

Tampa-Hillsborough County Expressway Authority

Board Meeting Packet

January 31, 2022



**Meeting of the Board of Directors
January 31, 2022 - 1:30 p.m.**

**THEA Headquarters
1104 E. Twiggs Street
First Floor Board Room
Tampa, FL 33602**

For any person who wishes to address the Board, a sign-up sheet is provided at the Board Room entrance. Presentations are limited to three (3) minutes. When addressing the Board, please state your name and address and speak clearly into the microphone. If distributing backup materials, please furnish 10 copies for the Authority Board Members and staff. Any person who decides to appeal any decisions of the Authority with respect to any matter considered at its meeting or public hearing will need a record of the proceedings and, for such purpose, may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based.

- I. Call to Order, Pledge of Allegiance, and Invocation**
- II. Public Input/ Public Presentations**
 - A. Presentation – Certificate of Appreciation to Mr. Jeff Lucas**
- III. Consent Agenda**
 - A. Approval of the Minutes from the December 3, 2021, Executive Director Recruitment Committee and the December 13, 2021, Board of Directors Meeting**
 - B. Video Wall Replacement Support** – GEC Support to provide engineering and administrative assistance to THEA staff in the development, advertisement, procurement, and construction of the Video Wall Replacement project - HNTB - \$96,000
- IV. Discussion/Action Items**
 - A. Planning & Innovation – John Weatherford, Chairman – *Bob Frey, Staff***
 - 1. Economic Impacts of the Selmon System**
 - B. Operations & Maintenance – Bennett Barrow, Chairman – *Brian Pickard, Staff***

1. Approval of Shortlist Recommendation for Intelligent Transportation Systems (ITS) Fiber Data Collection and Characterization – Brian Pickard, Staff

Purpose: To procure design-build services to deliver ITS Fiber Data Collection and Characterization. The scope includes reviewing existing inventory files and as-built plans, setting up a data collection application, geolocating the fiber optic network with all connected technologies, and setting up an information housing database.

Funding: Capital Budget

Actions: Requests the Board:

- a) Approve the recommendation of the Evaluation Committee to shortlist Letters of Interest from the two (2) submittals for this project to the next phase of procurement. The submittals were from:

Firms
Precision Contracting Services
TransCore

2. Janitorial Services Contract –Brian Pickard, Staff

Purpose: To procure a firm to provide janitorial services for the Authority’s Transportation Management Center (TMC).

Funding: Operating Budget

Actions: Request the Board:

- a) Approve the selection of the Evaluation Committee’s highest ranked firm.

Rank	Firms	Total Score
1	Millennium Floor Care	265
2	36T Cleaning	263
3	High Sources	262

- b) Authorize and direct staff to negotiate and execute a contract with the highest ranked firm. If negotiations are unsuccessful, staff shall negotiate with the next highest ranked firm. Contract is subject to review and approval of THEA General Counsel.

3. South Selmon Capacity Enhancement Overview and Task Order Request
– *Brian Pickard, Staff*

Purpose: To utilize GEC (HNTB) in assisting staff with developing the Concept Plans, Request for Proposals, procure the Design/Build Contractor and procure the CEI Team for the South Selmon Capacity Project.

Funding: Capital Budget - \$897,000

Action: Request the Board authorize the Executive Director to execute a Task Order with HNTB for helping to procure a Contractor and CEI and to assist in overseeing the design and construction of the South Selmon Capacity Project Himes to East of Hillsborough River.

C. Finance & Budget – Commissioner Hagan, Chair – Jeff Seward, Staff

1. Audit Presentation by Rivero, Gordimer & Company

D. General Counsel – Amy Lettelleir, Esquire

1. Approval of Tampa-Hillsborough County Expressway Authority (THEA)/Hillsborough County Tax Collector (HCTC) Interlocal Agreement

Purpose: To allow customers to pay THEA Tolls to the Hillsborough County Tax Collector for the release of registration holds and providing the procedures for remittance and reporting between the parties.

Action: Authorize THEA's Chairman to execute attached Interlocal Agreement (ILA).

V. Staff Reports

- A. Planning & Innovation – *Bob Frey*
- B. Operations & Maintenance – *Brian Pickard*
- C. Finance Update – *Jeff Seward*
- D. Toll Operations – *Emma Antolinez*
- E. Communications – *Sue Chrzan*

VI. Executive Reports

A. General Counsel – *Amy Lettelleir*

1. Legislative Update

B. Executive Director – *Joe Waggoner*

1. Contract Closeout Report

C. Chairman – *Vincent Cassidy*

1. Upcoming Meetings

- Committee Meeting – February 7, 2022
- Board Meeting – February 21, 2022

VII. Old Business

IX. New Business

X. Adjournment

III. A.
CONSENT AGENDA

**Approval of the December 3, 2021, Executive Director Recruitment Committee Meeting
and the December 13, 2021, Board of Directors Meeting**

Tampa-Hillsborough County Expressway Authority
Minutes of December 3, 2021, Executive Recruitment Committee
THEA Headquarters
1104 E. Twiggs Street, 33601

The Tampa-Hillsborough County Expressway Authority Executive Search Committee met in a public meeting December 3, 2021, at 3:30 p.m. to discuss and rank candidates for the Executive Director position. The following were present:

BOARD:

Vince Cassidy, Chairman
Bennett Barrow, Vice Chairman
Daniel Alvarez, Secretary
John Weatherford, Member
FDOT D-7 Secretary David Gwynn

STAFF:

Amy Lettelleir
Sue Chrzan
Jeff Seward
Charlene Ponce
Joe Waggoner
Brian Pickard
Chaketa Mister

Judith Villegas
Shari Callahan
Elizabeth Dittman
Brian Ramirez

OTHERS:

Stephen Reich, TPC, LLC

I. CALL TO ORDER

The Chairman called the meeting to order at 3:31 pm.

Chairman Cassidy Announced the candidates in order of Committee rankings:

- Mr. Slater
- Mr. Memory
- Mr. Thorpe

Mr. Alvarez moved to send the rankings to the full Board, seconded by Mr. Barrow.

Chairman Cassidy asked for discussion. Hearing none, he called for a vote.

The motion carried unanimously.

The Chairman then discussed a motion to recommend to the Board that the position be offered to Mr. Slater, with the caveat that if negotiations are unsuccessful the position will be offered to Mr. Memory.

Mr. Barrow so moved seconded by Mr. Gwynn.

There was a brief discussion about the motion and whether the committee was in agreement about limiting it to the top two candidates. It was the consensus of the committee to keep its recommendation to the board as stated in the motion.

The Chairman called for a vote. **The motion to carried unanimously.**

Mr. Alvarez asked about timing and whether the board could give the Chairman authority to negotiate and sign a contract.

The Chairman noted that the recommendations will go to the Board on December 13, and once approved, negotiations will begin.

Mr. Alvarez clarified his question about timing and whether the Board would have to wait until the January Board meeting to get a negotiated contract approved.

Ms. Lettelleir confirmed that on December 13, the Board will be presented with the Committee's recommendations and at the January meeting the Board will be presented with a negotiated contract for consideration.

Secretary Gwynn asked about the possibility of the Board giving the Chairman the authority to negotiate and sign a contract to avoid having to go back to the Board, thereby delaying the process.

Ms. Lettelleir pointed out that between today and the meeting on December 13, there would be no negotiating whatsoever. The full Board will make the decision on what negotiating parameters to set for the Chairman during its December 13 meeting.

There was a brief discussion about timing and potentially holding a special meeting if necessary. Ms. Lettelleir noted that the full Board could give the Chairman the power to also execute the contract.

The consensus among committee members was to have a discussion with the full board to set parameters for the Chairman to negotiate and execute a contract.

With no further discussion, the Chairman thanked everyone for their time and asked for a motion to adjourn.

Mr. Alvarez moved to adjourn, seconded by Mr. Barrow. The motion carried unanimously.

The meeting adjourned at 3:42.

APPROVED: _____
Chairman: Vincent J. Cassidy

ATTEST: _____
Vice-Chair: Bennett Barrow

DATED THIS 31st DAY OF January 2022

DRAFT

Tampa-Hillsborough County Expressway Authority
Minutes of the December 13, 2021, Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on December 13, 2021, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Vincent Cassidy Chairman
Daniel Alvarez, Secretary
John Weatherford, Member
FDOT D-7 Secretary David Gwynn,
Member

Bennett Barrow, Vice Chairman
Mayor Jane Castor, Member
Commissioner Ken Hagan, Member

STAFF:

Joe Waggoner
Amy Lettelleir
Sue Chrzan
Brian Pickard
Jeff Seward
Rafael Hernandez
Charlene Ponce
Max Artman
Julie Aure

Shari Callahan
Man Le
Chaketa Mister
Emma Antolinez
Krystina Steffen
Judith Villegas
Gary Holland
Elizabeth Dittmann

OTHERS:

Brent Wilder, PFM
Rick Patterson, Raymond James
Matthew Sansbury, RBC
Necole Villegas, Atkins
Jim Drapp, HNTB

Tom Knuckey, Atkins
Gustavo Llanos, BCC Engineering
Omari Hand, BCC Engineering
Sally Dee, Playbook PR
Doug Draper, Bank of America Securities

I. Call to Order and Pledge of Allegiance

Chairman Cassidy called the meeting to order at 1:30 pm, followed by the Pledge of Allegiance and invocation.

II. Public Input/ Public Presentations

There were no public presentations.

III. Consent Agenda

The Chairman continued with the Consent Agenda and approvals.

A. Approval of the Minutes from the November 15, 2021, Board of Directors Meeting

B. Board Member Travel

C. Task Order for Ferrovial to acquire and install directional signs at 78th Street on ramps from State Road 60.

D. Increase in funding to Atkins contract for CEI services for aesthetic lighting of Selmon Expressway Reversible Lanes

E. Increase in funding to Highway Safety Devices on the aesthetic lighting REL construction project.

The Chairman asked for a motion to approve the consent items. Daniel Alvarez moved approval, seconded by Bennett Barrow. The motion carried unanimously.

IV. Discussion/Action Items

A. Operations & Maintenance – Bennett Barrow, Chairman – Brian Pickard, Staff

1. South Selmon Capacity Contamination Assessment for Soils and Bridges

Mr. Brian Pickard presented an item for the South Selmon capacity contamination assessment for soils and bridges to procure the services of a consultant, expert in Level II contamination assessment of soils and bridges, in preparation of developing the RFP for the upcoming South Selmon Capacity design/build project from Himes Ave. to Whiting St.

The funding will come from the capital budget. The request is for board approval to authorize the Executive Director to sign a contract with APTIM Environmental & Infrastructure for a not-to-exceed amount of \$197,000 utilizing established rates in the contract to determine actual final costs. Contract execution is subject to final review and approval of THEA General Counsel.

The Chairman asked for a motion to approve. Bennett Barrow moved approval, seconded by Daniel Alvarez. The motion carried unanimously.

2. Design Consultant for Railroad Track Removal from North of Cumberland to North of Twiggs

Mr. Pickard then presented an item to procure the services of a design consultant to develop plans and specifications for a future construction contract to remove existing CSX railroad primary, side and/or spur tracks

within THEA right-of-way that services the Ardent Mills facility in downtown Tampa.

Funding will come from the capital budget, and the request is for the Board to authorize the Executive Director to sign a purchase order with Kisinger Campo & Associates for \$398,700 to provide design services for CSX railroad track removal from Cumberland to north of Twiggs in THEA ROW.

The Chairman asked for a motion to approve. Daniel Alvarez moved approval, seconded by Bennett Barrow. The motion carried unanimously.

3. Design Consultant to Evaluate Pavement and Develop Contract Documents to Remediate Pavement Issues Between Maydell and East of 78th Street Ramps

Mr. Pickard presented an item to procure services of a design consultant to investigate pavement issues and develop plans and specifications to resolve pavement issues on the local THEA Expressway lanes in both directions from South Maydell Drive to east of 78th Street ramps.

Funding will come from the capital budget, and the request is for Board action to authorize the Executive Director to sign a task order with Kisinger Campo & Associates for \$210,420 to investigate pavement issues and develop contract documents for procurement of a contractor to complete identified repairs to the Expressway local lanes.

The Chairman asked for a motion to approve. Daniel Alvarez moved approval, seconded by Bennett Barrow. The motion carried unanimously.

V. Chairman – Vincent Cassidy

1. Executive Director Recruitment Timeline Update – Amy Lettelleir, General Counsel

Ms. Lettelleir reported that the Executive Director Recruitment Committee selected three candidates to interview. The interviews occurred on December 3, 2021, followed by a committee meeting at 3:30 pm in the THEA Boardroom. Committee members ranked all three candidates, with the following results, in order:

Mr. Slater
Mr. Memory
Mr. Thorpe

The Chairman asked for a motion to approve the committee ranking. Daniel Alvarez moved approval, seconded by Bennett Barrow. The motion carried unanimously.

Ms. Lettelleir continued with the committee recommendation to make an offer to Mr. Slater and to negotiate a contract, and if those negotiations fail, we make an offer to and negotiate with Mr. Memory.

The Chairman called for a motion to approve the Committee Recommendation. Daniel Alvarez moved approval, seconded by Bennett Barrow. The motion carried unanimously.

Finally, Ms. Lettelleir presented a staff recommendation to authorize the Chairman, through General Counsel, to negotiate and execute a contract with Mr. Slater within the following parameters:

- The salary as advertised
- Benefits as advertised
- Car allowance not to exceed \$10,000 annually
- Relocation expenses, inclusive of moving expenses and short-term housing, not to exceed a net of \$50,000

The Chairman called for a motion to approve staff's recommendation. Daniel Alvarez moved approval, seconded by Bennett Barrow.

Mr. Alvarez asked if this is the right time to discuss how quickly the negotiations can occur. Ms. Lettelleir noted that the hope is to get a term sheet out once the Board has made the approval and negotiate a contract with a start date of February 1, 2022. Mr. Alvarez asked for confirmation that the item would not have to come back to the Board. Ms. Lettelleir replied in the affirmative that the Board does not need to reconvene if negotiations occur within the parameters set forth in the motion.

Mr. Weatherford requested an explanation on the net \$50,000 discussed earlier. Ms. Lettelleir clarified that this is a not-to-exceed amount. She added that moving expenses are no longer tax deductible so we will gross up for the expense.

Mr. Alvarez asked for clarification on next steps if Mr. Slater declines or wants to negotiate beyond the set parameters. The Chairman explained that should Mr. Slater decline, the Board would go to Mr. Memory with a similar package. We would not come back to the Board for a different package. He further explained that if Mr. Slater wants something outside the parameters set forth today, the Chairman would call a special board meeting to bring that request to the Board for discussion.

The Chairman called for a vote. The motion carried unanimously.

VI. Executive Reports

A. Executive Director – Joe Waggoner

1. Contract Renewal and Expiration Report

Mr. Waggoner reported on two contract renewals. The first is with A-Stellar Property Maintenance & Landscaping for maintenance and landscaping services for THEA facilities, including headquarters. This is the first of two one-year renewals. The second is for Ferrovia Services for asset maintenance services for the Lee Roy Selmon Expressway. This is also the first of two one-year renewals. He also reported on a contract expiration with Techstaff, who provides technical programming and management services for toll operations. That contract expired and services will be solicited through a competitive bid.

Mr. Waggoner also clarified his comments from the last meeting relative to the MacDill Discount Program and a question from a board member about the cost of the discount program, to which he responded \$1M. He clarified that that number includes the cost for developing the program plus the revenue discount/cost. That includes about \$600,000-\$650,000 annual cost if we had a fully loaded program. He noted MacDill AFB is still not fully up and running since COVID. Add to that another \$280,000+ for design and implement of the program for the \$1M. Design and implementation are complete, so the ongoing annual cost to the agency will be in the \$600,000 - \$700,000 range once MacDill is fully open.

He also announced that Mr. Rafael Hernandez will be leaving THEA. He has been with the agency for 9 years. He and his team have created and are operating a first-class tolling system for THEA and its customers. On behalf of THEA, he extended his appreciation to Mr. Hernandez.

B. General Counsel – *Amy Lettelleir*

No report.

C. Chairman – *Vincent Cassidy*

1. Upcoming Meetings

- Board Workshop – January 18, 2022
- Board Meeting – January 31, 2022

VII. Old Business

No old business

VIII. New Business

The Chairman moved that the Board have Joe Waggoner stay on staff for an additional two months to facilitate an orderly leadership transition. The cost is about \$56K, seconded by John Weatherford.

The motion carried unanimously.

IX. Adjournment

With no further discussion, the meeting adjourned at 1:44 pm.

APPROVED: _____ **ATTEST:** _____
Chairman: Vincent J. Cassidy **Vice-Chair: Bennett Barrow**

DATED THIS 31st DAY OF JANUARY 2022.

III. B.
CONSENT AGENDA

Approval of request for Video Wall Replacement GEC Support - HNTB

HNTB PR 202200XX
HI-0XXX D-XX
Video Wall Replacement Support
Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative assistance to THEA staff in the development, advertisement, procurement and construction of the Video Wall Replacement project. This task work order is scheduled for services from 2/1/22-6/30/2022.

Scope

Provide GEC Support as required to assist THEA Staff on the Video Wall Replacement project. Anticipated work includes providing engineering, administrative, procurement and construction assistance for advertising and construction services. GEC will also provide PM and oversight services for construction activities on the project.

