

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY**  
**FINANCIAL STATEMENTS**  
**YEAR ENDED SEPTEMBER 30, 2020**



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## INDEPENDENT AUDITORS' REPORT

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

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

We have audited the accompanying financial statements of the governmental activities and general fund of the Tampa Bay Area Regional Transit Authority (TBARTA), as of and for the year ended September 30, 2020, and the related notes to the financial statements, which collectively comprise TBARTA'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.

### ***Auditors' Responsibility***

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

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

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

***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of TBARTA as of September 30, 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

***Other Matters***

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the budgetary comparison schedule for the general fund, and schedules of TBARTA's proportionate share of the net pension liability and of its contributions-pension plans, as listed on the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

***Other Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the TBARTA's basic financial statements. The schedule of state financial assistance, as required by Chapter 10.550, *Local Government Entity Audits*, Rules of the Auditor General of the state of Florida, is also presented for purposes of additional analysis and is not a required part of the basic financial statements.

The schedule of expenditures of 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, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The transmittal letter and introductory 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 it.

Board of Directors  
Tampa Bay Area Regional Transit Authority

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated May 21, 2021 on our consideration of TBARTA'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 result of that testing, and not to provide an opinion on the effectiveness of TBARTA'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 TBARTA's internal control over financial reporting and compliance.



**CliftonLarsonAllen LLP**

Tampa, Florida  
May 21, 2021

## Transmittal Letter

May 21, 2021

James Holton, Board Chair and  
Members of the Governing Board of Directors of the Tampa Bay Regional Transit Authority and  
Citizens of the Tampa Bay Region

Dear Board Chair, Board Members and Citizens:

We are pleased to submit to you the Annual Financial Report of the Tampa Bay Regional Transit Authority (TBARTA) for the fiscal year ended September 30, 2020.

State law requires that all independent special districts publish each fiscal year a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States of America (GAAP) and audited in accordance with auditing standards generally accepted in the United States of America by a firm of licensed certified public accountants.

This report has been compiled and prepared by the Authority's management. 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 protect the Authority's assets from loss, theft, or misuse and to compile enough reliable information for the preparation of the Authority's financial statements in conformity with GAAP. 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.

CliftonLarsonAllen LLP, a firm of licensed certified public accountants, has audited the Authority's basic financial statements. 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, 2020, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and any significant estimates made by management; and evaluating the overall financial statement presentation.

The independent auditor concluded, based upon the audit, that there was reasonable basis for rendering an unmodified opinion that the Authority's financial statements for the fiscal year ended September 30, 2020, are fairly presented in conformity with GAAP.

The Annual Financial Report is presented in three sections: Introductory, Financial and the Regulatory Section. The Introductory section consists of this letter of transmittal that provides an overview of the Authority, economic environment, financial performance and other pertinent financial information.

The Financial Section includes the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), the basic financial statements and notes thereto, and required supplementary information.

The Authority is also required by federal and state regulations to undergo an audit of federally and state funded programs that it administers. The standards governing the Single Audit engagement require the independent auditor to report on the audited government's internal controls and compliance with laws, regulations, contracts and grants applicable to each major federal and state program. The reports related specifically to the Single Audit are within the regulatory section of this document.

### **Profile of the Authority**

**The Tampa Bay Area Regional Transit Authority (TBARTA)** was created to advance regional transportation needs in Hernando, Hillsborough, Manatee and Pasco and Pinellas counties. Our purpose is to plan, develop, fund, implement and operate a regional transit system in the area. Our mission is a world class transit system that connects and moves the Tampa Bay region.

The agency consists of:

- Governing board made up of elected officials, appointed members from around the region, and
- Citizens Advisory Committee (CAC) made up of citizen representatives appointed by the TBARTA Board, and
- Transit Management Committee (TMC) made up of the executive directors of the transit agencies in the region.

### **Officials**

The Authority is governed by a board of directors comprised of eight elected officials, four gubernatorial appointees and the Secretaries for the Florida Department of Transportation Districts 7 and 1. Operating expenses are covered primarily through state funds.

### **Purpose and Delivery**

With the new foundation for TBARTA as outlined by the Legislature in 2017, TBARTA is producing a regional transit development plan that will be the impetus for implementation and operation of mobility improvements and expansion of transportation options in the region. As outlined in our MD&A, staff is committed to continually build on our successes and on continuous improvement as we move forward.



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2020**

**Financial Highlights**

As management of the Tampa Bay Area Regional Transit Authority (TBARTA), we offer readers of TBARTA's financial statements this narrative overview and analysis of the financial activities of TBARTA for the fiscal year ended September 30, 2020. The information presented here should be considered in conjunction with the transmittal letter and the financial statements.

The notes are essential to a full understanding of the data contained in the financial statements. This report also presents certain required supplementary information regarding pension.

TBARTA's net position is \$13,902, an increase of \$55,146 from the previous year.

During the year, total revenues were \$5,583,210 versus total expenses of \$5,528,064.

**Overview of the Financial Statements**

The basic financial statements consist of three components: 1) Government-wide financial statements providing information about the activities of TBARTA as a whole; 2) fund financial statements and, 3) notes to the financial statements. In addition to these basic statements, the report also contains other supplemental information in addition to the basic financial statements.

**Government-wide Financial Statements.** The government-wide financial statements are designed to provide a broad overview of TBARTA's finances in a manner similar to a private-sector business. The government-wide statements provide information about TBARTA's financial status as a whole. These statements include details of income during the year and a breakdown by category of expenses for activities and administration of TBARTA. The statements include all assets, deferred inflows, liabilities and deferred inflows using the accrual basis of accounting. This means that all of the current year's revenues and expenses are taken into account regardless of when cash is received or paid.

These two statements report TBARTA's net position and changes in net position. The net position – the difference between assets and deferred outflows and liabilities and deferred inflows – are an important measure of TBARTA's financial health.

**Fund Financial Statements.** The fund statements provide a detailed look at TBARTA's general fund. TBARTA, like all government entities, uses fund accounting to ensure and reflect compliance (or noncompliance) with finance related legal requirements. TBARTA uses one fund, a governmental general fund, which focuses on (1) how cash and other financial assets, that can readily be converted to cash, flow in and out and (2) the balances left at year-end that are available for spending. Consequently, the general fund statements provide a detailed short-term view that indicates whether there are more or fewer financial resources that can be spent in the near future to finance TBARTA's programs. Because this information does not encompass the additional long-term focus of the government-wide statements, a detailed reconciliation provides additional information that explains the relationship (or differences) between the statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2020**

**Net Position**

At September 30, 2020, TBARTA's assets and deferred outflows of resources amounts are less than the liabilities and deferred inflows of resources by \$13,902.

