



**Moving
Hillsborough**

Together

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR FISCAL YEARS ENDED SEPTEMBER 30, 2021 AND 2020

Hillsborough Transit Authority
Tampa, FL

Hillsborough Transit Authority Tampa, Florida

Annual Comprehensive Financial Report

For Fiscal Years Ended September 30, 2021 and 2020

Mission Statement

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

Prepared by the Finance Department



FY2021 ANNUAL COMPREHENSIVE FINANCIAL REPORT
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SECTION I

INTRODUCTORY SECTION



Hillsborough Area Regional Transit Authority

1201 E. 7th Avenue • Tampa, Florida 33605

(813) 384-6600 • fax (813) 384-6284 • www.goHART.org



May 2, 2022

Commissioner Patricia Kemp, Board Chair and
Members of the Board of Directors of the Hillsborough Transit Authority and
Citizens of our Service Area

Dear Board Chair, Board Members and Citizens:

State law requires that each fiscal year all independent special districts publish each fiscal year a complete set of financial statements presented in conformity with Generally Accepted Accounting Principles in the United States (GAAP) and audited in accordance with auditing standards generally accepted in the United States by a firm of licensed certified public accountants. Pursuant to that requirement, we hereby issue the Annual Comprehensive Financial Report of the Hillsborough Transit Authority, for the fiscal year ended September 30, 2021.

This Annual Comprehensive Financial Report is indicative of Authority management's continued commitment to provide high quality, complete, concise, and reliable financial information on the Authority.

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

The Authority's basic financial statements have been audited by Cherry Bekaert LLP, a firm of licensed certified public accountants. The goal of the independent audit was to provide reasonable assurance that the financial statements of the Authority for the fiscal year ended September 30, 2021, are free of material misstatement. The independent audit involved performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements; evaluating the appropriateness of accounting policies used and the reasonableness of significant estimates made and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was reasonable basis for rendering an unmodified, "clean" opinion that the Authority's financial statements for the fiscal year ended September 30, 2021, are fairly

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

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

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

Profile of the Authority

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

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

The Authority has been determined to be an “Independent Special District” as described in Section 189.403, Florida Statutes, and is authorized to levy an ad valorem tax of up to one-half mill (.50) on the taxable value of real and tangible personal property within the jurisdiction of its members. Chapter 165.570, Florida Statutes, allows the Authority to levy up to three mills, subject to public referendum. The Authority’s ad valorem taxes are reviewed as part of the annual assessment of

Hillsborough County, which levies its taxes November 1. Collection of taxes is scheduled November through the following March. Taxes become delinquent April 1 and tax certificates placing liens on the property are sold May 31.

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

Located in Hillsborough County, Florida, on the west coast of the state, the Authority is a *regional* provider of mass transportation services primarily within Hillsborough County. The total area is 1,266 square miles and, according to the 2020 Census, has a population of 1,459,762.

Services and Ridership

The Authority provides virtually all public transportation services in this area. These services include fixed route, flex route, Paratransit, and streetcar. The Authority maintains 2,257 bus stops and 650 shelters (229 HART maintained; 351 vendor maintained), 6 transfer stations, 2 transit centers, and a fleet of 184 buses for fixed and flex routes, 107 vans for Paratransit, and 9 streetcars.

FY2021 ridership:

- Bus & Flex: 5,784,404 (a decrease of 30.67 percent compared to FY2020)
- Paratransit & Taxi: 147,186 (a decrease of 29.47 percent compared to FY 2020) *
- Streetcar: 712,693 (an increase of 9.10 percent compared to FY 2020)

*This ridership number includes 32,914 from the Taxi Voucher program.

Note: These statistics are reflective of the effects of the coronavirus which has had a significant impact on HART ridership and required changes to how HART delivered service.

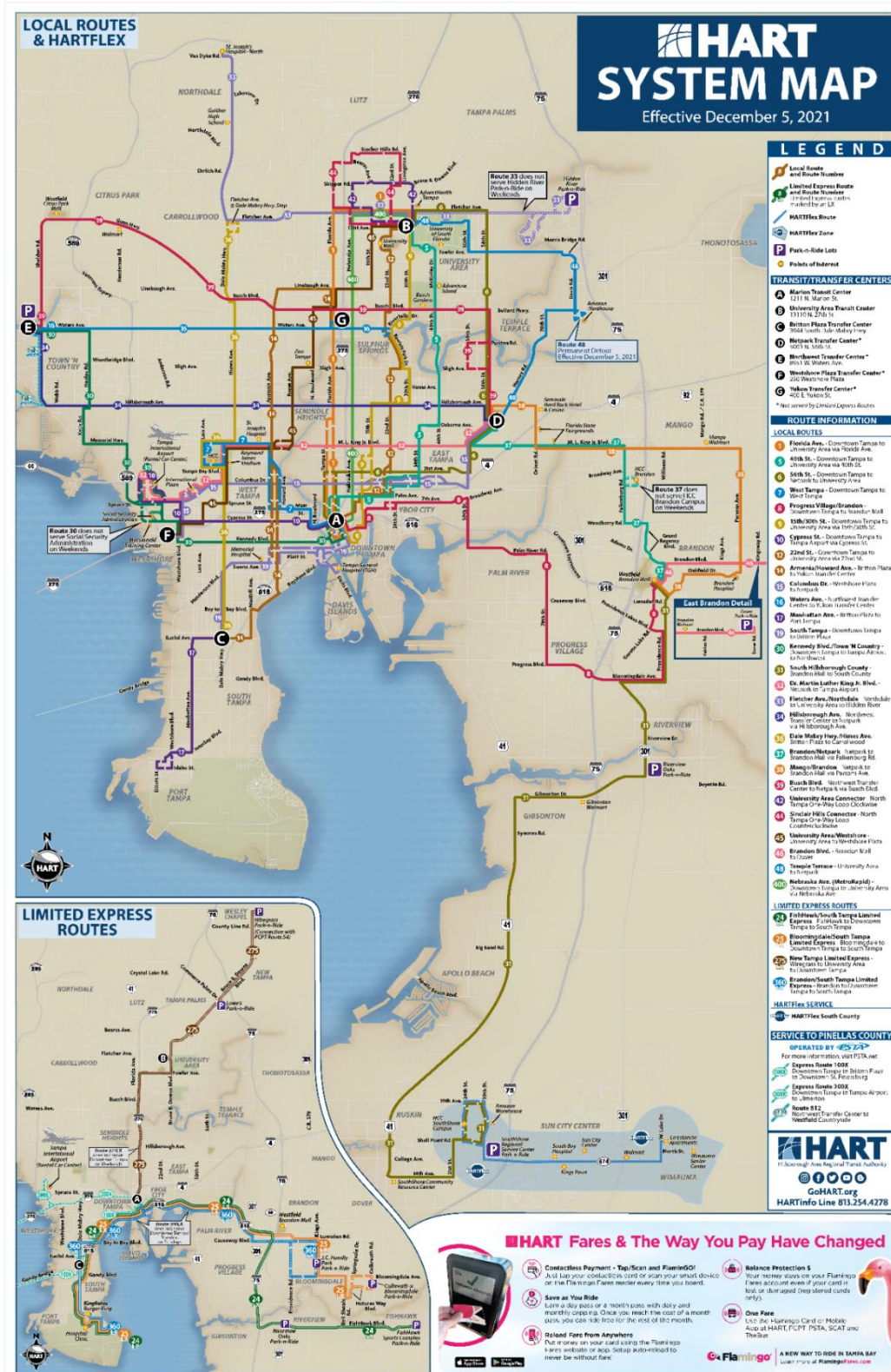
Governing Board

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

Management

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

FY 2021 Service Area



Budget

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

The HART Board's adopted FY2021 operating and capital budget totaled \$154,748,905.

Factors Affecting Financial Condition

Local economy. While there has been a slight upturn in property tax revenue over the last couple of years, the demand for service has also increased. As a result, the Authority is experiencing a continued increase in the cost to support that service. The Authority's ability to fund its operations along with this increased service demand is heavily dependent on a millage levy generated from property taxes. The Authority's millage rate has remained at .5000 since FY2012.

In addition, FY2021 presented an extraordinary challenge with the on-going Coronavirus pandemic. Initially it caused a decrease in passenger fare revenue; changed the physical workspace for some employees to work-from-home and required more space for social distancing; drove additional sanitation and personal protective gear expenditures and these expenditures have become the norm. Passenger fare revenues have not yet recovered to pre-pandemic levels. Health care expenditures have increased due to the additional care of employees combating COVID-19. Congress authorized The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) which was signed into law on March 27, 2020. The Federal Transit Administration (FTA) allocated CARES funding to urbanized and rural areas to cover expenditures incurred beginning on January 20, 2020 at 100-percent federal share, with no local match required, and is available to support capital, operating and other expenses generally eligible under the urbanized area formula programs. The Authority received a CARES Act grant through FTA's 5307 program in the award amount of \$39,865,488; of which \$23,309,264 was reimbursed by FTA in FY2021. In FY2021 the CARES grant was used solely for bus and paratransit operating costs in accordance with FTA guidelines.

Long-Range Financial Planning

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

a multi-year operating and capital budgeting process, and continue to work on reducing overall expenses through gains in efficiency and productivity.

In April, 2021 HART awarded a contract for the development of strategic financial advisory services and the development of a twenty-five-year financial plan. The project deliverables include a financial model that can be updated periodically that HART will use as a guide for future financial decisions.

Major Initiatives

Major initiatives undertaken in FY2021 include the following projects:

- **Heavy Maintenance Building:** The design and build of the new Heavy Maintenance (HM) building is HART's priority capital project. Rebuilding the Heavy Maintenance Facility will support HART's planned transition to an electric fleet by 2035, advance HART's partnership with Hillsborough Community College – housing a high-tech training facility on campus, and create a pipeline for frontline employees to fill jobs at HART.
- **Regional Fare Collection (Flamingo) Project:** HART is the lead agency for this project. Development of a regional fare collection system will allow interoperability within the respective regional systems for infrastructure and management support while providing seamless and common fare media for passengers throughout the Tampa Bay region. The project was initiated in FY2016 and will be completed with phased approach. The base system was fully tested and accepted on December 22, 2020. This included all functionality of extended use cards, mobile app for Android and Apple, IVR and website.
- **Accessibility Improvements:** Transit Infrastructure improvements in FY2021 included four (4) new bus bays, seven (7) new landing pads, and shelter pads, which were built by the Authority throughout the county. We also had one (1) new Parking and Ride, one (1) new landing pad, and a shelter pad constructed for the Transit Authority by developers.

The Authority maintains 2,257 bus stops and 650 shelters (299 HART maintained; 351 vendors maintained), 6 transfer stations, 2 transit centers, and a fleet of 184 buses for fixed and flex routes, 107 vans for Paratransit and 9 streetcars.

Awards and Acknowledgements

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Hillsborough Transit Authority for its Annual Comprehensive Financial Report for the fiscal year ended September 30, 2020. This was the tenth year that the Authority has received this prestigious award. In order to be awarded a Certificate of Achievement, the government had to publish an easily readable and efficiently organized Annual Comprehensive Financial Report that satisfied both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that HART's current Annual Comprehensive Financial Report continues to meet the Certificate of Achievement

Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

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

Respectfully submitted,

A handwritten signature in cursive script, reading "Loretta Kirk".

Loretta Kirk
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement for
Excellence in
Financial
Reporting

Presented to

**Hillsborough Transit Authority
Florida**

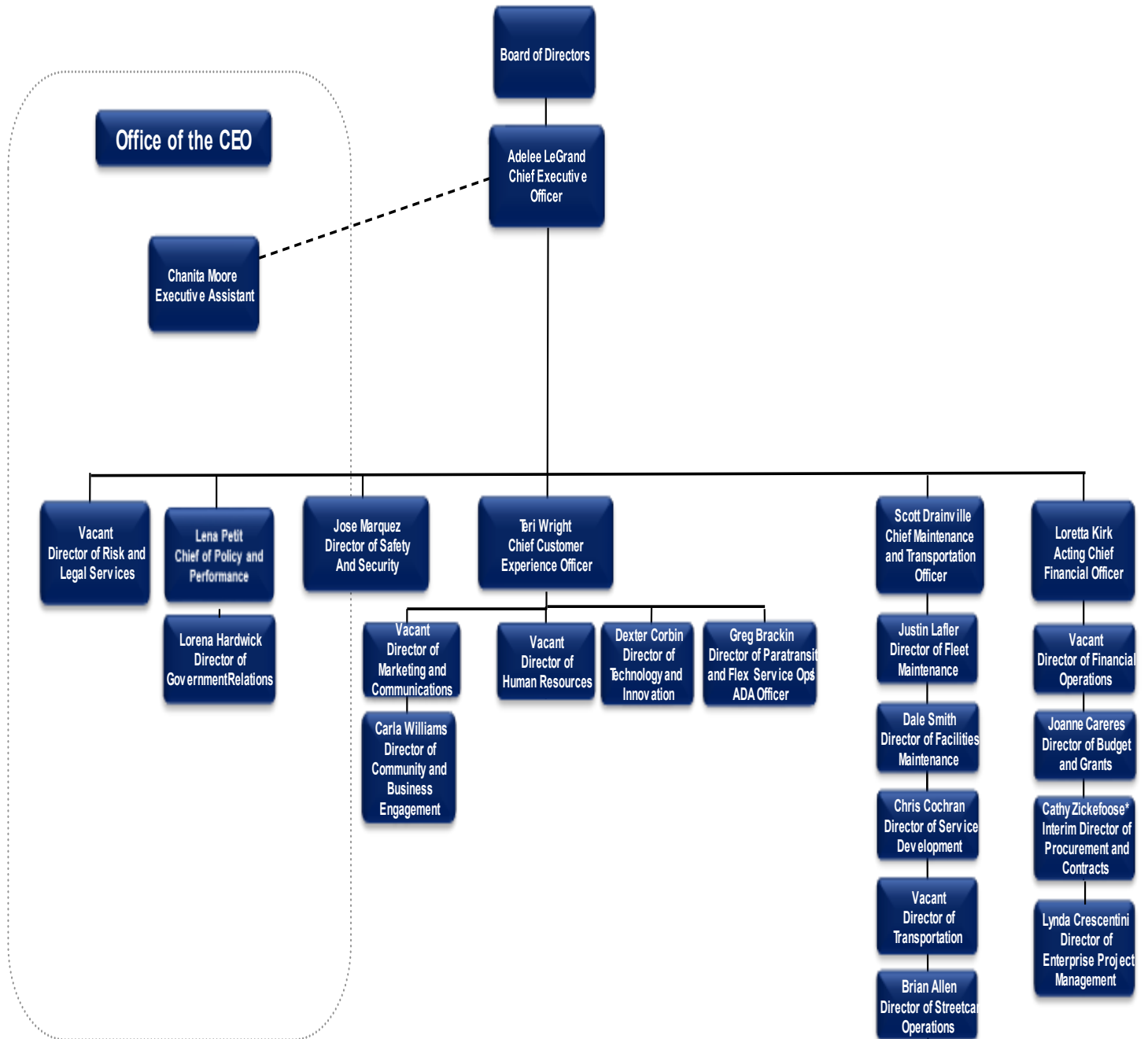
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

September 30, 2020

Christopher P. Morill

Executive Director/CEO

**ELECTED AND APPOINTED OFFICIALS
(As of September 30, 2021)**



ELECTED AND APPOINTED OFFICIALS
(As of September 30, 2021)

Board of Directors – Officers

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

Hillsborough County

Commissioner Mariella Smith
Commissioner Patricia Kemp
Commissioner Kimberly Overman
Commissioner Gwen Myers
Eric Johnson
Marvin Ray Knight
Rena Upshaw-Frazier

City of Tampa

Mayor Jane Castor
Melanie Williams
Councilman Luis Viera
Tyler Hudson

State of Florida

Vacant

City of Temple Terrace

Councilman Gil Schisler

Chief Executive Officer

Adelee Marie Le Grand, AICP

General Counsel

David Smith, GrayRobinson

Independent Auditors

Cherry Bekaert, LLP

**DIRECTORY OF OFFICIALS
APPOINTED OFFICIALS
(As of September 30, 2021)**

Adelee Marie Le Grand, AICP, Chief Executive Officer

Teri Wright, Chief Customer Experience Officer

Scott Drainville, Chief of Maintenance and Transportation

Loretta Kirk, Interim Chief Financial Officer

Lynda Crescentini, Director of Enterprise Project Management

Gregory Brackin, Director of Operations Support – ADA Officer

Dale Smith, Director of Facilities Maintenance

Dexter Corbin, Director of Technology and Innovation

Jose Marquez, Director of Safety & Security

Cathy Zickefoose, Interim Director of Procurement & Contracts

SECTION II
FINANCIAL SECTION

Report of Independent Auditor

To the Board of Directors
Hillsborough Transit Authority
Tampa, Florida

Report on the Financial Statements

We have audited the accompanying financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the “Authority”), as of and for the years ended September 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements as listed in the table of contents.

Management’s Responsibility for the Financial Statements

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

Auditor’s Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Hillsborough Transit Authority, as of September 30, 2021 and 2020, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

OTHER MATTERS

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information, as listed on the table of contents, in Section II pages 5 through 13 and 57 through 60, respectively, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards and state financial assistance is presented for the purposes of additional analysis as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance") and Chapter 10.550, *Rules of the Auditor General—Local Governmental Entity Audits*, respectively, and are also not a required part of the basic financial statements.

The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, such information is fairly stated in all material respects in relation to the basic financial statements as a whole.

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

Other Reporting Required by *Government Auditing Standards*

In accordance with Government Auditing Standards, we have also issued our report dated May 2, 2022, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Cherry Bekkert LLP

Tampa, Florida
May 2, 2022

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT’S DISCUSSION AND ANALYSIS

The following Management’s Discussion and Analysis (MD&A) of the Hillsborough Transit Authority’s (“the Authority”), financial performance provides an overview of the financial activities for the fiscal years ended September 30, 2021, 2020 and 2019. Please read it in conjunction with the financial statements, which follow this section.

OVERVIEW OF THE FINANCIAL STATEMENTS

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

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

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

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

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

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

FY2021 FINANCIAL HIGHLIGHTS

- Net position of the Authority increased by \$31,722,774 or 11.3%, of which \$5,921,543 represents a decrease in the amount invested in capital assets, \$21,497,915 represents an increase in restricted net position and \$(16,146,399) represents an increase in unrestricted net position.
- Operating expenses decreased by \$4,181,635 or 4.3%. Salary expense increased \$4,407,360 or 11.8%. Payroll taxes, fringe benefits and workers’ compensation decreased \$5,353,311 or 17.6%. Fuel and Lubricants cost increased \$322,145 or 10.8%. Parts and supplies decreased \$1,234,988 or 22.0%. Contracted services decreased \$727,051 or 8.1%.

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

Claims costs decreased \$263,310 or 2.4%. Total decrease in others is \$2,332,480 due to: decrease in marketing expenses of \$765,000 decrease in utilities and miscellaneous expenses of \$295,093 and a decrease in expenditures reimbursed by grants of \$1,038,152.

FY2020 FINANCIAL HIGHLIGHTS

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

FY2021 FINANCIAL ANALYSIS OF THE AUTHORITY

Statements of Net Position

- Net position serves as a measurement of the Authority's financial position over a period of time. The Authority's assets and deferred outflows exceeded liabilities and deferred inflows by \$311,428,217 and \$279,705,443 as of September 30, 2021 and 2020, respectively.
- A large portion of the Authority's net position each year represents its net investment in capital assets (i.e., land, buildings and improvements, buses, paratransit vans and non-revenue vehicles). The Authority uses these capital assets to provide services to its customers. As described above, net investment in capital assets as of September 30, 2021 was \$5,921,543 lower than September 30, 2020, primarily due to the impact of accumulated depreciation
- The Authority's restricted net position represents funds held in escrow for payment of general liability, workers compensation and medical self-insured claims, funds from private developers as well as FTA liability for assets with federal interest which were retired before their useful life was met. These restricted funds also include monies received from the Transportation Improvement Surtax (TIS) which HART began receiving in April 2019. Total collections made for HART through September 30, 2021 have totaled \$216,721,459. These funds will be held from HART's current use until authorization to utilize the funds are made available as well as direction on how the moneys are to be spent. All other restricted funds as of September 30, 2021 are \$2,130,425. The Authority's total restricted net position as of September 30, 2021 and 2020 is \$218,851,884 and \$197,353,969.
- The Authority's unrestricted net position as of September 30, 2021 was \$16,069,807 higher than September 30, 2020. The increase in net position was primarily a result of CARES Act funding allocated by the Federal Transit Administration for COVID-19 relief of which HART

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

received \$23,309,264 in 2021 and \$16,556,225 in FY2020. This increase was partially offset by a decrease in passenger fares of \$2,757,696 due to the effects the coronavirus had on ridership and the delivery of service.

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

FY2020 FINANCIAL ANALYSIS OF THE AUTHORITY

Statements of Net Position

- As noted earlier, net position serves as a measurement of the Authority's financial position over a period of time. The Authority's assets and deferred outflows exceeded liabilities and deferred inflows by \$279,705,443 and \$170,844,093 as of September 30, 2020 and 2019, respectively.
- A large portion of the Authority's net position each year represents its net investment in capital assets (i.e., land, buildings and improvements, buses, paratransit vans and non-revenue vehicles). The Authority uses these capital assets to provide services to its customers. As described above, net investment in capital assets as of September 30, 2020 was \$9,797,697 lower than September 30, 2019. There were no revenue vehicle and related equipment acquisitions in FY2020. In addition, construction work in progress (CIP) decreased \$1.6M due to several projects being completed or near completion in FY2020.
- The Authority's restricted net position represents funds held in escrow for payment of general liability, workers compensation and medical self-insured claims, funds from private developers as well as FTA liability for assets with federal interest which were retired before their useful life was met. These restricted funds also include money's received from the Transportation Improvement Surtax (TIS) which HART began receiving in April 2019. Total collections made for HART through September 30, 2020 have totaled \$195,708,912. These funds will be held from HART's current use until authorization to utilize the funds are made available as well as direction on how the moneys are to be spent. The Authority's restricted net position as of September 30, 2020 and 2019 is \$197,353,969 and \$85,625,022 respectively.
- The Authority's unrestricted net position as of September 30, 2020 was \$6,960,100 higher than September 30, 2019. The increase in net position was primarily a result of CARES Act funding allocated by the Federal Transit Administration for COVID-19 relief of which HART received \$16,556,225 in FY2020. This increase was partially offset by a decrease in passenger fares of \$3,382,910 due to the effects the coronavirus had on ridership and the delivery of service. In addition, HART did not receive the \$2.3M county contribution in FY2020 which also attributed to the offset of the increase.
- Additional information on the Authority's capital assets can be found in Note 4 to the financial statements.

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

Table 1
Condensed Statement of Net Position

	2021	2020	Increase (Decrease)	Percent Change 2020 to 2021	2019	Percent Change 2019 to 2020
Assets						
Current and other assets	\$ 262,564,020	\$ 226,139,506	\$ 36,424,514	16.1%	\$ 101,751,895	122.2%
Capital assets	104,384,887	110,306,430	\$ (5,921,543)	-5.4%	120,186,440	-8.2%
Total assets	366,948,907	336,445,936	30,502,971	51.6%	221,938,335	51.6%
Deferred outflows of resources						
Deferred outflows on pension and OPEB related amounts	13,425,823	16,063,147	\$ (2,637,324)	-16.4%	14,566,634	10.3%
Total deferred outflows of resources	13,425,823	16,063,147	(2,637,324)	-16.4%	14,566,634	10.3%
Liabilities						
Current liabilities	10,804,745	9,997,169	\$ 807,576	8.1%	10,523,074	-5.0%
Long-term liabilities	30,969,412	60,446,605	\$ (29,477,193)	-48.8%	50,813,691	19.0%
Total liabilities	41,774,157	70,443,774	(28,669,617)	-40.7%	61,336,765	14.8%
Deferred inflows of resources						
Deferred inflows on pension and OPEB related amounts	27,172,356	2,359,866	\$ 24,812,490	1051.4%	4,324,111	-45.4%
Total deferred inflows of resources	27,172,356	2,359,866	24,812,490	1051.4%	4,324,111	-45.4%
Net position:						
Net investment in capital assets	104,384,887	110,229,835	\$ (5,844,948)	-5.3%	120,027,532	-8.2%
Restricted	218,851,884	197,353,969	\$ 21,497,915	10.9%	85,625,022	130.5%
Unrestricted	(11,808,554)	(27,878,361)	\$ 16,069,807	-57.6%	(34,808,461)	-19.9%
Total net position	\$ 311,428,217	\$ 279,705,443	\$ 31,722,774	11.3%	\$ 170,844,093	63.7%

OPERATING FINANCIAL ACTIVITY OF THE AUTHORITY

Statements of Revenues, Expenses and Changes in Net Position

The Authority operates as a single enterprise fund providing public transportation to the community. User charges, in the form of passenger fares, as a percentage of total operating revenue were 75.9% for FY2021 and 93.1% for FY2020. User charges in the form of passenger fares as a percentage of operating and non-operating revenue were 4.9% for FY2021 and 9.0% for FY2020. The percentage calculations exclude the Transportation Surtax receipts as these funds were not available for use as noted earlier. The cost of providing the remainder of the service was subsidized by ad valorem tax revenue collections and federal, state, and local funding which included the CARES Act funding from FTA for coronavirus relief as described earlier. The Authority's millage rate for the 2021 and 2020 tax year was 0.5000 (the Authority's charter cap).