SUMMARY FEE SHEET																				
ATTACHMENT "A"																				
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority		HNTB PR 202200XX																		
GEC CONTRACT NO. HNTB PR 202200XX		Video Wall Replacement Support																		
HI-0XXX D-XX		2/2/22-6/30/22																		
PRIME CONSULTANT: HNTB Corporation																				
ACTIVITY	Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner/GIS		Engineer/Planner/ Construction Support		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate	
	Man Hours	Hourly Rate \$ 143.20	Man Hours	Hourly Rate \$ 136.24	Man Hours	Hourly Rate \$ 94.72	Man Hours	Hourly Rate \$ 72.80	Man Hours	Hourly Rate \$ 53.60	Man Hours	Hourly Rate \$ 44.08	Man Hours	Hourly Rate \$ 39.04	Man Hours	Hourly Rate \$ 25.36	Manhours By Activity	Salary Cost By Activity		
Scope and RFP Development		\$0.00	20	\$2,724.80	58	\$5,493.76	56	\$4,076.80		\$0.00		\$0.00		\$0.00	5	\$126.80	139	\$12,422.16	\$89.37	
Advertisement and Procurement		\$0.00	16	\$2,179.84	40	\$3,788.80	40	\$2,912.00		\$0.00		\$0.00		\$0.00	6	\$152.16	102	\$9,032.80	\$88.56	
Construction PM & Oversight		\$0.00	32	\$4,359.68	48	\$4,546.56	48	\$3,494.40		\$0.00		\$0.00		\$0.00	6	\$152.16	134	\$12,552.80	\$93.68	
Total Man Hours	Total Salary [(MxHxHR)]	0	\$0.00	68	\$9,264.32	146	\$13,829.12	144	\$10,483.20	0	\$0.00	0	\$0.00	0	\$0.00	17	\$431.12	375	\$ 34,007.76	\$90.69
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$34,007.76		
Cost Elements & Additives																				
(a) 2.78 Multiplier																		\$94,541.57		
Direct Expenses	4.37%	\$ 1,486.14	SUBTOTAL (Cost Elements applied to Basic Activities Fee):															\$94,541.57		
(d) Direct Reimbursables																		\$1,486.14		
Total Project Cost:																		\$96,027.71		
Maximum Limiting Amount:																		\$96,000.00		

IV. A. 1.

DISCUSSION/ACTION ITEMS

Planning and Innovation: Economic Impacts of the Selmon System - Presentation

The Economic Contribution of THEA to Hillsborough County's Economy – 2022 Update

Board Meeting
January 31, 2022



Findings

- **Economic Impact**

- \$1.6 billion in local and state gross domestic product
- 15,000 jobs in high impact industry sectors

- **Increased business growth**

- 13 percent higher growth in number of establishments
- Faster growth in local employment

- **Increased property values**

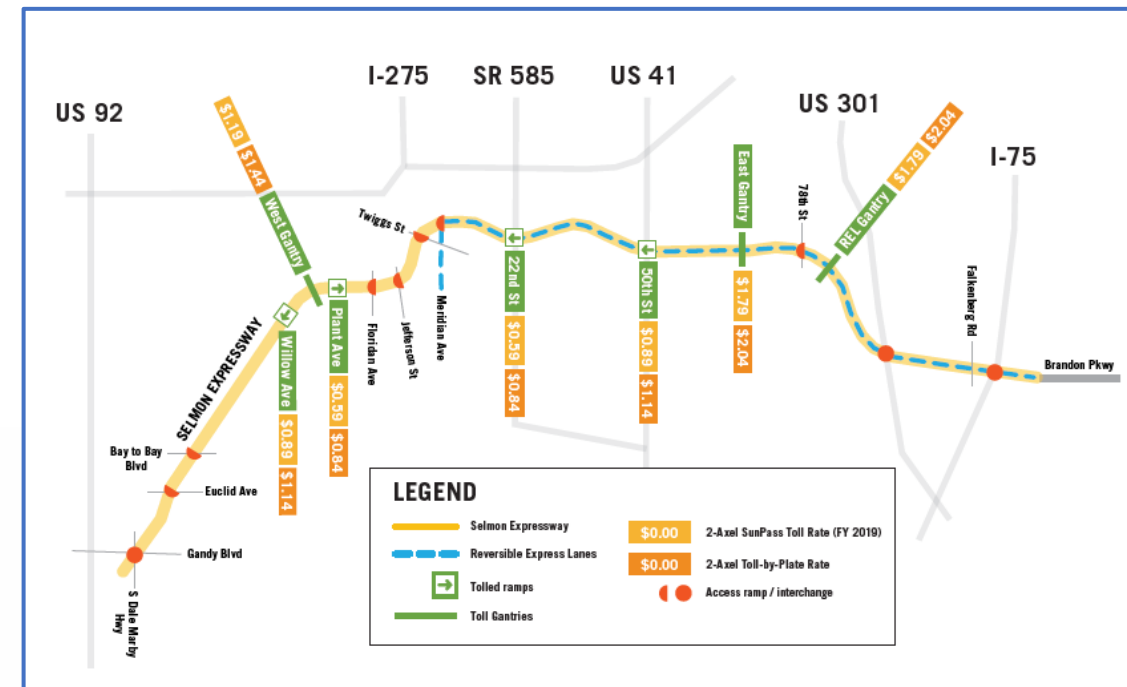
- 20 percent higher growth in residential property values
- 9 percent higher growth in commercial property values
- \$48 million in added property tax revenues

- **Substantial annual travel benefits**

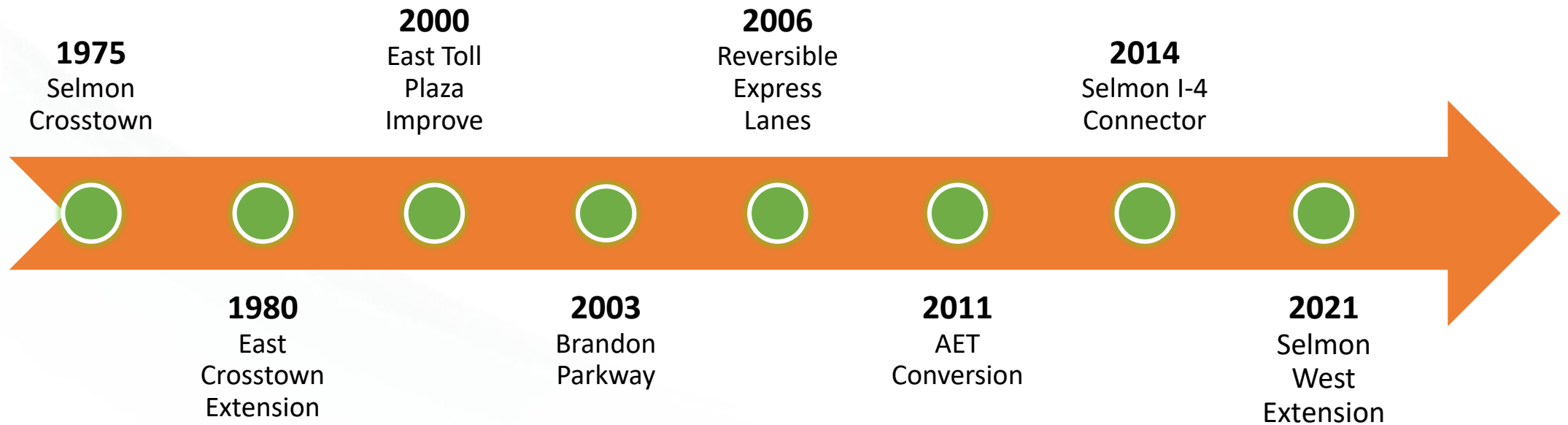
- \$1.5 billion in travel time savings
- \$26.3 million in out-of-pocket cost savings per household
- \$37 million in accident costs savings
- \$8 million in reduced environmental impact (reduced CO₂ tailpipe emissions)
- Benefits extend to all travelers in Hillsborough County

Study Objective

- To estimate the economic contribution of THEA's operations
- Economic impact of capital infrastructure, operations and maintenance
- Impact on local business growth
- Urban mobility benefits
- Impact on land use

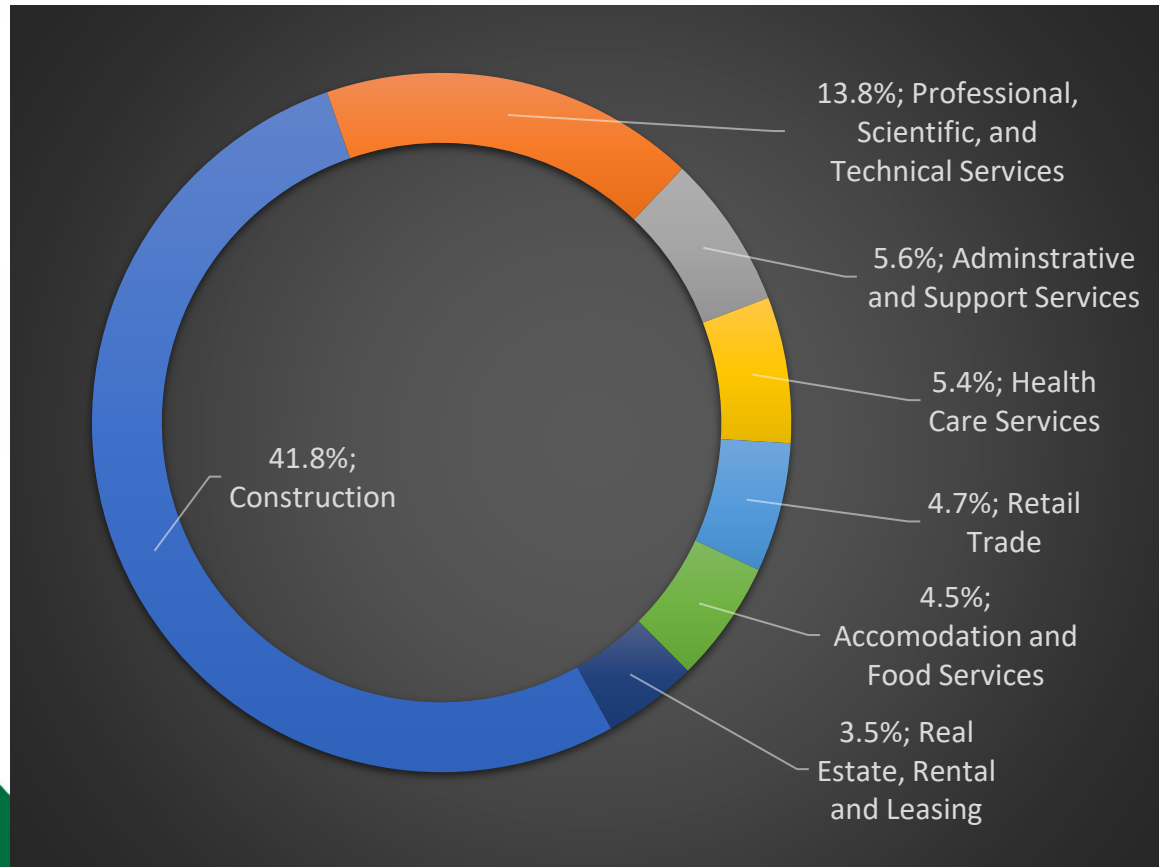


Strategic Capital Infrastructure Investments



About \$1.7 billion in infrastructure spending

Economic Impact of Capital and Operating and Maintenance Expenditures



Impact Category				
Impact Type	Employment	Labor Income (\$, million)	Value Added (\$, million)	Output (\$, million)
Direct	7,481	453	852	1,543
Indirect	3,505	220	388	739
Induced	4,008	199	364	622
Total	14,993	872	1,605	2,904

Top Ten Industry Sectors	Employment
Construction	6178
Professional, Scientific, and Technical Services	2,037
Administrative Support Services	834
Health Care Services	791
Retail Trade	701
Accommodation and Food Services	661
Real Estate, Rental and Leasing	512
All Other Sectors	1829

Urban Mobility Benefits

Key Measures:

- Annually Recurring User Benefits
 - ✓ Travel time savings
 - ✓ Health & Safety
 - ✓ Pollution reduction
 - ✓ Fuel Use
 - ✓ Vehicle Operating Costs
- Economic Impact of Household Savings

Build vs. No Build Travel Demand Analysis
Traffic Engineer TBRPM runs (2045)

Changes by facility type in:
- Vehicle Hour of Travel (VHT)
- Vehicle Miles of Travel (VMT)

Direct User Benefits
Quantification and Monetization

\$\$

Mobility Benefits (Recurring – Annual)

	Without Selmon	With Selmon	Change	Change (%)
Travel Changes				
Vehicle miles of travel (million)	18,478	18,822	344.2	1.9%
Vehicle hours of travel (million)	909.3	833.1	-76.3	-8.4%
Crashes	41,629	41,154	-475	-1.1%
Injuries	14,979	14,817	-162	-1.1%
Fatalities	240	238	-2	-0.7%
Excess Fuel Consumption (gallons, million)				
Private Vehicles	1,103	1,091	-12.2	-1.1%
Commercial Vehicles	221.5	216.5	-5.0	-2.3%
Emissions (metric tons, thousand)				
Carbon Dioxide Equivalent (CO2)	12,056	11,896	-159.8	-1.3%

Source: CUTR calculations based on THEA's traffic engineer forecasts

All figures represent yearly averages at 2045 conditions

Annual User Benefits (\$,Million)

Travel Time

To Households 1,526.6

To Businesses 218.3

Fuel and Operating

To Households 26.3

To Businesses 13.2

Accidents 36.9

Emissions 8.3

Total 1,829.6

Average Time Savings (minutes)

Less than 4.9

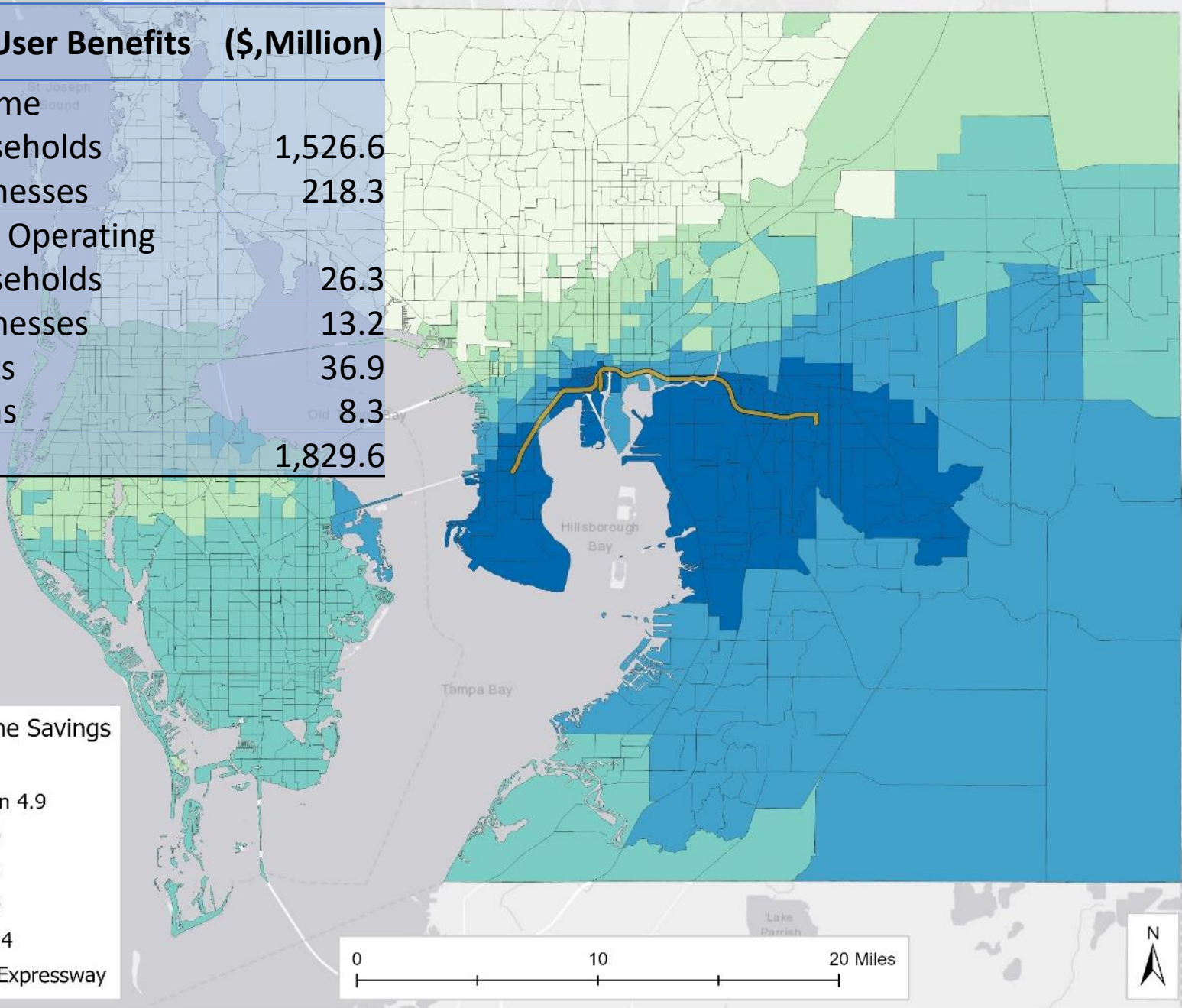
4.9 - 5.9

5.9 - 7.3

7.3 - 9.9

9.9 - 14.4

Selmon Expressway



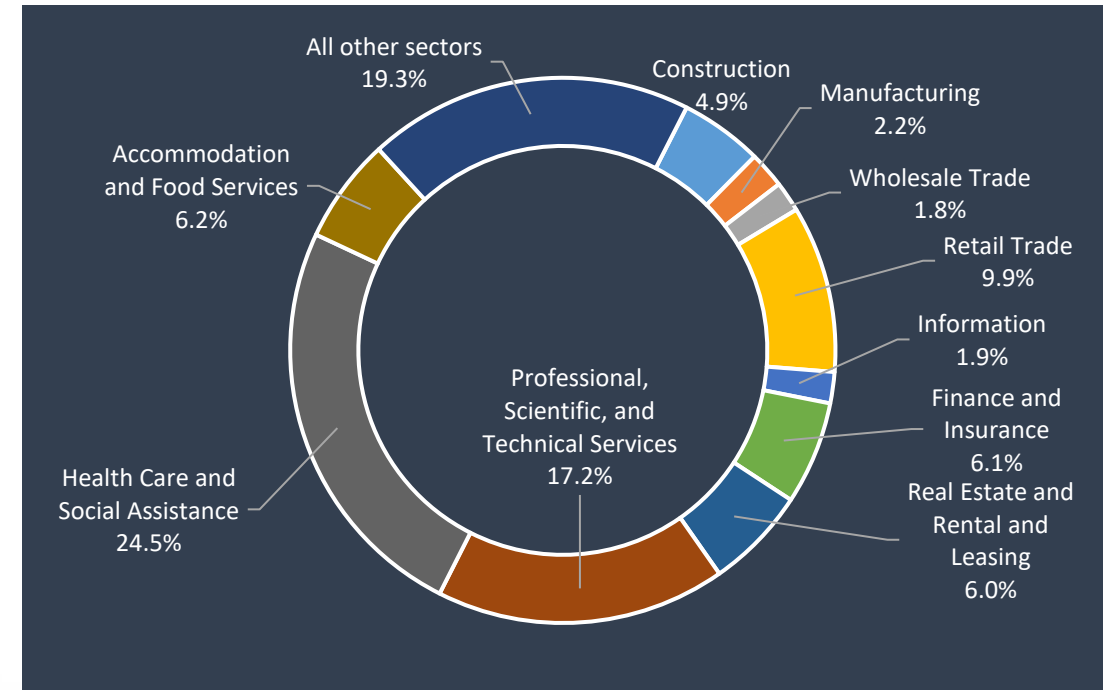
Impact on Business Activity

- THEA strategic investments resulted in increased accessibility to businesses and residents located within one mile of the system.
- The analysis estimated the impact of these accessibility improvements on the growth in the number of business establishments and business employment levels.