**Tampa Bay Regional Transit Authority – Net Position**

	Governmental Activities		Increase	2018
	2020	2019	(Decrease)	
Current and Other Assets	\$ 2,242,862	\$ 1,346,728	\$ 896,134	\$ 612,024
Capital Assets - Net	58,750	64,299	(5,549)	1,553
Total Assets	<u>2,301,612</u>	<u>1,411,027</u>	890,585	613,577
Deferred Outflows of Resources - Pension Related Amounts	<u>721,371</u>	<u>163,846</u>	<u>557,525</u>	<u>-</u>
Accounts Payable	1,623,835	876,146	747,689	400,744
Accrued Liabilities	115,658	87,466	28,192	48,707
Unearned Revenue	182,990	464,920	(281,930)	34,235
Net Pension Liability	906,431	176,047	730,384	-
Line of Credit	161,742	-	161,742	-
Total Liabilities	<u>2,990,656</u>	<u>1,604,579</u>	<u>1,386,077</u>	<u>483,686</u>
Deferred Inflows of Resources - Pension Related Amounts	<u>18,425</u>	<u>11,538</u>	<u>6,887</u>	<u>-</u>
Net Position				
Invested in Capital Assets	58,750	64,299	(5,549)	1,553
Unrestricted	(44,848)	(105,543)	60,695	128,338
Total Net Position	<u>\$ 13,902</u>	<u>\$ (41,244)</u>	<u>\$ 55,146</u>	<u>\$ 129,891</u>

Increases in accounts payable and current assets are in line with an increase of expenses and revenues for the year ended September 30, 2020.

Decrease in unearned revenue relates to expenditures incurred that have been drawn against the advances from Florida Department of Transportation for the Local Transportation Projects/Earmark.

During the year ended September 30, 2020, TBARTA participated in the Florida Retirement System (FRS) for the entire fiscal year, which resulted in the increase in the net pension liability and related amounts noted on the statement of net position. This is TBARTA's second year participating in FRS. FRS is state multi-employer plan administered by the State of Florida.

**Changes in Net Position**

Revenues relating to TBARTA's operating grants and contributions totaled \$5,583,164, an increase of \$2,842,707 from the previous year. The increase was attributable primarily to grant revenues generated from the Florida Department of Transportation grants for the Local Transportation Projects/Earmark Program and the Regional Bus Rapid Transit Project that incurred eligible expenditures that were subject to reimbursement.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2020**

**Changes in Net Position (Continued)**

Expenses totaled \$5,528,064, an increase of \$2,616,462 from the previous year. The increase is primarily due to the increased expenditures for salaries and wages and consulting/contracting services for the Local Transportation Projects/Earmark Program and Regional Bus Rapid Transit projects.

**Tampa Bay Area Regional Transit Authority - Changes in Net Position**

	Governmental Activities		Increase (Decrease)	2018
	2020	2019		
<b>REVENUES</b>				
Program Revenue:				
Operating Grants and Contributions	\$ 5,583,164	\$ 2,740,457	\$ 2,842,707	\$ 2,230,269
General Revenues:				
Miscellaneous	46	10	36	13,250
Total Revenues	<u>5,583,210</u>	<u>2,740,467</u>	<u>2,842,743</u>	<u>2,243,519</u>
<b>FUNCTIONAL/PROGRAM EXPENSES</b>				
Transportation	<u>5,528,064</u>	<u>2,911,602</u>	<u>2,616,462</u>	<u>2,223,408</u>
Total Functional/Program Expenses	<u>5,528,064</u>	<u>2,911,602</u>	<u>2,616,462</u>	<u>2,223,408</u>
<b>INCREASE IN NET POSITION</b>	55,146	(171,135)	226,281	20,111
Net Position - Beginning of Year	<u>(41,244)</u>	<u>129,891</u>	<u>(171,135)</u>	<u>109,780</u>
<b>NET POSITION - END OF YEAR</b>	<u>\$ 13,902</u>	<u>\$ (41,244)</u>	<u>\$ 55,146</u>	<u>\$ 129,891</u>

**General Fund**

The focus of TBARTA's general fund is to provide information on near-term inflows, outflows, and balances of expendable resources. Such information is useful in assessing TBARTA's financing requirements. In particular, unassigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

**Capital Asset and Debt Activity**

At September 30, 2020, TBARTA accounted for \$129,278 of capital assets. These assets are primarily used to administer TBARTA's operating activities. During the year ended September 30, 2020, TBARTA purchased \$17,886 of furnitures & fixtures for new office location.

As of September 30, 2020, TBARTA had a line of credit outstanding in the amount of \$161,742. See Note 8 for further details.

**Budgetary Highlights**

TBARTA's Governing Board approves the annual operating budget. The Governing Board must also approve any required revisions that result in an increase to total expenditures. The budget is maintained at a general fund level. In addition, financial statements, which detail month-to-date and the year-to-date actual versus budgeted expenditure comparisons, are presented to the Governing Board on a periodic basis for review. There were no budget amendments made to the originally adopted budget for the year ended September 30, 2020.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2020**

**Economic Factors and the 2020-2021 Budget**

Each year the Board is required to adopt an annual budget before the beginning of the fiscal year. The budget serves as a financial plan in support of the Authority's strategic plan. The FY 2021 operating, and capital budget is 6,963,414 or 7% less than the FY 2020 budget with the majority of the decrease related to completion on technology studies.

TBARTA continues to identify projects and funding sources that facilitate the expansion of the vanpool program, related commuter assistance services and transit solutions.

To enable the opportunity to request additional funding for vanpool and paratransit related projects, in FY 2020, TBARTA became a Federal Transit Administration (FTA) direct recipient grantee.

For FY 2020 TBARTA received the following grants through the Florida Department of Transportation (FDOT) and Federal Transit Administration (FTA):

<b>Contract Amount</b>	<b>Project Description</b>
\$870,000.00	Commuter Assistance Program (FDOT)
\$2,243,939.00	CARES ACT-Operating Services (FTA)

In 2020, TBARTA was awarded \$2,243,939 for operational expenses from CARES Act related to the Covid 19 pandemic. In addition, there is approximately \$3.7 million in Federal Transit Administration funding under grant that will flow through to TBARTA from the Pinellas Suncoast Transit Authority as the designated recipient.

**Local Economy:** The regional economy normally enjoys a slightly favorable economic environment compared with other cities in Florida and local indicators point to continued stability and recovery from COVID-19. The regional economy has a diverse economic base that includes tourism, agriculture, construction, finance, healthcare, technology, and the Port of Tampa.