FY2021 Operating Results Compared to FY2020

FY2021 operating revenues decreased by 14.9% and operating expenses, prior to the recognition of depreciation, decreased by 4.3%.

- Passenger fares decreased \$2,757,696 or 30.5% in FY2021, from \$9,029,994 in FY2020 to \$6,272,298 in FY2021. The effects of the coronavirus had a significant impact on HART ridership and corresponding passenger fare revenue and required reductions in HART's

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

delivery of service. Ridership decreased 27.82%, from to 9,205,278 in FY2020 to 6,644,283 in FY2021.

- Advertising income increased \$1,174,783 or 208.2% in FY2021, from \$564,256 in FY2020 to \$1,739,039 in FY2021.
- Other operating revenues increased \$141,389 or 134.7% in FY2021, from \$104,944 in FY2020 to \$246,383 in FY2021.
- Salaries and wages increased \$4,407,360 or 11.8% in FY2021 from FY2020
- Payroll taxes and fringe benefits decreased \$5,353,311 or 17.6% in FY2021 from FY2020.
- Fuel and lubricants increased \$322,145 or 10.8% in FY2021 from FY2020. This increase is primarily attributable due to the increase in fuel prices.
- Parts & Supplies decreased \$1,234,988 or 22% in FY2021 over FY2020. This decrease is primarily attributable to the retirement of aging vehicles.
- Contract services decreased \$727,051 or 8.1% in FY2021 over FY2020. This decrease was primarily due to Legal resolution of a prior year whistleblower complaint and ATU contract negotiations (\$434,180), Consultant fees (\$205,168), and a reduction in downtown circulator services (\$87,703).
- Operating expenses reimbursed by grants decreased \$1,038,152 in FY2021 due to a decrease in consulting projects (\$896,840) and a decrease in streetcar maintenance (\$141,312).
- Ad valorem distributions increased \$4,259,726 or 8.7% in FY2021. This is due to an increase in taxable assessed values from FY2020 to FY2021.
- Federal operating grants increased \$5,815,893 in FY2021. This is due to the CARES Act funding for coronavirus relief authorized by Congress and allocated by the Federal Transit Administration (FTA). The Authority was awarded \$39,865,488 of which \$23,309,264 was reimbursed by FTA in FY2021
- Federal Capital grants increased \$3,053,049 in FY2021. The increase is primarily due to the purchase of 53 (fifty-three) Paratransit Revenue Vehicles.

FY2020 Operating Results Compared to FY2019

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

- Passenger fares decreased \$3,382,910 or 27.3% in FY2020, from \$12,412,904 in FY2019 to \$9,029,994 in FY2020. The effects of the coronavirus had a significant impact on HART

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

ridership and corresponding fare revenue and required reductions in HART's delivery of service. Ridership decreased 30.1%, from 13,162,491 in FY2019 to 9,205,278 in FY2020.

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

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

- Federal operating grants increased \$16,743,182 in FY2020. This is due to the CARES Act funding for coronavirus relief authorized by Congress and allocated by the Federal Transit Administration (FTA). The Authority was awarded \$39,865,488 of which \$16,556,225 was reimbursed by FTA in FY2020.
- Federal Capital grants decreased \$6,598,992 in FY2020. The majority of this is due to a \$6.3 million bus purchase which occurred in FY2019 was closed out in FY2020 and there were no bus expenditures in FY2020.

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

	2021	2020	Increase (Decrease)	Percent Change 2020 to 2021	2019	Percent Change 2019 to 2020
Passenger fares	\$ 6,272,298	\$ 9,029,994	\$ (2,757,696)	-30.5%	\$ 12,412,904	-27.3%
Advertising	1,739,039	564,256	1,174,783	208.2%	1,109,730	-49.2%
Other operating revenues	246,383	104,994	141,389	134.7%	2,817,582	-96.3%
Total operating revenues	8,257,720	9,699,244	(1,441,524)	-14.9%	16,340,216	-40.6%
Salaries and wages	41,715,733	37,308,373	4,407,360	11.8%	37,836,961	-1.4%
Payroll taxes and fringe benefits	24,998,425	30,351,736	(5,353,311)	-17.6%	26,820,478	13.2%
Fuel and lubricants	3,296,975	2,974,830	322,145	10.8%	4,417,508	-32.7%
Parts and supplies	4,368,288	5,603,276	(1,234,988)	-22.0%	5,103,773	9.8%
Other Expenses	17,575,439	19,898,279	(2,322,840)	-11.7%	15,992,680	24.4%
Total operating expenses	91,954,860	96,136,495	(4,181,634)	-4.3%	90,171,400	6.6%
Operating loss before depreciation	(83,697,140)	(86,437,251)	(2,740,111)	-3.2%	(73,831,184)	17.1%
Depreciation	12,845,735	12,807,484	38,251	0.3%	12,353,469	3.7%
Operating loss	(96,542,875)	(99,244,735)	(2,701,860)	-2.7%	(86,184,653)	15.2%
Federal, state and local grants	43,391,451	37,911,699	5,479,752	14.5%	22,064,194	71.8%
Transportation Surtax-Local	21,012,547	111,409,428	(90,396,881)	-81.1%	84,299,484	32.2%
Other Federal Funds	944,142	1,985,705	(1,041,563)	-52.5%	-	100.0%
Property tax proceeds	53,130,355	48,870,629	4,259,726	8.7%	44,834,934	9.0%
Other Income	389,600	1,379,791	(990,191)	-71.8%	726,168	90.0%
Total non-operating revenues	118,868,095	201,557,252	(82,689,157)	-41.0%	151,924,780	32.7%
Net Gain(Loss) before capital contributions	22,325,220	102,312,517	(79,987,297)	-78.2%	65,740,127	55.6%
Capital grants	9,382,954	6,534,233	2,848,721	43.6%	12,382,394	-47.2%
Developer contributed assets	14,600	14,600	-	0.0%	-	100.0%
Increase (decrease) in net position	31,722,774	108,861,350	(77,138,576)	-70.9%	78,122,521	39.3%
Net position at beginning of year	279,705,443	170,844,093	108,861,350	63.7%	92,721,572	84.3%
Net Position at end of Year	\$ 311,428,217	\$279,705,443	\$ 31,722,773	11.3%	\$ 170,844,093	63.7%

Capital Assets and Long-Term Debt Administration

The Authority's net investment in capital assets for the fiscal year ending September 30, 2021 included: land, buildings and improvements, construction in progress, shelters, computer software and hardware, revenue and other vehicles and equipment net of accumulated depreciation. (See Note 4 to the financial statements for more detailed information.)

Specifically:

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

The Authority ordered and received fifty-three (53) gasoline fueled demand response vehicles for Paratransit service in FY2021. Additionally, eleven (11) maintenance vehicles and four (4) administrative vehicles were ordered and received in FY2021.

- Transit Infrastructure improvements in FY2021 included four (4) new bus bays, seven (7) new landing pads and shelter pads, which were built by the Authority throughout the county. We also had one (1) new Parking and Ride, one (1) new landing pad, and a shelter pad constructed for the Transit Authority by developers.
- The Authority has no long-term or short-term debt. Stringent capital funding and project implementation requirements have enabled the Authority to avoid issuing long-term debt instruments for the construction of capital projects.

CAPITAL ASSETS:

The Authority has invested \$104 million in capital assets (net of accumulated depreciation). 26% of the net investment represents buildings and improvements and 30% of the investment represents revenue vehicles at the close of the fiscal year, September 30, 2021.

Capital Assets, Net of Accumulated Depreciation

			Percent of Total			
	2021	2020	2021	2020	2021	2020
Land	\$ 19,043,009	\$ 19,043,009	18.2%	17.3%	\$ 19,043,009	
Construction work in progress	8,206,204	6,221,020	7.9%	5.6%	7,786,592	
Buildings and improvements	27,580,334	30,107,401	26.4%	27.3%	30,876,991	
Operating and transit related equipment	4,929,296	5,263,784	4.7%	4.8%	6,381,066	
Other equipment, fixtures, and other vehicles	11,381,915	12,115,859	10.9%	11.0%	12,921,544	
Computer equipment and software	1,128,207	1,949,206	1.1%	1.8%	1,298,006	
Revenue Vehicles	32,115,922	35,606,151	30.8%	32.3%	41,879,232	
Total	\$ 104,384,887	\$ 110,306,430	100%	100%	\$ 120,186,440	

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

Economic Factors and Next Year’s Budget and Rates

The Authority’s primary source of funding is ad valorem property taxes. In addition, in FY2021 the Authority also received additional funding from the FTA for coronavirus relief. The FY2021 adopted budget was based on a .5000 millage rate which is unchanged from FY2020 and represents the Authority’s charter cap.

The HART Board adopted the FY2022 budget on September 27, 2021. The total FY2022 adopted operating and capital budget of \$168,681,326 is \$13,932,421 greater than the FY2021 adopted

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

budget, or an increase of 9.01%. The FY2022 adopted operating budget is \$105,635,020, which is \$6,399,630 or 6.45% greater than the FY2021 adopted budget. The annual Capital Improvement Program (CIP) budget for FY2022 is \$63,046,306, which is \$7,532,791 or 13.57% greater than the FY2021 adopted CIP budget. The FY2022 adopted millage rate remained at .5000.

REQUESTS FOR INFORMATION

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

BASIC FINANCIAL STATEMENTS

**HILLSBOROUGH TRANSIT AUTHORITY
STATEMENT OF NET POSITION
SEPTEMBER 30, 2021 AND 2020**

	2021	2020
ASSETS		
Current assets (Note 3)		
Cash and cash equivalents-unrestricted (Note 3)	\$ 32,357,767	\$ 22,596,459
Cash and cash equivalents-restricted	218,851,884	177,655,390
Accounts receivable		
Trade and other, net of allowance for uncollectible accounts of \$0 in 2021 and \$0 in 2020	674,160	569,053
Transportation Improvement Surtax receivable restricted	-	19,698,579
Delinquent Property Tax Receivable	37,717	84,131
Federal grants	3,226,257	1,771,783
State grants	3,767,495	1,076,633
Local grants	922,011	239,470
Inventory of replacement parts and supplies	2,160,769	1,939,187
Prepaid expenses	565,960	508,821
Total current assets	262,564,020	226,139,506
Capital assets (Note 4)		
Land	19,043,009	19,043,009
Construction in progress	8,206,207	6,221,020
Capital assets, net of accumulated depreciation	77,135,671	85,042,401
Total capital assets, net	104,384,887	110,306,430
Total assets	366,948,907	336,445,936
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows on pension and OPEB related amounts	13,425,823	16,063,147
Total deferred outflows of resources (Note 5 & 8)	13,425,823	16,063,147

See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY
STATEMENT OF NET POSITION
SEPTEMBER 30, 2021 AND 2020**

	2021	2020
LIABILITIES		
Current liabilities		
Accounts payable	5,562,044	4,510,817
Accrued expenses	2,228,657	1,617,934
Unearned revenue	184,962	6,264
Self insurance and loss contingencies due within one year (Note 9 & 10)	2,504,328	3,426,588
Environmental remediation due within one year (Note 10 & 12)	150,000	150,000
Compensated absences due within one year (Note 10)	91,095	116,809
Net pension liability due within one year (Note 5 & 10)	83,659	168,757
Total current liabilities	10,804,745	9,997,169
Long-term liabilities		
Self insurance and loss contingencies (Note 9 & 10)	3,197,683	2,833,552
Compensated absences (Note 10)	3,317,998	3,086,926
Net pension liability (Note 5 & 10)	22,887,291	53,099,259
Total OPEB liability (Note 8 & 10)	1,566,440	1,426,868
Total long-term liabilities	30,969,412	60,446,605
Total liabilities	41,774,157	70,443,774
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows on pension and OPEB related amounts (Note 5 & 8)	27,172,356	2,359,866
Total deferred inflows of resources	27,172,356	2,359,866
NET POSITION		
Net investment in capital assets	104,384,887	110,229,835
Restricted (Note 11)	218,851,884	197,353,969
Unrestricted (Note 11)	(11,808,554)	(27,878,361)
Total net position	\$ 311,428,217	\$ 279,705,443

(Continued)
See accompanying notes to financial statements.

HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
SEPTEMBER 30, 2021 AND 2020

	2021	2020
Operating revenues		
Passenger fares	\$ 6,272,298	\$ 9,029,994
Advertising	1,739,039	564,256
Other revenues	246,383	104,994
Total operating revenues	8,257,720	9,699,244
Operating expenses		
Salaries and wages	41,715,733	37,308,373
Payroll taxes, fringe benefits and workers' compensation	24,998,425	30,351,736
Fuel and lubricants	3,296,975	2,974,830
Parts and supplies	4,368,288	5,603,276
Contracted services	8,203,097	8,930,148
Claims	2,970,319	3,233,629
Utilities	943,186	924,601
Marketing and promotion	355,111	354,346
Other	2,015,999	2,329,677
Operating expenses reimbursed by grants	3,087,727	4,125,879
Total operating expenses before depreciation	91,954,860	96,136,495
Operating (loss) before depreciation	(83,697,140)	(86,437,251)
Depreciation	12,845,735	12,807,484
Operating loss	(96,542,875)	(99,244,735)
Nonoperating revenues (expenses)		
Operating assistance grants		
Federal	35,072,557	29,256,664
State	6,787,687	7,189,103
Local	1,531,207	1,465,932
Transportation surtax-local	21,012,547	111,409,428
Other Federal Funds	944,142	1,985,705
Property tax proceeds	53,130,355	48,870,629
Investment income	389,600	1,379,791
Total nonoperating revenues	118,868,095	201,557,252
Net gain/(loss) before capital contributions	22,325,220	102,312,517

(Continued)
See accompanying notes to financial statements.

HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

	2021	2020
Net gain/(loss) before capital contributions	35,072,557	29,256,664
Capital grants		
Federal	7,884,702	4,831,653
State	782,539	1,416,991
Local	715,713	285,589
Developer contributed assets	14,600	14,600
Total capital contributions	9,397,554	6,548,833
Increase/(decrease) in net position	31,722,774	108,861,350
Net position at beginning of year	279,705,443	170,844,093
Net position at end of year	\$ 311,428,217	\$ 279,705,443

(Continued)
See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF CASH FLOWS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

	2021	2020
Cash flows from operating activities		
Cash received from customers	\$ 8,116,445	\$ 10,125,795
Cash paid to employees	(68,565,970)	(61,303,308)
Cash paid to suppliers	(25,185,425)	(29,172,916)
Other receipts	589,997	358,724
Net cash used in operating activities	(85,044,952)	(79,991,705)
Cash flows from noncapital financing activities		
Operating grants received	40,767,288	37,492,246
Property tax revenues received	53,176,769	48,842,393
Transportation surtax received	40,711,127	111,312,067
Other Federal Funds received	944,142	1,985,705
Net cash provided by financing activities	135,599,326	199,632,411
Cash flows from capital and related financing activities		
Purchase of capital assets	(7,423,716)	(3,176,765)
Capital assistance grants	7,357,939	7,101,562
Proceeds from the sale of revenue vehicles	79,605	10,161
Net cash provided by (used in) capital and related financing activities	13,828	3,934,958
Cash flows from investing activities		
Investment income	389,600	1,379,791
Net cash provided by investing activities	389,600	1,379,791
Net change in cash and cash equivalents	50,957,802	124,955,455
Cash and cash equivalents at beginning of year	200,251,849	75,296,394
Cash and cash equivalents at end of year	\$ 251,209,651	\$ 200,251,849

(Continued)

See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF CASH FLOWS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

	2021	2020
Reconciliation of operating expenses in excess of operating revenues to net cash used in operating activities		
Operating loss	\$ (96,542,875)	\$ (99,244,735)
Adjustments to reconcile operating expenses in excess of operating revenues to net cash used in operating activities		
Add back depreciation	12,845,735	12,807,484
Add back pension expense adjustments	(2,791,943)	5,917,997
Add back OPEB expense adjustments	175,164	148,219
Add net gain/losses on capital assets	343,618	253,730
(Increase) decrease in accounts receivable	(105,107)	531,546
(Increase) decrease in inventories	(221,582)	17,029
(Increase) decrease in prepaid expenses	(57,142)	(5,187)
Increase (decrease) in accounts payable	1,051,228	56,860
Increase (decrease) in accrued expenses	610,723	(19,863)
Increase (decrease) in self insurance	(558,129)	(781,498)
Increase (decrease) in environmental remediation	-	16,266
Increase (decrease) in accumulated unused compensated absences	205,358	310,447
Total adjustments	11,497,923	19,253,030
Net cash used in operating activities	\$ (85,044,952)	\$ (79,991,705)

(Continued)
See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 1 – ORGANIZATION AND REPORTING ENTITY

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

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

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

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

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

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

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

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

Inventory: Inventory, principally consisting of vehicle replacement parts and operating supplies, is stated at average cost.

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

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

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

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

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

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

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

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

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

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

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

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

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

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

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

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

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

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Property tax calendar:

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

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

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

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

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

NOTE 3 – CASH, CASH EQUIVALENTS, AND INVESTMENTS

The carrying value of the Authority’s cash, cash equivalents, and investments as of September 30, 2021 and 2020 are as follows:

	2021	2020
Cash, cash equivalents and investments		
Cash on hand	\$ 31,916	\$ 43,624
Demand Deposits	3,527,637	3,569,906
Florida State Board of Administration - Florida PRIME	246,720,098	195,708,319
Imprest Accounts	930,000	930,000
Total	\$ 251,209,651	\$ 200,251,849

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

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

	FY 2021	FY 2020
Restricted for Risk Auto/General Liability	\$ 180,000	\$ 180,000
Restricted for Workers Compensation	125,000	125,000
Restricted for Self-Insured Medical	625,000	625,000
Restricted for Private Developers	107,807	107,807
Restricted for FTA Liability	1,092,618	607,250
Restricted for Surtax Spending	216,721,459	176,010,333
Total	\$ 218,851,884	\$ 177,655,390

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

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

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

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

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

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

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

At September 30, 2021 and 2020, there were no redemption fees or maximum transaction amounts, or any other requirements that serve to limit a participant's daily access to 100% of their account value within Florida PRIME.

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

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

Interest Rate Risk: The dollar weighted average days to maturity (WAM) of Florida PRIME at September 30, 2021 and 2020 was 49 days and 48 days, respectively. The weighted average life (WAL) of Florida PRIME at September 30, 2021 and 2020 was 64 days and 63 days, respectively. The Authority's investment policy does not set limits for investment maturities. As of September 30, 2021, all of the Authority's excess cash was invested with the State Board of Administration Local Government Surplus Trust Funds Investment Pool.

Foreign Currency Risk: Florida PRIME was not exposed to any foreign currency risk during FY2021.

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 4 – CAPITAL ASSETS

Capital asset activity and balance for the years ending September 30, 2021 and 2020 are summarized below:

Description	Balance Oct. 1, 2020	Additions and Reclasses	Deletions	Balance Sep. 30, 2021
Non-depreciable capital assets				
Land	\$ 19,043,009	\$ -	\$ -	\$ 19,043,009
Construction work in progress *	6,221,020	2,261,585	276,398	8,206,207
Total non-depreciable capital assets	25,264,029	2,261,585	276,398	27,249,216
Depreciable assets				
Buildings and improvements	77,675,625	29,402	44,757	77,660,270
Operating and transit related equipment	29,209,804	880,335	269,882	29,820,257
Other equipment, fixtures, and other vehicles	24,740,809	18,486	3,010	24,756,285
Computer equipment and software	13,506,155	201,038	87,048	13,620,145
Revenue vehicles	87,326,544	4,232,967	4,765,974	86,793,537
Total depreciable capital assets	232,458,937	5,362,228	5,170,671	232,650,494
Less accumulated depreciation				
Buildings and improvements	47,568,224	2,548,336	36,622	50,079,938
Operating and transit related equipment	23,946,020	1,185,560	240,618	24,890,962
Other equipment, fixtures, and other vehicles	12,624,950	752,430	3,010	13,374,370
Computer equipment and software	11,556,949	1,022,037	87,048	12,491,938
Revenue vehicles	51,720,393	7,337,372	4,380,150	54,677,615
Total accumulated depreciation	147,416,536	12,845,735	4,747,448	155,514,823
Total depreciable assets, net	85,042,401	(7,483,507)	423,223	77,135,671
Total capital assets, net	\$ 110,306,430	\$ (5,221,922)	\$ 699,621	\$ 104,384,887

* The construction work in progress at September 30, 2021 is primarily related to the regional fare collection system, buildings and various facility renovations.

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 4 – CAPITAL ASSETS (continued)

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

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 5 – DEFINED BENEFIT PENSION PLANS

Background

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

Essentially all regular employees of the Authority are eligible to enroll as members of the State-administered FRS. Provisions relating to the FRS are established by Chapters 121 and 122, Florida Statutes; Chapter 112, Part IV, Florida Statutes; Chapter 238, Florida Statutes; and FRS Rules, Chapter 60S, Florida Administrative Code; wherein eligibility, contributions, and benefits are defined and described in detail. Such provisions may be amended at any time by further action from the Florida Legislature. The FRS is a single retirement system administered by the Florida Department of Management Services, Division of Retirement, and consists of the two cost-sharing, multiple-employer defined benefit plans and other nonintegrated programs. An annual comprehensive 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).

The Authority's pension expense totaled \$1,856,926 and \$9,562,074 for both the FRS Pension Plan and HIS Plan for the fiscal year ended September 30, 2021 and 2020, respectively.

The Authority's deferred outflows totaled \$13,050,930 and \$15,638,604 for both the FRS Pension Plan and HIS plan for the fiscal year ended September 30, 2021 and 2020, respectively.

The Authority's deferred inflows totaled \$26,703,191 and \$1,876,643 for both the FRS Pension Plan and HIS plan for the fiscal year ended September 30, 2021 and 2020, respectively.

The Authority's net pension liability totaled \$22,970,950 and \$53,268,016 for both the FRS Pension and HIS plan for the fiscal year ended September 30, 2021 and 2020, respectively.

Florida Retirement System Pension Plan

Plan Description

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (Continued)

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

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

Deferred Retirement Option Program (DRO), 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 DRO 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 DRO participation, deferred monthly benefits are held in the FRS Trust Fund and

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (Continued)

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

Benefits Provided

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

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

Contributions

The Florida Legislature establishes contribution rates for participating employers and employees. Effective July 1, 2011, all FRS Plan members (except those in DROP) are required to make 3% employee contributions on a pretax basis. The employer contribution rates by job class for the periods from October 1, 2020 through June 30, 2021 and from July 1, 2021 through September 30, 2021, respectively, were applied to employee salaries as follows: Regular – 10.00% and 10.82%; Special Risk Administrative Support – 35.84% and 37.76%; Special Risk – 24.45% and 25.89%; Senior Management Service – 27.29% and 29.01%; Elected Officers’ – 49.18% and 51.42%; and DROP participants – 16.98% and 18.34%. These employer contributions rates include the appropriate retirement contribution rate, HIS contribution rate of 1.66% for both 2021 and 2020, administrative/educational fee of 0.06% for both 2021 and 2020 and any applicable UAL rates. The Authority’s contributions to the FRS Plan were \$3,954,965 and \$2,942,778 for the years ended September 30, 2021 and 2020, respectively.