Trends in Business Activity

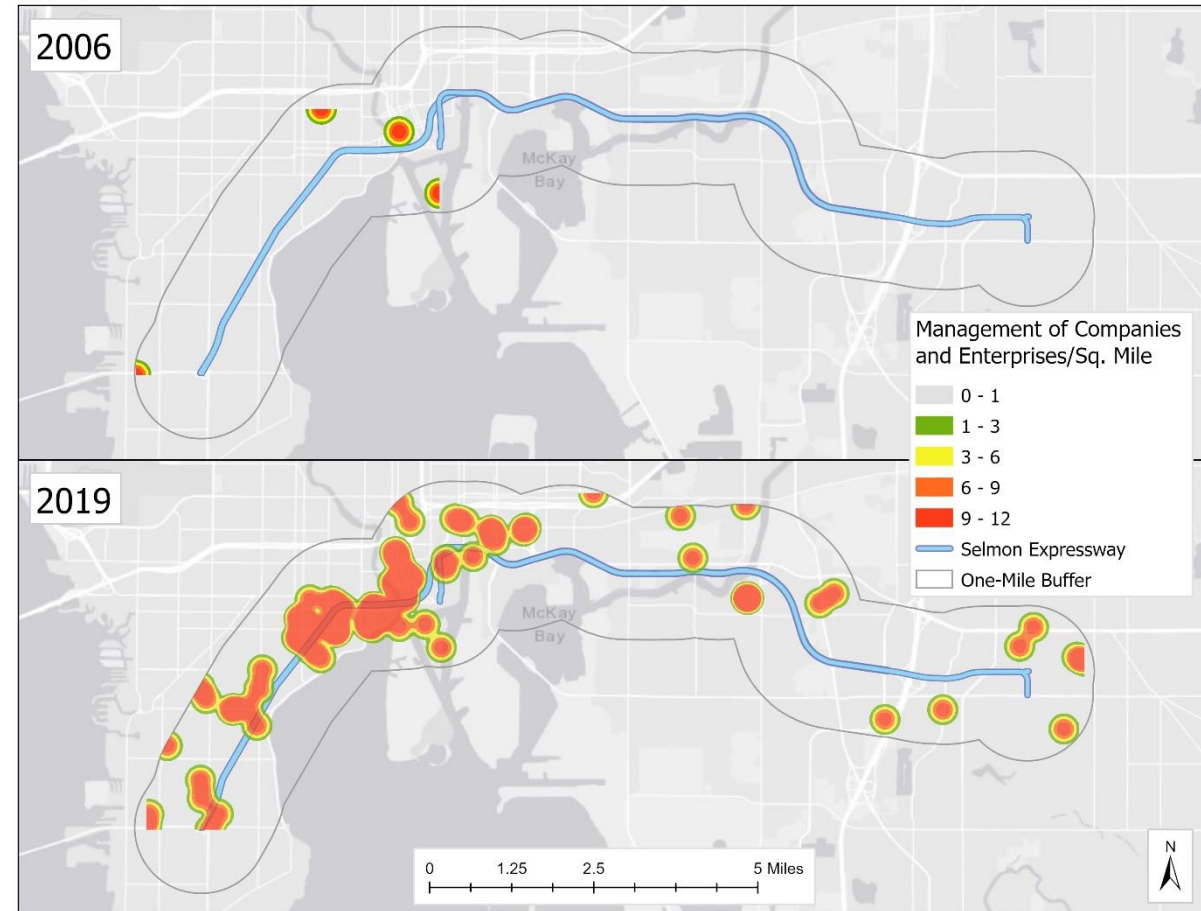
As of 2019:

- 13,300 businesses within one mile of the Selmon Expressway
 - 23.1% of all businesses in Hillsborough
- 94,500 workers
 - 90% employ less than 20 workers



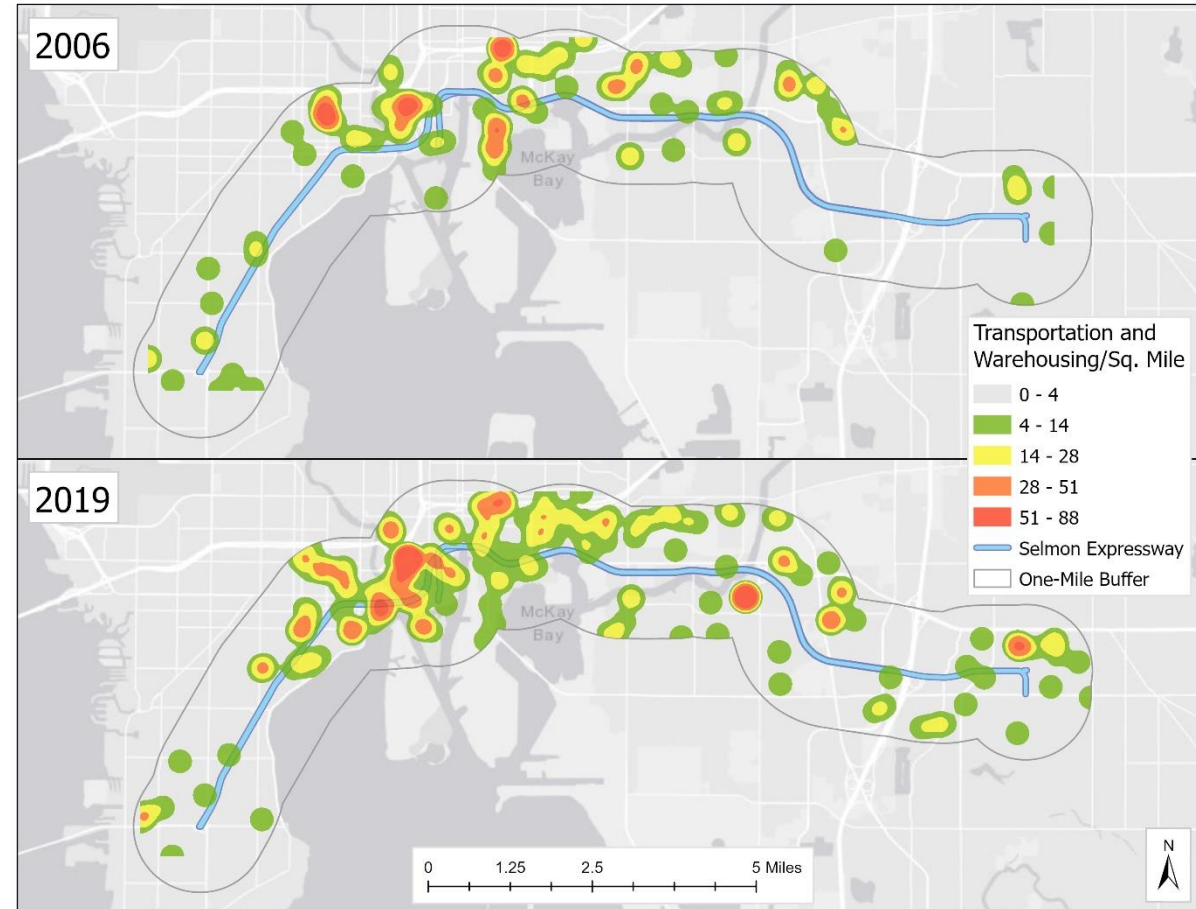
Business Clustering Patterns

- Compared changes over time using 2-year business survey waves (2006 through 2019)
- Key industry sectors show agglomeration around the Selmon with higher growth than the rest of Hillsborough



Business Clustering Patterns

- Transportation and warehousing experienced an annual growth of 4.5%
- Now about 214 business operating near the Selmon
- Trucking sector grew by 70%



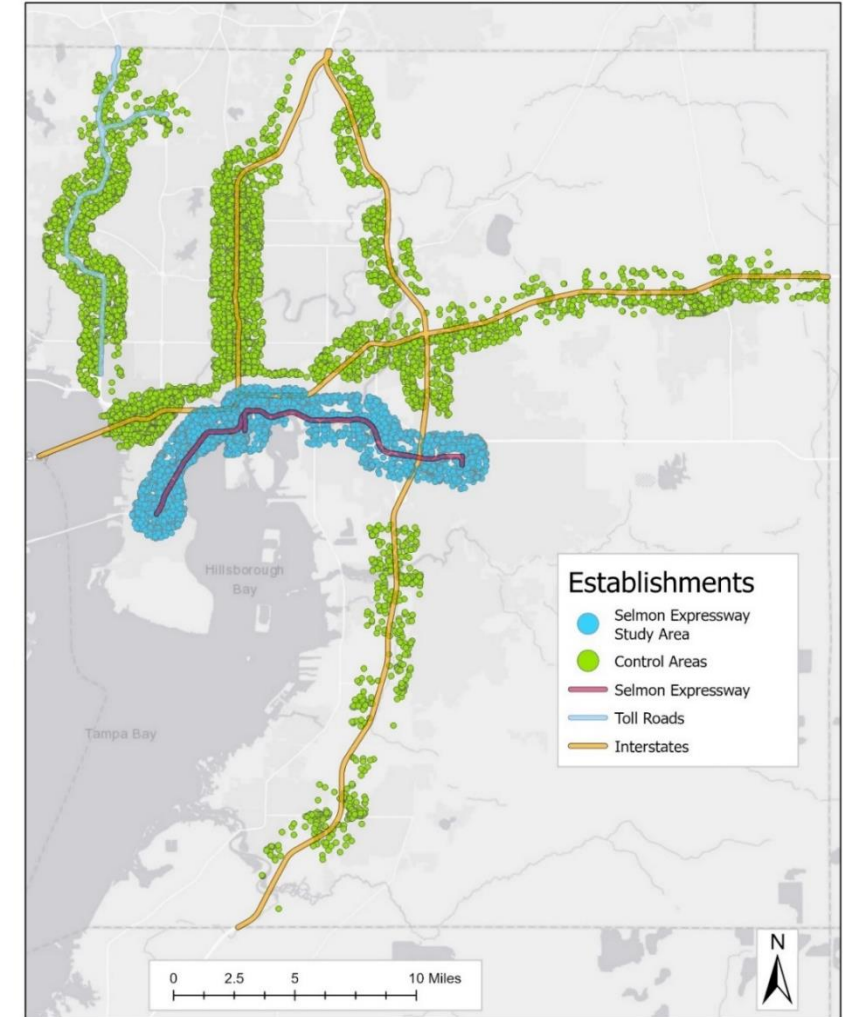
Estimating Changes in Business Activity

Goal:

- Test if the Selmon Expressway affected business growth

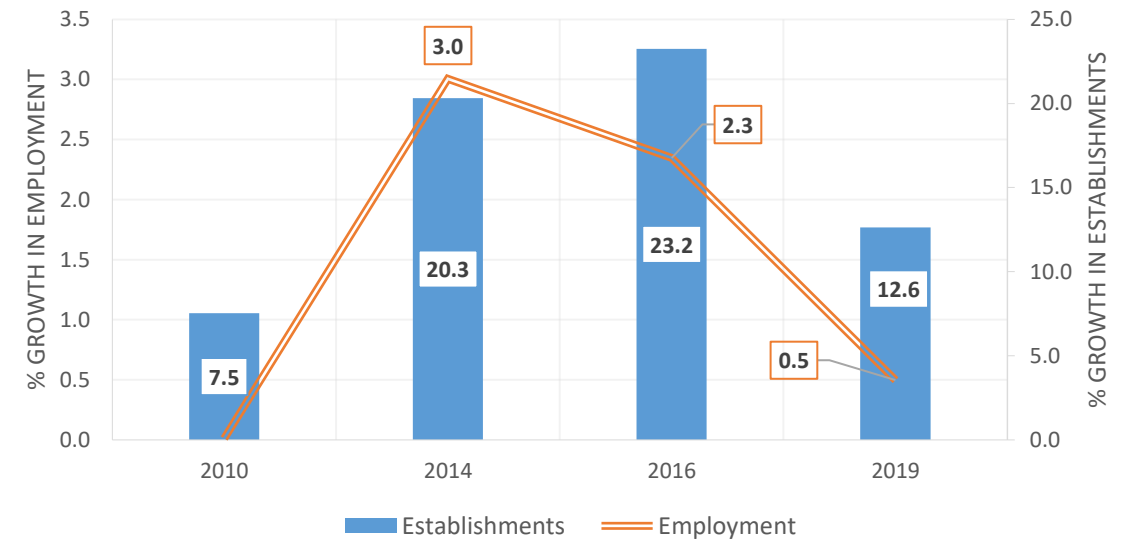
Method:

- Econometric model of establishment and employment growth
 - Compares Selmon Expressway to other transportation facilities within Hillsborough County over 2006-2019



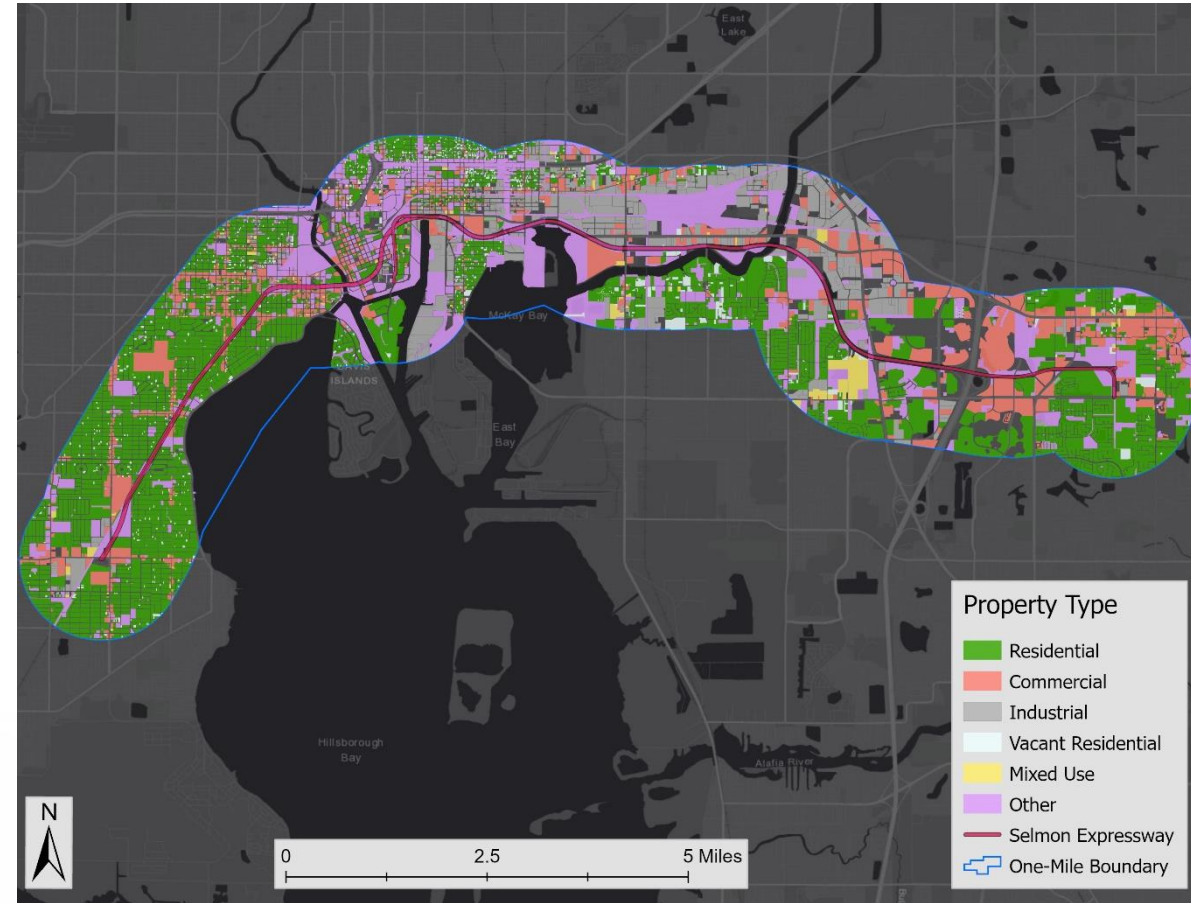
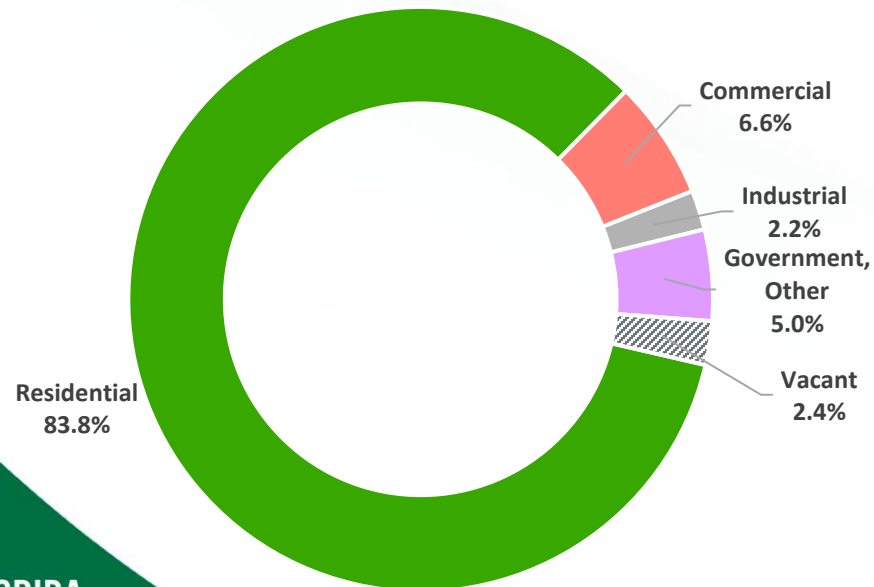
Changes in Business Activity: Findings

- Statistically significant evidence of higher business growth
 - 12.6 percent higher growth in establishments
 - Employment impact peaked in 2016 (2.3 % higher growth)
 - Selmon West extension not yet factored in



Impact on Property Values

- Analysis considered changes in residential and commercial property values
- 55,896 parcels within one mile



Impact on Property Values: Findings

Statistically significant evidence of accessibility premium

- Single-family homes sold at 22.7 percent premium
 - \$34 per square foot more
- Commercial properties exhibit a 21.6 percent higher growth
 - \$61 per square foot more
- About \$48 million impact on Hillsborough County Property Tax roll

		Residential		Commercial
		Single-family	Multi-family	All
Per property	Average price	353,213	302,503	1,238,016
	Average effect (%)	20.4	39.1	8.8
	Average price change (\$)	59,758	84,973	100,619
Per square foot	Average size of living area (sq. ft)	1,931	1,417	9,366
	Average price (\$/sq.ft)	182.9	213.4	132.2
	Average effect (%)	22.7	39.6	21.6
	Average price change (\$)	33.9	60.6	23.5

Summary



\$1.6 billion in Gross Domestic Product (GDP)

15,000 Jobs in high-impact industry sectors

\$1.8 billion in travel benefits annually

\$86 million in sales and other business taxes

\$2.5 billion in increased property values

\$48 million in added property tax revenue

IV. B. 1.

DISCUSSION/ACTION ITEMS

Operations & Maintenance: Approval of shortlist recommendation for Intelligent Transportation Systems (ITS) Fiber Data Collection and Characterization



NOTICE OF INTENDED SHORTLIST

Date: January 21, 2022

Project: ITS Fiber Data Collection & Characterization (RFP) No.: O-02121

The Evaluation Review Committee decided to shortlist the two firms that submitted proposals for this project. The two firms, in alphabetical order, are:

- 1. Precision Contracting Services**
- 2. TransCore**

Tampa Hillsborough County Expressway Authority (the Authority) staff intends to recommend approval of the above shortlisted firms at the Authority Board Meeting scheduled for January 31, 2022. All notices are posted on the Authority's website (www.tampa-xway.com) and on the DemandStar system.