**Requests for Information**

This financial report is designed to provide a general overview of Tampa Bay Area Regional Transit Authority's finances. Questions concerning budgets, long-term financial planning, future debt issuances, or questions related to the management of TBARTA's operations should be addressed to the Executive Director:

David Green  
5100 Lemon Street, Suite 209  
Tampa, Florida 33609

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
STATEMENT OF NET POSITION  
SEPTEMBER 30, 2020**

**ASSETS**

Cash	\$ 112,837
Due from Federal and State Agencies	2,122,707
Prepays and Other	7,318
Capital Assets, Net	<u>58,750</u>
Total Assets	<u>2,301,612</u>

**DEFERRED OUTFLOW OF RESOURCES - PENSION RELATED AMOUNTS**

721,371

**LIABILITIES**

Accounts Payable	1,623,835
Accrued Liabilities	65,590
Accrued Compensated Absences	50,068
Unearned Revenue	182,990
Net Pension Liability	906,431
Line of Credit	<u>161,742</u>
Total Liabilities	<u>2,990,656</u>

**DEFERRED INFLOW OF RESOURCES - PENSION RELATED AMOUNTS**

18,425

**NET POSITION**

Investment in Capital Assets	58,750
Unrestricted	<u>(44,848)</u>
Total Net Position	<u><u>\$ 13,902</u></u>

See accompanying Notes to Financial Statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED SEPTEMBER 30, 2020**

<u>Functions/Programs</u>	<u>Expenses</u>	<u>Program Revenues</u> Operating Grants and Contributions	<u>Net (Expense) Revenue and Changes in Net Position</u>
Primary Government:			
Governmental Activities:			
Transportation	\$ 5,528,064	\$ 5,583,164	\$ 55,100
Total Governmental Activities	<u>\$ 5,528,064</u>	<u>\$ 5,583,164</u>	<u>55,100</u>
General Revenues:			
Miscellaneous			\$ 46
Total General Revenues			<u>\$ 46</u>
<b>CHANGE IN NET POSITION</b>			55,146
Net Position - Beginning of Year			<u>(41,244)</u>
<b>NET POSITION END OF YEAR</b>			<u>\$ 13,902</u>

See accompanying Notes to Financial Statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
BALANCE SHEET – GENERAL FUND  
SEPTEMBER 30, 2020**

**ASSETS**

Cash	\$ 112,837
Due from Federal and State Agencies	2,122,707
Prepays and Other	<u>7,318</u>
Total Assets	<u><u>\$ 2,242,862</u></u>

**LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES**

**LIABILITIES**

Accounts Payable	\$ 1,623,835
Accrued Wages and Benefits	65,590
Unearned Revenue	182,990
Line of Credit	<u>161,742</u>
Total Liabilities	<u>2,034,157</u>

**DEFERRED INFLOWS OF RESOURCES**

Unavailable Revenues	<u>1,095,155</u>
	1,095,155

**FUND BALANCES**

Nonspendable	7,318
Unassigned	<u>(893,768)</u>
Total Fund Balances	<u>(886,450)</u>

Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u><u>\$ 2,242,862</u></u>
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**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
RECONCILIATION OF THE GENERAL FUND BALANCE SHEET TO  
THE GOVERNMENT-WIDE STATEMENT OF NET POSITION  
SEPTEMBER 30, 2020**

<b>Total Fund Balances - General Fund</b>	\$ (886,450)
Amounts reported for governmental activities in the statement of net position are different because:	
Capital assets used in governmental activities are not financial resources and therefore are not reported in the general fund.	58,750
Deferred outflows of resources related to net pension liabilities do not have a current financial resources focus, and therefore are not recognized in the governmental fund statements.	721,371
Certain grant-related receivables are not available to pay for current period expenditures and therefore are reported as deferred inflows of resources in the general fund.	1,095,155
Deferred inflows of resources related to net pension liabilities do not have a current financial resources focus, and therefore are not recognized in the governmental fund statements.	(18,425)
Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the governmental funds.	
Compensated Absences	(50,068)
Net Pension Liability	(906,431)
	(906,431)
<b>Total Net Position - Governmental Activities</b>	<b>\$ 13,902</b>
	13,902

See accompanying Notes to Financial Statements.



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN  
FUND BALANCE – GENERAL FUND  
FOR THE YEAR ENDED SEPTEMBER 30, 2020**

**REVENUES**

Federal and State Grants	\$ 4,753,293
Local Contributions	557,500
Miscellaneous Revenues	46
Total Revenues	5,310,839

**EXPENDITURES**

Current:	
Transportation	5,304,559
Capital Outlay	17,886
Total Expenditures	5,322,445

**NET CHANGE IN FUND BALANCE**

(11,606)

Fund Balance - Beginning of Year

(874,844)

**FUND BALANCE - END OF YEAR**

\$ (886,450)

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES,  
AND CHANGES IN FUND BALANCE – GENERAL FUND TO THE  
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES  
YEAR ENDED SEPTEMBER 30, 2020**

<b>Net Change in Fund Balance - Total General Fund</b>	<b>\$ (11,606)</b>
Capital outlays are reported as expenditures in the general fund, however, in the statement of activities, the cost of assets is allocated over their estimated useful lives and reported as depreciation expense:	17,886
Less: Depreciation	(23,435)
Total	<u>(5,549)</u>
In the statement of activities, the straight line impact of rent expense over the term of the lease.	6,429
In the statement of activities, the cost of compensated absences is measured by the amounts earned during the year, while in the general fund expenditures are recognized based on the amounts actually paid for leave used. This is the net amount of compensated absences paid in excess of amounts earned in the current period.	(26,755)
Pension related expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds.	(179,744)
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the general fund.	<u>272,371</u>
<b>Change in Net Position of Governmental Activities</b>	<b><u><u>\$ 55,146</u></u></b>

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2020**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Organization**

The Tampa Bay Area Regional Transit Authority (TBARTA) was created on July 1, 2007, pursuant to the authority of Section 343.92, Florida Statutes to advance regional transportation needs in Hernando, Hillsborough, Manatee and Pasco and Pinellas counties. Our purpose is to plan, develop, fund, implement and operate a regional transit system in the area. Our mission is a world class transit system that connects and moves the Tampa Bay region.

The basic operations of TBARTA are financed primarily through grants from the state, federal government, and local county contributions.

**Reporting Entity**

In evaluating how to define TBARTA for financial reporting purposes, management has considered all potential component units. The decision to include a potential component unit in the reporting entity was made by applying certain criteria consisting of manifestation of oversight responsibility including: financial accountability; appointment of a voting majority; imposition of will; financial benefit to or burden on a primary organization; financial accountability as a result of fiscal dependency; potential for dual inclusion; and organizations included in the reporting entity although the primary organization is not financially accountable. Based upon the application of these criteria, no potential component units were identified.