Pension Costs

At September 30, 2021 and 2020, the Authority reported a liability of \$7,275,622 and \$37,975,550, respectively, for its proportionate share of the FRS Plan’s net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by an annual actuarial valuation as of July 1. The Authority’s proportion of the net pension liability was based on the Authority’s contributions received by FRS during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all of FRS’s participating employers. At June 30, 2021, the Authority’s proportion was 0.0963%, which was an increase of 0.0087% from its proportion measured as of June 30, 2020. At June 30, 2020, the Authority’s proportion was 0.0876%, which was a decrease of 0.0002% from its proportion measured as of June 30, 2019

For the year ended September 30, 2021, the Authority recognized pension expense of \$507,747 for its proportionate share of FRS’s pension expense. In addition, the Authority reported its proportionate share of FRS’s deferred outflows of resources and deferred inflows of resources from the following sources:

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic	\$ 1,247,053	\$ -
Changes in Actuarial	4,978,341	-
Net Difference Between Projected and Actual Earnings	-	25,382,815
Differences Between Authority Contributions and Proportionate Share of Contributions	2,772,714	357,111
Authority Contributions Subsequent to the Measurement	1,110,093	-
Total	<u>\$ 10,108,201</u>	<u>\$ 25,739,926</u>

\$1,110,093 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending September 30, 2022. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year End September 30:	Amount
2022	(3,374,103)
2023	(3,934,517)
2024	(5,211,720)
2025	(6,678,454)
2026	41,373
Thereafter	2,415,603
Total	<u>(16,741,818)</u>

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

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

Actuarial Assumptions

The total pension liability in the July 1, 2021 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

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

Mortality rates were based on the PUB-2010 projected generationally with Scale MP-2018. The actuarial assumptions used in the July 1, 2021 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0%	2.1%	2.1%	1.1%
Fixed Income	20.0%	3.8%	3.7%	3.3%
Global Equity	54.2%	8.2%	6.7%	17.8%
Real Estate (Property)	10.3%	7.1%	6.2%	13.8%
Private Equity	10.8%	11.7%	8.5%	26.4%
Strategic Investments	3.7%	5.7%	5.4%	8.4%
Totals	<u>100%</u>			
Assumed Inflation - Mean			2.4%	1.2%

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

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

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

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

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

Assumed Inflation - Mean 2.4% 1.7%

Discount Rate

The discount rate used to measure the total pension liability in the July 1, 2021 and 2020 actuarial valuation was 6.80% for the FRS Plan. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, each of the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Pension Liability Sensitivity

The following presents the Authority's proportionate share of the net pension (asset) liability for the FRS Plan for fiscal year 2021, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase
FRS Plan Discount Rate	5.8%	6.8%	7.8%
Entity's Proportionate Share of the FRS Plan Net Pension Liability (Asset)	32,537,067	7,275,622	(13,840,115)

The following presents the Authority's proportionate share of the net pension liability for the FRS Plan for fiscal year 2020, calculated using the discount rate disclosed in the preceding paragraph,

**HILLSBOROUGH TRANSIT AUTHORITY
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NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

as well as what the Authority’s proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

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

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 Annual Comprehensive Financial Report. That report may be obtained through the Florida Department of Management Services website (www.dms.myflorida.com).

Payables to the Pension Plan

At September 30, 2021 and 2020 HART reported no payables for outstanding amounts of contributions to the pension plan.

Retiree Health Insurance Subsidy Program

Plan Description

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

Benefits Provided

For the fiscal years ended June 30, 2021 and 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 one of the state-administered retirement systems must provide proof of health insurance coverage, which may include Medicare.

Contributions

The HIS Plan is funded by required contributions from FRS participating employers as set by the

**HILLSBOROUGH TRANSIT AUTHORITY
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NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal years ended June 30, 2021 and 2020, the contribution rates were 1.66% of payroll pursuant to section 112.363, Florida Statutes. The Authority contributed 100% of its statutorily required contributions for the current and preceding three (3) years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled. The Authority’s contributions to the HIS Plan were \$784,810 and \$700,464, respectively, for the years ended September 30, 2021 and 2020, respectively.

Pension Costs

At September 30, 2021 and 2020, the Authority reported a liability of \$15,695,328 and 15,292,466 respectively, for its proportionate share of the HIS Plan’s net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by annual actuarial valuations as of July 1. The Authority’s proportion of the net pension liability was based on the Authority’s contributions received during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all participating employers. At June 30, 2021, the Authority’s proportion was 0.1280%, which was an increase of 0.0027% from its proportion measured as of June 30, 2020. At June 30, 2020, the Authority’s proportion was 0.1252%, which was an increase of 0.0025% from its proportion measured as of June 30, 2019.

For the year ended September 30, 2021, the Authority recognized pension expense of \$1,349,179 for its proportionate share of HIS’s pension expense. In addition, the Authority reported its proportionate share of HIS’s deferred outflows of resources and deferred inflows of resources from the following sources:

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences Between Expected and Actual		
Economic Experience	\$ 525,205	\$ 6,574
Changes in Actuarial Assumptions	1,233,301	646,687
Net Difference Between Projected and Actual		
Earnings on HIS Program Investments	16,362	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	965,199	310,004
Authority Contributions Subsequent to the Measurement Date	202,662	-
Total	<u>2,942,729</u>	<u>963,265</u>

**HILLSBOROUGH TRANSIT AUTHORITY
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NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

\$202,662 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan after the measurement date of the net pension liability but before the end of the reporting period will be recognized as a reduction of the net pension liability in the subsequent fiscal period rather than in the current fiscal period. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year Ending June 30	Amount
2022	\$ 308,928
2023	98,416
2024	203,060
2025	269,536
2026	201,582
Thereafter	695,280

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Actuarial Assumptions

The total pension liability in the July 1, 2021, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement.

Inflation	2.40% per year
Salary Increases	3.25%, Average, Including Inflation
Municipal Bond Rate	2.16%

Mortality rates were based on the Generational PUB-2010 with Projection Scale MP-2018. The actuarial assumptions used in the July 1, 2021 valuation were based on the results of an actuarial experience study for the period July 1, 2013 through June 30, 2018.

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

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

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

Discount Rate

The discount rate used to measure the total pension liability in the July 1, 2021 and 2020 actuarial valuation was 2.16% and 2.21% respectively for the HIS Plan. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

Pension Liability Sensitivity

The following presents the Authority's proportionate share of the net pension liability for the HIS Plan for FY2021, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Description	1% Decrease	Current Discount Rate	1% Increase
HIS Plan Discount Rate	1.16%	2.16%	3.16%
Authority's Proportionate Share of the HIS Plan Net Pension Liability (Asset)	\$18,145,319	\$15,695,328	\$13,688,108

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

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

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 Annual Comprehensive Financial Report. That report may be obtained through the Florida Department of Management Services website (www.dms.myflorida.com).

Payables to the HIS Plan

At September 30, 2021 and 2020 HART reported no payables for outstanding amounts of contributions to the HIS plan.

NOTE 6 – DEFINED CONTRIBUTION PLAN

The Florida State Board of Administration (SBA) administers the defined contribution plan officially titled the FRS Investment Plan (Investment Plan). The Investment Plan is reported in the SBA's annual financial statements and in the State of Florida Annual Comprehensive Financial Report. As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined benefit plan. Authority employees

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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NOTE 6 – DEFINED CONTRIBUTION PLAN (continued)

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 0.04 % of payroll and by forfeited benefits of plan members. Allocations to the investment member's accounts during the 2019-20 fiscal year, as established by Section 121.72, Florida Statutes, are based on a percentage of gross compensation, by class, were as follows: Regular class 6.30%, Special Risk Administrative Support class 7.95%, Special Risk class 14.00%, Senior Management Service class 7.67% and County Elected Officers class 11.34%. These allocations include a required employee contribution of 3% of gross compensation for each member class.

For all membership classes, employees are immediately vested in their own contributions and are vested after 1 year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Non-vested employer contributions are placed in a suspense account for up to 5 years. If the employee returns to FRS-covered employment within the 5-year period, the employee will regain control over their account. If the employee does not return within the 5-year period, the employee will forfeit the accumulated account balance. For the years ended September 30, 2021 and 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 the Authority.

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

The Authority's Investment Plan pension expense totaled \$548,325 and \$478,592 for the years ended September 30, 2021 and 2020, respectively. Employee contributions to the Investment Plan totaled \$132,092 and \$131,127 for the years ended September 30, 2021 and 2020, respectively.

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 7 – OTHER PENSION PLANS

Deferred Compensation Plan: All full time employees are eligible to participate in the Authority's Deferred Compensation Plan. The deferred compensation plan is governed by the Internal Revenue Code (IRC) 457 savings plan authorized by Congress. Under the plan, an employee contributes a set sum each pay period to an investment account in the employee's name. Deferred compensation is a voluntary, payroll-deducted retirement program which offers the opportunity of setting aside a portion of income on a pre-tax basis and investing those monies into one or more funds selected by the employee. Contributions to the investment account are made out of pretax income and the earnings of the account are not taxed until they are withdrawn, usually at retirement. In an effort to encourage employees to save for their retirement, the company will match the employee's contribution dollar for dollar up to the equivalent of three and one-half (3 ½) percent of the employee's salary on an annual basis. The Authority's contribution for FY 2021 was \$720,777, and for FY2020 was \$690,125. This contribution is included in the payroll taxes, fringe benefits and workers' compensation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position.

City of Tampa Pension Plan: The Authority is required by the City of Tampa to pay retirement benefits to employees that transitioned from the City to the Authority on March 1, 1980, but chose to remain in the City of Tampa Pension Fund. The Authority's contribution for FY 2021 was \$61,071, and for FY2020 was \$67,332. This contribution is included in the payroll taxes, fringe benefits, and workers' compensation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position.

NOTE 8 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS

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

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

Plan Description

The Authority administers the Hillsborough Area Regional Transit Post-Retirement Medical Plan. The plan is a single-employer defined benefit healthcare plan and does not issue a separate financial statement. The plan provides medical insurance benefits to its employees and their eligible dependents. In accordance with Section 112.0801 of the Florida Statutes, because the Authority provides a medical plan to active employees of the Authority and their eligible dependents, the Authority is also required to provide retirees with the opportunity to participate in the plan. Retirees and their dependents are charged the full premium for coverage through the plan. The benefits are covered by a comprehensive medical plan which includes hospital, medical, dental and prescription coverage and is provided through Cigna. Vision coverage is provided through Humana. The number of participating retirees purchasing health insurance coverage from the Authority in FY2021 and FY2020 were five (5) and two (2) respectively.

Eligibility

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

Participant Data

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

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

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

Contributions

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

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

Actuarial Assumptions

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

Inflation	2.50%
Salary Increases	4.50%
Discount Rate as of September 30, 2020	2.21% (based on the municipal bond rate)
Discount Rate as of September 30, 2021	2.26% (based on the municipal bond rate)

Health Care Participation Rate
Future Retirees

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

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

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

Mortality Rates - Healthy & Disabled Base table: PUB-2010, "General" Classification,
amounts-weighted mortality tables

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

Changes in Assumptions or Other Inputs Since Prior Measurement Date

Method Changes

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

Assumption Changes

The financial accounting valuation reflects the following assumption changes:

- The discount rate increased from 2.21% as of September 30, 2020 to 2.26% as of September 30, 2021 to reflect changes in the Bond Buyer GO 20-Bond Municipal Bond Index.
- The base mortality table changed from the aggregate 2006 base rates from the RP-2014 mortality study to the PUB-2010, “General” Classification, amounts-weighted mortality tables.
- Health care claims were updated to reflect more recent experience.
- The healthcare trend rates were updated as of September 30, 2021 to be based on national average information from a variety of sources, including S&P Healthcare Economic Index, NHCE data, plan renewal data, and vendor Rx reports, with adjustments based on the provisions of the benefits sponsored by HART. In addition, the healthcare trend rates were updated to remove the Health Care Reform excise tax adjustment.
- Retirement, withdrawal and disability rates were updated to be in-line with the most recent experience published in the 2020 FRS experience study.

Total OPEB Liability

The method used to calculate the service cost and accumulated post-retirement benefit obligation for determining OPEB expense is the entry age normal cost method. Under this cost method, the actuarial accrued liability is based on a prorated portion of the present value of all benefits earned to date over expected future working life time as defined by GASB. The proration is determined

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

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

so that the cost with respect to service accrued from date of hire is recognized as a level percentage of pay each year. The normal cost is equal to the prorated cost for the year of valuation. Since this is a single employer benefit plan and does not have a special funding situation, it is required to recognize a liability equal to the total OPEB liability.

Shown below are details regarding the total OPEB liability for the Measurement Period from October 1, 2020 to September 30, 2021:

Description	Total OPEB Liability
Balance Recognized at 9/30/2020 (Based on 9/30/2020 Measurement Date)	\$ 1,426,868
Changes Recognized for the Fiscal Year:	
Service Cost	158,994
Interest on the Total OPEB Liability	35,022
Changes of Benefit Terms	
Differences Between Expected and Actual	(48,446)
Changes of Assumptions	(3,649)
Benefit Payments	(2,349)
Net Changes	139,572
Balance Recognized at 9/30/2021 (Based on 9/30/2021 Measurement Date)	\$ 1,566,440

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

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

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

For the year ended September 30, 2021, the Authority recognized OPEB expense of \$177,514. In addition, the Authority reported deferred outflow of resources and deferred inflow of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Actual and Expected Experience	\$ 8,293	\$ 452,837
Assumption Changes	366,600	16,328
Total	<u>\$ 374,893</u>	<u>\$ 469,165</u>

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

Year End September 30:

2022	(16,502)
2023	(16,502)
2024	(16,502)
2025	(16,502)
2026	(16,502)
Thereafter	(11,762)

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

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

Interest Rate Sensitivity

The following table illustrates the impact of interest rate sensitivity on the total OPEB liability for fiscal year ended September 30, 2021:

	1% Decrease 1.26%	<u>2021</u> Current Rate 2.26%	1% Increase 3.26%
Total OPEB Liability	\$1,653,432	\$1,566,440	\$1,511,249

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

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

Healthcare Cost Trend Sensitivity

The following table illustrates the impact of healthcare cost trend sensitivity on the total OPEB Liability for fiscal year ended September 30, 2021:

	1% Decrease	Trend Rate	1% Increase
Total OPEB Liability	\$1,396,011	\$1,566,440	\$1,804,108

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

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020

NOTE 9 – SELF INSURANCE AND LOSS CONTINGENCIES

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

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

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

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

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

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

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

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

The liability as of September 30, 2021 was \$5,702,011, and as of September 30, 2020, was \$6,260,140, and as of September 30, 2019 it was \$7,041,638. These are based on the requirements of GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*, which requires liability for claims to be reported if information prior to the issuance of the financial statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 9 – SELF INSURANCE AND LOSS CONTINGENCIES (continued)

Changes in the claim's liability amount:

Description	<u>2021</u>	<u>2020</u>	<u>2019</u>
Beginning balance	\$ 6,260,140	\$ 7,041,638	\$ 8,010,952
Current year claims and changes in estimate	\$ 10,488,194	\$ 10,574,030	\$ 10,201,456
Claims payments	\$ (11,046,323)	\$ (11,355,528)	\$ (11,170,770)
Ending balance	<u>\$ 5,702,011</u>	<u>\$ 6,260,140</u>	<u>\$ 7,041,638</u>
Amount due within one year	<u>\$ 2,504,328</u>	<u>\$ 3,426,588</u>	<u>\$ 3,915,661</u>

NOTE 10 – CHANGES IN LONG-TERM LIABILITIES

Long-term liability activity for the years ended September 30, 2021 and September 30, 2020:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>	<u>More than One Year</u>
Balance at September 30, 2021						
Self insurance and loss contingencies	\$ 6,260,140	\$ 10,488,194	\$ 11,046,323	\$ 5,702,011	\$ 2,504,328	\$ 3,197,683
Environmental remediation	150,000	-	-	150,000	150,000	-
Compensated Absences	3,203,735	3,409,094	3,203,735	3,409,094	91,905	3,317,998
Net Pension Liability	53,268,016	-	30,297,066	22,970,950	83,659	22,887,291
Total OPEB Liability	<u>1,426,868</u>	<u>194,016</u>	<u>54,444</u>	<u>1,566,440</u>	<u>-</u>	<u>1,566,440</u>
Total long-term liabilities	<u>\$ 64,308,759</u>	<u>\$ 14,091,304</u>	<u>\$ 44,601,568</u>	<u>\$ 33,798,495</u>	<u>\$ 2,829,892</u>	<u>\$ 30,969,412</u>

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>	<u>More than One Year</u>
Balance at September 30, 2020						
Self-insurance and loss contingencies	\$ 7,041,638	\$ 10,574,030	\$ 11,355,528	\$ 6,260,140	\$ 3,426,588	\$ 2,833,552
Environmental remediation	133,734	150,000	133,734	150,000	150,000	-
Compensated Absences	2,893,288	3,203,735	2,893,288	3,203,735	116,809	3,086,926
Net Pension Liability	43,985,400	9,282,616	-	53,268,016	168,757	53,099,259
Total OPEB Liability	<u>1,182,510</u>	<u>522,573</u>	<u>278,215</u>	<u>1,426,868</u>	<u>-</u>	<u>1,426,868</u>
Total long-term liabilities	<u>\$ 55,236,570</u>	<u>\$ 23,732,954</u>	<u>\$ 14,660,765</u>	<u>\$ 64,308,759</u>	<u>\$ 3,862,154</u>	<u>\$ 60,446,605</u>

NOTE 11 – UNRESTRICTED AND RESTRICTED NET POSITION

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

The Authority’s unrestricted net position deficit as of September 30, 2021 was \$(11,808,554), and as of September 30, 2020 was (\$27,878,361). The Authority’s restricted net position as of September 30, 2021 was \$218,851,884, and as of September 30, 2020 was \$197,353,969.

	FY 2021	FY 2020
Restricted for Risk Auto/General Liability	\$ 180,000	\$ 180,000
Restricted for Workers Compensation	125,000	125,000
Restricted for Self-Insured Medical	625,000	625,000
Restricted for Private Developers	107,807	107,807
Restricted for FTA Liability	1,092,618	607,250
Restricted for surtax spending	216,721,459	195,708,912
	\$ 218,851,884	\$ 197,353,969

NOTE 12 – COMMITMENTS AND CONTINGENCIES

Legacy Contamination

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

January 2017 Reported spill/release in Fueling Bypass Lane

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

During FY-2020, remediation activities were undertaken at the Fueling Bypass Lane that involved removal of contaminated soil and replacement with clean soil, sampling/analysis of area soil and groundwater, and submission of reports to the Environmental Protection Commission of Hillsborough County (EPCHC). The submitted reports were reviewed by the EPCHC. As of September 30, 2021 HART was in the process of responding to EPCHC comments.

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

Historical reported spills/releases in AOC-1

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

NOTE 12 – COMMITMENTS AND CONTINGENCIES (continued)

- December 2003 – estimated 109 gallons diesel, former UST area
- May 2013 – estimated 25 gallons diesel, current AST area

During FY-2020, a Limited Contamination Assessment Report (LCAR) and Site Rehabilitation Funding Allocation (SRFA) was prepared for AOC-1 and submitted to the EPCHC. The submitted reports were reviewed by the EPCHC and a site rehabilitation funding allocation agreement has been agreed upon between Florida Department of Environmental Protection (DEP) and HART.

Historical reported spills/releases in AOC-2

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

During FY2021, HART continued monthly monitoring of groundwater wells in AOC-2 for water levels and free-product levels, with quarterly reporting to the EPCHC. This monitoring and reporting to EPCHC is required until remediation and/or monitoring efforts are undertaken at AOC-2.

Transportation Improvement Surtax (TIS): In April 2019 HART began receiving TIS monies. Pending ongoing litigation, these funds have been recorded as restricted cash and receivables and restricted net position on the statement of net position. At September 30, 2021 and 2020 such amounts totaled \$216,721,459 and \$195,708,912, respectively. On February 25, 2021 the Florida Supreme Court struck down this sales tax and ruled it unconstitutional. There is no clear precedent that has been found regarding the collected funds. As such, there is no clear answer at this time about what must be done with them. For this reason, these already collected funds will remain in the restricted cash and net position until further guidance is received.

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

NOTE 13 – SUBSEQUENT EVENTS

Subsequent events were evaluated through the report date and there were none found that need to be disclosed.

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

REQUIRED SUPPLEMENTARY INFORMATION

HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY

Florida Retirement System Pension Plan	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Authority's Proportion of the Net Pension Liability	0.096316563%	0.087619426%	0.087846167%	0.084403818%	0.088678260%	0.083875483%	0.087636522%	0.084919178%
Authority's Proportionate Share of the Net Pension Liability	\$ 7,275,622	\$ 37,975,550	\$ 30,252,997	\$ 25,422,868	\$ 26,230,434	\$ 21,178,625	\$ 11,319,432	\$ 5,181,319
Authority's Covered Payroll	\$ 41,373,772	\$ 35,835,279	\$ 35,264,645	\$ 32,844,936	\$ 34,349,769	\$ 32,152,579	\$ 28,576,273	\$ 27,170,675
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Covered Payroll	17.59%	105.97%	85.79%	77.40%	76.36%	65.87%	39.61%	19.07%
Plan Fiduciary Net Position as a Percentage of the total Net Pension Liability	96.40%	78.85%	82.61%	84.26%	83.89%	84.88%	92.00%	96.09%

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

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

Retiree Health Insurance Subsidy Program	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Authority's Proportion of the Net Pension Liability	0.127952745%	0.125247093%	0.122731291%	0.117813858%	0.124699170%	0.119854302%	0.115730222%	0.111865048%
Authority's Proportionate Share of the Net Pension Liability	\$ 15,695,328	\$ 15,292,466	\$ 13,732,403	\$ 12,469,551	\$ 13,333,411	\$ 13,968,522	\$ 11,802,662	\$ 10,459,655
Authority's Covered Payroll	\$ 45,776,824	\$ 43,548,361	\$ 41,091,798	\$ 38,496,059	\$ 39,250,189	\$ 37,260,356	\$ 35,063,188	\$ 33,294,462
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Its Covered Payroll	34.29%	35.12%	33.42%	32.39%	33.97%	37.49%	33.66%	31.42%
Plan Fiduciary Net Position as a Percentage of the total Net Pension Liability	3.56%	3.00%	2.63%	2.15%	1.64%	0.97%	0.50%	0.99%

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF CONTRIBUTIONS**

Florida Retirement System Pension Plan	2021	2020	2019	2018	2017	2016	2015	2014
Contractually Required Contribution	\$ 3,954,965	\$ 2,942,778	\$ 2,810,946	\$ 2,508,308	\$ 2,305,879	\$ 2,191,784	\$ 2,120,448	\$ 1,920,319
Contributions in Relation to the Contractually Required Contribution	<u>\$ (3,954,965)</u>	<u>\$ (2,942,778)</u>	<u>\$ (2,810,946)</u>	<u>\$ (2,508,308)</u>	<u>\$ (2,305,879)</u>	<u>\$ (2,191,784)</u>	<u>\$ (2,120,448)</u>	<u>\$ (1,920,319)</u>
Contribution Deficiency (Excess)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Authority's Covered Payroll	\$38,244,143	\$34,183,924	\$35,792,529	\$33,169,710	\$34,937,134	\$33,369,552	\$28,972,948	\$27,298,037
Contributions as a Percentage of Payroll	10.34%	8.61%	7.85%	7.56%	6.60%	6.57%	7.32%	7.03%

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

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

SCHEDULE OF CONTRIBUTIONS

Retiree Health Insurance Subsidy Program	2021	2020	2019	2018	2017	2016	2015	2014
Contractually Required Contribution	\$ 784,810	\$ 700,464	\$ 696,320	\$ 644,240	\$ 669,012	\$ 639,553	\$ 480,410	\$ 382,210
Contributions in Relation to the Contractually Required Contribution	<u>\$ (784,810)</u>	<u>\$ (700,464)</u>	<u>\$ (696,320)</u>	<u>\$ (644,240)</u>	<u>\$ (669,012)</u>	<u>\$ (639,553)</u>	<u>\$ (480,410)</u>	<u>\$ (382,210)</u>
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's Covered Payroll	\$43,770,929	\$42,223,521	\$42,009,042	\$38,846,705	\$39,797,742	\$38,767,502	\$35,487,167	\$33,795,904
Contributions as a Percentage of Payroll	1.79%	1.66%	1.66%	1.66%	1.68%	1.65%	1.35%	1.13%

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF CHANGES IN OPEB
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

	Fiscal Year Ended					
	9/30/2021	9/30/2020	9/30/2019	9/30/2018	9/30/2017	9/30/2016
Total OPEB Liability						
Service Cost	158,994	110,011	90,448	102,296	111,561	100,373
Interest Cost	35,022	34,578	45,568	43,885	33,711	36,603
Changes in Benefit Terms	0	0	0	0	0	0
Differences Between Expected and Actual Experiences	(48,446)	(278,215)	(11,186)	(262,813)	17,633	(40,345)
Changes in Assumptions	(3,649)	363,040	72,488	20,913	(27,727)	27,186
Benefit Payments	(2,349)	14,944	(28,711)	12,475	(55,835)	(5,960)
Net change in Total OPEB Liability	139,572	244,358	168,607	(83,244)	79,343	117,857
Total OPEB Liability (Beginning)	1,426,868	1,182,510	1,013,903	1,097,147	1,017,804	899,947
Total OPEB Liability (Ending)	1,566,440	1,426,868	1,182,510	1,013,903	1,097,147	1,017,804
Covered -employee payroll	41,373,771	34,117,868	27,458,002	24,563,703	26,113,584	24,565,983
Total OPEB Liability as a percentage of covered-employee payroll	3.79%	4.18%	4.31%	4.13%	4.20%	4.14%

Notes to Schedule:

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

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

- The discount rate increased from 2.21% as of September 30, 2020 to 2.26% as of September 30, 2021 to reflect changes in the Bond Buyer GO 20-Bond Municipal Bond Index.
- The base mortality table changed from the aggregate 2006 base rates from the RP-2014 mortality study to the PUB-2010, “General” Classification, amounts-weighted mortality tables.
- The mortality improvement scale changed from MP-2017 projected generationally from 2006 to MP-2020 projected generationally from 2010.
- Health care claims were updated to reflect more recent experience.
- The healthcare trend rates were updated as of September 30, 2021 to be based on national average information from a variety of sources, including S&P Healthcare Economic Index, NHCE data, plan renewal data, and vendor Rx reports, with adjustments based on the provisions of the benefits sponsored by HART. In addition, the healthcare trend rates were updated to remove the Health Care Reform excise tax adjustment.
- Retirement, withdrawal and disability rates were updated to be in-line with the most recent experience published in the 2020 FRS experience study.

