190
Op. Exp Reimb by Grants	\$1,440,203	\$1,750,812	\$2,477,298	\$693,637	\$4,125,879
Total Operating Expenses	\$76,013,596	\$82,714,704	\$81,070,290	\$90,171,400	\$96,136,495
Depreciation Expense	\$11,652,527	\$12,164,514	\$12,194,544	\$12,353,469	\$12,807,484
Total Expenses	\$87,666,123	\$94,879,218	\$93,264,834	\$102,524,869	\$108,943,979

**Notes:**

Bus Operations are those functions and related cost for Bus and Flex Service. These functions include: Vehicle Operators, Maintenance Tech's, Scheduling, Customer Service, Support and Supervisory Personnel.

Paratransit Operations are those functions and related cost for Paratransit Service. These functions include: Vehicle Operators, Maintenance Techs, Scheduling, Customer Service, Support and Supervisory Personnel along with Administrative and Contract Services which directly support Paratransit Operations.

Streetcar Operations are those functions and related cost for Streetcar Service. These functions include: Vehicle Operators, Maintenance Tech's, and Supervisory Personnel along with Administrative and Contract Services which directly support Streetcar Operations.

Administrative & Other are those support functions and related cost which support the whole organization which do not already directly support Paratransit and Streetcar. These functions include: Executive, Finance, Human Resource, Information Technology, Procurement, Marketing, Legal, Risk Management, Insurance Costs, and Other Overhead Costs.

Operating Expense reimbursed by Grants are costs which are grant funded but are not classified as capital assets and need to be recognized as operating costs.

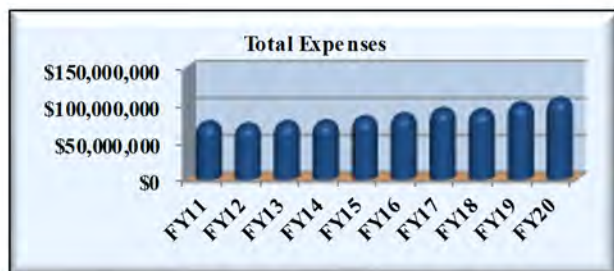
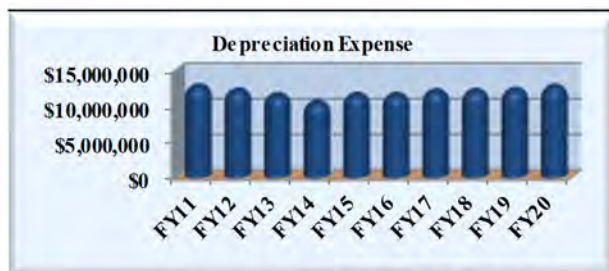
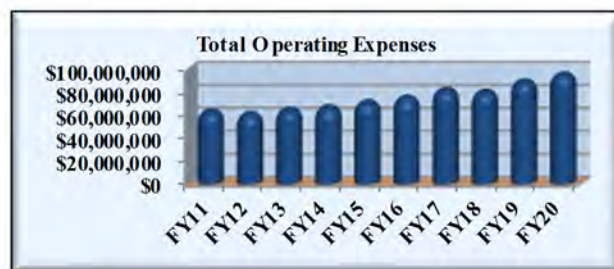
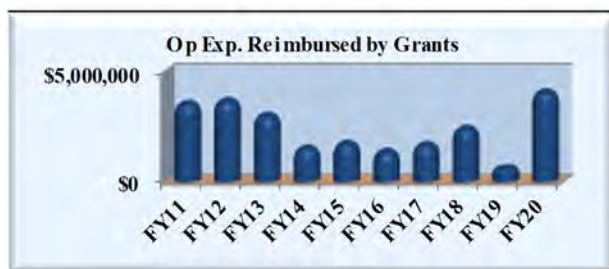
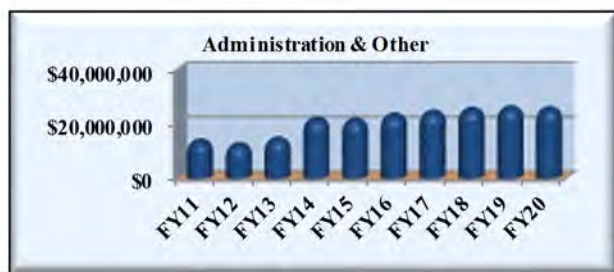
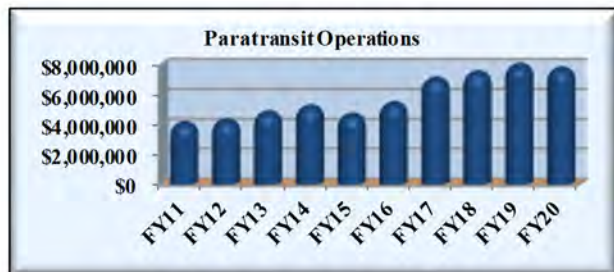
Total Operating Costs include: Bus, Paratransit & Streetcar operations and Administrative & Other functions.