**Basis of Presentation**

The financial statements of TBARTA have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. Government Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles in the United States of America. The more significant of the government's accounting policies are described below.

**Government-Wide Financial Statements**

The government-wide financial statements include the statement of net position and a statement of activities.

The government-wide statements are prepared using the economic resources measurement focus and the accrual basis of accounting. This differs from the way governmental fund financial statements are prepared. Therefore, governmental fund financial statements include a reconciliation with brief explanations to better identify the relationship between the government-wide statements and the statements for governmental funds.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2020**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Fund Financial Statements**

The accounts of TBARTA are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts. Currently, TBARTA only utilizes a general fund to track its operations. The general fund is reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Generally, revenues are considered available when they are collected within the current period or within 60 days after the end of the fiscal year. Expenditures are recorded when the related fund liability is incurred, except for compensated absences, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in the general fund.

TBARTA funds certain programs by a combination of specific cost-reimbursement grants, other grants, and other revenues. When both restricted and unrestricted resources are available for use, it is TBARTA's policy to use restricted resources first, then unrestricted as needed.

TBARTA reports the following major governmental fund:

*General Fund* – This fund is used to account for the accumulation and expenditure of resources used for general purposes of TBARTA and do not require the establishment of any other type of fund.

**Use of Estimates**

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Significant items subject to estimates and assumptions include depreciation and pension related amounts. Actual amounts could differ from those estimates.

**Capital Assets**

Capital assets are carried at historical cost. Minimum capitalization costs are \$1,000 for all asset categories. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend an assets' life is not capitalized. Depreciation of capital assets is computed using the straight-line method over the estimated useful lives of the assets, generally 3 to 10 years.

**Compensated Absences**

Vacation pay can be accumulated by an employee up to 240 hours and is payable, if not used, upon termination. Senior management service or selected exempt service employee may accumulate vacation up to 480 hours rather than 240 hours and is payable.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Pensions**

In the statements of net position, liabilities are recognized for the TBARTA'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 Florida Retirement System (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.

**Deferred Outflows/Inflows of Resources**

In addition to assets, the statement of net 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/expenditure) until then. The deferred outflows of resources reported in the TBARTA's statement of net position are related to the TBARTA's participation in the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as increases in pension expense in future years.

In addition to liabilities, the statements of net position report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The deferred inflows of resources reported in the TBARTA's statement of net position are related to the TBARTA's participation in the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as reductions in postemployment benefit expense and pension expense in future years.

TBARTA recorded certain receivables that were not available to pay for current period expenditures and certain amounts received for which the time requirement has not been met as deferred inflows of resources as of September 30, 2020.

**Revenue Recognition**

Under the modified accrual basis, revenues are recognized in the accounting period when they become measurable and available. Revenues are generally considered available when they are received in cash (unless legally restricted to some future period) or when earned and expected to be collected soon enough after yearend to pay liabilities of the current period (i.e. within 60 days of the end of the current fiscal period).

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
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**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Net Position**

Net position in government-wide financial statements are classified as invested in capital assets, restricted, and unrestricted. Invested in capital assets represents the total capital assets, net of debt issued in the acquisition of these assets (of which there is none) and net of depreciation. Restricted net position represents constraints on resources that are either externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or imposed by law through state statute. Unrestricted net position represents the balance that is not restricted for specific purposes.

**Impact of Recently Issued Accounting Principles**

The GASB issued Statement No. 88, *Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placements*, effective for September 30, 2020 year-end. The objective is to improve the information that is disclosed in notes to government financial statements related to debt, which includes direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. The Authority has implemented this Statement for fiscal year 2020.

**NOTE 2 CASH**

Custodial credit risk is defined as the risk that, in the event of bank failure, TBARTA's deposits may not be returned. All cash deposits are in financial institutions whose deposits are insured by the Federal Deposit Insurance Corporation (FDIC) up to \$250,000. Any amount above this amount is collateralized pursuant to Chapter 280, Florida Statutes, which obligates all participating institutions to reimburse the governmental entity for the loss, in the event of default by a participating financial institution (a qualified public depository).

As of September 30, 2020, the carrying amounts of TBARTA's deposits were \$112,837 and the bank balance was \$524,578.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
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**NOTE 3 CAPITAL ASSETS**

A summary of changes in capital assets is as follows:

	Balance October 1, 2019	Additions	Deletions	Balance September 30, 2020
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
Governmental Activities:				
Capital Assets being Depreciated:				
Computer Software and Equipment	\$ 183,178	\$ -	\$ (86,251)	\$ 96,927
Office Equipment	41,163	-	(33,983)	7,180
Furniture and Fixtures	61,496	17,886	(54,211)	25,171
Leasehold Improvements	5,823	-	(5,823)	-
Total	<u>291,660</u>	<u>17,886</u>	<u>(180,268)</u>	<u>129,278</u>
 Less: Accumulated Depreciation for:				
Computer Software and Equipment	(126,207)	(20,717)	86,251	(60,673)
Office Equipment	(34,223)	(1,436)	33,983	(1,676)
Furniture and Fixtures	(61,496)	(894)	54,211	(8,179)
Leasehold Improvements	(5,435)	(388)	5,823	-
Total	<u>(227,361)</u>	<u>(23,435)</u>	<u>180,268</u>	<u>(70,528)</u>
 Total Capital Assets Being Depreciated, Net	<u>\$ 64,299</u>	<u>\$ (5,549)</u>	<u>\$ -</u>	<u>\$ 58,750</u>

**NOTE 4 COMPENSATED ABSENCES**

The following is a summary of the changes in accrued compensated absences for the year ended September 30, 2020:

	Balance October 1, 2019	Additions	Deletions	Balance September 30, 2020
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
Accrued Compensated Absences	<u>\$ 23,313</u>	<u>\$ 44,262</u>	<u>\$ 17,507</u>	<u>\$ 50,068</u>

Total current portion of compensated absences for fiscal year 2020 is \$37,223.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY**  
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**NOTE 5 FUND BALANCE AND SPENDING POLICY**

Governments are required to classify fund balance in governmental funds as nonspendable, restricted, committed, assigned, and unassigned.

- Nonspendable – amounts that cannot be spent either because they are in nonspendable form or because they are legally or contractually required to be maintained intact.
- Restricted – includes amounts restricted by enabling legislation.
- Committed – includes amounts that can only be used for specific purposes as imposed by formal action of the Board of Directors, which is the highest level of decision-making authority. Commitments of fund balances may only be removed or changed by taking the same type of action formally used to commit the amount, which is by resolution.
- Assigned – amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Under the TBARTA's adopted policy, the Executive Director may assign amounts for specific purposes.
- Unassigned – includes amounts that have not been assigned to other funds or restricted, committed, or assigned to a specific purpose within the General Fund.