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF CHANGES IN OPEB
YEARS ENDING SEPTEMBER 30, 2021 AND 2020**

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

OTHER SUPPLEMENTAL INFORMATION

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2021**

<u>GRANTOR / PROGRAM TITLE</u>	<u>Federal Assistance Listing Number</u>	<u>Federal Grant Number</u>	<u>FY 2021 Program Expenditures</u>	<u>FY 2021 Transfers to Subrecipients</u>
Direct Federal Grantor Grants				
U.S. Department of Transportation - Federal Transit Administration				
Capital Investment Grants				
State of Good Repair HM Rehab/Renov	20.500	FL-04-0167	(22,938)	-
Transit Oriented Development Planning Pilot Program 2018	20.500	FL-2019-081	276,444	-
Total Federal Transit Capital Investment Grants			<u>253,506</u>	-
Urbanized Area Formula Program				
FY18 Urbanized Area Formula Program	20.507	FL-2018-095	465,093	-
FY19 Urbanized Area Formula Program	20.507	FL-2019-066	3,210	-
COVID - 19	20.507	FL-2020-038	23,309,264	-
FY20 Urbanized Area Formula Program	20.507	FL-2020-066	150,319	-
FY21 Urbanized Area Formula Program	20.507	FL-2021-073	11,686,950	-
Surface Transportation Block Program	20.507	FL-2020-024	140,081	-
Surface Transportation Block Program	20.507	FL-2021-010	3,378,162	-
Total Urbanized Area Formula Program			<u>39,133,079</u>	-
U.S. Department of Transportation - Federal Transit Administration				
State of Good Repair Grants Program				
State of Good Repair Fixed Guideway	20.525	FL-2016-062	72,981	-
State of Good Repair Fixed Guideway	20.525	FL-2020-062	1,012,143	-
State of Good Repair Fixed Guideway	20.525	FL-1096-000	170,499	-
Total State of Good Repair Grants Program			<u>1,255,623</u>	-
Total Bus & Bus Facilities Formula Program				
Bus Formula Grant	20.526	FL-2017-065	46,304	-
Bus Formula Grant	20.526	FL-2019-095	789,856	-
Bus Formula Grant	20.526	FL-1096-2020	648,663	-
Bus Formula Grant	20.526	FL-1096-000	16,496	-
Total Bus & Bus Facilities Formula Program			<u>1,501,319</u>	-
Total Federal Transit Cluster	20.500, 20.507, 20.525, 20.526		42,143,527	-
Total Innovations in Transit Public Safety Program				
Total Innovations in Transit Public Safety Program	20.530	FL-2021-065	72,824	-
			<u>72,824</u>	-
Total Direct Federal Grantor Awards			<u>\$ 42,216,351</u>	<u>\$ -</u>

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2021**

GRANTOR / PROGRAM TITLE	Federal ALN Number	Federal Grant Number	FY 2021 Program Expenditures	FY 2021 Transfers to Subrecipients
<i>Pass-through federal grantor awards</i>				
<i>Florida Department of Transportation (pass through from the Federal Transit Administration)</i>				
Transportation Regional Incentive Program Regional Mobility Fare Collection (G0S03)	20.205	436677-19401	7,956	-
Transportation Regional Incentive Program Regional Mobility Fare Collection (G1936)	20.205	436677-19401	(11,339)	-
Total Transportation Regional Incentive Regional Mobility Fare Collection			(3,383)	
Enhanced Mobility of Seniors and Individuals with Disabilities (FAIN 1001-2019-9)	20.513	435210-79317	288,900	
Enhanced Mobility of Seniors and Individuals with Disabilities (FAIN 1001-2020-9)	20.513	435210-79316	270,000	-
Enhanced Mobility of Seniors and Individuals with Disabilities (G1I26)	20.513	438958-18404	30,551	-
Enhanced Mobility of Seniors and Individuals with Disabilities (G1T51)	20.513	438958-18405	111,384	-
Total Enhanced Mobility of Seniors and Individuals with Disabilities			700,835	-
Total Pass Through Federal Assistance			697,452	-
Total Expenditures of Federal Awards			\$ 42,913,803	\$ -

(Continued)

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

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2021**

GRANTOR / PROGRAM TITLE	State CSFA Number	State Project Number	FY 2021 Program Expenditures
Direct state financial assistance			
State of Florida Department of Transportation			
Public Transit Block Grant Program (G1S10)	55.001	402251-18420	5,415,165
			<u>5,415,165</u>
Commuter Assistance Program - Downtowner (G1C13)	55.012	443425-18401	192,013
Service Development Program - Streetcar Free Fares	55.012	443963-18419	809,046
			<u>1,001,059</u>
Transit Corridor Development Program - (20X/275LX) (G1C10)	55.013	43032-218420	85,549
Transit Corridor Development Program - (20X/275LX) (G1T04)	55.013	430322-18421	285,915
			<u>371,464</u>
Intermodal Development Program - Autonomous Mobility Service (G0I81)	55.014	422799-39401	486,058
			<u>486,058</u>
Transportation Regional Incentive Program - Regional Mobility Fare Collection (G0S03)	55.026	436677-19401	5,838
Transportation Regional Incentive Program - Regional Mobility Fare Collection (G1936)	55.026	436677-19401	(11,339)
			<u>(5,501)</u>
		Total state grantor awards	<u><u>\$ 7,268,245</u></u>
Total Expenditures of Federal Awards and State Financial Assistance			<u><u>\$ 50,182,048</u></u>

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2021

NOTE 1 – BASIS OF PRESENTATION

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

NOTE 2 – CONTINGENCIES

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

NOTE 3 – INDIRECT COSTS

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

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

The negative expenditure of \$22,938 reported in the Schedule of Expenditures of Federal Awards for the Capital Investments Grants, State of Good Repair HM Rehab/Renovation, federal ALN Number 20.500, grant number FL-04-0167 is based on an estimated accrued expense, where the expenses were less than the accrual.

The Schedule of Expenditures of State Awards for the Transportation Regional Incentive Program Regional Mobility Fare Collection State grant number G1936 is a Federal Pass-through which consists of 50% Federal FTA Funds and 50% State FDOT Funds.

The negative expenditure of \$11,339 reported under, federal ALN Number 20.205 is based on an estimated accrued expense, where the expenses were less than the accrual.

The negative expenditure of \$11,339 reported under, state CSFA Number 55.026 is based on an estimated accrued expense, where the expenses were less than the accrual.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2021**

NOTE 4 – (continued)

The negative expenditure of \$11,339 reported under, state CSFA Number 55.026 is based on an estimated accrued expense, where the expenses were less than the accrual.

Although the current expenditures on a grant may be negative, the total of all expenditures on the grant is expected to be positive over its entire period of performance.

SECTION III
STATISTICAL SECTION

STATISTICAL SECTION

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

Financial Trends

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

Revenue Capacity

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

Demographic and Economic Information

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

Operating Information

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

Note: The statistical section contains "Unaudited" data.

Statistical Section

Financial Trends

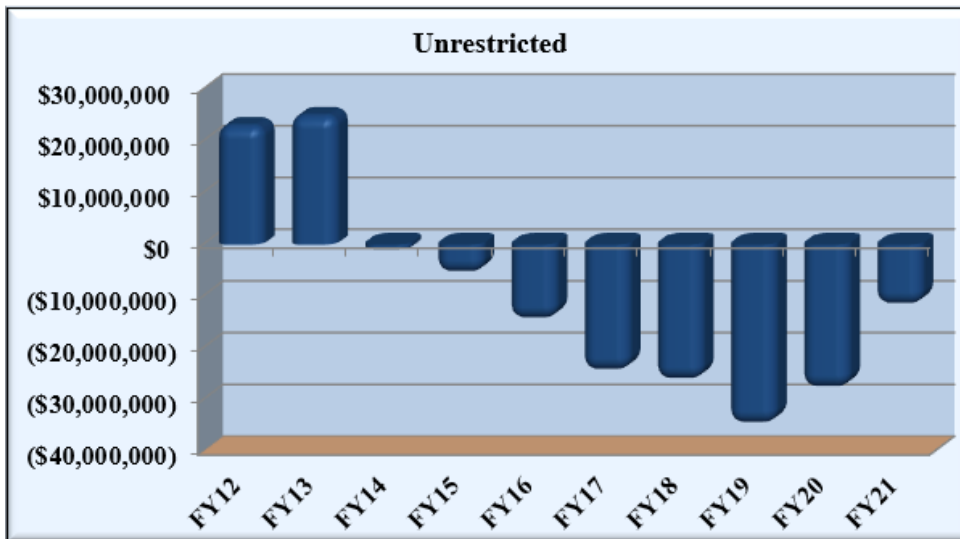
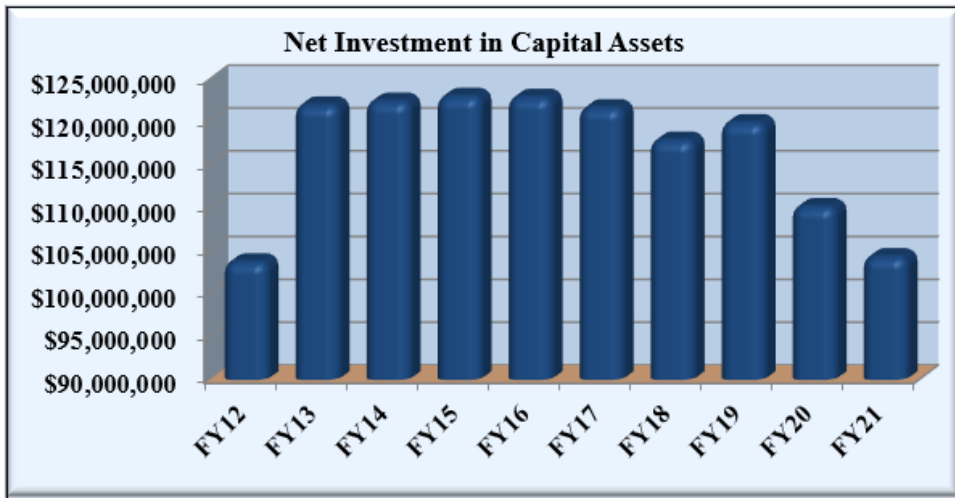
- Net Position by Component (FY2012 to FY2021)
- Statement of Assets, Deferred Outflows, Liabilities, Deferred Inflows & Net Position (FY2012 to FY2016)
- Statement of Assets, Deferred Outflows, Liabilities, Deferred Inflows & Net Position (FY2017 to FY2021)
- Statement of Revenues, Expenses, & Changes in Net Position (FY2012 to FY2016)
- Statement of Revenues, Expenses, & Changes in Net Position (FY2017 to FY2021)

Note: The statistical section contains “Unaudited” data.

**NET POSITION BY COMPONENT
FY2012 to FY2021**

	FY2012	FY2013	FY2014	FY2015	FY2016
NET POSITION					
RESTATED					
Net Investment in Capital Assets	\$103,777,430	\$122,087,138	\$122,526,409	\$123,085,260	\$122,976,936
Restricted	\$445,000	\$445,000	\$445,000	\$700,000	\$610,800
Unrestricted	\$22,952,856	\$24,894,805	(\$1,304,949)	(\$5,632,905)	(\$14,589,739)
Total Net Position	\$127,175,286	\$147,426,943	\$121,666,460	\$118,152,355	\$108,997,997

	FY2017	FY2018	FY2019	FY2020	FY2021
NET POSITION					
Net Investment in Capital Assets	\$121,766,602	\$117,985,314	\$120,027,532	\$110,229,835	\$104,384,887
Restricted	\$1,037,807	\$1,037,807	\$85,625,022	\$197,353,969	\$218,851,884
Unrestricted	(\$24,544,597)	(\$26,301,549)	(\$34,808,461)	(\$27,878,361)	(\$11,808,554)
Total Net Position	\$98,259,812	\$92,721,572	\$170,844,093	\$279,705,443	\$311,428,217



**STATEMENT OF ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS & NET POSITION
FY2012 to FY2016**

	FY2012	FY2013	FY2014	FY2015	FY2016
ASSETS			RESTATED		
Cash & Cash Equivalents-Unrestricted	\$20,887,852	\$22,012,439	\$20,711,606	\$15,775,962	\$10,137,998
Cash & Cash Equivalents-Restricted	\$445,000	\$445,000	\$445,000	\$700,000	\$425,000
Investments	\$424,845	\$232,135	\$0	\$0	\$0
Trade Receivable, net	\$780,427	\$1,166,770	\$683,225	\$778,787	\$756,015
Surtax Receivable	\$0	\$0	\$0	\$0	\$0
Delinquent Property Tax Receivable	\$239,002	\$62,276	\$39,591	\$65,759	\$79,845
Federal Grants Receivable	\$5,961,187	\$6,746,845	\$11,195,043	\$11,667,050	\$11,275,149
State Grants Receivable	\$4,436,569	\$463,334	\$175,814	\$146,098	\$1,623,079
Local Grants Receivable	\$2,596,166	\$7,216,827	\$437,953	\$318,397	\$61,215
Inventory of Parts & Supplies	\$1,541,486	\$1,401,416	\$1,471,430	\$1,513,189	\$1,503,769
Prepaid Expenses	\$560,824	\$659,289	\$377,293	\$323,797	\$372,462
Total Current Assets	\$37,873,358	\$40,383,646	\$35,536,955	\$31,289,039	\$26,234,532
Long Term Assets:					
Land	\$15,416,271	\$18,260,818	\$18,260,818	\$19,040,309	\$19,040,309
Construction in Progress	\$9,319,239	\$20,033,244	\$16,523,147	\$540,588	\$3,378,211
Capital Assets, net	\$79,041,920	\$85,679,116	\$88,481,029	\$103,904,284	\$101,647,794
Total Long Term Assets	\$103,777,430	\$123,973,178	\$123,264,994	\$123,485,181	\$124,066,314
Total Assets	\$141,650,788	\$164,356,824	\$158,801,949	\$154,774,220	\$150,300,846
DEFERRED OUTFLOWS					
Deferred Outflows on pension and OPEB related amounts	\$0	\$462,335	\$2,515,349	\$4,724,263	\$12,704,894
LIABILITIES					
Current Liabilities:					
Accounts Payable	\$3,973,641	\$5,476,526	\$2,517,083	\$1,866,153	\$3,500,875
Accrued Expenses	\$1,652,953	\$2,024,834	\$1,991,514	\$2,384,932	\$1,088,320
Unearned Revenue	\$726,836	\$826,607	\$181,703	\$177,300	\$1,946
Self-Insurance & Contingency	\$2,541,207	\$2,518,300	\$3,826,224	\$3,337,878	\$2,808,134
Environmental Remediation	\$122,883	\$282,427	\$49,708	\$119,000	\$138,136
Compensated Absences	\$127,000	\$190,000	\$246,000	\$82,432	\$84,823
Capital Lease Obligation	\$0	\$0	\$0	\$73,949	\$306,249
Net Pension Liability	\$0	\$0	\$371,057	\$450,452	\$430,446
Net OPEB Liability	\$0	\$0	\$0	\$0	\$0
Total Current Liabilities	\$9,144,520	\$11,318,694	\$9,183,289	\$8,492,096	\$8,358,929
Self-Insurance & Contingency	\$2,731,011	\$3,233,700	\$3,867,110	\$4,653,651	\$6,283,924
Environmental Remediation	\$209,691	\$0	\$0	\$0	\$0
Compensated Absences	\$2,390,280	\$2,377,487	\$2,366,586	\$2,231,413	\$2,438,666
Capital Lease Obligation	\$0	\$0	\$0	\$325,972	\$479,238
Net Pension Liability	\$0	\$0	\$15,269,917	\$22,671,642	\$34,716,701
Net OPEB Liability	\$0	\$0	\$0	\$0	\$1,017,804
Total Long Term Liabilities	\$5,330,982	\$5,611,187	\$21,503,613	\$29,882,678	\$44,936,333
Total Liabilities	\$14,475,502	\$16,929,881	\$30,686,902	\$38,374,774	\$53,295,262
DEFERRED INFLOWS					
Deferred Inflows on pension and OPEB related amounts	\$0	\$0	\$8,963,936	\$2,971,354	\$712,481
NET POSITION					
Net Investment in Capital Assets	\$103,777,430	\$122,087,138	\$122,526,409	\$123,085,260	\$122,976,936
Restricted	\$445,000	\$445,000	\$445,000	\$700,000	\$610,800
Unrestricted	\$22,952,856	\$24,894,805	(\$1,304,949)	(\$5,632,905)	(\$14,589,739)
Total Net Position	\$127,175,286	\$147,426,943	\$121,666,460	\$118,152,355	\$108,997,997

STATEMENT OF ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS & NET POSITION					
FY2017 to FY2021					
	FY2017	FY2018	FY2019	FY2020	FY2021
ASSETS					
Cash & Cash Equivalents-Unrestricted	\$12,768,003	\$14,052,908	\$9,272,590	\$22,596,459	\$32,360,767
Cash & Cash Equivalents-Restricted	\$1,037,807	\$1,037,807	\$66,023,804	\$177,655,390	\$218,848,884
Investments	\$0	\$0	\$0	\$0	
Trade Receivable, net	\$2,298,457	\$748,588	\$1,100,599	\$569,053	\$674,160
Surtax Receivable	\$0	\$0	\$19,601,218	\$19,698,579	\$0
Delinquent Property Tax Receivable	\$62,134	\$47,059	\$55,895	\$84,131	\$37,717
Federal Grants Receivable	\$1,764,141	\$517,258	\$2,211,812	\$1,771,783	\$3,226,257
State Grants Receivable	\$315,322	\$1,759,924	\$865,935	\$1,076,633	\$3,767,495
Local Grants Receivable	\$155,885	\$50,543	\$160,192	\$239,470	\$922,011
Inventory of Parts & Supplies	\$1,628,946	\$1,411,075	\$1,956,216	\$1,939,187	\$2,160,769
Prepaid Expenses	\$382,913	\$620,634	\$503,634	\$508,821	\$565,960
Total Current Assets	\$20,413,608	\$20,245,796	\$101,751,895	\$226,139,506	\$262,564,020
Long Term Assets:					
Land	\$19,040,309	\$19,043,009	\$19,043,009	\$19,043,009	\$19,043,009
Construction in Progress	\$4,469,892	\$5,736,827	\$7,786,592	\$6,221,020	\$8,206,207
Capital Assets, net	\$98,256,401	\$93,205,478	\$93,356,839	\$85,042,401	\$77,135,671
Total Long Term Assets	\$121,766,602	\$117,985,314	\$120,186,440	\$110,306,430	\$104,384,887
Total Assets	\$142,180,210	\$138,231,110	\$221,938,335	\$336,445,936	\$366,948,907
DEFERRED OUTFLOWS					
Deferred Outflows on pension and OPEB related amounts	\$15,993,288	\$14,577,121	\$14,566,634	\$16,063,147	\$13,425,823
LIABILITIES					
Current Liabilities:					
Accounts Payable	\$3,898,479	\$3,547,234	\$4,453,958	\$4,510,817	\$5,562,045
Accrued Expenses	\$1,468,902	\$1,228,463	\$1,637,797	\$1,617,934	\$2,228,657
Unearned Revenue	\$5,659	\$10,109	\$8,440	\$6,264	\$184,962
Self-Insurance & Contingency	\$3,016,930	\$2,391,880	\$3,915,661	\$3,426,588	\$2,504,328
Environmental Remediation	\$207,233	\$308,019	\$133,734	\$150,000	\$150,000
Compensated Absences	\$115,127	\$91,239	\$110,894	\$116,809	\$91,095
Capital Lease Obligation	\$0	\$0	\$0	\$0	\$0
Net Pension Liability	\$374,957	\$318,652	\$262,590	\$168,757	\$83,659
Net OPEB Liability	\$46,963	\$0	\$0	\$0	\$0
Total Current Liabilities	\$9,134,250	\$7,895,596	\$10,523,074	\$9,997,169	\$10,804,745
Self-Insurance & Contingency	\$5,407,660	\$5,619,072	\$3,125,977	\$2,833,552	3,197,683
Environmental Remediation	\$0	\$0	\$0	\$0	-
Compensated Absences	\$2,735,005	\$2,789,154	\$2,782,394	\$3,086,926	3,317,998
Capital Lease Obligation	\$0	\$0	\$0	\$0	-
Net Pension Liability	\$39,188,888	\$37,573,767	\$43,722,810	\$53,099,259	\$22,887,291
Net OPEB Liability	\$1,050,184	\$1,013,903	\$1,182,510	\$1,426,868	\$1,566,440
Total Long Term Liabilities	\$48,381,737	\$46,995,896	\$50,813,691	\$60,446,605	\$30,969,412
Total Liabilities	\$57,515,987	\$54,891,492	\$61,336,765	\$70,443,774	\$41,774,157
DEFERRED INFLOWS					
Deferred inflows on pension and OPEB related amounts	\$2,397,699	\$5,195,167	\$4,324,111	\$2,359,866	\$27,172,356
NET POSITION					
Net Investment in Capital Assets	\$121,766,602	\$117,985,314	\$120,027,532	\$110,229,835	\$104,384,887
Restricted	\$1,037,807	\$1,037,807	\$85,625,022	\$197,353,969	\$218,851,884
Unrestricted	(\$24,544,597)	(\$26,301,549)	(\$34,808,461)	(\$27,878,361)	(\$11,808,554)
Total Net Position	\$98,259,812	\$92,721,572	\$170,844,093	\$279,705,443	\$311,428,217

**STATEMENT OF REVENUES, EXPENSES, & CHANGES IN NET POSITION
FY2012 to FY2016**

	FY2012	FY2013	FY2014	FY2015	FY2016
OPERATING REVENUES:			RESTATE		
Passenger Fare Revenues	\$14,187,514	\$15,536,071	\$16,420,800	\$16,593,816	\$15,155,608
Advertising Revenues	\$770,772	\$770,830	\$903,308	\$1,033,518	\$1,144,644
Other Revenues	\$76,325	(\$15,031)	\$392,061	\$116,589	\$237,079
Total Operating Revenues	\$15,034,611	\$16,291,870	\$17,716,169	\$17,743,923	\$16,537,331
OPERATING EXPENSES:					
Salaries & Wages	\$27,633,742	\$28,866,836	\$30,141,573	\$31,819,094	\$34,095,944
Fringe Benefits	\$12,774,304	\$12,783,267	\$13,960,033	\$16,912,330	\$18,670,787
Fuel & Oil	\$7,367,311	\$8,118,427	\$8,139,358	\$7,206,460	\$4,389,479
Parts & Supplies	\$2,941,767	\$3,621,651	\$3,415,413	\$4,150,983	\$4,178,489
Purchased Services	\$2,952,228	\$3,442,716	\$2,971,681	\$3,300,141	\$4,033,881
Insurance	\$1,745,966	\$2,738,407	\$4,528,743	\$3,000,607	\$4,277,254
Utilities	\$681,797	\$693,489	\$710,147	\$761,274	\$1,022,155
Marketing & Printing	\$493,667	\$391,819	\$313,093	\$339,870	\$354,185
Other Expenses	\$2,029,073	\$1,802,389	\$1,778,298	\$2,741,421	\$3,551,218
Expenses Reimbursed by Grants	\$3,732,246	\$3,070,237	\$1,595,894	\$1,793,741	\$1,440,203
Total Operating Expenses	\$62,352,101	\$65,529,238	\$67,554,233	\$72,025,921	\$76,013,595
Total Operating Gain (Loss)	(\$47,317,490)	(\$49,237,368)	(\$49,838,064)	(\$54,281,998)	(\$59,476,264)
Depreciation Expense	\$12,292,280	\$11,635,161	\$10,578,252	\$11,671,433	\$11,652,527
Net Operating Gain (Loss)	(\$59,609,770)	(\$60,872,529)	(\$60,416,316)	(\$65,953,431)	(\$71,128,791)
NON-OPERATING REVENUES:					
Federal Operating Grants	\$11,456,242	\$11,410,293	\$11,508,660	\$10,726,311	\$9,893,280
State Operating Grants	\$4,689,055	\$5,351,617	\$5,295,505	\$4,906,810	\$5,205,625
Local Operating Grants	\$817,880	\$812,018	\$1,273,864	\$770,884	\$903,640
State Operating rebates - CNG	\$0	\$0	\$0	\$0	\$0
Local Transportation Surtax	\$0	\$0	\$0	\$0	\$0
Other Federal Funds	\$0	\$0	\$0	\$0	\$0
Property Tax Proceeds	\$30,028,084	\$28,603,229	\$30,171,450	\$32,398,546	\$34,869,378
Interest Revenue	\$189,196	\$101,034	\$20,823	\$84,466	\$60,899
Total Non-Operating Revenues	\$47,180,457	\$46,278,191	\$48,270,302	\$48,887,017	\$50,932,822
Gain (Loss) before Capital Grants	(\$12,429,313)	(\$14,594,338)	(\$12,146,014)	(\$17,066,414)	(\$20,195,969)
CAPITAL GRANT REVENUES:					
Federal Capital Grants	\$6,816,240	\$15,801,857	\$6,759,290	\$13,088,152	\$9,744,445
State Capital Grants	\$280,489	\$300,171	\$730,031	\$89,406	\$1,857,575
Local Capital Grants	\$5,365,203	\$18,708,777	\$1,907,899	\$341,726	\$339,538
Developer Contributed Assets	\$124,991	\$35,190	\$36,408	\$33,025	\$0
Total Capital Contribution Revenue	\$12,586,923	\$34,845,995	\$9,433,628	\$13,552,309	\$11,941,558
Increase (Decrease) in Net Position	\$157,610	\$20,251,657	(\$2,712,386)	(\$3,514,105)	(\$8,254,411)
Net Position, Beginning Year	\$127,017,676	\$127,175,286	\$124,378,846	\$121,666,460	\$117,252,408
Net Position, End of the Year	\$127,175,286	\$147,426,943	\$121,666,460	\$118,152,355	\$108,997,997