For questions regarding this notice, please contact the Authority's Procurement Manager, Man Le, Man.Le@tampa-xway.com.

Posting Notice January 21, 2022

IV. B. 2.

DISCUSSION/ACTION ITEMS

Operations & Maintenance: Janitorial Services Contract



NOTICE OF INTENDED DECISION

Date: January 22, 2022

Project: Janitorial Services
RFQ No.: O-02221

The Evaluation Review Committee met on January 22, 2022, to evaluate and score the responses submitted for the above referenced RFP.

Final ranking and scoring is as follows:

Rank	Firm	Total Score
1	Millenium Floor Care	265
2	36T Cleaning	263
3	High Sources	262
4	Emerald Facility	248
5	American Facility	245
6	Innovative Cleaning	243
7	S&C Janitorial	222
8	Amer-Plus Janitorial	214

Tampa-Hillsborough County Expressway Authority (the "Authority") staff intends to recommend approval to negotiate and execute a contract with the highest ranked firm at the Authority's Board Meeting scheduled for January 31, 2022, and if negotiations are unsuccessful with the highest ranked firm, staff shall negotiate with the next highest ranked firm.

All notices are posted on the Authority's website (www.tampa-xway.com) and on the DemandStar system.

For questions regarding this notice, please contact the Authority's Procurement Manager, Man Le, Man.Le@tampa-xway.com .

IV. B. 3.

DISCUSSION/ACTION ITEMS

**Operations & Maintenance: South Selmon Capacity Enhancement Overview
and Task Order Request**

3. South Selmon Capacity Enhancement: Overview and Task Order Request

Project Limits

6 Lane South Selmon
Capacity Project



Lee Roy Selmon Expressway South Selmon Capacity DB Update

THEA BUDGET (GEC)

• DB & CEI Procurement – Task Order HNTB/Subs	\$ 897,000
• PM & Design Review – Task Order HNTB/Subs	\$2,500,000
• Construction & CEI Support – Task Order HNTB/Subs	\$1,500,000
• Contamination Clean-up– Task Order HNTB*	\$ 50,000
• Drainage Support– Task Order HNTB*	\$ 75,000
• Geotechnical Initial Prep – Task Order Tierra*	\$ 50,000
• Geotechnical Final Prep – Task Order Tierra*	\$ 764,250
• Bridge Deck Evaluation – Task Order Tierra*	<u>\$ 20,000</u>
TOTAL GEC	\$5,856,250

* Already Approved

Lee Roy Selmon Expressway South Selmon Capacity DB Update

THEA BUDGET

• GEC	\$ 5,856,250
• Contamination Cleanup	\$ 750,000
• Communications	\$ 550,000
• Legal	\$ 211,200
• TOTAL DB (DESIGN & CONSTRUCTION)	\$184,484,020
• TOTAL CEI	\$ 15,373,668
TOTAL PROJECT COST	\$207,225,138

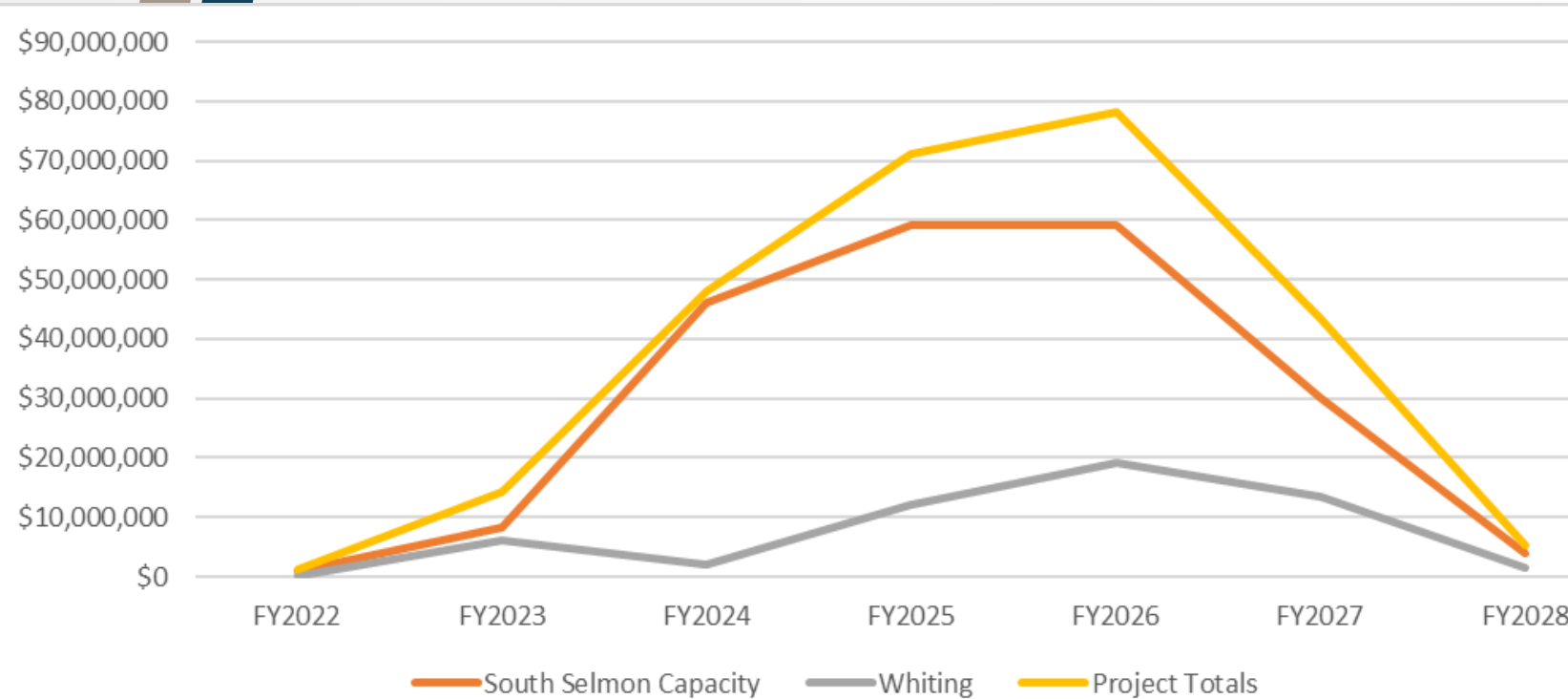
(DB + CEI+ GEC + THEA)

Lee Roy Selmon Expressway South Selmon Capacity DB Update

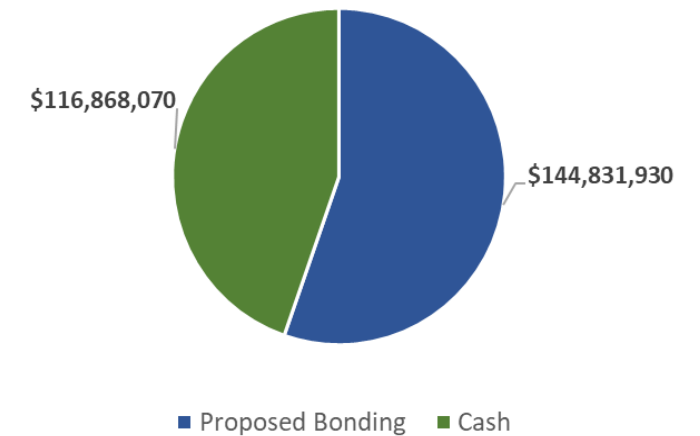
THEA SCHEDULE

Advertisement	5/06/22	Technical Proposals Due	11/28/22
ELOI Due	6/06/22	Price Proposals Due	1/06/23
Review & Score ELOI	6/20/22	Board Approval	1/23/23
Board Approves SL	6/27/22	NTP	2/01/23
Stipend Agreement Due	7/01/22		

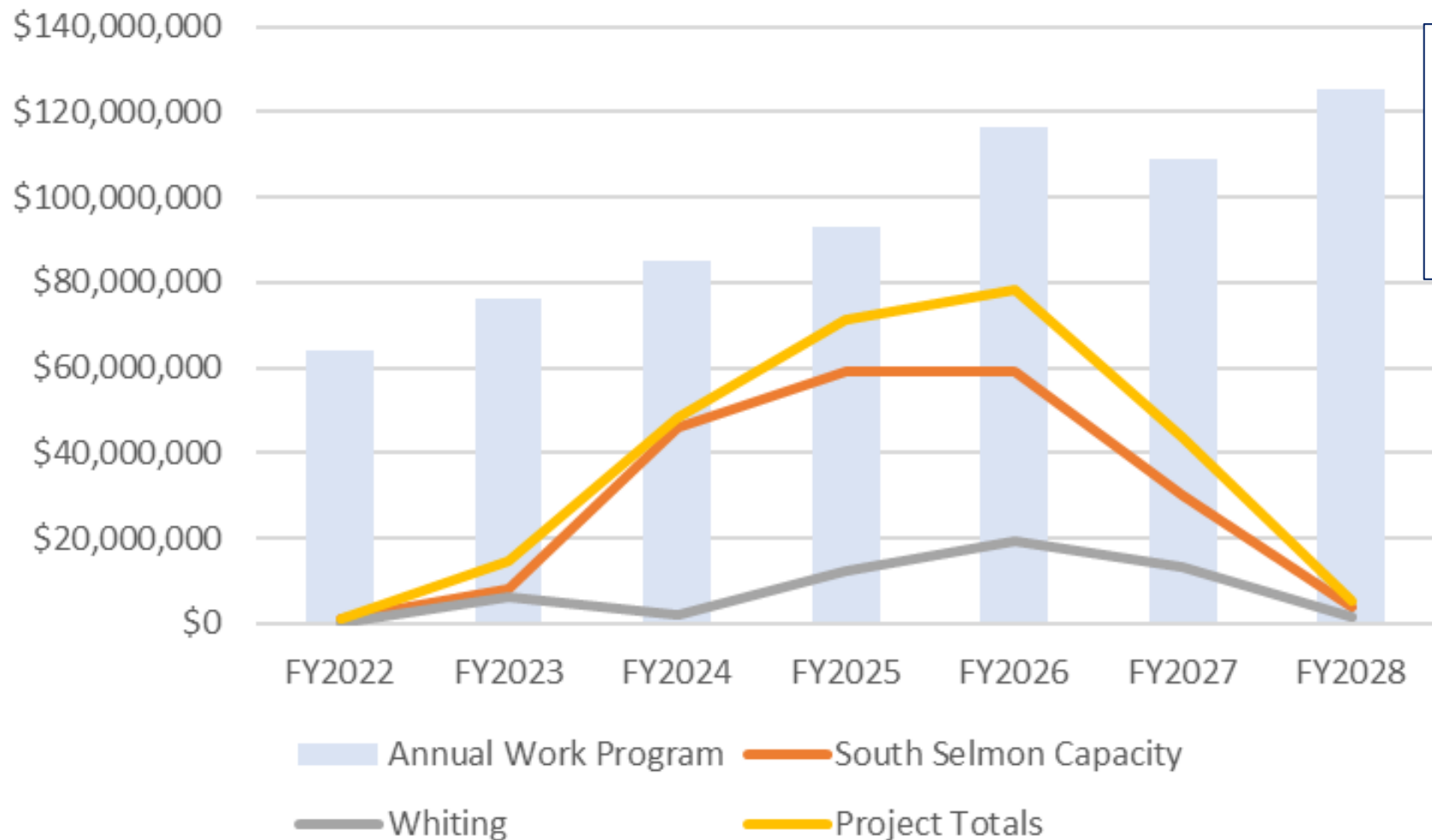
FY22-FY28 Major Project Cash Flow Estimates



- Total of \$261,700,000 in project costs for South Selmon Capacity and Whiting beginning in FY2022
- Combination of cash and future bonding (potentially needed in FY25)
- Revenue collections, shifting priorities or added projects can push or pull these projections



FY22-FY28 Major Project Cash Flow Estimates



- Comparison to FY22 – FY28 Adopted Work Program Annual planned expenditures

South Selmon Capacity Design-Build Support

Purpose: To utilize GEC (HNTB) in assisting staff with developing the Concept Plans, Request for Proposals, procure the Design/Build Contractor and procure the CEI Team for the South Selmon Capacity Project.

Funding: Capital Budget - \$897,000

Action: Request the Board authorize the Executive Director to execute a Task Order with HNTB for helping to procure a Contractor and CEI and to assist in overseeing the design and construction of the South Selmon Capacity Project Himes to East of Hillsborough River.

SUMMARY FEE SHEET																			
ATTACHMENT "A"																			
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority																	
GEC CONTRACT NO.		HNTB PR 202200XX																	
PRIME CONSULTANT:		HNTB Corporation																	
ACTIVITY		Sr. Technical Advisor		Project Manager Sr. Proj. Eng.		Chief. Eng./Planner/ Designer		Sr. Engineer/ Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate	
		Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Manhours By Activity	Salary Cost By Activity		
	ITS Maintenance Contract Support- Interim		\$0.00	22	\$2,997.28	60	\$5,683.20	80	\$5,824.00	22	\$969.76		\$0.00	4	\$101.44	188	\$15,575.68	\$82.85	
Total Man Hours	Total Salary [(MHxHR)]	0	\$0.00	22	\$2,997.28	60	\$5,683.20	80	\$5,824.00	22	\$969.76	0	\$0.00	4	\$101.44	188	\$15,575.68	\$82.85	
																		Total	
																		Basic Activities Maximum Limiting Fees (Salary Costs)	
																		Cost Elements & Additives	
Direct Expenses		4.37%		\$680.66														(a) 2.78 Multiplier	
																		SUBTOTAL (Cost Elements applied to Basic Activities Fee):	
																		(d) Direct Reimbursables	
																		Subconsultants- None	
																		Total Project Cost:	
																		Maximum Limiting Amount:	

HNTB PR 202200XX

2021-2022 ITS Maintenance Contract Support (2/1/22 - 6/30/22)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering support to meet the requirements of THEA to procure and manage an interim and new long term ITS Maintenance Contract.

Scope

Services to be performed include:

1. Assist THEA staff as required for implementing and managing an interim ITS Maintenance Contract.
2. Assist THEA staff in preparing a scope and advertisement package for a long term ITS Maintenance Contract to support THEA's AV/CV & ITS programs.

Services from 2/1/2022 - 6/30/22.

SUMMARY FEE SHEET																		
ATTACHMENT "A"																		
HNTB PR 202200XX																		
2021-2022 ITS Master Plan Support (2/1/22 - 6/30/22)																		
HNTB Corporation																		
ACTIVITY		Sr. Technical Advisor		Project Manager Sr. Proj. Eng.		Chief. Eng./Planner/ Designer		Sr. Engineer/ Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate
		Man Hours	Hourly Rate \$ 143.20	Man Hours	Hourly Rate \$ 136.24	Man Hours	Hourly Rate \$ 94.72	Man Hours	Hourly Rate \$ 72.80	Man Hours	Hourly Rate \$ 44.08	Man Hours	Hourly Rate \$ 39.04	Man Hours	Hourly Rate \$ 25.36	Manhours By Activity	Salary Cost By Activity	
ITS Master Plan Support		\$0.00	24	\$3,269.76	60	\$5,683.20	48	\$3,494.40	48	\$2,115.84	37	\$1,444.48	11	\$278.96	228	\$16,286.64	\$71.43	
Total Man Hours	Total Salary [(MHxHR)]	0	\$0.00	24	\$3,269.76	60	\$5,683.20	48	\$3,494.40	48	\$2,115.84	37	\$1,444.48	11	\$278.96	228	\$16,286.64	\$71.43
																		Total
																		\$16,286.64
Direct Expenses		4.37%		\$711.73														\$45,276.86
																		SUBTOTAL (Cost Elements applied to Basic Activities Fee):
																		\$45,276.86
																		(d) Direct Reimbursables
																		\$711.73
																		Subconsultants- None
																		Total Project Cost:
																		\$45,988.59
																		Maximum Limiting Amount:
																		\$46,000.00

HNTB PR 202200XX
HI-0069 D-0X

2021-2022 ITS Master Plan Support (2/1/22 - 6/30/22)
Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering support to meet the requirements of THEA to develop their ITS Master Plan.

Scope

Services to be performed include:

1. Assist THEA staff as required in preparing ITS, TMC and operational recommendation for incorporation into their new ITS Master Plan.
2. Assist THEA staff as required for developing their new ITS Master Plan, including cost benefit analysis.

Services from 2/1/22 - 6/30/22.

HNTB PR 202200XX
HI-0XXX D-XX
Video Wall Replacement Support
Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative assistance to THEA staff in the development, advertisement, procurement and construction of the Video Wall Replacement project. This task work order is scheduled for services from 2/1/22-6/30/2022.

Scope

Provide GEC Support as required to assist THEA Staff on the Video Wall Replacement project. Anticipated work includes providing engineering, administrative, procurement and construction assistance for advertising and construction services. GEC will also provide PM and oversight services for construction activities on the project.

SUMMARY FEE SHEET																				
ATTACHMENT "A"																				
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority										HNTB PR 202200XX								
GEC CONTRACT NO.		HNTB PR 202200XX										ITS Fiber from Cabinets to DMS Signs Support								
HI-0XXX D-XX												2/2/22-6/30/22								
PRIME CONSULTANT:		HNTB Corporation																		
ACTIVITY	Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner/GIS		Engineer/Planner/ Construction Support		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate	
	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Manhours By Activity	Salary Cost By Activity		
Advertisement and Procurement		\$0.00	12	\$1,634.88	32	\$3,031.04	32	\$2,329.60		\$0.00		\$0.00		\$0.00	4	\$101.44	80	\$7,096.96	\$88.71	
Construction PM & Oversight		\$0.00	12	\$1,634.88	24	\$2,273.28	24	\$1,747.20		\$0.00		\$0.00		\$0.00	6	\$152.16	66	\$5,807.52	\$87.99	
CEI PM & Oversight		\$0.00	8	\$1,089.92	18	\$1,704.96	16	\$1,164.80		\$0.00		\$0.00		\$0.00	4	\$101.44	46	\$4,061.12	\$88.29	
Total Man Hours	Total Salary [(MhXHR)]	0	\$0.00	32	\$4,359.68	74	\$7,009.28	72	\$5,241.60	0	\$0.00	0	\$0.00	0	\$0.00	14	\$355.04	192	\$ 16,965.60	\$88.36
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$16,965.60		
Cost Elements & Additives																				
(a) 2.78 Multiplier																		\$47,164.37		
Direct Expenses	4.37%	\$	741.40	SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$47,164.37		
(d) Direct Reimbursables																		\$741.40		
Total Project Cost:																		\$47,905.76		
Maximum Limiting Amount:																		\$48,000.00		

HNTB PR 202200XX

HI-0XXX D-XX

ITS Fiber from Cabinets to DMS Signs Support

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative assistance to THEA staff in the advertisement, procurement and construction of the ITS Fiber from Cabinets to DMS Signs project. This task work order is scheduled for services from 2/1/22-6/30/2022.