As of the year ended September 30, 2020, TBARTA only has nonspendable and unassigned balances. The general fund has a nonspendable fund balance of \$7,318, which relates to a building security deposit, and the remaining fund balance of \$(893,768) is unassigned.

TBARTA has implemented fund balance and spending policies to clearly define the process for tracking the various classifications of fund balance. The policy states when an expenditure is incurred in which restricted, committed, assigned, or unassigned amounts are available to be used, TBARTA will first use restricted amounts, then committed amounts, then assigned amounts, and finally unassigned amounts.

**NOTE 6 CONTINGENT LIABILITY**

TBARTA is subject to financial and compliance audits by grantor agencies to determine compliance with grant funding requirements. In the event the expenditures would be disallowed, repayment could be required. Government grants require the fulfillment of certain conditions as set forth by applicable laws, rules, and regulations and in the grant agreements. Failure to fulfill the conditions could result in the return of funds to the grantor. It is management's opinion that no material liabilities will result from any such review by the grantor.



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
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**NOTE 7 DEFINED BENEFIT PENSION PLAN**

In fiscal year 2019, TBARTA became a member of the Florida Retirement System (FRS). The Florida Retirement System (FRS) was created by 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 pension plan is the FRS Investment Plan. 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 TBARTA 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/workforce\\_operations/retirement/publications](http://www.dms.myflorida.com/workforce_operations/retirement/publications)).

TBARTA's aggregate pension expense totaled \$243,465 for the fiscal year ended September 30, 2020.

**Florida Retirement System Pension Plan**

**A. 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. The general classes of membership applicable to TBARTA are as follows:

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

Senior Management Service Class (SMSC) – Members in senior management level positions.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
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**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**A. Plan Description (Continued)**

Employees enrolled in the FRS Plan prior to July 1, 2011, vest at six years of creditable service and employees enrolled in the FRS Plan on or after July 1, 2011, vest at eight 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 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.

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 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.

**B. 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 class to which the member belonged when the service credit was earned. Members are eligible for in-line-of-duty or regular disability and survivors' benefits. The following chart shows the percentage value for each year of service credit earned.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
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**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**B. Benefits Provided (Continued)**

<u>Class, Initial Enrollment, and Retirement Age/Years of Service</u>	<u>Percent Value</u>
Regular Class Members Initially Enrolled before July 1, 2011	
Retirement up to age 62 or up to 30 years of Service	1.60 %
Retirement up to age 63 or up to 31 years of Service	1.63
Retirement up to age 64 or up to 32 years of Service	1.65
Retirement up to age 65 or up to 33 years of Service	1.68
 Regular Class Members Initially Enrolled on or after July 1, 2011	
Retirement up to age 65 or up to 33 years of Service	1.60 %
Retirement up to age 66 or up to 34 years of Service	1.63
Retirement up to age 67 or up to 35 years of Service	1.65
Retirement up to age 68 or up to 36 years of Service	1.68

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.

**C. 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 in the tables below were applied to employee salaries to determine monthly contributions. TBARTA's contributions to the FRS Plan were \$48,730 for the year ended September 30, 2020.

**Contribution Rate - Employer 2020**

<u>Job Class</u>	<u>October 1, 2019- June 30, 2020</u>	<u>July 1, 2020- September 30, 2020</u>
Regular	8.47 %	10.00 %
Senior Management	25.41	27.29
DROP Participants	14.60	16.98
Above rates include HIS Plan subsidy of:	1.66	1.66

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
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**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**D. Pension Costs**

At September 30, 2020, TBARTA reported a liability of \$593,706 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. TBARTA's proportion of the net pension liability was based on TBARTA'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, TBARTA's proportion was 0.00137%, which is an increase of 0.00104% of its proportion measured as of June 30, 2019.

For the year ended September 30, 2020, TBARTA recognized pension expense of \$179,976 for its proportionate share of FRS's pension expense. In addition, TBARTA reported its proportionate share of FRS's deferred outflows of resources and deferred inflows of resources from the following sources:

**FRS Deferred Inflows/Outflows - 2020**

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Outflows of Resources</u>
Differences Between Expected and Actual Economic Experience	\$ 22,722	\$ -
Changes in Actuarial Assumptions	107,480	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	35,350	-
Changes in Proportion and Differences Between Entity Contributions and Proportionate Share of Contributions	265,746	-
Entity Contributions Subsequent to the Measurement Date	13,966	-
Total	<u>\$ 445,264</u>	<u>\$ -</u>

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
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**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**D. Pension Costs (Continued)**

\$13,966 reported as deferred outflows of resources related to pensions resulting from TBARTA contributions to the FRS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2020. 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:

<u>Year Ended September 30,</u>	<u>Amount</u>
2021	\$ 89,409
2022	108,427
2023	100,456
2024	82,292
2025	50,714
Thereafter	-

**E. 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:

Valuation Date	July 1, 2020
Measurement Date	June 30, 2020
Inflation per Year	2.40 %
Salary Increases, Including Inflation	3.25 %
Investment Rate of Return Net of Pension Plan	
Investment Expense, Including Inflation	7.00 %
Actuarial Cost Method	Individual Entry Age

Mortality rates for the July 1, 2020 valuation were based on PUB-2010 base table varies by member and sex, 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.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
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**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**E. Actuarial Assumptions (Continued)**

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:

**FRS Investment Rate of Return – 2020**

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Annual Arithmetic Return</u>	<u>Compound Annual (Geometric) Return</u>	<u>Standard Deviation</u>
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	10.3	6.4	5.8	11.7
Private Equity	11.1	10.8	8.1	25.7
Strategic Investments	4.4	5.5	5.3	6.9
Total	<u>100.0 %</u>			
Assumed Inflation - Mean			2.4	1.7

**F. Discount Rate**

The discount rate used to measure the total pension liability was 6.80% for the FRS Plan for the actuarial valuation date July 1, 2020. 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.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
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SEPTEMBER 30, 2020**

**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**G. Pension Liability Sensitivity**

The following presents TBARTA's proportionate share of the net pension liability for the FRS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what TBARTA'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:

**FRS Pension Liability Sensitivity – 2020**

<u>Description</u>	<u>One Percent Decrease in Discount Rate</u>	<u>Current Discount Rate</u>	<u>One Percent Increase in Discount Rate</u>
FRS Plan Discount Rate	5.80%	6.80%	7.80%
Entity's Proportionate Share of the FRS Plan Net Pension Liability (Asset)	\$ 948,048	\$ 593,705	\$ 297,757

**H. 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 at:

[www.dms.myflorida.com/workforce\\_operations/retirement/publications/annual\\_reports](http://www.dms.myflorida.com/workforce_operations/retirement/publications/annual_reports).