STATEMENT OF REVENUES, EXPENSES, & CHANGES IN NET POSITION					
FY2017 to FY2021					
	FY2017	FY2018	FY2019	FY2020	2021
OPERATING REVENUES:					
Passenger Fare Revenues	\$14,148,572	\$12,576,581	\$12,412,904	\$9,029,994	\$6,272,298
Advertising Revenues	\$1,072,635	\$1,089,898	\$1,109,730	\$564,256	\$1,739,039
Other Revenues	\$405,193	\$3,150,349	\$2,817,582	\$104,994	\$246,383
Total Operating Revenues	\$15,626,400	\$16,816,828	\$16,340,216	\$9,699,244	\$8,257,720
OPERATING EXPENSES:					
Salaries & Wages	\$36,305,701	\$35,122,040	\$37,836,961	\$37,308,373	\$41,715,733
Fringe Benefits	\$23,405,926	\$21,257,654	\$26,820,478	\$30,351,736	\$24,998,425
Fuel & Oil	\$4,065,775	\$4,262,223	\$4,417,508	\$2,974,830	\$3,296,975
Parts & Supplies	\$4,281,705	\$4,481,531	\$5,103,773	\$5,603,276	\$4,368,288
Purchased Services	\$5,948,106	\$6,494,192	\$8,268,305	\$8,930,148	\$8,203,097
Insurance	\$2,407,661	\$2,812,076	\$3,313,183	\$3,233,629	\$2,970,319
Utilities	\$1,140,717	\$993,158	\$933,400	\$924,601	\$943,186
Marketing & Printing	\$346,738	\$340,216	\$542,376	\$354,346	\$355,111
Other Expenses	\$3,061,563	\$2,829,903	\$2,241,779	\$2,329,677	\$2,015,999
Expenses Reimbursed by Grants	\$1,750,812	\$2,477,298	\$693,637	\$4,125,879	\$3,087,727
Total Operating Expenses	\$82,714,704	\$81,070,291	\$90,171,400	\$96,136,495	\$91,954,860
Total Operating Gain (Loss)	(\$67,088,304)	(\$64,253,463)	(\$73,831,184)	(\$86,437,251)	(\$83,697,140)
Depreciation Expense	\$12,164,514	\$12,194,544	\$12,353,469	\$12,807,484	\$12,845,735
Net Operating Gain (Loss)	(\$79,252,818)	\$76,448,007	(\$86,184,653)	(\$99,244,735)	(\$96,542,875)
NON-OPERATING REVENUES:					
Federal Operating Grants	\$12,409,977	\$12,038,587	\$12,513,482	\$29,256,664	\$35,072,557
State Operating Grants	\$5,085,689	\$6,041,652	\$8,399,287	\$7,189,103	\$6,787,687
Local Operating Grants	\$1,053,973	\$1,146,219	\$1,151,425	\$1,465,932	\$1,531,207
State Operating rebates-CNG	\$250,000	\$0	\$0	\$0	\$0
Local Transportation Surtax	\$0	\$0	\$84,299,484	\$111,409,428	\$21,012,547
Other Federal Funds	\$0	\$0	\$0	\$1,985,705	\$944,142
Property Tax Proceeds	\$37,509,439	\$40,801,680	\$44,834,934	\$48,870,629	\$53,130,355
Interest Revenue	\$122,610	\$288,659	\$726,168	\$1,379,791	\$389,600
Total Non-Operating Revenues	\$56,431,688	\$60,316,797	\$151,924,780	\$201,557,252	\$118,868,095
Gain (Loss) before Capital Grants	(\$22,821,130)	(\$16,131,210)	\$65,740,127	\$102,312,517	\$22,325,220
CAPITAL GRANT REVENUES:					
Federal Capital Grants	\$11,283,930	\$9,398,143	\$11,430,645	\$4,831,653	\$7,884,702
State Capital Grants	\$562,907	\$1,108,304	\$641,910	\$1,416,991	\$782,539
Local Capital Grants	\$171,420	\$86,523	\$309,839	\$285,589	\$715,713
Developer Contributed Assets	\$64,688	\$0	\$0	\$14,600	\$14,600
Total Capital Contribution Revenue	\$12,082,945	\$10,592,970	\$12,382,394	\$6,548,833	\$9,397,554
Increase (Decrease) in Net Position	(\$10,738,185)	(\$5,538,240)	\$78,122,521	\$108,861,350	\$31,722,774
Net Position, Beginning Year	\$108,997,997	\$98,259,812	\$92,721,572	\$170,844,093	\$279,705,443
Net Position, End of the Year *	\$98,259,812	\$92,721,572	\$170,844,093	\$279,705,443	\$311,428,217

* Refer to Note 7 regarding restatement of FY2014 beginning net position per application of GASB 68, Net Pension Liability, and GASB 71, Deferred Outflow of Resources.

Statistical Section

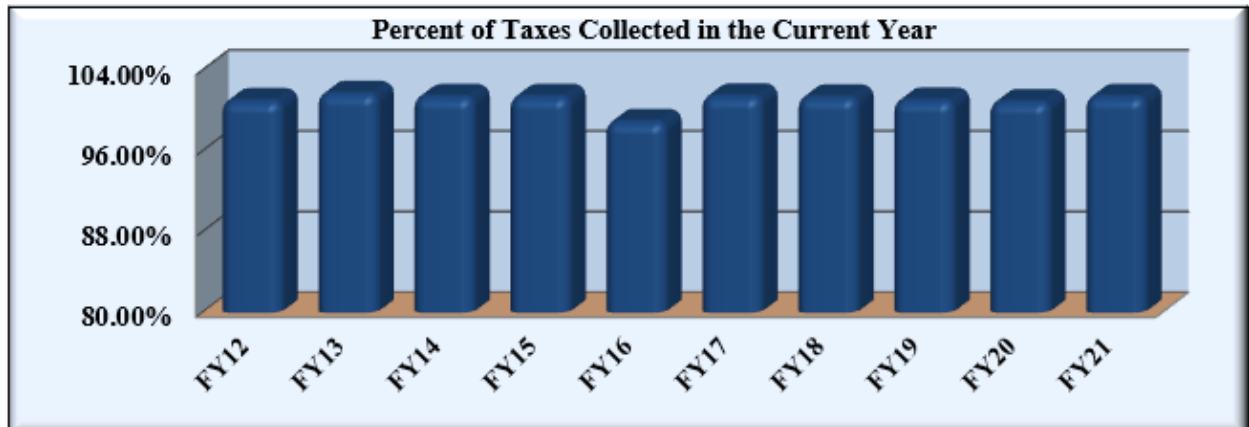
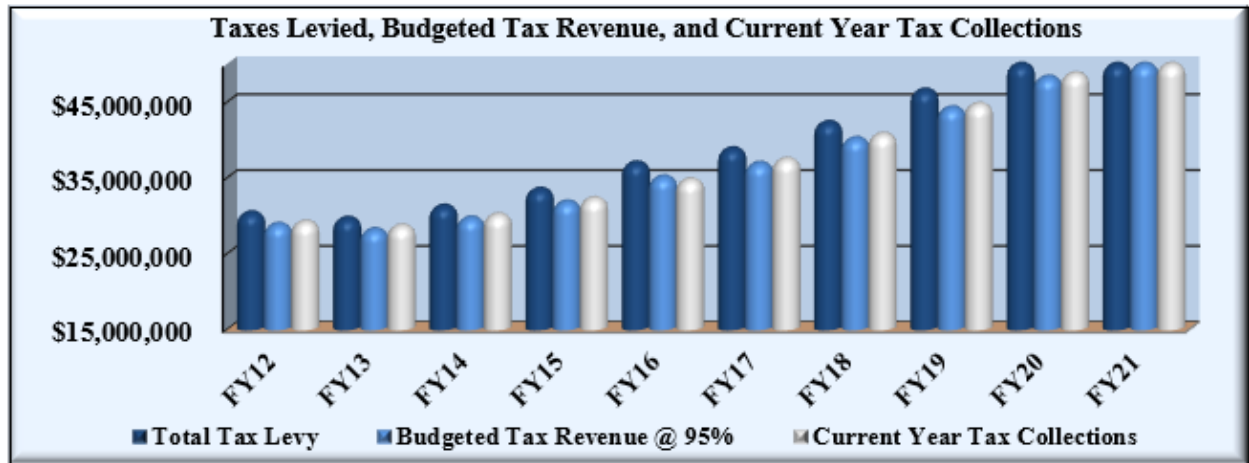
Revenue Capacity

- Hillsborough Transit Authority, Property Tax Levies and Collections (FY2012 to FY2021)
- Hillsborough County, FL, Taxable Assessed Value and Actual Value of Property (FY2006 to FY2021)
- Single Family Taxable Values and Levies (2007 to 2022)
- Millage Rates (2012 to 2021)
- Taxable Sales (2006 to 2021)
- Revenues by Source (FY2012 to FY2021)
- Property Tax Revenue Used for Operations (FY2012 to FY2021)

Note: The statistical section contains “Unaudited” data.

**HILLSBOROUGH TRANSIT AUTHORITY
PROPERTY TAX LEVIES AND COLLECTIONS
FY2012 to FY2021**

Fiscal Year	Total Tax Levy	Budgeted Tax Revenue @ 95%	Current Year Tax Collections	Percent of Current Year to Budget	Other Net Collections during the Year	Total Collections	Percent of Total Collections to Tax Levy	Millage Rate
FY2012	\$30,418,828	\$28,897,887	\$29,184,561	100.99%	\$354,946	\$29,539,507	97.11%	0.5000
FY2013	\$29,680,363	\$28,196,345	\$28,677,987	101.71%	\$101,968	\$28,779,955	96.97%	0.5000
FY2014	\$31,293,062	\$29,728,409	\$30,145,483	101.40%	\$48,651	\$30,194,134	96.49%	0.5000
FY2015	\$33,519,856	\$31,843,863	\$32,292,256	101.41%	\$80,123	\$32,372,379	96.58%	0.5000
FY2016	\$36,989,171	\$35,139,712	\$34,762,497	98.93%	\$92,795	\$34,855,292	94.23%	0.5000
FY2017	\$38,872,885	\$36,929,241	\$37,465,915	101.45%	\$61,234	\$37,527,149	96.54%	0.5000
FY2018	\$42,329,206	\$40,212,746	\$40,757,120	101.35%	\$59,635	\$40,816,755	96.43%	0.5000
FY2019	\$46,594,680	\$44,264,946	\$44,725,221	101.04%	\$100,876	\$44,826,097	96.20%	0.5000
FY2020	\$50,858,236	\$48,315,324	\$48,742,386	100.88%	\$100,007	\$48,842,393	96.04%	0.5000
FY2021	\$ 55,104,336	\$52,349,119	\$53,086,515	101.41%	\$50,457	\$53,136,972	96.43%	0.5000

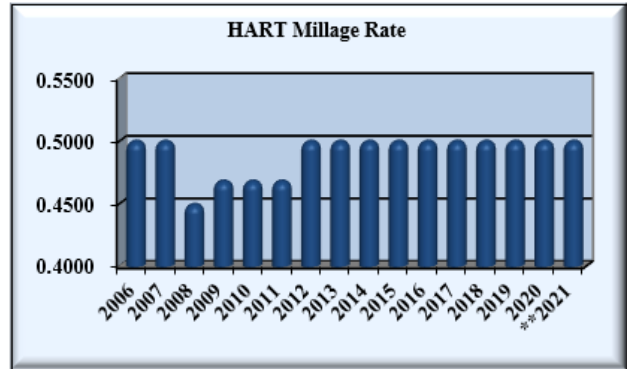
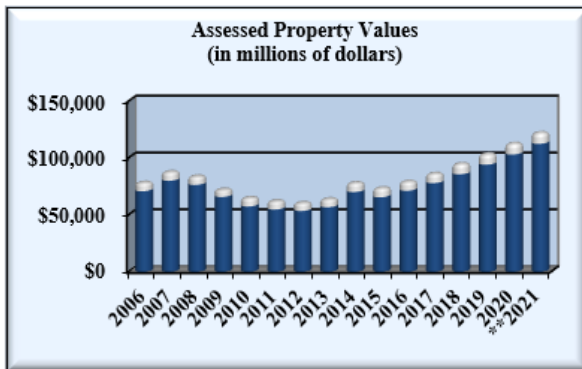
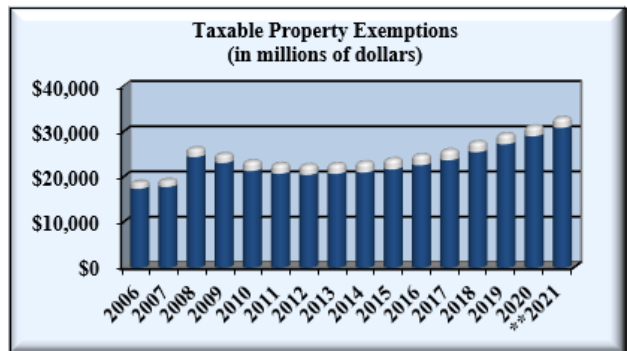
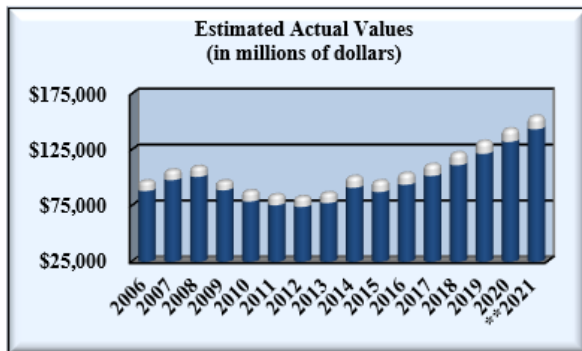


**HILLSBOROUGH COUNTY, FLORIDA
TAXABLE ASSESSED VALUE AND ACTUAL VALUE OF TAXABLE PROPERTY
2006 to 2021**

Year	Estimated Actual Value*		Exemptions*		Assessed Value*		HART's Millage Rate
	Real Property	Personal Property	Real Property	Personal Property	Real Property	Personal Property	
2006	\$88,280	\$8,774	\$17,445	\$1,455	\$70,835	\$7,319	0.5000
2007	\$97,915	\$8,988	\$17,866	\$1,432	\$80,049	\$7,556	0.5000
2008	\$100,896	\$9,120	\$24,489	\$1,905	\$76,407	\$7,215	0.4495
2009	\$88,961	\$8,054	\$23,168	\$1,899	\$65,793	\$6,155	0.4682
2010	\$78,832	\$9,453	\$21,393	\$2,143	\$57,439	\$7,310	0.4682
2011	\$75,558	\$9,255	\$20,775	\$2,148	\$54,783	\$7,107	0.4682
2012	\$73,961	\$9,073	\$20,528	\$2,154	\$53,433	\$6,919	0.5000
2013	\$77,492	\$9,048	\$20,761	\$2,153	\$56,731	\$6,895	0.5000
2014	\$91,169	\$10,066	\$21,066	\$2,238	\$70,103	\$7,828	0.5000
2015	\$87,291	\$10,117	\$21,742	\$2,281	\$65,549	\$7,836	0.5000
2016	\$93,867	\$10,182	\$22,655	\$2,258	\$71,212	\$7,924	0.5000
2017	\$101,712	\$10,376	\$23,773	\$2,221	\$77,939	\$8,155	0.5000
2018	\$111,308	\$11,288	\$25,553	\$2,218	\$85,755	\$9,070	0.5000
2019	\$121,507	\$11,418	\$27,296	\$2,210	\$94,211	\$9,208	0.5000
2020	\$132,181	\$11,742	\$29,073	\$2,169	\$103,108	\$9,573	0.5000
**2021	\$143,472	\$11,846	\$30,941	\$2,175	\$112,531	\$9,671	0.5000

Notes: * Values in millions
**2021 Preliminary

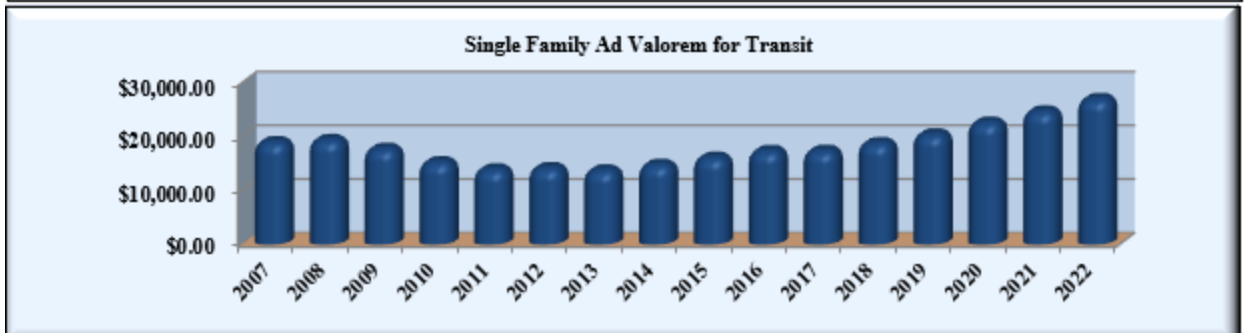
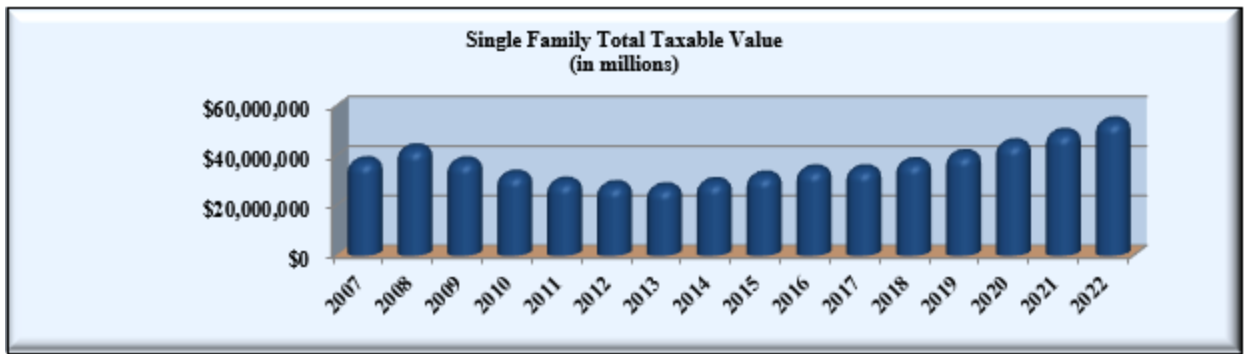
Source:
Florida Department of Revenue



**HILLSBOROUGH COUNTY, FLORIDA
SINGLE FAMILY TAXABLE VALUES AND LEVIES
2007 to 2022**

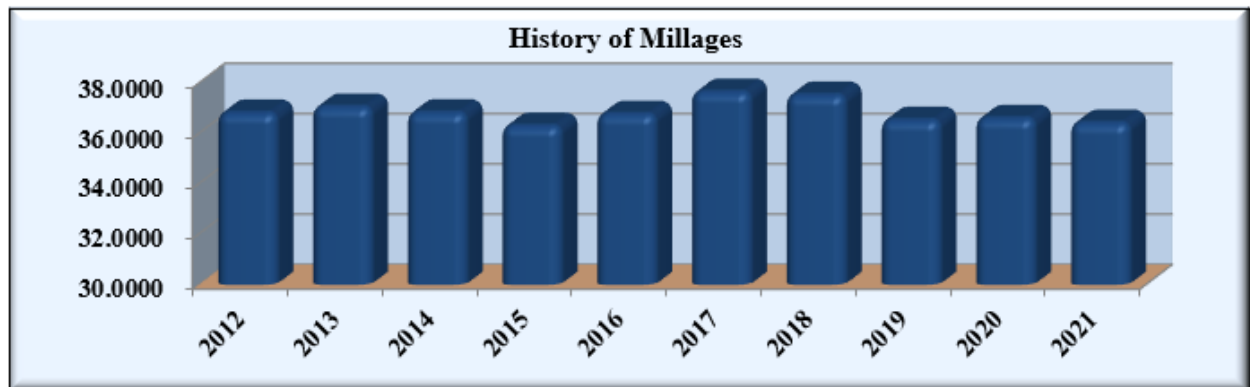
Fiscal Year	Tax Year	Single Family Taxable Values (000's)	HART's Millage Rate	Single Family Ad Valorem for Transit	Percent Change
2007	2006	\$38,181,152	0.5000	\$19,090.58	
2008	2007	\$43,386,630	0.4495	\$19,502.29	2.2%
2009	2008	\$38,109,677	0.4682	\$17,842.95	-8.5%
2010	2009	\$32,798,590	0.4682	\$15,356.30	-13.9%
2011	2010	\$29,953,254	0.4682	\$14,024.11	-8.7%
2012	2011	\$28,528,801	0.5000	\$14,264.40	1.7%
2013	2012	\$27,669,609	0.5000	\$13,834.80	-3.0%
2014	2013	\$29,759,828	0.5000	\$14,879.91	7.6%
2015	2014	\$32,413,326	0.5000	\$16,206.66	8.9%
2016	2015	\$34,873,178	0.5000	\$17,436.59	7.6%
2017	2016	\$34,943,064	0.5000	\$17,471.53	0.2%
2018	2017	\$37,817,808	0.5000	\$18,908.90	8.2%
2019	2018	\$41,073,218	0.5000	\$20,536.61	8.6%
2020	2019	\$45,434,858	0.5000	\$22,717.43	10.6%
2021	2020	\$49,606,553	0.5000	\$24,803.28	9.2%
2022	2021	\$54,215,674	0.5000	\$27,107.84	9.3%

Source:
Hillsborough County Property Appraiser
U.S. Census Bureau
Preliminary Assessment Rolls Reports for Tax Years 2003 to 2018 (or HART Fiscal Years 2004 to 2019)