Depreciation Expense is the straight-line amortization of capitalized assets.

Total Expenses include all cost listed above.

**Note: The statistical section contains "Unaudited" data.**

**HILLSBOROUGH TRANSIT AUTHORITY  
EXPENSES BY PROGRAM  
FY2011 to FY2020**



Note: The statistical section contains "Unaudited" data.

# **SECTION IV**

## **COMPLIANCE REPORTS**

**Report of Independent Auditor 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 of Directors  
Hillsborough Transit Authority  
Tampa, 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 Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") as of and for the years ended September 30, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the Authority's financial statements, and have issued our report thereon dated February 26, 2021.

**Internal Control Over Financial Reporting**

In planning and performing our audits of the financial statements, we considered the Authority's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our 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. However, material weaknesses may exist that have not been identified. Given these limitations, during our audits we did not identify any deficiencies in internal control that we consider to be material weaknesses.

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

**Purpose of this Report**

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

Cherry Bekaert LLP

Tampa, Florida  
February 26, 2021

**Report of Independent Auditor on Compliance for Each Major Federal  
Program and State Financial Assistance Project and on Internal Control  
over Compliance Required by the Uniform Guidance and  
Chapter 10.550, Rules of the Auditor General**

To the Board of Directors  
Hillsborough Transit Authority  
Tampa, Florida

***Report on Compliance for Each Major Federal Program and State Financial Assistance Project***

We have audited the Hillsborough Transit Authority's, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* and the requirements described in the Florida Department of Financial Services, *State Projects Compliance Supplement* that could have a direct and material effect on its major federal programs and state financial assistance projects for the year ended September 30, 2020. The Authority's major federal programs and state financial assistance projects are identified in the summary of the 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 terms and conditions of its federal and state awards applicable to its federal programs and state assistance projects.

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs and state financial assistance 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 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 financial assistance 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 our audit provides a reasonable basis for our opinion on compliance for each major federal program and state financial assistance project. However, our audit does not provide a legal determination on the Authority's compliance.

***Opinion on Each Major Federal Program and State Financial Assistance Project***

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 its major federal programs and state financial assistance projects for the year ended September 30, 2020.

### ***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 requirements that could have a direct and material effect on each major federal program and state financial assistance project to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and state financial assistance project and to test and report on internal controls over compliance in accordance with the Uniform Guidance and Chapter 10.550, but not for the purpose of expressing our 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 and state financial assistance project on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a 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 and state financial assistance 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 and state financial assistance 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 and, therefore, material weaknesses or significant deficiencies may exist that have not been identified. 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. Accordingly, this report is not suitable for any other purpose..