**Retiree Health Insurance Subsidy Program**

**A. 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.

**B. Benefits Provided**

For the fiscal year ended June 30, 2020, eligible retirees and beneficiaries received a monthly HIS payment of \$5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$30 and a maximum HIS payment of \$150 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive a HIS Plan benefit, a retiree under a State-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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**NOTE 7    DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**C. Contributions**

The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal years ended June 30, 2019, the contribution rate was 1.66% of payroll pursuant to section 112.363, Florida Statutes. TBARTA contributed 100% of its statutorily required contributions for the current year. 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. TBARTA's contributions to the HIS Plan were \$14,989 for the year ended September 30, 2020.

**D. Pension Costs**

At September 30, 2020, TBARTA reported a liability of \$312,726 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. TBARTA's proportion of the net pension liability was based on TBARTA'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, TBARTA's proportion was 0.00256%, which is an increase of 0.00200% of its proportion measured as of June 30, 2019.

For the year ended September 30, 2020, TBARTA recognized pension expense of \$63,489 for its proportionate share of HIS's pension expense. In addition, TBARTA reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:



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**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**D. Pension Costs (Continued)**

**HIS Deferred Inflows/Outflows – 2020**

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Outflows of Resources</u>
Differences Between Expected and Actual Economic Experience	\$ 12,792	\$ 241
Changes in Actuarial Assumptions	33,627	18,184
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	250	-
Changes in Proportion and Differences Between Entity Contributions and Proportionate Share of Contributions	226,008	-
Entity Contributions Subsequent to the Measurement Date	3,430	-
Total	<u>\$ 276,107</u>	<u>\$ 18,425</u>

\$3,430 reported as deferred outflows of resources related to pensions resulting from TBARTA contributions to the HIS Subsidy Program subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2020. 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:

<u>Year Ended September 30,</u>	<u>Amount</u>
2021	\$ 45,568
2022	43,550
2023	39,336
2024	41,431
2025	42,761
Thereafter	41,606

**E. 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:

Valuation Date	July 1, 2020
Measurement Date	June 30, 2020
Inflation per Year	2.40 %
Salary Increases, Including Inflation	3.25 %
Municipal Bond Rate	2.21 %

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2020**

**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**E. Actuarial Assumptions (Continued)**

Mortality rates were based on PUB-2010 base table varies by member and sex, projected generationally with scale MP 2018. The actuarial assumptions used in the July 1, 2020 valuation was based on the results of an actuarial experience study of the FRS Pension Plan for the period July 1, 2013 through June 30, 2018.

**F. Discount Rate**

The discount rate used to measure the total pension liability was 2.21% for the HIS Plan for the actuarial valuation date July 1, 2020. 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.

**G. Pension Liability Sensitivity**

The following presents TBARTA's proportionate share of the net pension liability for the HIS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what TBARTA'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:

**HIS Pension Liability Sensitivity - 2020**

<u>Description</u>	<u>One Percent Decrease in Discount Rate</u>	<u>Current Discount Rate</u>	<u>One Percent Increase in Discount Rate</u>
HIS Plan Discount Rate	1.21%	2.21%	3.21%
Entity's Proportionate Share of the HIS Plan Net Pension Liability (Asset)	\$ 361,498	\$ 312,726	\$ 272,807

**H. 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 at: [www.dms.myflorida.com/workforce\\_operations/retirement/publications](http://www.dms.myflorida.com/workforce_operations/retirement/publications).

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2020**

**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**I. 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. TBARTA 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, 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 0.06% of payroll through June 30, 2019 then 0.06% of payroll through September 30, 2020 and by forfeited benefits of plan members. Allocations to the member accounts during the 2019-20 fiscal year as established by Section 121.72, Florida Statutes, were based on a percentage of gross compensation, by class, as follows: During the 2019-20, 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 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. Nonvested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. For the year ended September 30, 2020, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to TBARTA.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2020**

**NOTE 7 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**I. Defined Contribution Plan**

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.

TBARTA's Investment Plan pension expense totaled \$35,622 for the year ended September 30, 2020. Employee contributions to the Investment Plan totaled \$12,101 for the year ended September 30, 2020.

**NOTE 8 LINE OF CREDIT**

On May 20, 2020, TBARTA entered into a taxable promissory note and loan agreement with Pilot Bank noted as a direct borrowing. Total loan amount is \$300,000, which is used for the purpose of financing expenditures permitted by Part V, Chapter 343, Florida Statutes. The loan is a revolving line of credit pursuant to which the Authority will be authorized to borrow up to the loan amount. TBARTA accrues interest on the principal balance outstanding at a rate per annum that is equal to the sum of the Prime Rate, plus 0.50%. TBARTA will pay the bank accrued interest monthly in arrears on the first day of each month beginning June 1, 2020. The entire unpaid principal balance, together with all accrued and unpaid interest shall be due and payable in full on May 19, 2022. As of September 30, 2020, total line of credit outstanding is \$161,742 and total unused line of credit is \$138,258. Within the loan agreement are covenants of the borrower, which include but not limited to reporting requirements, debt service coverage ratio, leverage ratio, and a collateral account with a balance therein of at least \$50,000 at all times.

**NOTE 9 OPERATING LEASE**

TBARTA entered into an operating lease agreement beginning January 23, 2015 through June 30, 2020 for general office space. Total rent paid for the year ended September 30, 2020 was \$77,657. Thereafter, this lease was not renewed.

Effective June 1, 2020 through June 30, 2022, TBARTA, lessee, and State of Florida Department of Transportation, lessor, entered into a lease agreement for building office and related uses. Total cost for rent monthly is zero dollars.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2020**

**NOTE 10 ECONOMIC DEPENDENCY**

TBARTA is economically dependent upon annual agreements and grants from the Florida Department of Transportation. For the year ended September 30, 2020, the Florida Department of Transportation (FDOT) provided the majority of TBARTA's operating revenues.

**NOTE 11 RISK MANAGEMENT**

TBARTA is exposed to various risk of loss related to torts, thefts of assets, errors and omissions, and natural disasters. TBARTA provides surety bond coverage and insured for other risks of loss. There is no significant reduction in insurance coverage from the prior year. The insurance settlements have not exceeded TBARTA's insurance coverage in any of the prior three fiscal years.