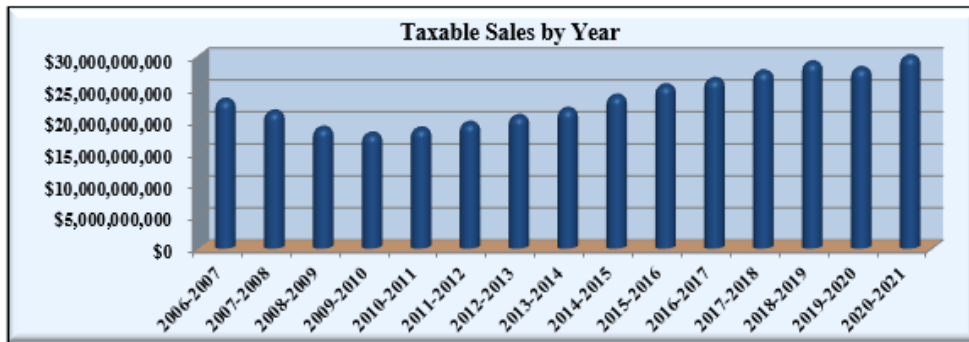
HILLSBOROUGH COUNTY, FLORIDA										
MILLAGE RATES										
2012 to 2021										
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
District School Board:										
Local Required Effort	5.6650	5.6290	5.4420	5.1050	4.9990	4.6580	4.3480	4.1660	3.8810	3.7050
Discretionary Local	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480
Supplemental Discretionary	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Debt Service	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Capital Improvements	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000
Total District School Board	7.9130	7.8770	7.6900	7.3530	7.2470	6.9060	6.5960	6.4140	6.1290	5.9530
Other County-Wide:										
Board of County Commissioners	5.7995	5.7978	5.7960	5.7943	5.7322	5.7322	5.7309	5.3614	5.7309	5.7309
Tampa Port Authority	0.1900	0.1850	0.1750	0.1650	0.1550	0.1450	0.1300	0.1150	0.1050	0.1050
Children's Board	0.5000	0.5000	0.4828	0.4599	0.4589	0.4589	0.4589	0.4589	0.4589	0.4589
S.W. Florida River Water Mgt.	0.3928	0.3928	0.3818	0.3488	0.3488	0.3317	0.3131	0.2801	0.2801	0.2669
Total Other County-Wide	6.8823	6.8756	6.8356	6.7680	6.6949	6.6678	6.6329	6.2154	6.5749	6.5617
Total County-Wide	14.7953	14.7526	14.5256	14.1210	13.9419	13.5738	13.2289	12.6294	12.7039	12.5147
Non County-Wide:										
Public Library Service	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583
Municipal Service Tax	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745
Parks & Recreation (Unincorporated)	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259
Independent Special Districts:										
SWFWMD										
Alafia River Basin	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hillsborough River Basin	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
N.W. Hillsborough River Basin	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Transit Authority	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Tampa Palms C.D.D.	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Municipalities:										
Tampa	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326	6.2076	6.2076	6.2076	6.2076
Plant City	4.7157	4.7157	4.7157	4.7157	4.7157	5.7157	5.7157	5.7157	5.7157	5.7157
Temple Terrace	6.1500	6.4300	6.4300	6.3050	6.9550	7.2050	6.9550	6.5550	6.5550	6.5550
Grand Total Millages	36.8523	37.0896	36.8626	36.3330	36.8039	37.6858	37.5659	36.5664	36.6409	36.4517

Source:
Hillsborough Tax Collector



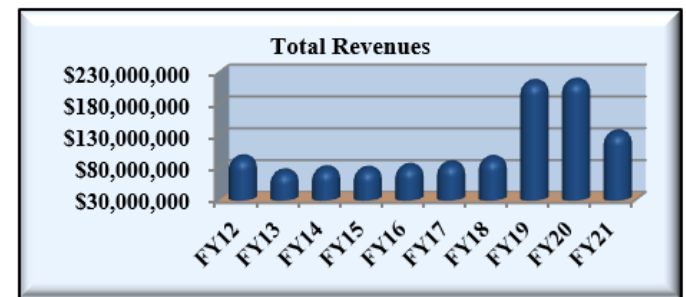
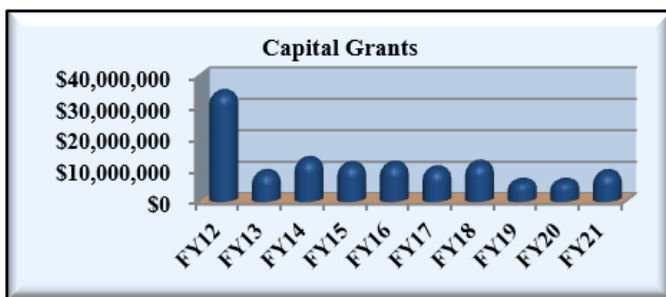
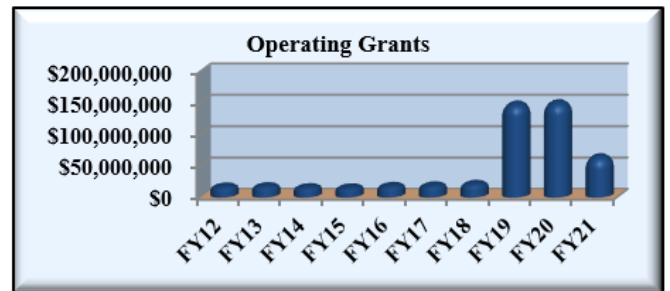
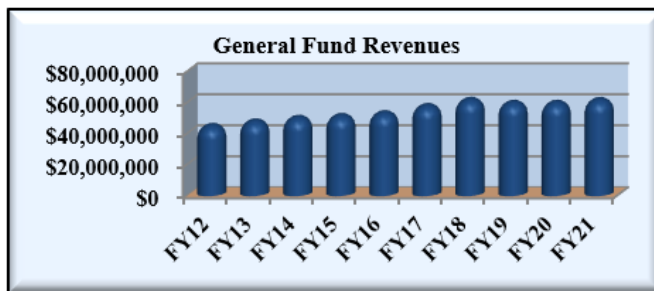
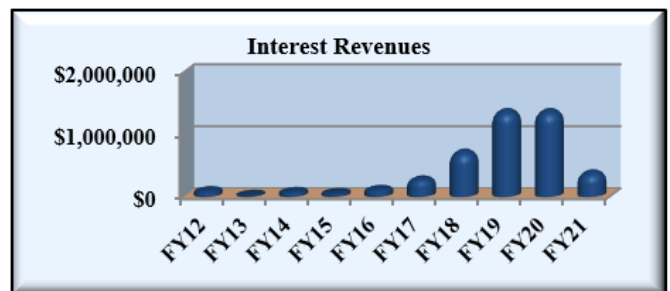
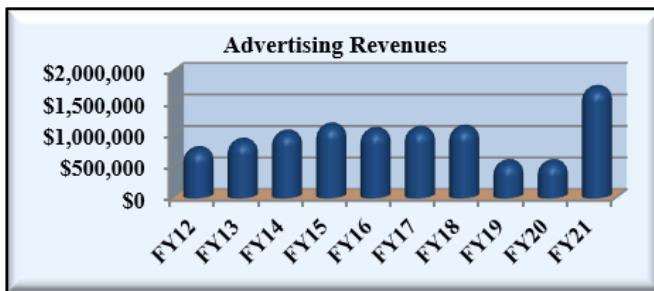
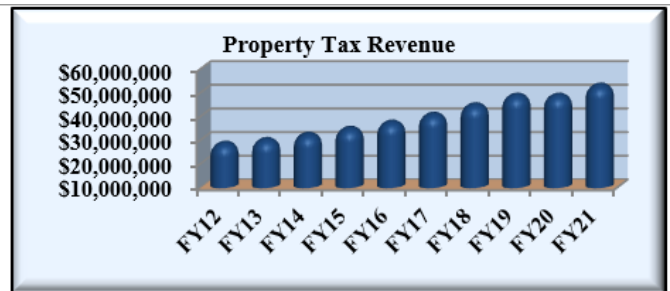
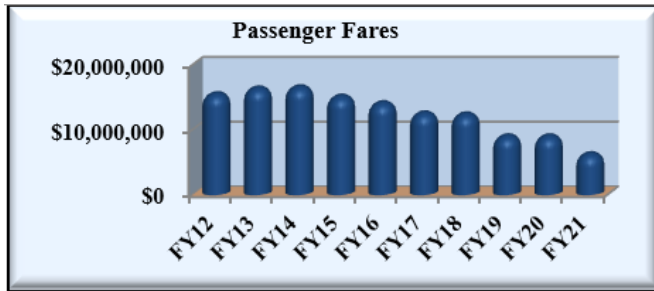
HILLSBOROUGH COUNTY, FLORIDA TAXABLE SALES 2006 to 2021					
State Fiscal Year	Hillsborough Taxable Sales	Annual Growth	Half Cent	Full Cent	Seven Cent
2006-2007	\$23,207,999,348		\$116,039,997	\$232,079,993	\$1,624,559,954
2007-2008	\$21,377,893,474	-7.9%	\$106,889,467	\$213,778,935	\$1,496,452,543
2008-2009	\$18,831,222,537	-11.9%	\$94,156,113	\$188,312,225	\$1,318,185,578
2009-2010	\$17,929,543,843	-4.8%	\$89,647,719	\$179,295,438	\$1,255,068,069
2010-2011	\$18,730,240,925	4.5%	\$93,651,205	\$187,302,409	\$1,311,116,865
2011-2012	\$19,600,504,529	4.6%	\$98,002,523	\$196,005,045	\$1,372,035,317
2012-2013	\$20,668,297,980	5.4%	\$103,341,490	\$206,682,980	\$1,446,780,859
2013-2014	\$21,779,534,595	5.4%	\$108,897,673	\$217,795,346	\$1,524,567,422
2014-2015	\$23,846,559,173	9.5%	\$119,232,796	\$238,465,592	\$1,669,259,142
2015-2016	\$25,472,830,434	6.8%	\$127,364,152	\$254,728,304	\$1,783,098,130
2016-2017	\$26,452,915,372	3.8%	\$132,264,577	\$264,529,154	\$1,851,704,076
2017-2018	\$27,638,248,195	4.5%	\$138,191,241	\$276,382,482	\$1,934,677,374
2018-2019	\$29,062,457,106	5.2%	\$145,312,286	\$290,624,571	\$2,034,371,997
2019-2020	\$28,172,187,699	-3.1%	\$140,860,938	\$281,721,877	\$1,972,053,139
2020-2021	\$33,169,100,373	17.7%	\$165,845,502	\$331,691,004	\$2,321,837,026

Source:
Florida Department of Revenue



REVENUES BY SOURCE					
FY2012 to FY2021					
	FY2012	FY2013	FY2014	FY2015	FY2016
GENERAL FUND REVENUES:					
Passenger Fare Revenues	\$14,187,514	\$15,536,071	\$16,420,800	\$16,593,816	\$15,155,608
Property Tax Proceeds	\$30,028,084	\$28,603,229	\$30,171,450	\$32,398,546	\$34,869,378
Advertising Revenues	\$770,772	\$770,830	\$903,308	\$1,033,518	\$1,144,644
Interest Revenues	\$189,196	\$101,034	\$20,823	\$84,466	\$60,899
Other Income (Loss)	\$76,325	(\$15,031)	\$392,061	\$116,589	\$237,079
Total General Funds	\$45,251,891	\$44,996,133	\$47,908,442	\$50,226,935	\$51,467,608
OPERATING GRANT REVENUES:					
Federal Operating Grants	\$11,456,242	\$11,410,293	\$11,508,660	\$10,726,311	\$9,893,280
State Operating Grants	\$4,689,055	\$5,351,617	\$5,295,505	\$4,906,810	\$5,205,625
Local Operating Grants	\$817,880	\$812,018	\$1,273,864	\$770,884	\$903,640
Local Transportation Surtax	\$0	\$0	\$0	\$0	\$0
Other Federal Funds	\$0	\$0	\$0	\$0	\$0
Total Operating Grants	\$16,963,177	\$17,573,928	\$18,078,029	\$16,404,005	\$16,002,545
CAPITAL GRANT REVENUES:					
Federal Capital Grants	\$6,816,240	\$15,801,857	\$6,759,290	\$13,088,152	\$9,744,445
State Capital Grants	\$280,240	\$300,171	\$730,031	\$89,406	\$1,857,575
Local Capital Grants	\$5,365,203	\$18,708,777	\$1,907,899	\$341,726	\$339,538
Developer Contributed Assets	\$124,991	\$35,190	\$36,408	\$33,025	\$33,025
Total Capital Revenues	\$12,586,923	\$34,845,995	\$9,433,628	\$13,552,309	\$11,974,583
Total Revenue	\$74,801,991	\$97,416,056	\$75,420,099	\$80,183,249	\$79,444,736
	FY2017	FY2018	FY2019	FY2020	FY 2021
GENERAL FUND REVENUES:					
Passenger Fare Revenues	\$14,148,572	\$12,576,581	\$12,412,904	\$9,029,994	\$6,272,298
Property Tax Proceeds	\$37,509,439	\$40,801,680	\$44,834,934	\$48,870,629	\$53,130,355
Advertising Revenues	\$1,072,635	\$1,089,898	\$1,109,730	\$564,256	\$1,739,039
Interest Revenues	\$122,610	\$288,659	\$726,168	\$1,379,791	\$389,600
Other Income (Loss)	\$405,193	\$3,150,349	\$2,817,582	\$104,994	\$246,383
Total General Funds	\$53,258,449	\$57,907,167	\$61,901,318	\$59,949,664	\$61,777,675
OPERATING GRANT REVENUES:					
Federal Operating Grants	\$12,409,977	\$12,038,587	\$12,513,482	\$29,256,664	\$35,072,557
State Operating Grants	\$5,335,689	\$6,041,652	\$8,399,287	\$7,189,103	\$6,787,687
Local Operating Grants	\$1,053,973	\$1,146,219	\$1,151,425	\$1,465,932	\$1,531,207
Local Transportation Surtax	\$0	\$0	\$84,299,484	\$111,409,428	\$21,012,547
Other Federal Funds	\$0	\$0	\$0	\$1,985,705	\$944,142
Total Operating Grants	\$18,799,639	\$19,226,458	\$106,363,678	\$151,306,832	\$65,348,140
CAPITAL GRANT REVENUES:					
Federal Capital Grants	\$11,283,930	\$9,398,143	\$11,430,645	\$4,831,653	\$7,884,702
State Capital Grants	\$562,907	\$1,108,304	\$641,910	\$1,416,991	\$782,539
Local Capital Grants	\$171,420	\$86,253	\$309,839	\$285,589	\$715,713
Developer Contributed Assets	\$64,688	\$0	\$0	\$14,600	\$14,600
Total Capital Revenues	\$12,082,945	\$10,592,700	\$12,382,394	\$6,548,833	\$9,397,554
Total Revenue	\$84,141,033	\$87,726,325	\$180,647,390	\$217,805,329	\$136,523,369

REVENUES BY SOURCE FY2012 to FY2021



Notes:

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

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

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

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

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

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

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

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

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

PROPERTY TAX REVENUE USED FOR OPERATIONS FY2012 to FY2021					
Fiscal Year	Property Tax Revenue	Percent Change	Bus & Paratransit Revenue	Percent of Total	Millage Rate
FY2012	\$30,028,084		\$57,450,769		0.4682
FY2013	\$28,603,229	-4.75%	\$60,703,030	47.12%	0.5000
FY2014	\$30,171,450	5.48%	\$61,170,429	54.06%	0.5000
FY2015	\$32,398,546	7.38%	\$64,504,989	57.55%	0.5000
FY2016	\$34,869,378	7.63%	\$65,181,172	61.89%	0.5000
FY2017	\$37,509,439	7.57%	\$65,930,367	63.71%	0.5000
FY2018	\$40,801,680	8.78%	\$70,374,803	50.23%	0.5000
FY2019	\$44,834,934	9.89%	\$81,718,165	54.87%	0.5000
FY2020	\$48,870,629	9.00%	\$97,294,382	50.23%	0.5000
FY2021	\$53,130,355	8.72%	\$83,393,014	63.71%	0.5000

Statistical Section

Demographic and Economic Information

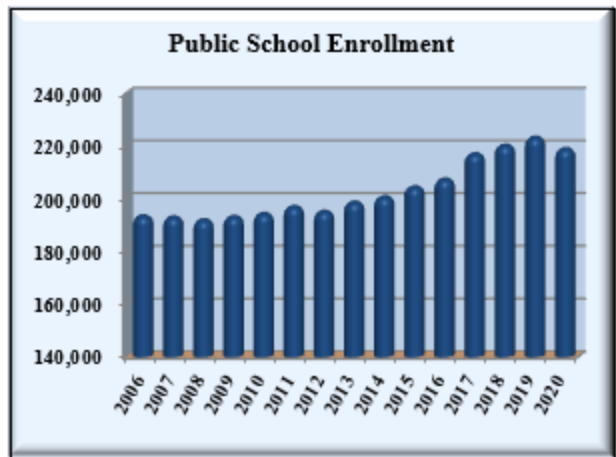
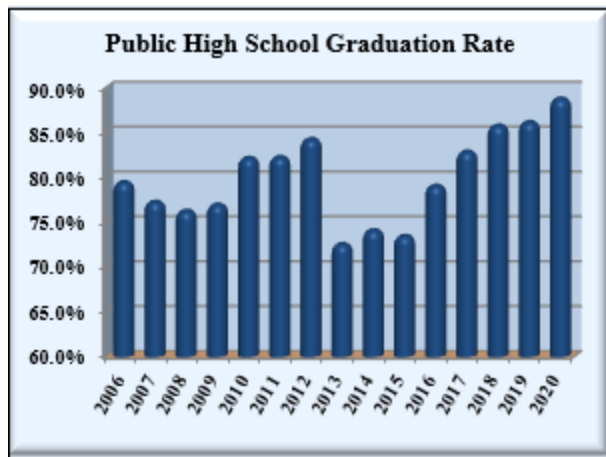
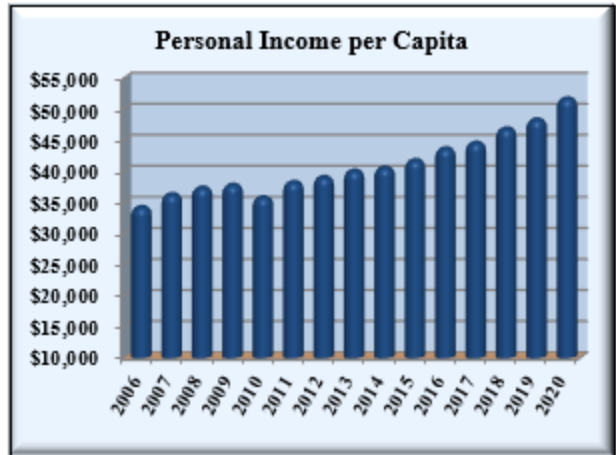
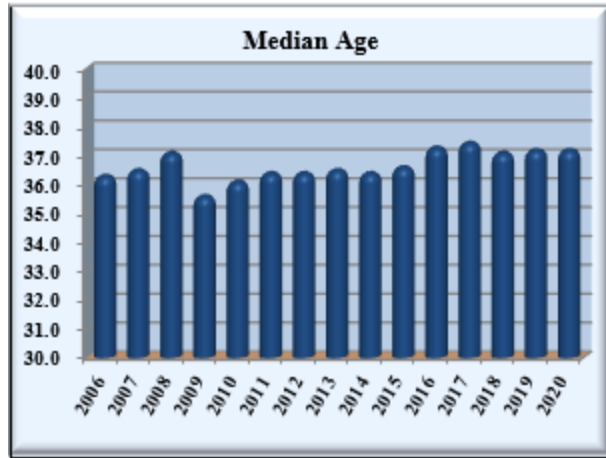
- Hillsborough County, Demographic and Economic Statistics (2006 to 2020)
- Principal Employers (2011 and 2020)

Note: The statistical section contains “Unaudited” data.

HILLSBOROUGH COUNTY, FLORIDA DEMOGRAPHIC AND ECONOMIC STATISTICS 2006 to 2020							
Year	Population	Median Age	Unemployment Rate	Personal Income (millions)	Personal Income (per capita)	Public High School Graduation Rate	Total Public School Enrollment
2006	1,171,826	36.3	3.2%	\$42,277	\$34,343	79.5%	193,480
2007	1,184,686	36.5	4.0%	\$43,827	\$36,417	77.3%	193,062
2008	1,196,773	37.1	6.3%	\$45,364	\$37,473	76.3%	191,965
2009	1,214,050	35.6	10.4%	\$46,692	\$37,923	77.0%	193,239
2010	1,233,900	36.1	11.5%	\$47,336	\$35,914	82.2%	194,353
2011	1,269,354	36.4	10.2%	\$48,477	\$38,382	82.3%	197,001
2012	1,277,746	36.4	8.5%	\$51,284	\$39,180	84.3%	195,198
2013	1,291,578	36.5	7.0%	\$52,321	\$40,206	72.6%	198,659
2014	1,316,298	36.4	6.1%	\$55,156	\$40,680	74.1%	200,684
2015	1,349,050	36.6	5.0%	\$58,569	\$41,902	73.5%	204,491
2016	1,350,910	37.3	4.7%	\$60,283	\$43,803	79.1%	207,469
2017	1,389,374	37.5	2.9%	\$62,976	\$44,709	82.9%	217,072
2018	1,436,888	37.1	2.7%	\$67,533	\$47,000	85.8%	220,257
2019	1,471,970	37.2	2.6%	\$71,320	\$48,452	86.2%	223,314
2020	1,459,762	37.2	13.2%	\$77,666	\$51,848	88.8%	218,943
	(A)	(A)	(B)	(C)	(D)	(E)	(E)

Sources:
A. United States Census Bureau, American Fact Finder
B. U.S. Bureau of Labor Statistics, Unemployment Rate in Hillsborough County, FL retrieved from FRED, Federal Reserve Bank of St. Louis
C. U.S. Bureau Economic Analysis, Personal Income in Hillsborough County, FL retrieved from FRED, Federal Reserve Bank of St. Louis
D. U.S. Bureau Economic Analysis, Per Capita Personal Income in Hillsborough County, FL retrieved from FRED, Federal Reserve Bank of St. Louis
E. Florida Department of Education - Hillsborough County District School

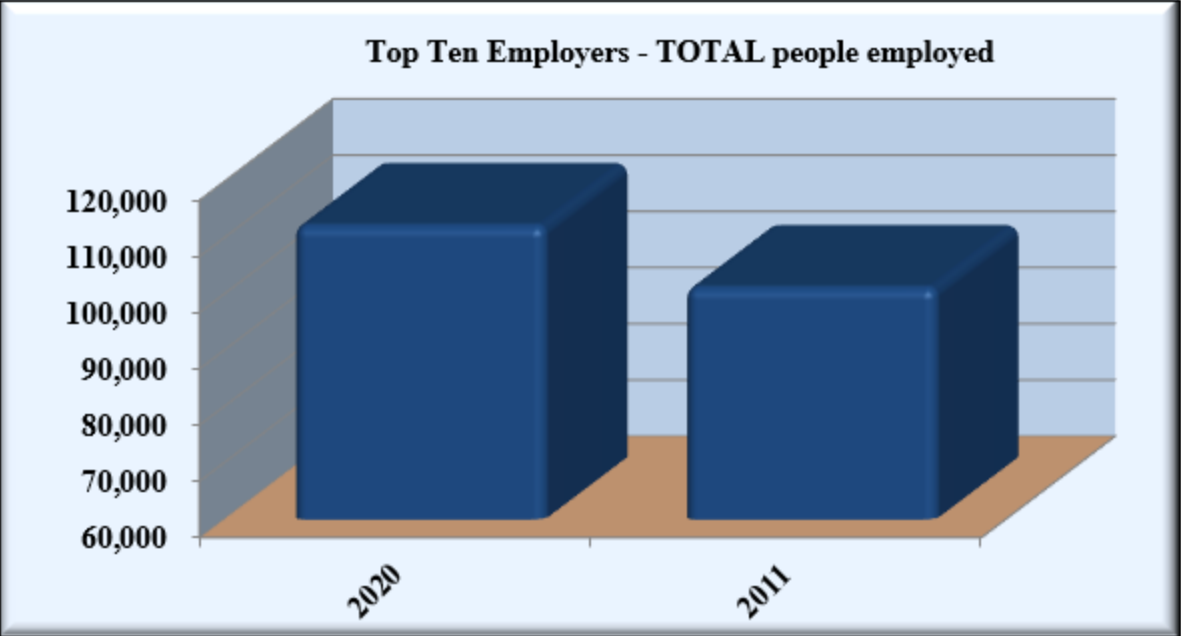
**HILLSBOROUGH COUNTY, FLORIDA
DEMOGRAPHIC AND ECONOMIC STATISTICS
2006 to 2020**



HILLSBOROUGH COUNTY, FLORIDA PRINCIPAL EMPLOYERS 2011 and 2020					
	2020 Rank	2020	2020 Percentage to Total	2011	2011 Percentage
Hillsborough County School District	1	25,574	22.8%	29,603	29.2%
University of South Florida	2	16,310	14.5%	8,353	8.2%
MacDill Air Force Base	3	15,000	13.4%	15,485	15.3%
Tampa International Airport	4	10,500	9.3%	8,060	8.0%
Hillsborough County Govt	5	10,272	9.1%	9,328	9.2%
Publix Super Markets	6	8,918	7.9%	5,823	5.7%
Tampa General Hospital	7	7,548	6.7%	6,900	6.8%
Baycare Health System	8	6,800	6.1%	4,400	4.2%
H.Lee Moffitt Cancer Center	9	6,700	6.0%	-	-
James A Haley Veterans Hospital	10	4,700	4.2%	-	-
Verizon Information Technologies		-	-	9,065	8.9%
City of Tampa		-	-	4,274	4.2%
Grand Totals		112,322	100.0%	101,291	100.0%

*Source:
Hillsborough County Annual Comprehensive Financial Report*

**HILLSBOROUGH COUNTY, FLORIDA
PRINCIPAL EMPLOYERS
2011 and 2020**



Statistical Section

Operating Information

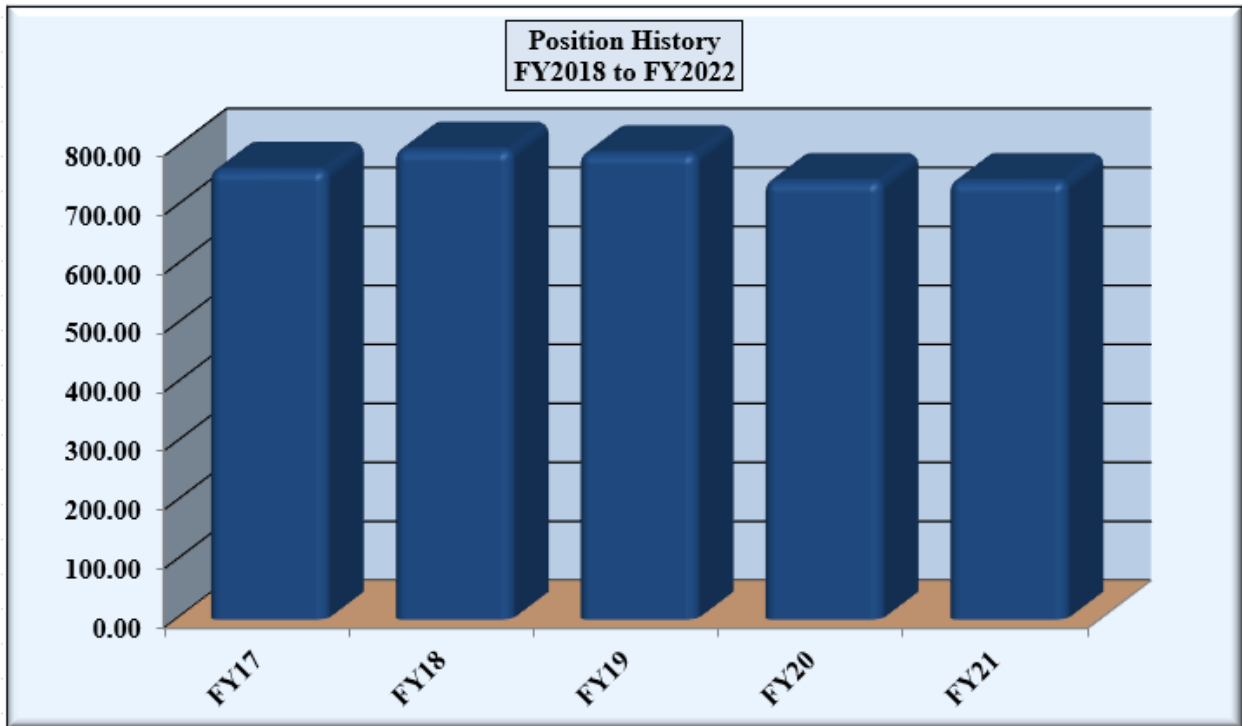
- Miscellaneous HART Statistics
- Staffing – Position Count by Unit (FY2018 to FY2022)
- Bus Service Trends (FY2012 to FY2021)
- Paratransit Service Trends (FY2012 to FY2021)
- Streetcar Service Trends (FY2012 to FY2021)
- Expenses by Program (FY2012 to FY2021)

Note: The statistical section contains “Unaudited” data.