Scope

Provide GEC Support as required to assist THEA Staff on the ITS Fiber from Cabinets to DMS Signs project. Anticipated work includes providing engineering, administrative and procurement assistance for advertising and contracting for construction and CEI services. GEC will also provide PM and oversight services for construction and CEI activities on the project.

SUMMARY FEE SHEET																					
ATTACHMENT "A"																					
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority										HNTB PR 202200XX									
GEC CONTRACT NO.		HNTB PR 202200XX										Generator Replacement Project Support									
HI-0XXX D-XX												2/2/22-6/30/22									
PRIME CONSULTANT:		HNTB Corporation																			
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner/GIS		Engineer/Planner/ Construction Support		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate	
		Man Hours	Hourly Rate \$ 143.20	Man Hours	Hourly Rate \$ 136.24	Man Hours	Hourly Rate \$ 94.72	Man Hours	Hourly Rate \$ 72.80	Man Hours	Hourly Rate \$ 53.60	Man Hours	Hourly Rate \$ 44.08	Man Hours	Hourly Rate \$ 39.04	Man Hours	Hourly Rate \$ 25.36	Manhours By Activity	Salary Cost By Activity		
Advertisement and Procurement			\$0.00	12	\$1,634.88	28	\$2,652.16	28	\$2,038.40		\$0.00		\$0.00		\$0.00	6	\$152.16	74	\$6,477.60	\$87.54	
Construction PM & Oversight			\$0.00	10	\$1,362.40	22	\$2,083.84	22	\$1,601.60		\$0.00		\$0.00		\$0.00	6	\$152.16	60	\$5,200.00	\$86.67	
CEI PM & Oversight			\$0.00	8	\$1,089.92	18	\$1,704.96	18	\$1,310.40		\$0.00		\$0.00		\$0.00	6	\$152.16	50	\$4,257.44	\$85.15	
Total Man Hours		Total Salary [(MhXHR)]	0	\$0.00	30	\$4,087.20	68	\$6,440.96	68	\$4,950.40	0	\$0.00	0	\$0.00	0	\$0.00	18	\$456.48	184	\$ 15,935.04	\$86.60
		Basic Activities Maximum Limiting Fees (Salary Costs)																	\$15,935.04		
		Cost Elements & Additives																			
		(a) 2.78 Multiplier																	\$44,299.41		
Direct Expenses		4.37%		\$ 696.36																	
		SUBTOTAL (Cost Elements applied to Basic Activities Fee):																	\$44,299.41		
		(d) Direct Reimbursables																	\$696.36		
		Total Project Cost:																	\$44,995.77		
		Maximum Limiting Amount:																	\$45,000.00		

HNTB PR 202200XX
HI-0XXX D-XX
Generator Replacement Project Support
Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative assistance to THEA staff in the advertisement, procurement and construction of the Generator Replacement project. This task order is scheduled for services from 2/1/22-6/30/2022.

Scope

Provide GEC Support as required to assist THEA Staff on the Generator Replacement project. Anticipated work includes providing engineering, administrative and procurement assistance for advertising and contracting for construction and CEI services. GEC will also provide PM and oversight services for construction and CEI activities on the project.

SUMMARY FEE SHEET																		
ATTACHMENT "A"																		
HNTB PR 202200XX																		
2021-2022 Connected Vehicles Operations Support (2/1/22 - 6/30/22)																		
HNTB Corporation																		
ACTIVITY		Sr. Technical Advisor		Project Manager Sr. Proj. Eng.		Chief. Eng./Planner/ Designer		Sr. Engineer/ Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate
		Man Hours	Hourly Rate \$ 143.20	Man Hours	Hourly Rate \$ 136.24	Man Hours	Hourly Rate \$ 94.72	Man Hours	Hourly Rate \$ 72.80	Man Hours	Hourly Rate \$ 44.08	Man Hours	Hourly Rate \$ 39.04	Man Hours	Hourly Rate \$ 25.36	Manhours By Activity	Salary Cost By Activity	
ITS Master Plan Support		4	\$572.80	32	\$4,359.68	40	\$3,788.80	40	\$2,912.00	30	\$1,322.40	24	\$936.96	11	\$278.96	181	\$14,171.60	\$78.30
Total Man Hours	Total Salary [(MHxHR)]	4	\$572.80	32	\$4,359.68	40	\$3,788.80	40	\$2,912.00	30	\$1,322.40	24	\$936.96	11	\$278.96	181	\$14,171.60	\$78.30
																		Total
																		\$14,171.60
Direct Expenses			4.37%		\$619.30												(a) 2.78 Multiplier	\$39,397.05

HNTB PR 202200XX
HI-0069 D-0X

2021-2022 Connected Vehicles Operations Support (2/1/22 - 6/30/22)
Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering support to meet the requirements of THEA for Connected Vehicles Operations..

Scope

Services to be performed include:

1. Assist THEA staff as required in preparing ITS, TMC and operational recommendation for incorporation into their Connected Vehicles Operations Plan..
2. Assist THEA staff as required for developing their Connected Vehicle Operations plan.

Services from 2/1/22 - 6/30/22.

SUMMARY FEE SHEET																					
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority										HNTB PR 202200XX									
GEC CONTRACT NO.		HNTB PR 202200XX										ITS Fiber Data Collection and Characterization Construction Support									
HI-0XXX D-XX												2/1/22-6/30/22									
PRIME CONSULTANT:		HNTB Corporation																			

HNTB PR 202200XX

HI-0XXX D-XX

ITS Fiber Data Collection and Characterization Construction Support

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff in construction support for the ITS Fiber Data Collection and Characterization project. This task work order is scheduled for services from 2/1/22 - 6/30/2022.

Scope

Provide GEC Construction Support as required to assist THEA Staff on the ITS Fiber Data Collection and Characterization project. Anticipated work includes providing engineering and administrative support for ascertaining data collection and information housing database.

IV. C. 1.

DISCUSSION/ACTION ITEMS

Business & Finance: Audit Presentation by Rivero, Gordimer & Company



GENERAL PURPOSE FINANCIAL STATEMENTS
AND INDEPENDENT AUDITORS' REPORTS

June 30, 2021 and 2020

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TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

MEMBERS OF THE AUTHORITY

June 30, 2021

GUBERNATORIAL APPOINTEES

Vincent Cassidy, Chairman

Bennett Barrow, Vice Chairman

Daniel Alvarez, Secretary

John Weatherford, Member

EX-OFFICIO

Mayor Jane Castor, Member, City of Tampa, Florida

Honorable Ken Hagan, Member, Board of County Commissioners,
Hillsborough County, Florida

David Gwynn, Member, District Secretary,
Florida Department of Transportation

STAFF

Joseph Waggoner, Executive Director

Amy Lettelleir, Esquire, General Counsel

Jeff Seward, Director of Finance

Robert Frey, AICP, Director of Planning and Innovation

Brian Pickard, Director of Operations and Engineering

Susan Chrzan, Director of Public Affairs

Rafael Hernandez, Director of Toll Operations

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the Tampa-Hillsborough County Expressway Authority's ("Authority") annual report presents our discussion and analysis of its financial performance during the fiscal year ended June 30, 2021.

FINANCIAL HIGHLIGHTS

The assets and deferred outflows of resources of the Authority exceeded its liabilities and deferred inflows at the close of the fiscal year by \$509,585,323.

Change in net position for fiscal year ended June 30, 2021 totaled \$45,657,648 as a result of operations.

Construction in progress decreased by approximately \$186 million from the prior year due to infrastructure placed in service.

Long-term debt increased by approximately \$7 million from the prior year due to Series 2020 bonds being issued..

OVERVIEW OF THE FINANCIAL STATEMENTS

This annual report consists of four parts; Management's Discussion and Analysis, Financial Statements, Supplementary Information, and Regulatory Reports. The Financial Statements also include notes that explain in more detail some of the information contained therein.

REQUIRED FINANCIAL STATEMENTS

The Financial Statements of the Authority report information about the Authority using accounting methods similar to those used by private sector companies. These statements offer short and long-term financial information about its activities. The Statement of Net Position includes all of the Authority's assets and liabilities and provides information about the nature and amounts of investments in resources (assets) and the obligations to Authority creditors (liabilities). It also provides the basis for computing rate of return, evaluating the capital structure of the Authority and assessing the liquidity and financial flexibility of the Authority. All of the current year revenues and expenses are accounted for in the Statement of Revenues, Expenses and Changes in Net Position. This statement measures the success of the Authority's operations over the past year and can be used to determine whether the Authority has successfully recovered all its costs through user fees and other charges, profitability, and credit worthiness. The final required financial statement is the Statement of Cash Flows. The primary purpose of this statement is to provide information about the Authority's cash receipts and cash payments during the reporting period. The statement reports cash receipts, cash payments and net changes in cash resulting from operations, investing, and financing activities and provides answers to such questions as where cash came from, what was cash used for, and what was the change in cash balance during the reporting period.

The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

In addition to the basic financial statements and accompanying notes, this report also presents certain supplementary information concerning the Authority's trend data on infrastructure condition.

FINANCIAL ANALYSIS OF THE AUTHORITY

The Statement of Net Position presents information on all of the Authority's assets and deferred outflows, and liabilities and deferred inflows, with the difference between them reported as net position. The net position, is one way to measure the financial health or financial position.

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

Over time, increases or decreases in the Authority's net position is one indicator of whether its financial health is improving or deteriorating. However, other non-financial factors should be considered, such as economic conditions, population growth, and changing government legislation.

NET POSITION

The following table summarizes the Authority's Statement of Net Position (in millions):

	2021	2020	2019
Unrestricted current assets	\$ 52.45	\$ 27.58	\$ 18.14
Restricted current assets	23.66	33.65	31.90
Restricted assets			
Cash and investments	205.13	249.53	332.20
Receivables and other	17.21	14.84	18.12
Capital assets			
Property and equipment - net	996.42	737.59	738.51
Construction in progress	108.33	294.75	182.56
Total assets	<u>1,403.20</u>	<u>1,357.94</u>	<u>1,321.43</u>
Deferred outflows of resources	<u>23.69</u>	<u>26.24</u>	<u>28.51</u>
Current liabilities	2.76	3.01	1.47
Restricted current liabilities	23.66	33.65	31.90
Long-term debt			
Bonds payable	671.78	665.19	682.66
Due to other governments	213.83	213.83	213.83
Pension liability	<u>5.13</u>	<u>4.31</u>	<u>3.67</u>
Total liabilities	<u>917.16</u>	<u>919.99</u>	<u>933.53</u>
Deferred inflows of resources	<u>0.14</u>	<u>0.26</u>	<u>0.32</u>
Net position			
Invested in capital assets, net of related debt	264.84	223.92	204.53
Restricted	198.55	218.02	196.43
Unrestricted	<u>46.20</u>	<u>21.99</u>	<u>15.13</u>
Total net position	<u>\$ 509.59</u>	<u>\$ 463.93</u>	<u>\$ 416.09</u>

As can be seen from the above table, restricted cash and investments decreased \$44.40 million which is a result of expenditures for construction in progress totaling \$73.53 million. During the year ended June 30, 2021 the Authority had a strong operational performance of an increase in net position of \$45.66 million.

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

NET POSITION - Continued

The following table summarizes the Authority's Statement of Revenues, Expenses, and Changes in Net Position (in millions):

	2021	2020	2019
Toll revenues	\$ 87.86	\$ 87.90	\$ 82.09
Expenses			
Operating expenses	13.59	15.31	13.50
General and administrative	6.14	6.68	5.58
Total expenses	<u>19.73</u>	<u>21.99</u>	<u>19.08</u>
Operating net income	68.13	65.91	63.01
Net non-operating expenses	<u>(24.61)</u>	<u>(19.88)</u>	<u>(14.79)</u>
Income before capital grants	43.52	46.03	48.22
Capital grants	<u>2.14</u>	<u>1.81</u>	<u>2.29</u>
Increase in net position	45.66	47.84	50.51
Net position at beginning of year	<u>463.93</u>	<u>416.09</u>	<u>365.58</u>
Net position at end of year	<u>\$ 509.59</u>	<u>\$ 463.93</u>	<u>\$ 416.09</u>

While the Statement of Net Position shows the change in financial position, the Statement of Revenues, Expenses, and Changes in Net Position, provides details as to the nature and source of these changes. As can be seen from the above table, revenues were consistent with the prior year. Operating expenses decreased \$1.72 million which was related to large renewal and replacement expenses for resurfacing projects during the prior year. Capital grant revenue increased by \$0.33 million due to the Connected Vehicle Pilot project moving to its implementation phase.

BUDGETARY PROCESS

The Authority's Operating Budget is recommended by the Finance and Budget Committee of the Authority's governing board. The budget is based upon a review of current revenues and expenditures and the projected future funding needs of the Authority for administration, operations, maintenance, and the annual approved work program. The budget is then approved by the Authority's governing board.

The development of the Authority's six-year work program is a combined effort between the Executive Director and the Directors of Planning, Roadway Operations, Toll Operations and the Director of Finance. Annual updates to the work program will be presented to the Authority's governing board for approval in conjunction with the annual budget.

Toll revenues were higher than budgeted by \$9.6 million due to higher traffic counts than expected as a result of the coronavirus pandemic.

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

BUDGETARY PROCESS - Continued

Expenses were higher than budget by \$.69 million due to pension and retirement expenditures that are not normally budgeted for on an annual ongoing operational basis.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital assets consist of the following:

	June 30, 2020	Additions	Deletions	June 30, 2021
Assets subject to depreciation				
Buildings and improvements	\$ 10,677,826	\$ -	\$ -	\$ 10,677,826
Furniture and equipment	27,359,772	-	(45,616)	27,314,156
Vehicle	56,619	-	-	56,619
	<u>38,094,217</u>	<u>-</u>	<u>(45,616)</u>	<u>38,048,601</u>
Less accumulated depreciation	<u>(31,254,651)</u>	<u>(1,127,909)</u>	<u>45,616</u>	<u>(32,336,944)</u>
	6,839,566	(1,127,909)	-	5,711,657
Assets not subject to depreciation				
Land and infrastructure	<u>730,754,319</u>	<u>259,957,482</u>	<u>-</u>	<u>990,711,801</u>
Total property and equipment	<u>\$ 737,593,885</u>	<u>\$ 258,829,573</u>	<u>\$ -</u>	<u>\$ 996,423,458</u>
Construction in progress	<u>\$ 294,753,851</u>	<u>\$ 73,531,215</u>	<u>\$ (259,957,482)</u>	<u>\$ 108,327,584</u>

The Authority's investment in capital assets includes buildings, improvements, furniture and equipment and roads. Additionally, the Authority added approximately \$74 million of construction in progress improvements related to the Selmon West Extension, the South Selmon Safety Project, the Meridian Improvement Project and various other projects. The Authority opened the Selmon West Extension on April 19, 2021, which allowed for the transfer of approximately \$260 million of construction in progress to infrastructure in service.

INFRASTRUCTURE PRESERVATION

It is the policy of the Authority that it will take all necessary actions to ensure that infrastructure assets are maintained, repaired, renewed and, when needed, replaced, so as to last indefinitely. Depreciation is not recorded as long as the infrastructure assets are maintained at the level established by the Authority. Routine maintenance and renewal and replacement costs are expensed annually. The Authority's policy is to maintain the roadway condition and a Maintenance Rating Program (MRP) rating 90 or better. The Authority's GEC has determined that the overall rating of the Expressway System in the Florida Department of Transportation's Maintenance Rating Program exceeds minimum standards. For fiscal year 2021, road maintenance expenses were \$4,063,008 and renewal and replacement expenses \$1,547,977.

Anticipated major renewal and replacement activities have been identified and included in the six-year work program. A \$10 million renewal and replacement reserve has been established by the Authority.

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

SIGNIFICANT EVENTS

During the year, the Selmon West Extension to the Gandy Bridge was placed into service. Approximately \$50 million was added to construction in progress related to this project and approximately \$260 million of infrastructure was placed in service. The project is being funded by the Series 2017 Bonds discussed below.

The Authority issued \$20,090,000 Revenue Bonds in Series 2020A and \$202,210,000 Taxable Refunding Revenue Bonds in Series 2020B during the year ended June 30, 2021.

LONG TERM DEBT

In December 2012, the Authority issued \$192.43 million in Tampa-Hillsborough County Expressway Authority Refunding Revenue Bonds, Series 2012A, \$141.73 million in Tampa-Hillsborough County Expressway Authority Refunding Revenue Bonds, Series 2012B, \$35.04 million in Tampa-Hillsborough County Expressway Authority Taxable Revenue Bonds, Series 2012C; and \$70.1 million in Tampa-Hillsborough County Expressway Authority Taxable Refunding Revenue Bonds, Series 2012D. The refunding bond issues were used to refund the remaining 2002 (\$73.9 million) and the 2005 (\$248.3 million) bonds. The bonds were issued under a new Tampa-Hillsborough County Expressway Authority Master Bond Resolution.

During the year ended June 30, 2018, the Authority issued \$157,780,000 in Tampa-Hillsborough County Expressway Authority Revenue Bonds, Series 2017; \$152,410,000 in Tampa-Hillsborough County Expressway Authority Refunding Revenue Bonds, Series 2017B; and \$36,190,000 in Tampa-Hillsborough County Expressway Authority Revenue Bonds, Series 2017C. The funds were used to fund the Selmon West Extension Project which includes the construction of 2.5 miles of elevated roadway over a portion of the existing Gandy Boulevard in South Tampa; refund the Series 2012B Bonds; and to fund the South Selmon Safety Project and the Meridian Improvement Project.

During the year ended June 30, 2021, the Authority issued \$20,090,000 in Tampa-Hillsborough County Expressway Authority Revenue Bonds, Series 2020A and \$202,210,000 in Tampa-Hillsborough County Expressway Authority Taxable Refunding Revenue Bonds, Series 2020B. The funds were used to fund the costs of acquiring, constructing, and equipping certain capital improvements to the Expressway System and to advance refund the Series 2012A Bonds.

In September 2020, the Authority deposited cash on hand of \$210,397,502 into an irrevocable escrow to advance refund, through an in-substance defeasance, \$192,435,000 of the Series 2012A Refunding Revenue Bonds. As a result, the Series 2012A Bonds are considered to be defeased and the escrowed assets and the liability for the bonds have been removed from these financial statements. The Authority achieved a cash flow difference and an economic gain of \$468,871 as a result of the refunding.