Cherry Bekaert LLP

Tampa, Florida  
February 26, 2021

**HILLSBOROUGH TRANSIT AUTHORITY**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**

YEAR ENDED SEPTEMBER 30, 2019

**Part I – Summary of Auditor's Results**

**Financial Statement Section**

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

Material weakness(es) identified?            yes       x       no

Significant deficiency(ies) identified not considered to be material weakness(es)?            yes       x       none reported

Noncompliance material to financial statements noted            yes       x       no

**Federal Awards Programs and State Projects Section**

Internal control over major programs:

Material weakness(es) identified?            yes       x       no

Significant deficiency(ies) identified not considered to be material weakness(es)?            yes       x       none reported

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

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200 516(a) and Chapter 10.550            yes       x       no

Identification of major federal programs and state projects:

Federal programs:

CFDA Numbers	Name of Program or Cluster
20.500, 20.507, 20.525, 20.526, 20.527	Federal Transit Cluster

State projects:

CSFA Numbers	Name of Project
55.010	Public Transit Block Grant Program Public
55.012	Transit Service Development Program

**HILLSBOROUGH TRANSIT AUTHORITY**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)**

YEAR ENDED SEPTEMBER 30, 2019

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**Part I – Summary of Auditor’s Results (continued)**

Dollar threshold used to determine Type A programs:

Federal programs	\$ 750,000
State projects	\$ 750,000

Auditee qualified as low-risk auditee for federal purposes?

\_\_\_\_\_ yes        x   no

**Part II – Schedule of Financial Statement Findings**

This section identifies the significant deficiencies, material weaknesses, and instances of noncompliance related to the financial statements that are required to be reported in accordance with *Government Auditing Standards*.

There were no findings required to be reported in accordance with *Government Auditing Standards*.

**Part III – Findings and Questioned Costs - Major Federal Award Programs**

This section identifies the significant deficiencies, material weaknesses, and instances of noncompliance, including questioned costs, related to the audit of major federal programs, as required to be reported by the Uniform Guidance.

There were no findings required to be reported in accordance with the Uniform Guidance.

**Part IV – Findings and Questioned Costs – Major State Financial Assistance Projects**

This section identifies the significant deficiencies, material weaknesses, and instances of noncompliance, including questioned costs, related to the audit of major federal programs, as required to be reported by the Chapter 10.550, Rules of the Auditor General.

There were no findings required to be reported in accordance with Chapter 10.550, Rules of the Auditor General.

**Summary of Prior Audit Findings**

A schedule of prior year audit findings is not necessary since there were no prior year audit findings.

## **Independent Auditor's Management Letter**

Board of Directors  
Hillsborough Transit Authority  
Tampa, Florida

### **Report on the Financial Statements**

We have audited the financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority"), as of and for the year ended September 30, 2020, and have issued our report thereon dated February 26, 2021.

### **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; the audit requirements of 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 Report of Independent Auditor 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*; Report of Independent Auditor on Compliance for Each Major Federal Program and State Financial Assistance Project and on Internal Control over Compliance Required by the Uniform Guidance and Chapter 10.550, Rules of the Auditor General; Schedule of Findings and Questioned Costs; and Report of Independent Accountant on Compliance with Local Government Investment Policies, regarding compliance in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated February 26, 2021, 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 recommendations made in the preceding annual financial audit report. There were no findings or recommendations made 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. The Authority was established pursuant to the constitution and laws of Florida, particularly Chapter 91-368, Laws of Florida, as amended, revising and consolidating Chapter 31263, Special Laws of Florida, 1955. There were no component units related to the Authority.

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**Financial Condition and Management**

Section 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 identification of 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 for the Authority. 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 financial information provided by 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 did not have any such recommendations.

**Additional Matters**

Section 10.554(1)(i)3., Rules of the Auditor General, requires us to communicate noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have 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 have 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, HART board members, and applicable management and is not intended to be, and should not be, used by anyone other than these specified parties.

Cherry Bekaert LLP

Tampa, Florida  
February 26, 2021

**Report of Independent Accountant on Compliance  
with Local Government Investment Policies**

To the Board of Directors  
Hillsborough Transit Authority  
Tampa, Florida

We have examined the Hillsborough Transit Authority's, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") compliance with the local government investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2020. 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 judgement, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe the evidence 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 the specified requirements.

In our opinion, the Authority complied, in all material respects, with the local investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2020.

The purpose of this report is to comply with the audit requirements of Section 218.415, Florida Statutes, and Rules of the Auditor General.

  
Tampa, Florida  
February 26, 2021

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Hillsborough Area Regional Transit Authority

Tampa, Florida

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