MISCELLANEOUS HART STATISTICS	
Date Authority Created	October 3, 1979
Date Authority Began Operations	March 1980
Form of Government	Board of Directors, Chief Executive Officer
Board of Directors	12
Total Square Miles	1266 Square miles **
Type of Tax Support	Property Tax
Property Tax (Millage/Rate) (2015 Adopted Budget)	.5 mil (0.50)
Services	Fixed Route = 27 local routes, 1 MetroRapid route, and 4 limited express routes. 100% wheelchair/bicycle accessible buses and vans Flex Service = 1 Flex route Paratransit = Door-to-door van services for disabled persons Streetcar = Streetcar service operated and maintained under contract to Tampa Historic Streetcar, Inc. (THS)
Bus Stops / Shelters	2257 bus stops; 650 shelters of which 299 are maintained by the Authority and 351 are maintained by a vendor
Transit Fleet	Fixed Route and Flex Service: 178 buses and 6 fixed route flex vans Paratransit: 107 vans Streetcar: 9
Facilities	<ul style="list-style-type: none"> ◦ 21st Avenue Operations and Maintenance Facility ◦ 13 park-and-ride lots ◦ 2 transit centers (Marion Transit Center and University Area Transit Center) ◦ 6 transfer centers (Britton Plaza, Westshore Plaza, Northwest, Netpark, West Tampa, Yukon) ◦ Marion Street Transit Parkway ◦ The Raymond C. Miller Building / Streetcar Barn / Ybor Station (streetcar operations, streetcar maintenance facility, and administrative staff) ◦ Dick Greco Southern Transportation Plaza, 11 Streetcar Stations (including Dick Greco)

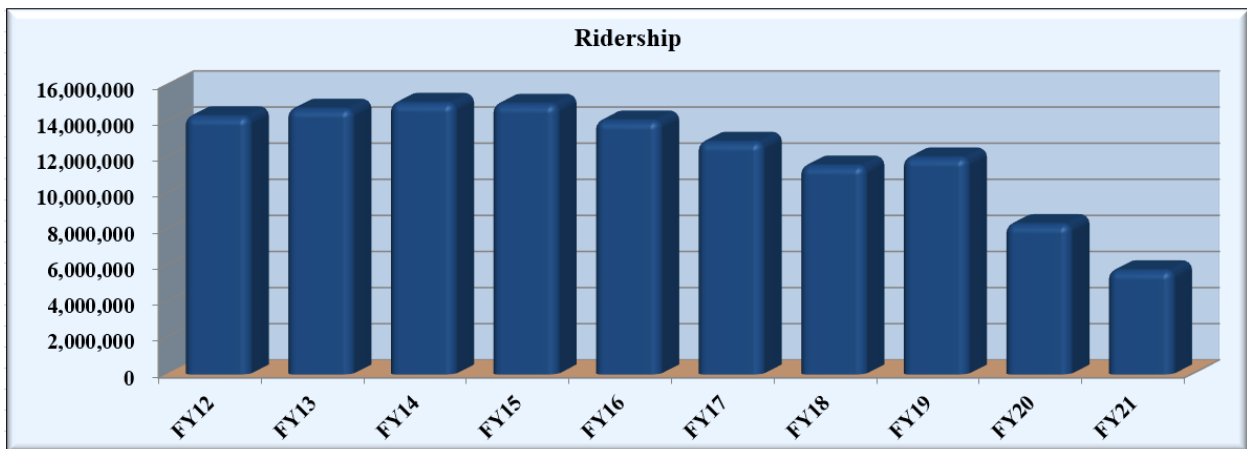
** per 2020 census

STAFFING - POSITION COUNT BY UNIT						
UNIT	FY2018 Actual	FY2019 Actual	FY2020 Actual	FY2021 Actual	FY2022 Proposed	FY2022 Incr (Decr) FY2021
ATU	594.50	598.00	598.00	563.00	585.00	22.00
Teamster	48.00	53.00	54.00	53.00	53.00	0.00
Non-Bargaining	120.50	146.00	139.00	128.00	135.50	7.50
Total Positions	763.00	797.00	791.00	744.00	773.50	29.50



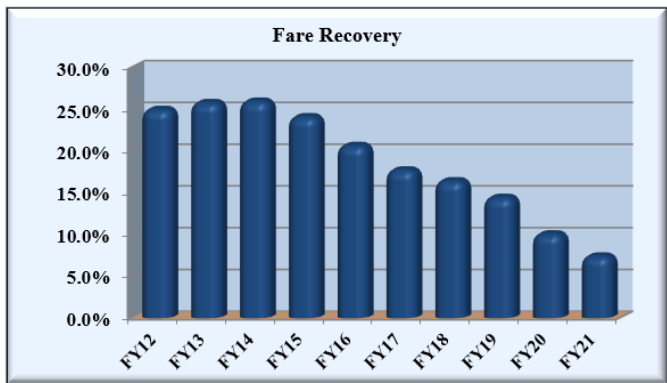
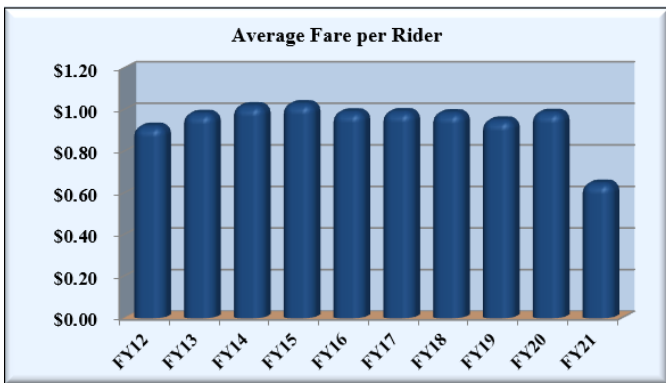
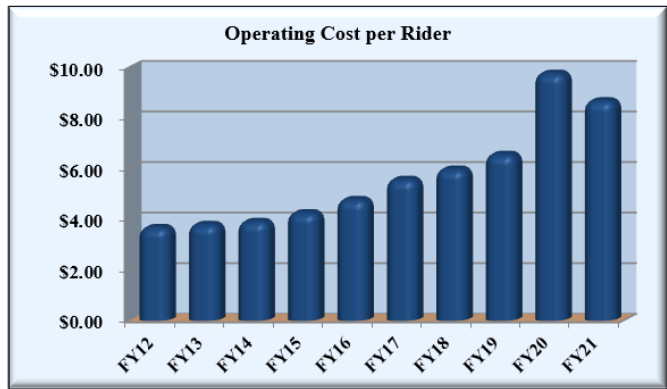
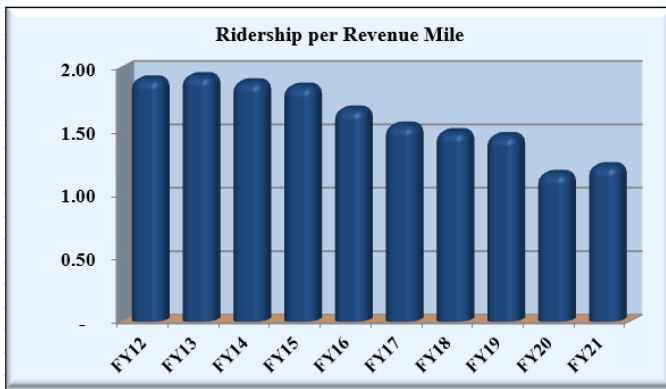
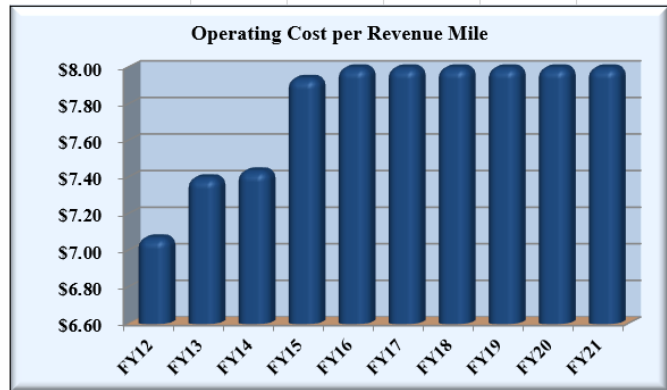
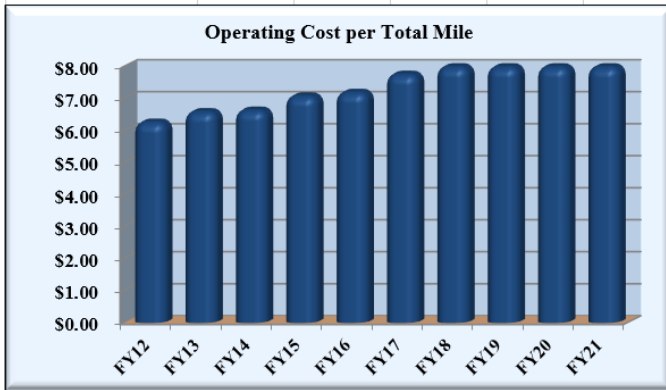
HILLSBOROUGH TRANSIT AUTHORITY					
TREND OF BUS SERVICE					
FY2012 to FY2016					
	FY2012	FY2013	FY2014	FY2015	FY2016
STATISTICS					
Total Miles	8,432,411	8,516,695	8,908,643	9,052,316	9,378,111
Revenue Miles	7,477,638	7,594,914	7,961,048	8,078,542	8,400,733
Total Hours	630,109	645,804	678,449	686,304	703,706
Revenue Hours	586,224	602,876	635,945	646,097	661,137
Vehicle Trips	546,065	552,869	574,636	581,113	604,196
Ridership	14,314,610	14,732,525	15,056,967	15,003,289	14,081,260
Positions	655.8	670.5	679.3	676.5	698.0
REVENUES					
Passenger Fares	\$13,224,477	\$14,517,590	\$15,393,039	\$15,484,564	\$13,981,071
Ad Valorem	\$27,327,502	\$25,574,942	\$26,815,634	\$29,583,129	\$31,576,314
Operating Grant Revenues	\$14,829,001	\$15,402,438	\$15,825,431	\$14,238,190	\$13,477,832
Other Revenues	\$1,035,955	\$856,438	\$1,264,650	\$1,219,233	\$1,465,920
Total Operating Revenues	\$56,416,935	\$56,351,408	\$59,298,754	\$60,525,116	\$60,501,137
EXPENSES					
Total Operating Expenses	\$52,871,104	\$56,195,624	\$59,204,422	\$64,165,322	\$67,549,582
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$6.27	\$6.60	\$6.65	\$7.09	\$7.20
Operating Cost per Revenue Mile	\$7.07	\$7.40	\$7.44	\$7.94	\$8.04
Ridership per Revenue Mile	1.91	1.94	1.89	1.86	1.68
Operating Cost per Rider	\$3.69	\$3.81	\$3.93	\$4.28	\$4.80
Average Fare per Rider	\$0.92	\$0.99	\$1.02	\$1.03	\$0.99
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	25.0%	25.8%	26.0%	24.1%	20.7%

HILLSBOROUGH TRANSIT AUTHORITY					
TREND OF BUS SERVICE					
FY2017 to FY2021					
	FY2017	FY2018	FY2019	FY2020	FY21
STATISTICS					
Total Miles	9,294,792	8,450,701	9,056,592	7,713,928	7,652,872
Revenue Miles	8,324,037	7,730,066	8,199,394	7,135,272	7,187,617
Total Hours	696,251	660,283	692,964	595,430	602,434
Revenue Hours	656,116	631,317	662,198	574,098	584,719
Vehicle Trips	599,725	694,737	681,158	590,513	596,336
Ridership	12,901,178	11,586,334	12,032,360	8,343,331	5,784,404
Positions	684.0	646.0	677.0	640.0	624.0
REVENUES					
Passenger Fares	\$12,825,045	\$11,455,183	\$11,477,437	\$8,265,314	\$5,746,646
Ad Valorem	\$33,967,084	\$36,958,839	\$40,760,104	\$46,435,486	\$49,135,127
Operating Grant Revenues	\$14,898,215	\$15,118,795	\$16,829,916	\$30,800,393	\$36,100,159
Other Revenues	\$1,599,991	\$4,528,343	\$4,652,989	\$4,037,992	\$3,229,204
Total Operating Revenues	\$63,290,335	\$68,061,160	\$73,720,446	\$89,539,185	\$94,211,136
EXPENSES					
Total Operating Expenses	\$72,191,976	\$69,518,173	\$79,232,697	\$81,694,363	\$76,963,257
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$7.77	\$8.23	\$8.75	\$10.59	\$10.06
Operating Cost per Revenue Mile	\$8.67	\$8.99	\$9.66	\$11.45	\$10.71
Ridership per Revenue Mile	1.55	1.50	1.47	1.17	0.80
Operating Cost per Rider	\$5.60	\$6.00	\$6.58	\$9.79	\$13.31
Average Fare per Rider	\$0.99	\$0.99	\$0.95	\$0.99	\$0.99
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	17.8%	16.5%	14.5%	10.1%	7.5%
Note :					
<i>Total bus operating revenues does not include transportation surtax revenue as it is not available for use pending litigation. Total bus operating expenses include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses which are not directly attributable to paratransit or streetcar. It does not include operating expenses reimbursed by grants or depreciation.</i>					



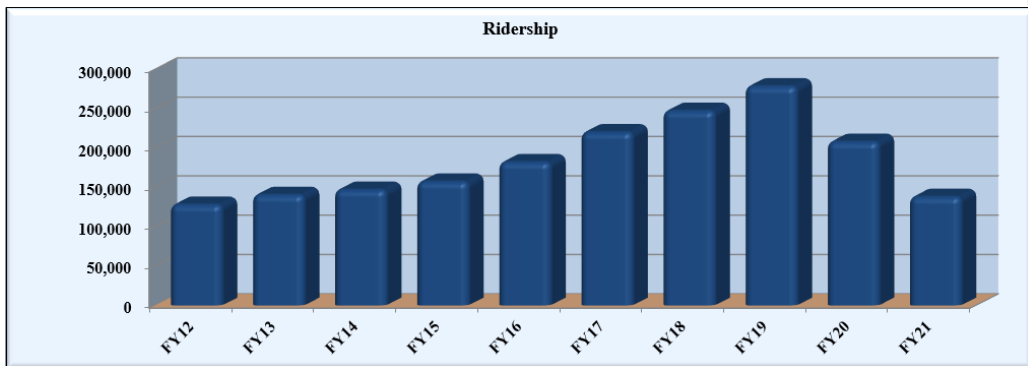
*This information only represents the most recent ten years.
The information above has not been audited.*

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

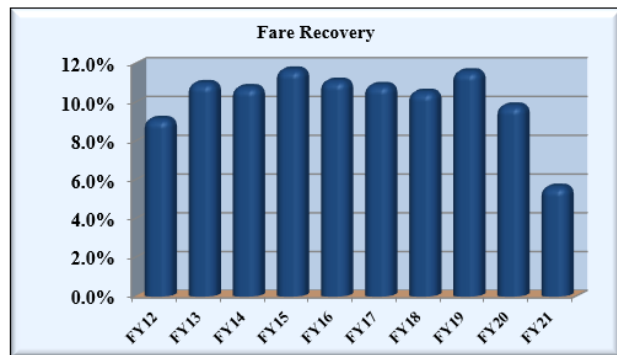
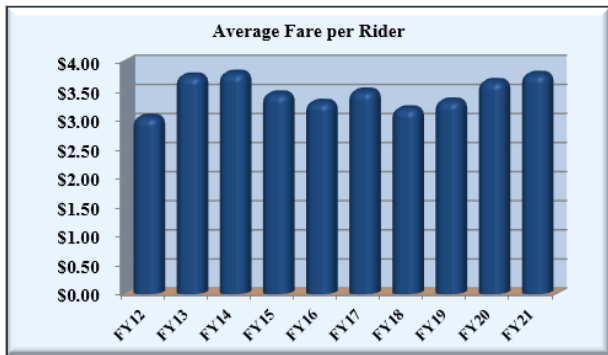
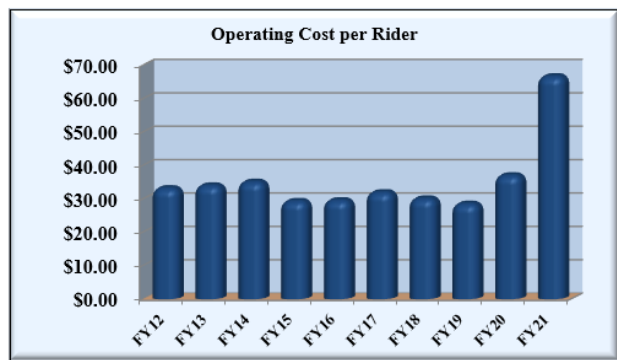
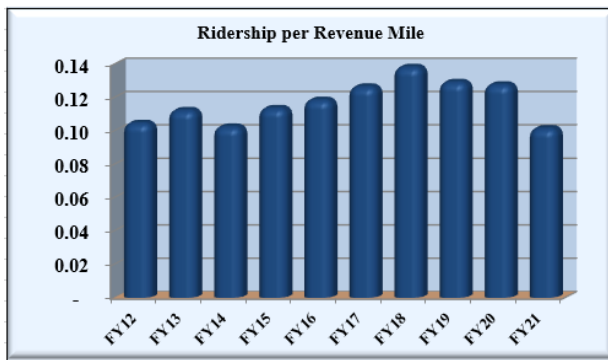
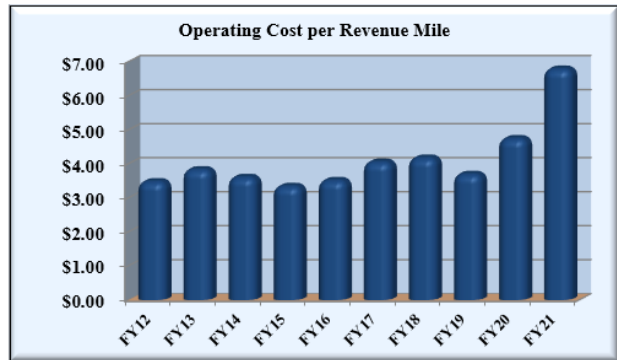
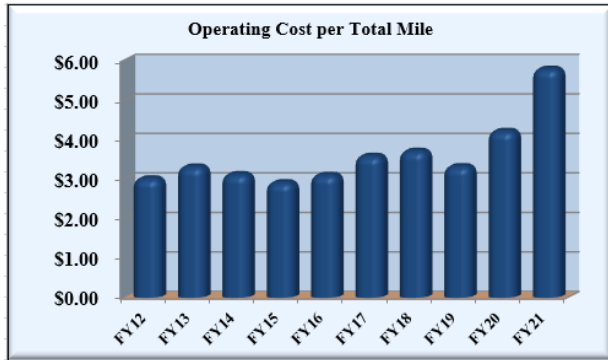


HILLSBOROUGH TRANSIT AUTHORITY TREND OF PARATRANSIT SERVICE FY2012 to FY2021					
	FY12	FY13	FY14	FY15	FY16
STATISTICS					
Total Miles	1,418,818	1,451,139	1,664,147	1,593,096	1,745,008
Revenue Miles	1,226,759	1,253,168	1,438,299	1,387,828	1,538,575
Total Hours	95,102	104,730	108,904	108,920	113,010
Revenue Hours	78,600	84,429	90,492	93,469	96,861
Vehicle Trips	113,912	124,442	134,488	141,198	167,318
Ridership	128,780	141,219	147,828	158,090	182,883
Positions	66.0	75.0	86.0	79.0	99.0
REVENUES					
Passenger Fares	\$392,903	\$530,893	\$562,749	\$545,456	\$604,772
Ad Valorem	\$2,700,582	\$3,028,287	\$3,355,816	\$2,815,417	\$3,293,064
Operating Grant Revenues	\$1,192,296	\$1,259,472	\$1,287,491	\$1,294,931	\$1,531,073
Other Revenues	\$314	\$368	\$179	\$252	\$321
Total Operating Revenues	\$4,286,095	\$4,819,020	\$5,206,235	\$4,656,056	\$5,429,230
EXPENSES					
Total Operating Expenses	\$4,286,095	\$4,819,020	\$5,206,235	\$4,656,056	\$5,429,230
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$3.02	\$3.32	\$3.13	\$2.92	\$3.11
Operating Cost per Revenue Mile	\$3.49	\$3.85	\$3.62	\$3.35	\$3.53
Ridership per Revenue Mile	0.10	0.11	0.10	0.11	0.12
Operating Cost per Rider	\$33.28	\$34.12	\$35.22	\$29.45	\$29.69
Average Fare per Rider	\$3.05	\$3.76	\$3.81	\$3.45	\$3.31
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	9.2%	11.0%	10.8%	11.7%	11.1%