The Series 2012 Bonds were rated A- by Standards & Poor's and A3 by Moody's Investors Services. On February 4, 2014, the bonds were upgraded to a rating of A by Standards & Poor's. Moody's upgraded the bonds to a rating of A2 on December 15, 2016. The Series 2017, 2017B and 2017C bonds were rated A+ by Standards & Poor's and A2 by Moody's Investors Services. The Series 2020A and 2020B bonds were rated A+ by Standards & Poors and A2 by Moody's Investors Services.

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

The Authority has amounts due to the Florida Department of Transportation (the "Department") for prior payments of operation and maintenance costs of the expressway system and renewal and replacement costs which occurred under the LPA that was terminated in December 2012; (\$200.4 million). The Authority also owes the Department \$13.8 million in State Transportation Trust loans and interest. The Authority has agreed to repay the Department in twenty annual payments beginning July 1, 2025.

Pursuant to the Tampa-Hillsborough County Expressway Authority Master Bond Resolution, the Traffic and Revenue Engineer has verified that pledged funds estimated for fiscal year 2021 will be sufficient to comply with estimated bond payments as required by the terms of the Master Resolution.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

In development of the FY2022 revenue budget, the Authority's Traffic and Revenue Engineer, Stantec Consulting Services Inc, reviewed the performance of the long range transaction and revenue forecast developed in the Summer of 2020 that supported the Authority's Series 2020A and Series 2020B revenue bonds. The forecast was developed during the continued recovery from the COVID-19 pandemic. In the Spring of 2021, when the FY2022 budget was developed, the FY2021 forecast was performing well, and it was anticipated the continued slow, steady recovery of traffic on the Selmon Expressway would continue through FY2022 as forecasted for the bond sale. Through the first six months of FY2022 (June 2021 to December 2021), actual transactions and toll revenues are 14.9 percent and 11.5 percent above forecast, respectively, indicating a better than expected recovery from the pandemic.

CONTACTING THE AUTHORITY'S MANAGEMENT

The financial report is designated to provide our citizens, customers, investors, and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability for the money it receives.

If you have questions about this report or need additional information, contact the Tampa-Hillsborough County Expressway Authority's Director of Finance at 1104 East Twiggs Street, Suite 300, Tampa, Florida 33602, phone number 813-272-6740.

INDEPENDENT AUDITORS' REPORT

Distinguished Members of the Authority
Tampa-Hillsborough County Expressway Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the Tampa-Hillsborough County Expressway Authority (the "Authority") as of and for the years ended June 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.

Auditors' Responsibility

Our responsibility is to express an opinion 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 audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2021 and 2020 and the respective changes in financial net position, and 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 (pages 2 - 7), Trend Data on Infrastructure Condition (page 39), and pension schedules (pages 40 - 41) be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that comprise the basic financial statements. The schedule of expenditures of federal awards is presented for 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*, and is also not a required part of the basic financial statements.

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated January 31, 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 to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Tampa, Florida
January 31, 2022

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF NET POSITION

June 30,

	2021	2020
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents (notes B2 and C)	\$ 1,237,852	\$ 1,680,487
Restricted cash and investments to meet current liabilities	23,663,398	33,649,915
Accounts receivable - tolls (note B4)	1,698,285	1,622,718
Investments (notes B3 and C)	48,516,499	24,114,209
Other assets	1,001,071	161,720
Total current assets	76,117,105	61,229,049
RESTRICTED ASSETS		
Investments (notes B3 and C)	205,130,994	249,532,585
Accrued interest receivable	85,229	60,252
Accounts receivable - tolls (note B4)	15,284,570	14,604,461
Grant receivable	1,838,093	172,677
Total restricted assets	222,338,886	264,369,975
PROPERTY AND EQUIPMENT (notes B8, B9 and D)		
Capital assets not being depreciated:		
Land and infrastructure	990,711,801	730,754,319
Capital assets		
Buildings and improvements	10,677,826	10,677,826
Furniture and equipment	27,314,156	27,359,772
Vehicles	56,619	56,619
Accumulated depreciation	(32,336,944)	(31,254,651)
Total property and equipment	996,423,458	737,593,885
CONSTRUCTION IN PROGRESS (notes B7, D, and I)	108,327,584	294,753,851
TOTAL ASSETS	1,403,207,033	1,357,946,760
DEFERRED OUTFLOWS OF RESOURCES (note B10)	23,687,773	26,238,133
TOTAL DEFERRED OUTFLOWS OF RESOURCES	23,687,773	26,238,133

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF NET POSITION - CONTINUED

June 30,

	2021	2020
LIABILITIES		
CURRENT LIABILITIES FROM UNRESTRICTED ASSETS		
Accounts payable	2,223,564	2,379,527
Accrued expenses	547,093	623,550
Total current unrestricted liabilities	2,770,657	3,003,077
CURRENT LIABILITIES FROM RESTRICTED ASSETS		
Accounts and contracts payable (note B7)	1,690,542	6,484,251
Current portion of revenue bonds payable (note E)	9,780,000	10,545,000
Interest payable	11,814,080	13,990,664
Unearned revenue	378,776	2,630,000
Total current liabilities payable from restricted assets	23,663,398	33,649,915
Total current liabilities	26,434,055	36,652,992
LONG-TERM DEBT due after one year (note E)		
Revenue bonds payable	671,777,178	665,193,483
Due to governmental agencies	213,833,835	213,833,835
Total long-term debt	885,611,013	879,027,318
PENSION LIABILITY (note G)	5,126,936	4,312,517
TOTAL LIABILITIES	917,172,004	919,992,827
DEFERRED INFLOWS OF RESOURCES (note B11)	137,479	264,391
TOTAL DEFERRED INFLOWS OF RESOURCES	137,479	264,391
NET POSITION		
Invested in capital assets, net of related debt	264,837,877	223,923,699
Restricted - capital projects	82,610,724	95,042,303
Restricted - operation, maintenance and administrative reserve	38,957,039	34,328,896
Restricted - debt service	76,979,028	88,644,947
Unrestricted	46,200,655	21,987,830
TOTAL NET POSITION	\$ 509,585,323	\$ 463,927,675

The accompanying notes are an integral part of these general-purpose financial statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the year ended June 30,

	2021	2020
Toll revenues	<u>\$ 87,858,603</u>	<u>\$ 87,896,561</u>
Operating expenses		
Operations	6,385,631	6,551,139
Maintenance	4,063,008	4,164,056
Renewal and replacement	1,547,977	2,906,311
Depreciation	1,127,909	1,130,959
Other expenses	467,024	555,116
Total operating expenses	<u>13,591,549</u>	<u>15,307,581</u>
General and administrative expenses		
Payroll expense	4,536,339	4,908,246
Outside services	1,104,781	1,167,804
Occupancy and office expense	495,295	599,898
Total general and administrative expenses	<u>6,136,415</u>	<u>6,675,948</u>
Total expenses	<u>19,727,964</u>	<u>21,983,529</u>
Income from operations	<u>68,130,639</u>	<u>65,913,032</u>
Non-operating revenues (expenses)		
Investment income	1,393,636	5,369,239
Net (decrease) increase in the fair value of investments	(869,506)	1,658,149
Miscellaneous revenue	916,218	884,257
(Loss) gain on sale of asset	-	(93,351)
Interest expense	(24,485,663)	(27,702,160)
Debt issuance costs	(1,572,096)	-
Total non-operating expenses	<u>(24,617,411)</u>	<u>(19,883,866)</u>
Income before capital grants	43,513,228	46,029,166
Capital grants	<u>2,144,420</u>	<u>1,809,179</u>
Increase in net position	45,657,648	47,838,345
Net position at beginning of year	<u>463,927,675</u>	<u>416,089,330</u>
Net position at end of year	<u>\$ 509,585,323</u>	<u>\$ 463,927,675</u>

The accompanying notes are an integral part of these general-purpose financial statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF CASH FLOWS

For the year ended June 30,

	<u>2021</u>	<u>2020</u>
Operating activities		
Receipts from customers	\$ 87,102,927	\$ 90,975,231
Payments to suppliers	(16,067,358)	(12,831,703)
Payments to employees	<u>(5,157,786)</u>	<u>(5,818,711)</u>
Net cash from operating activities	<u>65,877,783</u>	<u>72,324,817</u>
Non-capital financing activities		
Miscellaneous non-operating revenue	<u>916,218</u>	<u>884,257</u>
Capital and related financing activities		
Acquisition and construction of capital assets	(78,324,923)	(112,320,714)
Repayment of governmental advances	-	(1,605)
Proceeds from bond issuance	227,888,253	-
Interest paid on revenue bonds	(26,554,583)	(28,228,746)
Principal payments on bonds payable	(219,637,259)	(13,185,000)
Cash proceeds from grant	479,004	1,992,007
Bond issuance costs	<u>(1,572,096)</u>	<u>-</u>
Net cash from capital and related financing activities	<u>(97,721,604)</u>	<u>(151,744,058)</u>
Investing activities		
Proceeds of investments, net	31,086,067	71,901,274
Interest received on investments	<u>1,368,656</u>	<u>5,704,810</u>
Net cash from investing activities	<u>32,454,723</u>	<u>77,606,084</u>
Net increase (decrease) in cash	1,527,120	(928,900)
Cash and cash equivalents at beginning of year	<u>12,660,990</u>	<u>13,589,890</u>
Cash and cash equivalents at end of year	<u><u>\$ 14,188,110</u></u>	<u><u>\$ 12,660,990</u></u>
Cash and cash equivalents - unrestricted	\$ 1,237,852	\$ 1,680,487
Cash and cash equivalents - restricted for current liabilities	<u>12,950,258</u>	<u>10,980,503</u>
Cash and cash equivalents at end of year	<u><u>\$ 14,188,110</u></u>	<u><u>\$ 12,660,990</u></u>

The accompanying notes are an integral part of these general-purpose financial statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF CASH FLOWS - CONTINUED

For the year ended June 30,

	<u>2021</u>	<u>2020</u>
Reconciliation of operating income to net cash provided by operating activities		
Income from operations	<u>\$ 68,130,639</u>	<u>\$ 65,913,032</u>
Adjustments to reconcile income from operations to net cash provided by operating activities		
Depreciation	1,127,909	1,130,959
Changes in assets and liabilities		
Accounts receivable - tolls	(755,676)	3,078,670
Other assets	(839,351)	(97,108)
Accounts payable	(155,961)	1,389,249
Unearned revenue	(2,251,224)	(450)
Pension items	697,904	769,493
Other liabilities	<u>(76,457)</u>	<u>140,972</u>
Total adjustments	<u>(2,252,856)</u>	<u>6,411,785</u>
Net cash provided by operating activities	<u><u>\$ 65,877,783</u></u>	<u><u>\$ 72,324,817</u></u>

The accompanying notes are an integral part of these general-purpose financial statements.

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS

June 30, 2021 and 2020

NOTE A - ORGANIZATION AND REPORTING ENTITY

Tampa-Hillsborough County Expressway Authority (the "Authority") was created as a body politic, corporate, and an agency of the State of Florida, under Chapter 348, Part IV, Sections 348.50, et seq., Florida Statutes, effective July 1, 1974. It was created for the purposes of and having the power to construct, reconstruct, improve, extend, repair, maintain and operate the expressway system within Hillsborough County, Florida.

The Authority's governing body consists of a board of seven members (the "Board"). Four members are appointed by the Governor of the State of Florida, subject to confirmation by the State Senate. Serving as ex-officio members are: the Mayor of the City of Tampa, Florida (the "City"), or their designee; one member of the Board of County Commissioners of Hillsborough County, Florida (the "County"), selected by such board; and, the District Secretary of the Florida Department of Transportation ("FDOT") serving the district that contains the County, currently District Seven.

The Authority has been determined to be an "Independent Special District", as described in Section 189.403, Florida Statutes, and is a "Related Organization" of the State of Florida, which is referred to as the "Primary Government." The State of Florida appoints a voting majority of the board but does not have financial accountability.

The Authority is a stand-alone entity for financial reporting purposes; there are no component units included in the accompanying financial statements, and the Authority is not considered a component unit of another entity.

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A summary of the Authority's significant accounting policies consistently applied in the preparation of the accompanying general-purpose financial statements follows:

1. Basis of Accounting

The Authority accounts for its activities through use of an enterprise fund. Enterprise funds are used to account for activities similar to those found in the private sector, where the determination of a change in financial position is necessary or useful for sound financial administration (business-type activities). Since the Authority only has business-type activities, it is considered a special-purpose government for financial reporting under Governmental Accounting Standards Board (GASB) No. 34 *Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments* (GASB 34). Accordingly, the Authority only presents fund financial statements as defined by GASB 34. The Financial Statements are reported using the economic resources measurement focus and the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses when incurred.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

2. Cash and Cash Equivalents

Cash and investments with a maturity of three months or less when purchased are considered cash equivalents.

3. Investments

Investments consist of deposits in investment pools and specific accounts maintained by the Treasurer of the State of Florida and commercial banks.

4. Accounts Receivable

The Selmon Expressway has all electronic tolling. Tolls are collected through the use of either SunPass or Video Toll Collection (VTC). VTC utilizes cameras to record license plate images and a bill for the tolls is sent to the registered owner of the vehicle.

The Authority records accounts receivable at estimated net realizable value. Accordingly, accounts receivable at June 30, 2021 and 2020 are shown net of allowances for doubtful accounts. The Authority has determined that no allowance is deemed necessary at June 30, 2021 and 2020, respectively.

5. Debt Service Payments

Debt service payments of principal are recorded at the time funds are disbursed to the paying agent while interest is recorded in the period it relates to. Funds disbursed to the paying agent are no longer under the control of the Authority and cannot be retrieved by the Authority. Principal payments are due on July 1 of each year. Interest payments are due on each January 1 and July 1. In effect, debt service payments of principal will not be recorded until paid, but interest will be recorded and accrued for the amount due on July 1, at the end of the fiscal year.

6. Bond Premiums and Discounts

Bond premiums and discounts are amortized over the life of the related bond issued, which approximates the effective interest method. Bond premiums and discounts are presented as an addition and a reduction, respectively to the bond payable balances.

7. Construction in Progress

Costs associated with the construction of new infrastructure assets or betterments of existing infrastructure assets are recorded as construction in progress. Upon completion of construction or betterment of an asset, the construction in progress account is closed to the infrastructure asset account. Interest costs incurred prior to the end of a construction period are expensed in the period they are incurred.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

8. Property and Equipment

Infrastructure assets, roadways and bridges, are recorded at historical cost, including the costs of right of way, engineering fees, and construction cost. Furniture and equipment, including toll collection equipment, are recorded at historical cost plus the cost of installation for toll collection equipment. The Authority capitalizes asset acquisitions over \$5,000.

9. Depreciation

Depreciation of toll equipment, buildings, toll facilities, and furniture and equipment is computed using the straight-line method over the estimated useful lives of the assets as follows:

Buildings	36 years
Electronic toll collection equipment	5 - 10 years
Furniture and equipment	5 years
Computers and software	3 years

The preservation method of accounting is used for infrastructure assets; roads, bridges and other highway improvements with indefinite lives. It is the policy of the Authority that all necessary actions will be taken to ensure that its infrastructure assets will be maintained, repaired, renewed and, when needed, replaced so as to last indefinitely. Depreciation is not recorded as long as the infrastructure assets are maintained at the level established by the Authority. In the event the infrastructure assets of the expressway system fall below acceptable standards of condition established by the policy, a special "contra asset" account will be established against the capital asset that was determined to be deficient in an amount equal to the cost required to restore the asset to an acceptable standard. The Authority's consulting engineer is required to provide a cost estimate of the amount required to bring the asset up to the established standard. Routine maintenance costs and renewal and replacement costs, since they are needed to preserve the value of existing infrastructure assets, are expensed annually. This treatment is consistent with practices of other similar entities within the toll bridge, turnpike and tunnel industry.

10. Deferred Outflows of Resources

The Deferred Outflows of Resources on refunding of revenue bonds is the difference between the reacquisition price and the net carrying amount of refunded bonds. Deferred outflows of resources were \$21,675,806 and \$24,215,769 at June 30, 2021 and 2020, respectively. The amortization period of deferred refunding losses is the remaining life of the old debt or the life of the new debt, whichever is shorter.

The Deferred Outflows of Resources on the pension liability relates to pre-payments of future pension contributions and other proportionate share changes of the pension liability since the last measurement date. This totaled \$2,011,967 and \$2,022,364 for the years ended June 30, 2021 and 2020, respectively.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

11. Deferred Inflows of Resources

The Deferred Inflows of Resources on the pension liability relates to differences between expected and actual earnings on pension investments. This totaled \$137,479 and \$264,391 at June 30, 2021 and 2020, respectively.

12. Restricted Funds

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first and then unrestricted resources when they are needed.

13. 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.

14. Operating Revenues and Expenses

The Authority's operating revenues and expenses consist of revenues earned and expenses incurred relating to the operations and maintenance of the Expressway System. All other revenues and expenses are reported as non-operating revenues and expenses.

15. Budgets and Budgetary Accounting

The Authority follows the following procedures in establishing budgetary data:

The Authority's operating budget is recommended by the Finance and Budget Committee of the Authority's governing board. The budget is based upon a review of current revenues and expenditures and the projected future funding needs of the Authority for administration, operations, maintenance, and the annual approved work program. The budget is then approved by the Authority's governing board.

The Authority's renewal and replacement and capital improvement projects budget is recommended by the Finance and Budget Committee of the Authority's governing board, based on the first year of the submitted five-year capital projects program.

NOTE C - CASH AND INVESTMENTS

The total carrying amounts of the Authority's cash and investments (unrestricted and restricted) was \$278,548,743 and \$306,976,811 with a fair value of \$278,548,743 and \$308,977,196 at June 30, 2021 and 2020, respectively. Cash consists of deposits with the Florida State Treasurer, local government investment pools and commercial banks at June 30, 2021 and 2020. Investments are reported at fair value in the accompanying financial statements.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE C - CASH AND INVESTMENTS - Continued

Certain cash and investments totaling and carried at \$228,642,661 and \$280,991,639, with a fair value of \$228,794,392 and \$283,182,500 as of June 30, 2021 and 2020, respectively, are restricted as to their use by agreements or bond covenants.

1. Deposits

Deposits are maintained with commercial banks that are organized under the laws of the United States of America or the State of Florida and are insured by the Federal Deposit Insurance Corporation to legal limits. Security for deposits in excess of insured levels is provided by the requirements of the "Florida Security for Public Deposits Act", Chapter 280, Florida Statutes. In accordance with these statutes, qualified public depositories are required to pledge eligible collateral in varying percentages. Any losses to public depositors are covered by applicable deposit insurance, by the sale of pledged securities, and if necessary, by assessments against other qualified public depositories.

As of June 30, 2021 and 2020, approximately \$15,709,000 and \$12,717,000, respectively, was collateralized by the State of Florida collateral pool, which is a multiple financial institution pool with the ability to assess its members for collateral shortfalls if any of its member institutions fail. Required collateral is defined under Chapter 280 of the Florida Statutes, *Security for Public Deposits*.