**NOTE 12 SUBSEQUENT EVENTS**

The World Health Organization declared the spread of Coronavirus Disease (COVID-19) a worldwide pandemic. The COVID-19 pandemic is having significant effects on global markets, supply chains, businesses, and communities. Specific to the TBARTA, COVID-19 may impact various parts of its 2020 operations and financial results including, but not limited to, costs for emergency preparedness and shortages of personnel. Management believes TBARTA is taking appropriate actions to mitigate the negative impact. However, the full impact of COVID-19 is unknown and cannot be reasonably estimated as these events are still occurring subsequent to year-end and are still developing.

During the period from January 1, 2020 through May 21, 2021, both domestic and international equity markets have experienced significant declines. These losses are not reflected in the financial statements as of and for the year ended September 30, 2020 as these events occurred subsequent to year-end and are still developing.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN  
FUND BALANCE – BUDGET AND ACTUAL – GENERAL FUND  
FOR THE YEAR ENDED SEPTEMBER 30, 2020**

	Original Budget	Final Budget	Actual	Variance Favorable (Unfavorable)
<b>REVENUES</b>				
Federal and State Grants	\$ 7,135,627	\$ 7,135,627	\$ 4,753,293	\$ (2,382,334)
Local Contributions	550,000	550,000	557,500	7,500
Miscellaneous Revenues	-	-	46	46
Total Revenues	7,685,627	7,685,627	5,310,839	(2,374,834)
<b>EXPENDITURES</b>				
Current:				
Transportation	7,685,627	7,685,627	5,304,559	2,381,068
Capital Outlay	-	-	17,886	(17,886)
Total Expenditures	7,685,627	7,685,627	5,322,445	2,363,182
<b>NET CHANGE IN FUND BALANCE</b>	<b>\$ -</b>	<b>\$ -</b>	<b>(11,606)</b>	<b>\$ (11,652)</b>
Fund Balance - Beginning of Year			(874,844)	
<b>FUND BALANCE - END OF YEAR</b>			<b>\$ (886,450)</b>	

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY – PENSION PLANS  
FOR THE YEAR ENDED SEPTEMBER 30, 2020**

**Florida Retirement System Pension Plan  
Last Ten Fiscal Years\***

	<u>2020</u>	<u>2019</u>
TBARTA's Proportion of the Net Pension Liability	0.0000137 %	0.0003296%
TBARTA's Proportionate Share of the Net Pension Liability	\$ 593,706	\$ 113,521
TBARTA's Covered Payroll	\$ 889,096	\$ 186,928
TBARTA's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	66.78 %	60.73 %
Plan Fiduciary Net Position as a percentage of the total Pension Liability	78.85 %	84.26 %

\* The Amounts Presented for the 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, TBARTA will present information for only the year for which information is available.

**Retiree Health Insurance Subsidy Program  
Last Ten Fiscal Years\***

	<u>2020</u>	<u>2019</u>
TBARTA's Proportion of the Net Pension Liability	0.0000256 %	0.00056%
TBARTA's Proportionate Share of the Net Pension Liability	\$ 312,726	\$ 62,526
TBARTA's Covered Payroll	\$ 889,096	\$ 186,928
TBARTA's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Its Covered Payroll	35.17%	33.45%
Plan Fiduciary Net Position as a Percentage of the total Pension Liability	3.00 %	2.15%

\* The Amounts Presented for the 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, TBARTA will present information for only the year for which information is available.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF CONTRIBUTIONS – PENSION PLANS  
FOR THE YEAR ENDED SEPTEMBER 30, 2020**

**Florida Retirement System Pension Plan  
Last Ten Fiscal Years\***

	<u>2020</u>	<u>2019</u>
Contractually Required Contribution	\$ 48,730	\$ 20,970
Contributions in Relation to the Contractually Required Contribution	(48,730)	(20,970)
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>
TBARTA's Covered Payroll	\$ 1,095,723	\$ 379,759
Contributions as a Percentage of Covered Payroll	4.45 %	5.52 %

\*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, TBARTA will present information for only the year for which information is available.

**Retiree Health Insurance Subsidy Program  
Last Ten Fiscal Years\***

	<u>2020</u>	<u>2019</u>
Contractually Required Contribution	\$ 14,989	\$ 6,304
Contributions in Relation to the Contractually Required Contribution	(14,989)	(6,304)
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>
TBARTA's Covered Payroll	\$ 1,095,723	\$ 379,759
Contributions as a Percentage of Covered Payroll	1.37 %	1.66 %

\*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, TBARTA will present information for only the year for which information is available.





**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN  
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Board of Directors  
Tampa Bay Area Regional 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 governmental activities and the general fund of Tampa Bay Area Regional Transit Authority (TBARTA), as of and for the year ended September 30, 2020, and the related notes to the financial statements, which collectively comprise TBARTA's basic financial statements, and have issued our report thereon dated May 21, 2021.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered TBARTA's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of TBARTA's internal control. Accordingly, we do not express an opinion on the effectiveness of TBARTA'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 and therefore, material weaknesses or significant deficiencies may exist that have not been identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

**Compliance and Other Matters**

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

**Purpose of this Report**

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



**CliftonLarsonAllen LLP**

Tampa, Florida  
May 21, 2021



**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR STATE PROJECT, AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY CHAPTER 10.550, RULES OF THE AUDITOR GENERAL OF THE STATE OF FLORIDA**

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

**Report on Compliance for Each Major State Project**

We have audited Tampa Bay Area Regional Transit Authority (TBARTA) compliance with the types of compliance requirements described in the Florida Department of Financial Services *State Projects Compliance Supplement* that could have a direct and material effect on each of TBARTA's major state projects for the year ended September 30, 2020. TBARTA's major state projects are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

***Management's Responsibility***

Management is responsible for compliance with state statutes, regulations, and the terms and conditions of its state awards applicable to its state projects.

***Auditors' Responsibility***

Our responsibility is to express an opinion on compliance for each of TBARTA's major state projects based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and Chapter 10.550, *Rules of the Auditor General of Local Governmental Entity Audits*. Those standards and Chapter 10.550 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 state project occurred. An audit includes examining, on a test basis, evidence about TBARTA's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major state project. However, our audit does not provide a legal determination of TBARTA's compliance.

***Opinion on Each Major State Project***

In our opinion, TBARTA complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major state project for the year ended September 30, 2020.

### **Report on Internal Control Over Compliance**

Management of TBARTA 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 TBARTA's internal control over compliance with the types of requirements that could have a direct and material effect on each major state project to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major state project and to test and report on internal control over compliance in accordance with Chapter 10.550, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of TBARTA'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 state 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 state project will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a state project that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies 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 Chapter 10.550. Accordingly, this report is not suitable for any other purpose.