HILLSBOROUGH TRANSIT AUTHORITY TREND OF PARATRANSIT SERVICE FY2017 to FY2021					
	FY17	FY18	FY19	FY20	FY21
STATISTICS					
Total Miles	1,972,566	2,016,025	2,402,235	1,836,848	1,599,966
Revenue Miles	1,741,816	1,790,463	2,155,760	1,629,486	1,363,101
Total Hours	141,802	116,736	138,070	108,036	120,912
Revenue Hours	123,641	98,390	120,621	93,127	100,864
Vehicle Trips	206,914	231,467	175,867	126,483	129,316
Ridership	220,922	248,133	279,278	208,715	147,186
Positions	88.0	93.0	91.0	121.0	95.0
REVENUES					
Passenger Fares	\$773,229	\$792,382	\$929,626	\$764,680	\$525,652
Ad Valorem	\$3,542,355	\$3,842,841	\$4,074,830	\$2,435,143	\$3,995,228
Operating Grant Revenues	\$2,768,455	\$2,861,444	\$2,992,853	\$4,555,374	\$4,751,039
Other Revenues	\$429	\$448	\$410	\$0	\$409
Total Operating Revenues	\$7,084,468	\$7,497,115	\$7,997,719	\$7,755,197	\$9,272,328
EXPENSES					
Total Operating Expenses	\$7,084,468	\$7,497,115	\$7,997,719	\$7,755,197	\$9,272,328
Operating Cost per Total Mile	\$3.59	\$3.72	\$3.33	\$4.22	\$5.80
Operating Cost per Revenue Mile	\$4.07	\$4.19	\$3.71	\$4.76	\$6.80
Ridership per Revenue Mile	0.13	0.14	0.13	0.13	0.11
Operating Cost per Rider	\$32.07	\$30.21	\$28.64	\$37.16	\$63.00
Average Fare per Rider	\$3.50	\$3.19	\$3.33	\$3.66	\$3.57
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	10.9%	10.6%	11.6%	9.9%	5.7%
Note :					
<i>Total paratransit operating expenses include those expenses directly attributable to paratransit service which include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses. It does not include operating expenses reimbursed by grants or depreciation. Ridership includes the Taxi Voucher Program.</i>					

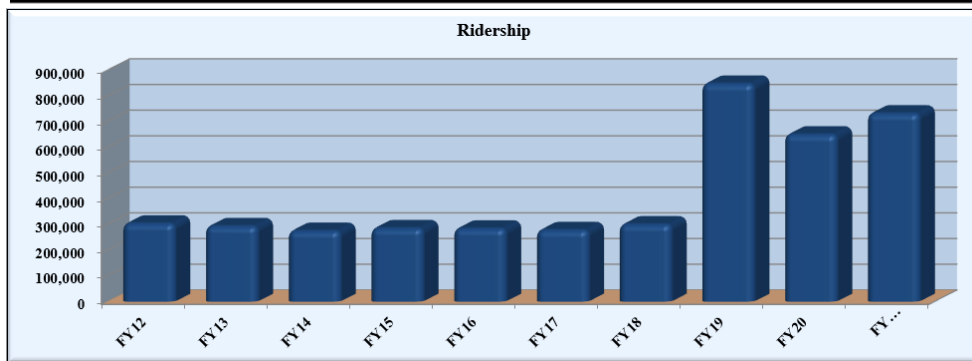


**HILLSBOROUGH TRANSIT AUTHORITY
TREND OF PARATRANSIT SERVICE
FISCAL YEARS 2012 to 2021**

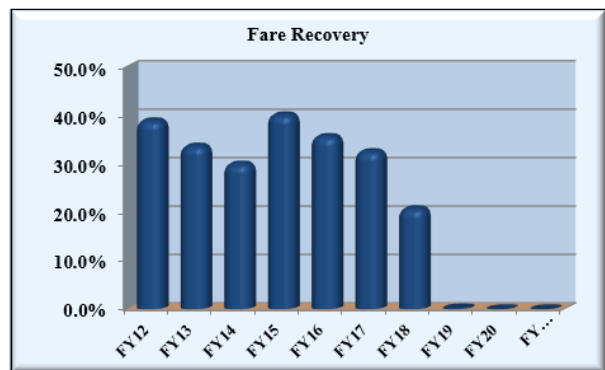
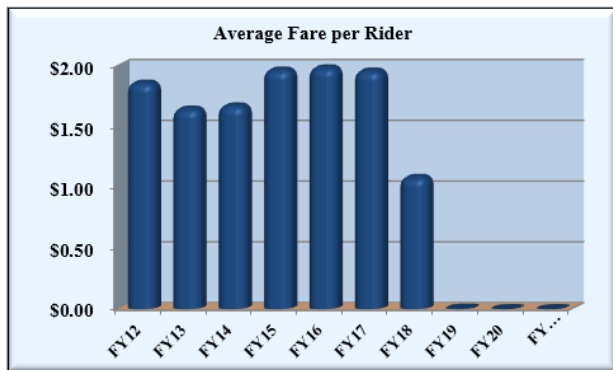
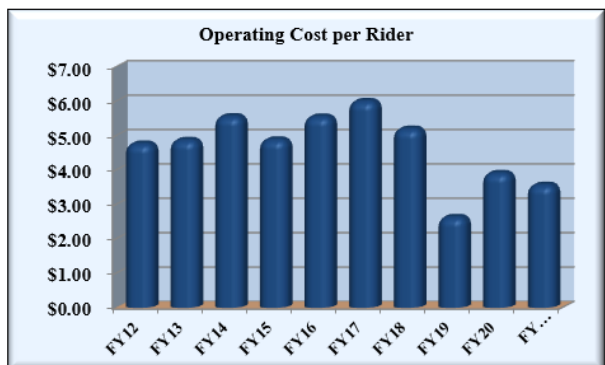
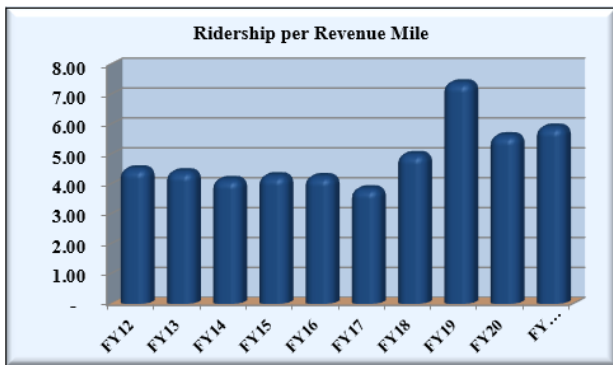
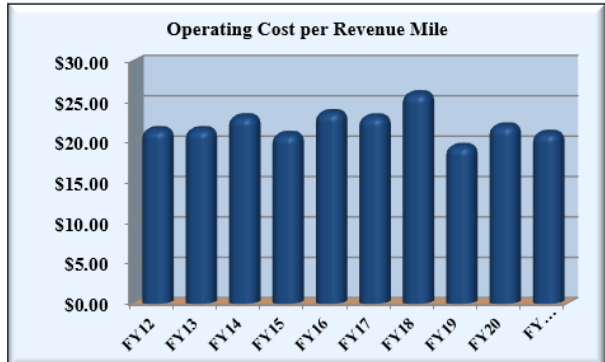
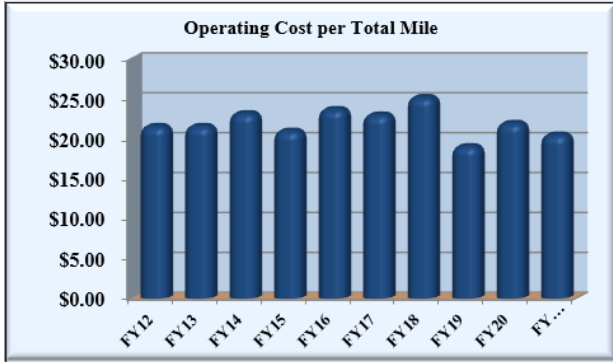


HILLSBOROUGH TRANSIT AUTHORITY TREND OF STREETCAR SERVICE FY2012 to FY2016					
	FY12	FY13	FY14	FY15	FY16
STATISTICS					
Total Miles	67,621	66,779	66,611	67,041	67,156
Revenue Miles	67,539	66,757	66,587	67,018	67,134
Total Hours	12,634	12,476	12,446	12,525	12,547
Revenue Hours	12,561	12,404	12,373	12,463	12,475
Vehicle Trips	26,733	26,400	26,334	26,504	26,921
Ridership	306,247	295,916	277,806	288,131	286,685
Positions	17.0	16.5	17.0	19.0	18.0
REVENUES					
Passenger Fares	\$570,134	\$487,588	\$465,012	\$567,297	\$569,765
Ad Valorem	\$0	\$0	\$0	\$0	\$0
Operating Grant Revenues	\$941,880	\$912,018	\$965,107	\$870,884	\$993,640
Other Revenues	\$24	\$27	\$51,363	\$11,587	-\$23,619
Total Operating Revenues	\$1,512,038	\$1,399,633	\$1,481,482	\$1,449,768	\$1,539,786
EXPENSES					
Total Operating Expenses	\$1,462,656	\$1,444,357	\$1,547,682	\$1,410,802	\$1,594,582
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$21.63	\$21.63	\$23.23	\$21.04	\$23.74
Operating Cost per Revenue Mile	\$21.64	\$21.64	\$23.24	\$21.05	\$23.75
Ridership per Revenue Mile	4.53	4.43	4.17	4.30	4.27
Operating Cost per Rider	\$4.78	\$4.88	\$5.57	\$4.90	\$5.56
Average Fare per Rider	\$1.86	\$1.65	\$1.67	\$1.97	\$1.99
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	39.0%	33.8%	30.0%	40.2%	35.7%

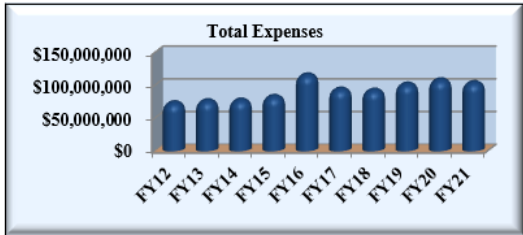
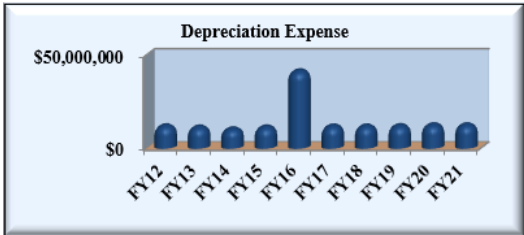
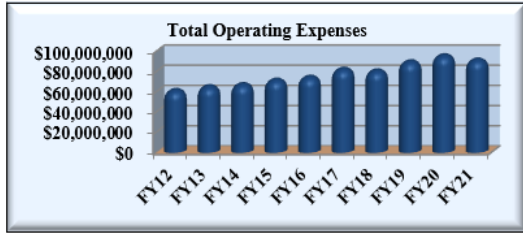
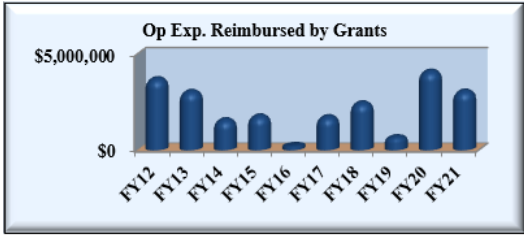
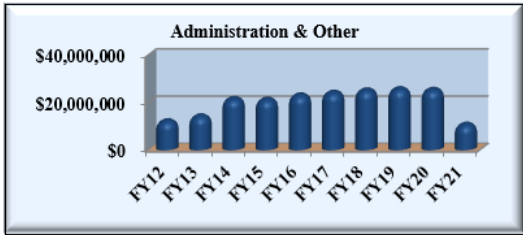
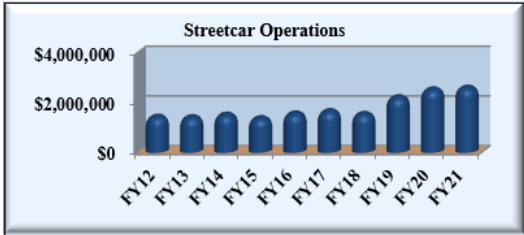
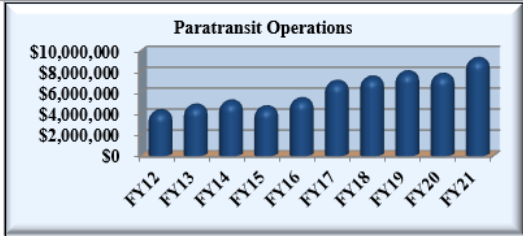
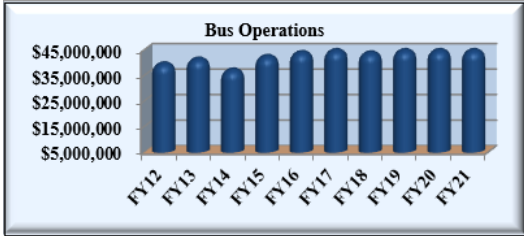
HILLSBOROUGH TRANSIT AUTHORITY TREND OF STREETCAR SERVICE FY2017 to FY2021					
	FY17	FY18	FY19	FY20	FY 2021
STATISTICS					
Total Miles	73,183	62,460	117,636	116,357	127,879
Revenue Miles	72,666	60,468	114,855	115,874	124,055
Total Hours	13,659	11,575	21,982	21,960	23,620
Revenue Hours	13,576	11,508	20,758	21,842	23,564
Vehicle Trips	28,760	24,984	43,539	44,424	48,862
Ridership	280,601	302,872	850,853	653,232	712,693
Positions	19.0	24.0	29.0	30.0	25.0
REVENUES					
Passenger Fares	\$550,298	\$329,016	\$5,841	\$0	\$0
Ad Valorem	\$0	\$0	\$0	\$0	\$0
Operating Grant Revenues	\$1,132,969	\$1,246,219	\$2,241,425	\$2,555,932	\$2,540,253
Other Revenues	\$18	\$115	\$81	-\$3,246	\$89,550
Total Operating Revenues	\$1,683,285	\$1,575,350	\$2,247,347	\$2,552,686	\$2,629,803
EXPENSES					
Total Operating Expenses	\$1,687,448	\$1,577,705	\$2,247,347	\$2,561,056	\$2,629,803
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$23.06	\$25.26	\$19.10	\$22.01	\$20.56
Operating Cost per Revenue Mile	\$23.22	\$26.09	\$19.57	\$22.10	\$21.20
Ridership per Revenue Mile	3.86	5.01	7.41	5.64	5.74
Operating Cost per Rider	\$6.01	\$5.21	\$2.64	\$3.92	\$3.69
Average Fare per Rider	\$1.96	\$1.09	\$0.01	\$0.00	\$0.00
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	32.6%	20.9%	0.3%	0.0%	0.0%
Note :					
<p><i>Total streetcar operating expenses include those expenses directly attributable to streetcar service which include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses. It does not include operating expenses reimbursed by grants or depreciation. Through a grant from Florida Department of Transportation, starting October 2018 free fares are now offered on the streetcar. While there is still a small amount of special event revenue taken in, this schedule shows the sharp drop in Passenger Fares while the ridership and other statistical data reflects a sharp increase.</i></p>					



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



**HILLSBOROUGH TRANSIT AUTHORITY
EXPENSES BY PROGRAM
FY2012 to FY2021**



SECTION IV
COMPLIANCE REPORTS

**Report of Independent Auditor on Internal Control over Financial Reporting and on
Compliance and Other Matters Based on an Audit of Financial Statements
Performed in Accordance with *Government Auditing Standards***

To the Board of Directors
Hillsborough Transit Authority
Tampa, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") as of and for the year ended September 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's financial statements, and have issued our report thereon dated May 2, 2022.

Internal Control over Financial Reporting

In planning and performing our audits of the financial statements, we considered the Authority's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did identify a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2021-001, that we consider to be a material weakness.

Compliance and Other Matters

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

The Authority's Response to Findings

The Authority's response to the finding identified in our audit is described in the accompanying schedule of findings and questioned costs. The Authority's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

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

Cherry Bekaert LLP

Tampa, Florida
May 2, 2022

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

To the Board of Directors
Hillsborough Transit Authority
Tampa, Florida

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

We have audited the Hillsborough Transit Authority's, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* and the requirements described in the Florida Department of Financial Services, *State Projects Compliance Supplement* that could have a direct and material effect on its major federal programs and state financial assistance projects for the year ended September 30, 2021. The Authority's major federal programs and state financial assistance projects are identified in the summary of the auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs and state financial assistance projects based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards ("Uniform Guidance"); and Chapter 10.550, Rules of the Auditor General. Those standards, the Uniform Guidance, and Chapter 10.550, Rules of the Auditor General, require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program or state financial assistance project occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our opinion on compliance for each major federal program and state financial assistance project. However, our audit does not provide a legal determination on the Authority's compliance.

Opinion on Each Major Federal Program and State Financial Assistance Project

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal programs and state financial assistance projects for the year ended September 30, 2021.

Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with requirements that could have a direct and material effect on each major federal program and state financial assistance project to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and state financial assistance project and to test and report on internal controls over compliance in accordance with the Uniform Guidance and Chapter 10.550, but not for the purpose of expressing our opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance and Chapter 10.550. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida
May 2, 2022

HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED SEPTEMBER 30, 2021

Part I – Summary of Auditor’s Results

Financial Statement Section

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified?

yes no

Significant deficiency(ies) identified not considered to be material weakness(es)?

yes none reported

Noncompliance material to financial statements noted

yes no

Federal Awards Programs and State Projects Section

Internal control over major programs:

Material weakness(es) identified?

yes no

Significant deficiency(ies) identified not considered to be material weakness(es)?

yes none reported

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

Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200 516(a) and Chapter 10.550

yes no

Identification of major federal programs and state projects:

Federal programs:

Assistance Listing Numbers	Name of Program or Cluster
20.500, 20.507, 20.525, 20.526	Federal Transit Cluster

State projects:

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

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)

YEAR ENDED SEPTEMBER 30, 2021

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

Dollar threshold used to determine Type A programs:

Federal programs	<u>\$ 1,287,414</u>
State projects	<u>\$ 750,000</u>

Auditee qualified as low-risk auditee for federal purposes?

 x yes no

Part II – Schedule of Financial Statement Findings

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

Finding 2021-001 Material Weakness in Internal Control over Financial Reporting

Criteria: The Authority’s finance department should have the necessary staff to properly record, reconcile and report all financial transactions in a timely manner.

Condition: During the year ended September 30, 2021 and subsequent to year end, the Authority had several changes in finance staff. This included 5 different Chief Financial Officers (4 total individuals served as Chief Financial Officer, 1 individual served at two separate times) and the vacancy of the Director of Financial Operations and the Director of Budgets & Grants positions. We experienced that the absence of finance staff put a strain on the current personnel to complete their responsibilities in an accurate and timely manner. For example, we noted that there was a significant increase in the time required to close the year-end books. During the fiscal year 2021 audit, the auditor discovered it was necessary for management to record several post-closing journal entries to various accounts in order to properly reflect transactions of the fiscal period.

- A post-closing entry was made to properly balance the financial statements. Finance staff was unable to determine the cause for the unbalance and thus, an entry was made to decrease inventory and decrease net position for approximately \$159,000. At September 30, 2021, inventory is understated by approximately \$159,000.
- Finance staff incorrectly posted the journal entry to adjust the net pension liability for the year ended September 30, 2021, resulting in an understatement of expenses and deferred inflow of resources – pension, and related net position in the amount of \$25,383,000. This error was corrected.
- After finance staff’s preparation of the Annual Comprehensive Financial Report the auditor discovered that the Schedule of Expenditure of Federal Awards and State Financial Assistance

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)

YEAR ENDED SEPTEMBER 30, 2021

- Projects (“SEFA”) did not reconcile to the basic financial statements. Finance staff then revised the SEFA to reflect an additional \$361,000 in federal expenditures that had not previously been reported.
- After finance staff’s reconciliation of the accounts receivable balances in the general ledger to the amounts recorded in the financial statements it was discovered that state grants accounts receivable and State operating assistance grants revenue are overstated for the year ended September 30, 2021, in the amount of approximately \$387,000

Cause: Insufficient staffing levels and/or increased responsibilities of the finance department’s personnel. Due to the level of staffing and increased responsibilities of the employees, formal closing procedures and reconciliations were not properly/timely prepared and reviewed.

Effect: Financial reports and related reconciliations were not prepared, reviewed, and recorded in a timely manner, which resulted in amounts not being accurately reported as noted above.

Recommendation: We recommend that the Authority assess the number of personnel needed by the finance department to accurately and timely complete its interim and year-end financial reporting. In the absence of proper staffing, management should reevaluate roles and responsibilities to ensure that staff can perform their duties and maintain a segregation of duties.

Management’s Response: We agree with the finding.

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

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

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

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

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

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

Summary of Prior Audit Findings

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



Hillsborough Transit Authority

1201 E. 7th Avenue • Tampa, Florida 33605
(813) 384-6600 • fax (813) 384-6284 • www.goHART.org

May 2, 2022

Cherry Bekaert LLP
401 East Jackson Street, Suite 1200
Tampa, Florida 33629

Below is the correction action plan for Finding 2021-001 identified during the audit for the Fiscal Year ended September 30, 2021.

**HILLSBOROUGH TRANSIT AUTHORITY
CORRECTIVE ACTION PLAN
For the Year Ended September 30, 2021**

Finding 2021-001: Material Weakness in Internal Control over Financial Reporting

Name of Contact Person: Loretta Kirk, Chief Financial Officer

Corrective Action:

Management concurs with the finding. HART has filled several positions and is aggressively recruiting to fill the vacant positions in the Financial Operations department. The positions of Chief Financial Officer, Accountant, Manager of Accounting and Sr. Budget & Grants Analyst have been filled since the year ended September 30, 2021. We are currently recruiting for the positions of Director of Financial Operations, Finance and Treasury Specialist, Director of Budget and Grants and Accountant.

Updated procedures for properly recording transactions, completing monthly and annual closings, and reconciliation of accounts are currently being developed.

Proposed Completion Date: July 31, 2022

Sincerely,

A handwritten signature in black ink that reads "Loretta Kirk". The signature is fluid and cursive.

Loretta Kirk
Chief Financial Officer

Independent Auditor's Management Letter

To the Board of Directors
Hillsborough Transit Authority
Tampa, Florida

Report on the Financial Statements

We have audited the financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority"), as of and for the year ended September 30, 2021, and have issued our report thereon dated May 2, 2022.

Auditor's Responsibility

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"); and Chapter 10.550, Rules of the Auditor General.

Other Reporting Requirements

We have issued our Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Report of Independent Auditor on Compliance for Each Major Federal Program and State Financial Assistance Project and on Internal Control over Compliance Required by the Uniform Guidance and Chapter 10.550, Rules of the Auditor General; Schedule of Findings and Questioned Costs; and Report of Independent Accountant on Compliance with Local Government Investment Policies, regarding compliance in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated May 2, 2022, should be considered in conjunction with this management letter.

Prior Audit Findings

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

Official Title and Legal Authority

Section 10.554(1)(i)4., Rules of the Auditor General, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. The Authority was established pursuant to the constitution and laws of Florida, particularly Chapter 91-368, Laws of Florida, as amended, revising and consolidating Chapter 31263, Special Laws of Florida, 1955. There were no component units related to the Authority.

Financial Condition and Management

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

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

Section 10.554(1)(i)2., Rules of the Auditor General, requires that we communicate any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

Specific Information

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)6, Rules of the Auditor General, the (name of district) reported:

Specific Information

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)6, Rules of the Auditor General, the Authority reported (unaudited):

- a. The total number of district employees compensated in the last pay period of the district's fiscal year as 699.
- b. The total number of independent contractors to whom nonemployee compensation was paid in the last month of the district's fiscal year as none.
- c. All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency as \$39,033,830.
- d. All compensation earned by or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency as \$49,868.
- e. Each construction project with a total cost of at least \$65,000 approved by the district that is scheduled to begin on or after October 1 of the fiscal year being reported, together with the total expenditures for such project as follows:
 - a. VC00000850, Orange Grove Dr Bus Bay & ADA Shelter & Landing Pads: \$71,539.
 - b. VC00000863, Orient Rd @ Fairgrounds Bus Bay: \$129,363.
 - c. VC00000866, BTI 22nd St. @ Hillsborough Ave.: \$69,850.
 - d. VC00000880, SR 60 @ Strawberry Ridge: \$127,555.
 - e. VC00000897, UATC ADA Sidewalk Improvements: \$0

f. A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported if the district amends a final adopted budget under Section 189.016(6), Florida Statutes, as \$0.

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)7, Rules of the Auditor General, the Authority.

- g. The mileage rate or rates imposed by the district as 0.5.
- h. The total amount of ad valorem taxes collected by or on behalf of the district as \$53,143,421.
- i. The total amount of outstanding bonds issued by the district and the terms of such bonds as none.

Additional Matters

Section 10.554(1)(i)3., Rules of the Auditor General, requires us to communicate noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but warrants the attention of those charged with governance. In connection with our audit, we did not have any such findings.

Purpose of this Letter

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

Cherry Bekkert LLP

Tampa, Florida
May 2, 2022

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

To the Board of Directors
Hillsborough Transit Authority
Tampa, Florida

We have examined the Hillsborough Transit Authority's, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") compliance with the local government investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2021. Management of the Authority is responsible for the Authority's compliance with the specified requirements. Our responsibility is to express an opinion on the Authority's compliance with the specified requirements based on our examination.

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

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

In our opinion, the Authority complied, in all material respects, with the local investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2021.

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

Cherry Bekaert LLP

Tampa, Florida
May 2, 2022

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