2. Investments

Section 218.415, Florida Statutes, authorizes the Authority to invest surplus funds in the following:

- a. The Local Government Surplus Funds Trust Fund or any intergovernmental investment pool authorized pursuant to the Florida Interlocal Cooperation Act of 1969, as provided in Florida Statute 163.01.
- b. Securities and Exchange Commission registered money market funds with the highest credit quality rating from a nationally recognized rating agency.
- c. Interest bearing time deposits or savings accounts in qualified public depositories, as defined in Florida Statutes 280.02.
- d. Direct obligations of the U.S. Treasury.

The Authority has invested \$25,662,986 and \$73,427,863 at June 30, 2021 and 2020, respectively, in FLCLASS, a Florida local government investment pool. FLCLASS is measured at amortized cost that approximated fair value. As such, FLCLASS is not required to be categorized within the fair value hierarchy. The dollar weighted average days to maturity of FLCLASS was 44 days at December 31, 2020. FLCLASS is rated AAAM by S&P Global Ratings.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE C - CASH AND INVESTMENTS – Continued

Investments held by the Florida Treasury Investment Pool at June 30, 2021 and 2020 are not registered with the Securities and Exchange Commission. Oversight of the pooled investments with the State Treasury is provided by the Treasury Investment Council per Section 17.575, Florida Statutes. The Florida Treasury Investment Pool was rated by Standard and Poor as AA-f and AA- at June 30, 2021 and 2020, respectively. Additionally, the effective duration on the Florida Treasury Investment Pool is 2.60 years and .43 years at June 30, 2021 and 2020, respectively.

As of June 30, 2021 and 2020, other than the investments in the Florida Treasury Investment Pool, all of the investments are in the Authority's name.

The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

Money market funds and certificates of deposits; Consist of cash deposits with financial institutions and money market funds. The Authority uses quoted market prices of identical assets on active exchanges, or Level 1 measurements.

Investments: Primarily consist of fixed income funds. The Authority uses quoted market prices of identical assets on active exchanges, or Level 1 measurements.

Pooled Short-Term Investments: Consist of pooled investments with the state which is valued at the quoted market price of the issuer or Level 2 measurements.

The methods described above may produce a fair value calculation that may not be indicative of the net realizable value or reflective of future fair values. Furthermore, while the Authority believes its valuation methods are appropriate and consistent with other market participants, the use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different fair value measurement at the reporting date. The following table set forth by level, within the fair value hierarchy, the Authority's investments at fair value as of June 30, 2021 and 2020:

<u>June 30, 2021</u>	<u>Fair Value</u>	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>
Investments				
Short term investments	<u>\$ 150,068,622</u>	<u>\$ 144,973,170</u>	<u>\$ 5,095,452</u>	<u>\$ -</u>
Fixed				
US Government obligations	<u>88,629,025</u>	<u>88,629,025</u>	<u>-</u>	<u>-</u>
Total	<u><u>\$ 238,697,647</u></u>	<u><u>\$ 233,602,195</u></u>	<u><u>\$ 5,095,452</u></u>	<u><u>\$ -</u></u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE C - CASH AND INVESTMENTS - Continued

<u>June 30, 2020</u>	<u>Fair Value</u>	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>
Investments				
Short term investments	\$ 125,737,332	\$ 120,728,285	\$ 5,009,047	\$ -
Fixed				
US Government obligations	97,151,011	97,151,011	-	-
Total	<u>\$ 222,888,343</u>	<u>\$ 217,879,296</u>	<u>\$ 5,009,047</u>	<u>\$ -</u>

3. Concentration of Credit Risk

The following is the percent of any issuer with whom the Authority had invested more than 5% of the Authority's total portfolio as of June 2021 and 2020:

<u>Issuer</u>	<u>2021</u>	<u>2020</u>
US Bank	85.44%	70.92%
FLCLASS	9.71%	24.78%

NOTE D - PROPERTY AND EQUIPMENT AND CONSTRUCTION IN PROGRESS

Changes in property and equipment and construction in progress during the years ended June 30, 2021 and 2020 consist of the following:

	<u>June 30, 2020</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2021</u>
Assets subject to depreciation				
Buildings and improvements	\$ 10,677,826	\$ -	\$ -	\$ 10,677,826
Furniture and equipment	27,359,772	-	(45,616)	27,314,156
Vehicle	56,619	-	-	56,619
	<u>38,094,217</u>	<u>-</u>	<u>(45,616)</u>	<u>38,048,601</u>
Less accumulated depreciation	<u>(31,254,651)</u>	<u>(1,127,909)</u>	<u>45,616</u>	<u>(32,336,944)</u>
	6,839,566	(1,127,909)	-	5,711,657
Assets not subject to depreciation				
Land and infrastructure	<u>730,754,319</u>	<u>259,957,482</u>	<u>-</u>	<u>990,711,801</u>
Total property and equipment	<u>\$ 737,593,885</u>	<u>\$ 258,829,573</u>	<u>\$ -</u>	<u>\$ 996,423,458</u>
Construction in progress	<u>\$ 294,753,851</u>	<u>\$ 73,531,215</u>	<u>\$ (259,957,482)</u>	<u>\$ 108,327,584</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE D - PROPERTY AND EQUIPMENT AND CONSTRUCTION IN PROGRESS - Continued

	June 30, 2019	Additions	Deletions	June 30, 2020
Assets subject to depreciation				
Buildings and improvements	\$ 10,677,826	\$ -	\$ -	\$ 10,677,826
Furniture and equipment	27,359,772	-	-	27,359,772
Vehicle	56,619	-	-	56,619
	<u>38,094,217</u>	<u>-</u>	<u>-</u>	<u>38,094,217</u>
Less accumulated depreciation	<u>(30,123,692)</u>	<u>(1,130,959)</u>	<u>-</u>	<u>(31,254,651)</u>
	7,970,525	(1,130,959)	-	6,839,566
Assets not subject to depreciation				
Land and infrastructure	<u>730,541,081</u>	<u>213,238</u>	<u>-</u>	<u>730,754,319</u>
Total property and equipment	<u>\$ 738,511,606</u>	<u>\$ (917,721)</u>	<u>\$ -</u>	<u>\$ 737,593,885</u>
Construction in progress	<u>\$ 182,559,003</u>	<u>\$ 112,408,086</u>	<u>\$ (213,238)</u>	<u>\$ 294,753,851</u>

NOTE E - LONG-TERM DEBT

Long-term debt consists of revenue bonds payable and amounts due to other governmental entities, as follows:

1. Revenue Bonds Payable

The Authority issued \$334,165,000 in Tampa-Hillsborough County Expressway Authority Refunding Revenue Bonds, Series 2012A and 2012B; \$40,420,000 in Tampa-Hillsborough County Expressway Authority Taxable Revenue Bonds, Series 2012C; and \$70,105,000 in Tampa-Hillsborough County Expressway Authority Taxable Refunding Revenue Bonds, Series 2012D during the year ended June 30, 2013. The funds were used to refund the Series 2002 and Series 2005 bonds; payoff the SIB and TFRTF loans; fund the Authority's portion of the I-4/Selmon Connector project and the AET conversion; and fund reserves for debt service, operations, maintenance and administration and renewal and replacement.

During the year ended June 30, 2018, the Authority issued \$157,780,000 in Tampa-Hillsborough County Expressway Authority Revenue Bonds, Series 2017; \$152,410,000 in Tampa-Hillsborough County Expressway Authority Refunding Revenue Bonds, Series 2017B; and \$36,190,000 in Tampa-Hillsborough County Expressway Authority Revenue Bonds, Series 2017C. The funds were used to refund the series 2012B bonds; fund Selmon-West Extension Project which includes the construction of 2.5 miles of elevated roadway over a portion of the existing Gandy Boulevard in South Tampa; and fund South Selmon Safety Project and Meridian Improvement Project.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE E - LONG-TERM DEBT – Continued

On June 15, 2020, the Authority deposited cash on hand of \$4,549,216 into an irrevocable escrow to advance refund, through an in-substance defeasance, \$4,415,000 of the Series 2012C Tax Revenue Bonds. The remaining balance at June 30, 2020 of \$10,210,000 was transferred to the paying agent July 1, 2020. As a result, the Series 2012C Bonds are considered to be defeased and the escrowed assets and the liability for the bonds have been removed from these financial statements. The Authority achieved a cash flow difference and an economic loss of \$18,731 as a result of the refunding.

In September 2020, the Authority deposited cash on hand of \$210,397,502 into an irrevocable escrow to advance refund, through an in-substance defeasance, \$192,435,000 of the Series 2012A Refunding Revenue Bonds. As a result, the Series 2012C Bonds are considered to be defeased and the escrowed assets and the liability for the bonds have been removed from these financial statements. The Authority achieved a cash flow difference and an economic loss of \$468,871 as a result of the refunding.

During the year ended June 30, 2021, the Authority issued \$20,090,000 in Tampa-Hillsborough County Expressway Authority Revenue Bonds, Series 2020A and \$202,210,000 in Tampa-Hillsborough County Expressway Authority Taxable Refunding Revenue Bonds, Series 2020B. The funds were used to fund the costs of acquiring, constructing, and equipping certain capital improvements to the Expressway System and to advance refund the Series 2012A Bonds.

Bonds payable as of June 30, are as follows:

	<u>2021</u>	<u>2020</u>
Series 2012A bonds payable		
Serial bonds due from July 1, 2016 through July 1, 2032, bearing interest from 3.00% to 5.00%	\$ -	\$ 97,850,000
Term bonds due July 1, 2037, bearing interest at 5.00%	-	93,035,000
Term bonds due July 1, 2037, bearing interest at 4.00%	-	1,550,000
	<u>-</u>	<u>192,435,000</u>
Series 2012C bonds payable		
Serial bonds (taxable) due from July 1, 2015 through July 1, 2021, bearing interest from 1.32% to 3.04%	<u>-</u>	<u>10,210,000</u>
Series 2012D bonds payable		
Serial bonds (taxable) due from July 1, 2021 through July 1, 2026, bearing interest from 3.04% to 3.84%	<u>70,105,000</u>	<u>70,105,000</u>
Series 2017 bonds payable		
Term bonds due July 1, 2047, bearing interest at 5.00%	<u>157,780,000</u>	<u>157,780,000</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE E - LONG-TERM DEBT - Continued

Series 2017B bonds payable

Serial bonds (taxable) due from July 1, 2019 through July 1, 2037,
bearing interest from 4.00% to 5.00%

18,270,000 18,605,000

Term bonds due July 1, 2042, bearing interest at 4.00%

133,485,000 133,485,000
151,755,000 152,090,000

Series 2017C bonds payable

Term bonds due July 1, 2048, bearing interest at 5.00%

36,190,000 36,190,000
36,190,000 36,190,000

Series 2020A bonds payable

Serial bonds (taxable) due from July 1, 2020 through July 1, 2038,
bearing interest from 4% to 5%

20,090,000 -
20,090,000 -

Series 2020B bonds payable

Serial bonds (taxable) due from July 1, 2020 through July 1, 2038,
bearing interest from .81% to 2.7%

202,210,000 -
202,210,000 -

Total bonds payable

638,130,000 618,810,000

Plus unamortized premium

43,427,178 56,928,483
681,557,178 675,738,483

Less current portion

(9,780,000) (10,545,000)
(9,780,000) (10,545,000)

Long-term portion

\$ 671,777,178 \$ 665,193,483

The Series 2012D, Series 2017, Series 2017B, Series 2017C, Series 2020A, and Series 2020B Bonds are secured by a pledge of, and lien on the net system revenues of the expressway system less the cost of operations, maintenance, and administrative expenses. The Master Bond Resolution contains a provision that in the event of default, the bonds are not subject to acceleration, but any holder of such bonds shall be entitled as of right to the appointment of a receiver of the Expressway System in an appropriate judicial proceeding. Debt service requirements to maturity at June 30, 2021 are as follows:

	Principal	Interest	Total
2022	\$ 9,780,000	\$ 23,495,846	\$ 33,275,846
2023	15,130,000	23,124,883	38,254,883
2024	15,590,000	22,642,859	38,232,859
2025	16,095,000	22,116,822	38,211,822
2026	16,640,000	21,544,684	38,184,684
2027 - 2031	90,780,000	100,577,699	191,357,699
2032 - 2036	101,930,000	89,162,965	191,092,965
2037 - 2041	121,660,000	73,858,677	195,518,677
2042 - 2046	151,070,000	45,085,525	196,155,525
2047 - 2051	99,455,000	7,930,875	107,385,875
	<u>\$ 638,130,000</u>	<u>\$ 429,540,835</u>	<u>\$ 1,067,670,835</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE E - LONG-TERM DEBT - Continued

2. Debt Service Reserve Requirements

The Authority has established debt service reserve accounts. Amounts deposited into the accounts equal the Maximum Annual Debt Service for the related bond series and are pledged solely to secure repayment of the bond issue. The balance of these accounts is as follows at June 30,:

	2021	2020
2012 A/B Reserve	\$ 56,750	\$ 13,631,996
2012 C/D Reserve	20,579,122	15,607,706
2017, 2017 B/C Reserve	33,565,037	33,460,308
2020 A/B Reserve	4,862,476	-
Common reserve account	17,915,643	25,944,937
	<u>\$ 76,979,028</u>	<u>\$ 88,644,947</u>

3. Due to Other Governmental Agencies

The Authority is indebted to other governmental entities as follows at June 30,:

	2021	2020
Due to State of Florida - FDOT	\$ 200,074,890	\$ 200,074,890
Due to State of Florida - FDOT State Transportation Trust Fund	13,758,945	13,758,945
	213,833,835	213,833,835
Less current portion	-	-
	<u>\$ 213,833,835</u>	<u>\$ 213,833,835</u>

The amounts due to State of Florida - FDOT resulted from payments of operations and maintenance costs of the expressway system for the year ended June 30, 2013 and prior which occurred under the Lease Purchase Agreement (LPA) with FDOT from November 18, 1997 - December 20, 2012. The LPA was terminated on December 20, 2012. The Authority agreed to pay FDOT in twenty annual installments beginning July 1, 2025.

The amount due State of Florida - FDOT - State Transportation Trust Fund resulted from advances made to the Authority for the purposes under Section 339.08(2)(g), Florida Statutes, as interim financing for future projects. The amount owed at June 30, 2021 and 2020 was \$12,034,945. The Authority has also negotiated a \$1,724,000 interest free loan. These loans are payable in twenty annual installments beginning July 1, 2025.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE E - LONG-TERM DEBT - Continued

The following is long-term debt activity for the years ended June 30, 2021 and 2020:

<u>2021</u>	<u>June 30, 2020</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2021</u>	<u>Due within one year</u>
Revenue bonds					
Series 2012A	\$ 192,435,000	\$ -	\$ (192,435,000)	\$ -	\$ -
Series 2012C	10,210,000	-	(10,210,000)	-	-
Series 2012D	70,105,000	-	-	70,105,000	7,240,000
Series 2017	157,780,000	-	-	157,780,000	-
Series 2017B	152,090,000	-	(335,000)	151,755,000	355,000
Series 2017C	36,190,000	-	-	36,190,000	-
Series 2020A	-	20,090,000	-	20,090,000	640,000
Series 2020B	-	202,210,000	-	202,210,000	1,545,000
	618,810,000	222,300,000	(202,980,000)	638,130,000	9,780,000
Add unamortized bond premium	56,928,483	5,119,382	(18,620,687)	43,427,178	-
Revenue bonds payable - net of premium	675,738,483	227,419,382	(221,600,687)	681,557,178	9,780,000
Due to other governments					
FDOT Long Term Debt	200,074,890	-	-	200,074,890	-
State Transportation Trust Fund Loan	13,758,945	-	-	13,758,945	-
Total due to other governments	213,833,835	-	-	213,833,835	-
Total long-term debt	\$ 889,572,318	\$ 227,419,382	\$ (221,600,687)	\$ 895,391,013	\$ 9,780,000

<u>2020</u>	<u>June 30, 2019</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2020</u>	<u>Due within one year</u>
Revenue bonds					
Series 2012A	\$ 192,435,000	\$ -	\$ -	\$ 192,435,000	\$ -
Series 2012C	23,075,000	-	(12,865,000)	10,210,000	10,210,000
Series 2012D	70,105,000	-	-	70,105,000	-
Series 2017	157,780,000	-	-	157,780,000	-
Series 2017B	152,410,000	-	(320,000)	152,090,000	335,000
Series 2017C	36,190,000	-	-	36,190,000	-
Series 2020A	-	-	-	-	-
Series 2020B	-	-	-	-	-
	631,995,000	-	(13,185,000)	618,810,000	10,545,000
Add unamortized bond premium	59,435,285	-	(2,506,802)	56,928,483	-
Revenue bonds payable - net of premium	691,430,285	-	(15,691,802)	675,738,483	10,545,000
Due to other governments					
FDOT Long Term Debt	200,074,890	-	-	200,074,890	-
State Transportation Trust Fund Loan	13,758,945	-	-	13,758,945	-
Other due to governments	1,605	-	(1,605)	-	-
Total due to other governments	213,835,440	-	(1,605)	213,833,835	-
Total long-term debt	\$ 905,265,725	\$ -	\$ (15,693,407)	\$ 889,572,318	\$ 10,545,000

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE F - COMPENSATED ABSENCES

It is the Authority's policy to permit employees to accumulate earned, but unused vacation and sick leave, which will be paid to employees as of the statement of net position date, or upon retirement from the Authority. The liability for unpaid compensated absences was \$483,706 and \$458,818 at June 30, 2021 and 2020, respectively.

NOTE G - DEFINED BENEFIT PLANS

1. State of Florida Retirement System (FRS)

All permanent employees of the Authority participate in the State of Florida Retirement System (the "FRS"), a multiple-employer cost sharing defined benefit retirement plan or defined contribution retirement plan, administered by the Florida Department of Administration, Division of Retirement. As a general rule, membership in the FRS is compulsory for all employees working in a regular established position for a state agency, county government, district school board, state university, community college or a participating city or special district within the State of Florida. The FRS provides retirement and disability benefits, annual cost-of-living adjustments and death benefits to plan members and beneficiaries. Employees are classified in either the regular service class or the senior management service class ("SMSC"). The senior management service class is for members who fill the senior level management positions.

Benefits are established by Chapter 121, Florida Statutes, and Chapter 60S, Florida Administrative Code. Amendments to the law can be made only by an act of the Florida Legislature.

Employees may participate in the Public Employee Optional Retirement Program (the "Investment Plan"), a defined contribution retirement program, in lieu of participation in the defined benefit retirement plan ("Pension Plan"). If the Investment Plan is elected, active membership in the defined benefit retirement plan is terminated. Eligible members of the Investment Plan are vested at one year of service and receive a contribution for self-direction in an investment product with a third-party administrator selected by the State Board of Administration.

For employees in the Pension Plan, benefits are computed on the basis of age, average final compensation and service credit. Regular class and senior management class employees who were enrolled in the FRS prior to July 1, 2011 and retire at or after age 62 with at least six years of credited service or 30 years of service, regardless of age, are entitled to a retirement benefit payable monthly for life, based on their final average compensation of their five highest fiscal years of pay for each year of credited service.