**CliftonLarsonAllen LLP**

Tampa, Florida  
May 21, 2021

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF EXPENDITURES OF STATE FINANCIAL ASSISTANCE  
YEAR ENDED SEPTEMBER 30, 2020**

State Grantor Grantor/Program title	CSFA Number	Grant or Contract Number	Passed Through To Subrecipients	Expenditures
<b>Florida Department of Transportation</b>				
<i>Direct Program:</i>				
Commuter Assistance/Rideshare Grants	55.007	G0X30	\$ -	\$ 327,935
Commuter Assistance/Rideshare Grants	55.007	G0M91	-	30,485
Commuter Assistance/Rideshare Grants	55.007	GH096	-	29,500
Commuter Assistance/Rideshare Grants	55.007	G1178	-	513,072
Total CSFA			-	900,992
Local Transportation Projects/Earmark	55.039	G1445	-	352,445
Local Transportation Projects/Earmark	55.039	G1C04	-	970,016
Local Transportation Projects/Earmark	55.039	G1C05	-	220,729
Total CSFA			-	1,543,190
Total Expenditures of State Financial Assistance			<b>\$ -</b>	<b>\$ 2,444,182</b>

See accompanying Notes to the Schedule of Expenditures of State Financial Assistance

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO THE SCHEDULE OF EXPENDITURES OF STATE FINANCIAL ASSISTANCE  
YEAR ENDED SEPTEMBER 30, 2020**

**NOTE 1 BASIS OF PRESENTATION**

The accompanying schedule of expenditures of state financial assistance includes all state grant activity of TBARTA and is presented on the modified accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of Chapter 10.550 of the Rules of the Auditor General. Therefore, some amounts presented in this schedule may differ from amounts presented of or used in the preparation of the financial statements.

**NOTE 2 CAPITAL ASSETS**

Capital assets, totaling \$17,886, were purchased using capital awards during the fiscal year ending September 30, 2020.

**NOTE 3 EXPENDITURES OF FEDERAL AWARDS**

TBARTA also expended \$544,302 of federal awards for the year ended September 30, 2020. However, a schedule of expenditures of federal awards is not required to be included because TBARTA did not expend greater than \$750,000 throughout the fiscal year, as stipulated under 2 CFR 200 Uniform Guidance.

**NOTE 4 SUBRECIPIENTS**

There were no expenditures passed through to sub-recipients for the year ending September 30, 2020.

**NOTE 5 INDIRECT COST RATE**

TBARTA has not elected to use the 10% de minimus cost rate.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED SEPTEMBER 30, 2020**

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**Section I – Summary of Auditors’ Results**

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**Financial Statements**

1. Type of auditors’ report issued: Unmodified
2. Internal control over financial reporting:
- Material weakness(es) identified? \_\_\_\_\_ yes        x   no
  - Significant deficiency(ies) identified? \_\_\_\_\_ yes        x   none reported
3. Noncompliance material to financial statements noted? \_\_\_\_\_ yes        x   no

**State Financial Assistance**

1. Internal control over state projects:
- Material weakness(es) identified? \_\_\_\_\_ yes        x   no
  - Significant deficiency(ies) identified that are not considered to be material weakness(es)? \_\_\_\_\_ yes        x   none reported
2. Type of auditors’ report issued on compliance for state projects: Unmodified
3. Any audit findings disclosed that are required to be reported in accordance with state requirements? \_\_\_\_\_ yes        x   no

**Identification of Major State Projects**

**CSFA Number(s)**

55.039

**Name of State Project**

Local Transportation Projects

Dollar threshold used to distinguish between Type A and Type B state projects:

\$   733,255  

Auditee qualified as low-risk auditee?

  x   yes      \_\_\_\_\_ no

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED SEPTEMBER 30, 2020**

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***Section II – Financial Statement Findings***

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Our audit did not disclose any matters required to be reported in accordance with *Government Auditing Standards*.

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***Section III– Findings and Questioned Costs – Major State Projects***

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Our audit did not disclose any matters required to be reported in accordance with rule 10.554(1)(I)4, Rules of the Auditor General.





## MANAGEMENT LETTER

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

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

We have audited the financial statements of the Tampa Bay Area Regional Transit Authority (TBARTA), as of and for the fiscal year ended September 30, 2020, and have issued our report thereon dated May 21, 2021.

### ***Auditors' 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; and Chapter 10.550, Rules of the Florida Auditor General.

### ***Other Reporting Requirements***

We have issued our Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Independent Auditors' Report on Compliance for Each Major State Project, and Report on Internal Control over Compliance; Schedule of Findings and Questioned Costs; and Independent Accountant's Report on an examination conducted in accordance with *AICPA Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated May 21, 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. The prior year finding was corrected as shown in Appendix A.

### ***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. See Note 1 in the notes to the financial statements.

### **Financial Condition and Management**

Sections 10.554(1)(i)5.a. and 10.556(7), Rules of the Auditor General, require us to apply appropriate procedures and communicate the results of our determination as to whether or not the TBARTA has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and to identify the specific conditions met. In connection with our audit, we determined that TBARTA 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 TBARTA. It is management's responsibility to monitor TBARTA's financial condition, and our financial condition assessment was based in part on representations made by management and 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 note any such findings.

### **Special District Component Units**

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

### **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, the board of directors, and applicable management, and is not intended to be and should not be used by anyone other than these specified parties.



**CliftonLarsonAllen LLP**

Tampa, Florida  
May 21, 2021

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
APPENDIX A – PRIOR YEAR FINDINGS AND RECOMMENDATIONS  
SEPTEMBER 30, 2020**

**APPENDIX A**

Prior Year Findings and Recommendations	Current Year Status		
	Cleared	Partially Cleared	Not Cleared
2019-001 Proper Recording of Capital Asset Transactions	X		
2019-002 Preparation and Adequate Approval of Journal Entries	X		
2019-003 Timely Preparation and Adequate Review of Bank Reconciliations	X		
2019-004 Budgetary Control	X		



## INDEPENDENT ACCOUNTANTS' REPORT

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

We have examined Tampa Bay Area Regional Transit Authority's (TBARTA), compliance with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2020. Management of TBARTA is responsible for TBARTA's compliance with the specified requirements. Our responsibility is to express an opinion on TBARTA'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 TBARTA, complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether TBARTA, complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

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

In our opinion, TBARTA complied, in all material respects, with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2020.

This report is intended solely for the information and use of TBARTA and the Auditor General, State of Florida, and is not intended to be, and should not be, used by anyone other than these specified parties.

*CliftonLarsonAllen LLP*

**CliftonLarsonAllen LLP**

Tampa, Florida  
May 21, 2021