Employees enrolled on or after July 1, 2011 and who retire at or after age 65 with at least eight years of credited service, or 33 years of service, regardless of age, are entitled to a retirement benefit payable monthly for life, as explained above, based on their eight highest fiscal years of pay. Using their date of enrollment as a basis, vested employees with less than the minimum years of service may retire before the minimum age and receive reduced retirement benefits.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE G - DEFINED BENEFIT PLANS - Continued

In addition to the above benefits, the FRS administers a Deferred Retirement Option Program ("DROP"). This program allows eligible employees to defer receipt of monthly retirement benefit payments while continuing employment with a Florida Retirement System employer for a period not to exceed 60 months after electing to participate. Deferred monthly benefits are held in the FRS Trust Fund and accrue interest.

Starting on July 1, 2011, Chapter 2011-68 of the Laws of Florida required members of the FRS not enrolled in DROP to contribute 3% of their salary to their retirement. Governmental employers are required to make contributions to the FRS based on statewide contribution rates. For the year ended June 30, 2021, the contribution rate applied to regular employee salaries was 10.00%, including 1.66% for a post-retirement health insurance subsidy ("HIS"). For the year ended June 30, 2020, the contribution rate was 8.47%, which included 1.66% for HIS. The fiscal year 2021 contribution rate applied to senior management salaries was 27.29%, including 1.66% HIS. For the year ended June 30, 2020 the contribution rate was 25.41%, which included 1.66% for HIS. For the year ended June 30, 2021 the contribution rate applied to the salaries of the employees in DROP was 16.98%, including 1.66% for HIS. For the year ended June 30, 2020 contribution rate was 14.60%, which included 1.66% for HIS. The Authority's actual contributions to the FRS for the years ended June 30, 2021 and 2020 were \$350,685 and \$320,621, respectively. The Authority's actual contributions to the HIS for the fiscal years ended June 30, 2021 and 2020 were \$42,155 and \$44,579, respectively.

The Authority also participates in a Deferred Compensation plan (the "Plan") for public employees of the State of Florida, under Section 457 of the Internal Revenue Code, covering substantially all of its employees. The Authority's contributions to the Plan are based upon the employee's salaries. Contributions of \$78,129 and \$77,841 were made to the Plan for the year ended June 30, 2021 and 2020, respectively.

Health Insurance Subsidy (HIS) Program

The Retiree Health Insurance Subsidy (HIS) Program is a cost-sharing, multiple-employer defined benefit pension plan established and administrated in accordance with Section 112.363, Florida Statutes. The benefit is a monthly payment to assist retiree of the state-administrated retirement systems in paying their health insurance costs. For the fiscal year ended June 30, 2014, eligible retirees and beneficiaries received a monthly HIS payment equal to the number of years of service credited at retirement multiplied by \$5. The minimum payment is \$30 and the maximum payment is \$150 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive a HIS benefit, a retiree under one of the state-administered retirement systems must provide proof of eligible health insurance coverage, which can include Medicare.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE G - DEFINED BENEFIT PLANS – Continued

Net Pension Liability

The component of the collective net pension liability of the Authority as of June 30, 2021 and 2020 is shown below:

	<u>FRS</u>	<u>HIS</u>	<u>Total</u>
June 30, 2021	<u>\$ 4,182,374</u>	<u>\$ 944,562</u>	<u>\$ 5,126,936</u>
June 30, 2020	<u>\$ 3,456,450</u>	<u>\$ 856,067</u>	<u>\$ 4,312,517</u>

The total pension liability for each plan was determined by the plans' actuary and reported in the plans' valuations dated July 1, 2020 and July 1, 2019 for the net pension liability as of June 30, 2021 and 2020, respectively.

Actuarial Methods and Assumptions

Actuarial assumptions for both cost-sharing defined benefit plans are reviewed annually by the Florida Retirement System Actuarial Assumptions Conference. The FRS Pension Plan has a valuation performed annually. The HIS program has a valuation performed biennially that is updated for GASB reporting in the year a valuation is not performed. The most recent experience study for the FRS Pension Plan was completed as of June 30, 2018. Because the HIS Program is funded on a pay-as-you-go basis, no experience study has been completed for this program. The actuarial assumptions that determined the total pension liability for the HIS Program were based on certain results of the most recent experience study for the FRS Pension Plan.

The total pension liability for each cost-sharing defined plan was determined using the individual entry age actuarial cost method. Inflation increases for both plans is assumed at 2.40% and 2.60% for each of the years ended June 30, 2021 and 2020, respectively. Payroll growth, including inflation, for both plans is assumed at 3.25% for each of the years ended June 30, 2021 and 2020. Both the discount rate and the long-term expected rate of return used for FRS Pension Plan investments is 6.80% and 6.90% at June 30, 2021 and 2020, respectively. The plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return. Because the HIS Program uses the pay-as-you-go funding structure, a municipal bond rate of 2.21% and 3.50% was used to determine the total pension liability for the program (Bond Buyer General Obligation 20-Bond Municipal Bond Index) at June 30, 2021 and 2020, respectively. Mortality assumptions for both plans were based on the PUB-2010 base table.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE G - DEFINED BENEFIT PLANS – Continued

The following changes in actuarial assumptions occurred during the year ended June 30, 2021:

- FRS: The long-term expected rate of return was decreased from 6.90% to 6.80%.
- HIS: The municipal bond rate used to determine total pension liability was decreased from 3.50% to 2.21%, and the mortality assumption was changed from the Generational RP-2000 with Projection Scale BB tables to the PUB-2010 base table, projected generationally with Scale MP-2018.

The following changes in actuarial assumptions occurred during the year ended June 30, 2020:

- FRS: The long-term expected rate of return was decreased from 7.00% to 6.90% and the active mortality assumption was updated.
- HIS: The municipal rate used to determine total pension liability was decreased from 3.87% to 3.50%.

The long-term expected rate of return, net of investment expense on pension plan investments was 6.80% and 6.90% at June 30, 2021 and 2020, respectively. This rate was determined using a forward-looking capital market economic model. The table below shows the assumptions for each of the asset classes in which the plan was invested at that time based on the long-term target asset allocation. 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 expected rate of return is presented in arithmetic and geometric means.

June 30, 2021			
Asset Class	Target Allocation	Annual Arithmetic Return	Compounded Annual (Geometric) Return
Cash	1.0%	2.2%	2.2%
Fixed income	19.0%	3.0%	2.9%
Global Equity	54.2%	8.0%	6.7%
Real estate (property)	10.3%	6.4%	5.8%
Private equity	11.1%	10.8%	8.1%
Strategic investments	4.4%	5.5%	5.3%

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE G - DEFINED BENEFIT PLANS - Continued

June 30, 2020			
Asset Class	Target Allocation	Annual Arithmetic Return	Compounded Annual (Geometric) Return
Cash	1.0%	3.3%	3.3%
Fixed income	18.0%	4.1%	4.1%
Global Equity	54.0%	8.0%	6.8%
Real estate (property)	10.0%	6.7%	6.1%
Private equity	11.0%	11.2%	8.4%
Strategic investments	6.0%	5.9%	5.7%

Sensitivity Analysis

The following tables demonstrate the sensitivity of the net pension liability to changes in the discount rate. The sensitivity analysis shows the impact to the collective net pension liability of the Authority if the discount rate was 1.00% higher or 1.00% lower than the current discounted rate at June 30, 2021 and 2020.

FRS Net Pension Liability - June 30, 2021		
1% Decrease	Current Discount / Rate of Return	1% Increase
5.80%	6.80%	7.80%
\$6,678,548	\$4,182,374	\$2,097,558

HIS Net Pension Liability - June 30, 2021		
1% Decrease	Current Discount / Rate of Return	1% Increase
1.21%	2.21%	3.21%
\$1,091,870	\$944,562	\$823,988

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE G - DEFINED BENEFIT PLANS - Continued

FRS Net Pension Liability - June 30, 2020		
1% Decrease	Current Discount / Rate of Return	1% Increase
5.90%	6.90%	7.90%
\$5,975,051	\$3,456,450	\$1,352,992
HIS Net Pension Liability - June 30, 2020		
1% Decrease	Current Discount / Rate of Return	1% Increase
2.50%	3.50%	4.50%
\$977,244	\$856,067	\$755,140

Pension Expense and Deferred Outflows/ Inflows of Resources

In accordance with GASB 68, paragraph 54 and 71, changes in the net pension liability are recognized in pension expense in the current measurement period, except as indicated below. For each of the following, a portion is recognized in pension expense in the current measurement period, and the balance is amortized as deferred outflows or deferred inflows of resources using a systematic and rational method over a closed period, as defined below:

- Differences between expected and actual experience with regard to economic and demographic factors - amortized over the average expected remaining service life of all employees that are provided with pensions through the pension plan (active and inactive employees).
- Changes of assumptions or other inputs - amortized over the average expected remaining service life of all employees that are provided with pensions through the pension plan (active and inactive employees).
- Differences between expected and actual earnings on pension plan investments are amortized over five years.

The average expected remaining service life of all employees provided with pensions through the pension plans at June 30, 2021 was 5.9 years for FRS and 7.2 for HIS and 6.4 for FRS and 7.2 for HIS at June 30, 2020.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE G - DEFINED BENEFIT PLANS - Continued

The Authority's proportion of the FRS was 0.0096 percent at June 30, 2021, which was a decrease of 0.0004 from its proportion measured as of June 30, 2020. At 2021, the Authority's proportion of the HIS was 0.0077 percent, which was an increase of 0.0001 from its proportion measured as of June 30, 2020.

The Authority recognized pension expense of approximately \$956,000, \$1,134,700 and \$612,000, for the years ended June 30, 2021, 2020 and 2019, respectively.

At June 30, 2021 and 2020, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

2021

Deferred Inflows / Outflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 198,706	\$ (729)
Changes of assumptions	858,710	(54,923)
Net difference between projected and actual earnings on pension plan investments	249,777	-
Changes in proportion and differences between Tampa-Hillsborough County Expressway Authority's contributions and proportionate share of contributions	311,934	(81,827)
Tampa-Hillsborough County Expressway Authority's contributions subsequent to the measurement date	<u>392,840</u>	<u>-</u>
Total	<u>\$ 2,011,967</u>	<u>\$ (137,479)</u>

2020

Deferred Inflows / Outflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 215,410	\$ (3,193)
Changes of assumptions	986,889	(69,968)
Net difference between projected and actual earnings on pension plan investments	552	(191,230)
Changes in proportion and differences between Tampa-Hillsborough County Expressway Authority's contributions and proportionate share of contributions	454,313	-
Tampa-Hillsborough County Expressway Authority's contributions subsequent to the measurement date	<u>365,200</u>	<u>-</u>
Total	<u>\$ 2,022,364</u>	<u>\$ (264,391)</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE G - DEFINED BENEFIT PLANS – Continued

The \$392,840 and \$365,200 reported as deferred outflows of resources related to pensions resulting from the Authority's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the plan years ended June 30, 2021 and 2020, respectively.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Measurement Period Ending June 30:	
2022	\$ 354,334
2023	468,152
2024	369,846
2025	217,210
2026	56,382
Thereafter	15,724
	<u>\$ 1,481,648</u>

Additional Financial and Actuarial Information

Additional audited financial information supporting the Schedules of Employer Allocations and the Schedule of Pensions Amounts by Employer is located in the Florida CAFR and in the Florida Retirement System Pension Plan and Other State-Administered Systems CAFR for the fiscal year ended June 30, 2020. The system's CAFR and the actuarial valuation reports referenced herein are available online at:

http://www.dms.myflorida.com/workforce_operations/retirement/publications

The system's CAFR and actuarial reports may also be obtained by contacting the Division of Retirement at:

Department of Management Services
Division of Retirement
Bureau of Research and Member Communications
P.O. Box 9000
Tallahassee, Florida 32315-900
850-488-4706 or toll free at 877-377-1737

2. 457(b) Deferred Compensation Plan

The Authority has a non-qualified deferred compensation plan, a 457(b) Plan for certain eligible employees. The Authority makes a non-elective contribution equal to 3% of each participant's eligible salary. Contributions to this plan for the years ended June 30, 2021 and 2020, were \$52,332 and \$57,920, respectively.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2021 and 2020

NOTE H - EMPLOYEE SEVERANCE

The Authority's personnel policies and procedures manual provide unclassified managerial, administrative and unclassified executive management positions a severance benefit upon termination without cause. The number of months of severance pay ranges from three to twelve.

NOTE I - CONTRACTUAL OBLIGATIONS

Consulting Contracts

The Authority has entered into contracts with consultants for design, engineering, technology, construction and other services. The committed, but unspent balances of these contracts were \$18,956,140 and \$45,208,813 at June 30, 2021 and 2020, respectively.

NOTE J - CURRENT LEASE AGREEMENT WITH TENANT

The Authority leases certain office space and property to tenants which expire in various years through 2034.

The approximate future minimum rentals, including renewal options, to be received under these non-cancelable operating leases are as follows:

<u>Year ending June 30:</u>	
2022	\$ 591,127
2023	535,092
2024	522,119
2025	431,610
2026	413,210
Thereafter	<u>551,614</u>
	<u>\$ 3,044,772</u>

NOTE K - RISK MANAGEMENT

The Authority is exposed to various risk of loss related to torts; theft of, damage to, and destruction of assets; errors and omission; injuries to employees; and mutual disasters for which the Authority purchased commercial insurance.

SUPPLEMENTARY INFORMATION

Tampa-Hillsborough County Expressway Authority

TREND DATA ON INFRASTRUCTURE CONDITION

June 30, 2021

The Authority has elected to use the Modified Approach to account for maintenance of its infrastructure assets. The Florida Department of Transportation (the "FDOT") annually inspects the Authority's roadways. The FDOT utilizes the Maintenance Rating Program ("MRP") to assess the condition of the Expressway System. Copies of the MRP manual may be obtained from the State Maintenance Office, 605 Suwannee Street, Mail Station 52, Tallahassee, FL 32399-0450. The MRP manual provides a uniform evaluation system for maintenance features of the State Highway System. The roadways are rated on a 100-point scale, with 100 meaning that every aspect of the roadway is in new and perfect condition. The Authority's system as a whole is given an overall rating, indicating the average condition of all roadways operated by the Authority. The assessment of condition is made by visual and mechanical tests designed to reveal any condition that would reduce highway-user benefits below the maximum level of service. The Authority's policy is to maintain the roadway condition at a MRP rating of 90 or better.

The results of the last three inspections are as follows:

<u>Evaluation Period</u> <u>Fiscal Year</u>	<u>Rating</u>
2021	95%
2020	96%
2019	94%

The budget-to-actual expenditures for road maintenance for the past five years are as follows:

<u>Fiscal Year</u>	<u>Budget</u>	<u>Actual</u>
2021	\$ 4,659,995	\$ 4,063,008
2020	\$ 4,687,500	\$ 4,164,056
2019	\$ 4,458,663	\$ 3,952,973
2018	\$ 3,702,474	\$ 2,749,123
2017	\$ 3,335,147	\$ 2,939,194

Tampa-Hillsborough County Expressway Authority

**SCHEDULE OF TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY'S
PROPORTIONATE SHARE OF NET PENSION LIABILITY FOR THE FLORIDA RETIREMENT
SYSTEM AND HEALTH INSURANCE SUBSIDY PROGRAM**

Florida Retirement System (FRS) Defined Benefit Pension Plan

Authority Year Ending June 30,	Plan Sponsor Measurement Date June 30,	Authority's Proportion of the FRS Net Pension Liability	Authority's Proportionate Share of the FRS Net Pension Liability	Authority's Covered Employee Payroll	Authority's proportionate share of the Net Pension Liability as a Percentage of Covered Payroll	FRS Plan Fiduciary Net Position as a Percentage of Total Pension Liability
2021	2020	0.009649819%	\$ 4,182,374	\$ 2,541,971	164.53%	78.85%
2020	2019	0.010036555%	\$ 3,456,450	\$ 2,690,542	128.47%	82.61%
2019	2018	0.009617100%	\$ 2,896,720	\$ 2,558,813	113.21%	84.26%
2018	2017	0.009267292%	\$ 2,741,202	\$ 2,410,007	113.74%	83.89%
2017	2016	0.007995643%	\$ 2,018,906	\$ 2,173,184	92.90%	84.88%
2016	2015	0.007360228%	\$ 950,672	\$ 1,833,148	51.86%	92.00%
2015	2014	0.006741295%	\$ 411,316	\$ 1,622,163	25.36%	96.09%
2014	2013	0.002944881%	\$ 506,945	\$ 1,569,484	32.30%	88.54%

Retiree Health Insurance Subsidy (HIS) Program Defined Benefit Pension Plan

Authority Year Ending June 30,	Plan Sponsor Measurement Date June 30,	Authority's Proportion of the FRS Net Pension Liability	Authority's Proportionate Share of the FRS Net Pension Liability	Authority's Covered Employee Payroll	Authority's proportionate share of the Net Pension Liability as a Percentage of Covered Payroll	FRS Plan Fiduciary Net Position as a Percentage of Total Pension Liability
2021	2020	0.007736061%	\$ 944,562	\$ 2,541,971	37.16%	3.00%
2020	2019	0.007650970%	\$ 856,067	\$ 2,690,542	31.82%	2.63%
2019	2018	0.007285065%	\$ 771,059	\$ 2,558,813	30.13%	2.15%
2018	2017	0.006852751%	\$ 732,728	\$ 2,410,007	30.40%	1.64%
2017	2016	0.005799349%	\$ 675,890	\$ 2,173,184	31.10%	0.97%
2016	2015	0.005296215%	\$ 540,131	\$ 1,833,148	29.46%	0.50%
2015	2014	0.005250370%	\$ 491,080	\$ 1,622,163	30.27%	0.99%
2014	2013	0.004991401%	\$ 434,567	\$ 1,569,484	27.69%	1.78%

Tampa-Hillsborough County Expressway Authority

**SCHEDULE OF TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY'S
CONTRIBUTIONS FOR THE FLORIDA RETIREMENT SYSTEM AND
HEALTH INSURANCE SUBSIDY PROGRAM**

Florida Retirement System (FRS) Defined Benefit Pension Plan

Authority Year Ending June 30,	FRS Contributions in Relation to the			FRS Contribution Deficiency (Excess)	Authority's Covered Employee Payroll	FRS Contributions as a Percentage of Covered Payroll
	FRS Contractually Required Contribution	Contractually Required Contribution				
2021	\$ 350,685	\$ 350,685	\$ -	\$ 2,541,971	13.80%	
2020	\$ 320,621	\$ 320,621	\$ -	\$ 2,690,542	11.92%	
2019	\$ 311,206	\$ 311,206	\$ -	\$ 2,558,813	12.16%	
2018	\$ 274,080	\$ 274,080	\$ -	\$ 2,410,007	11.37%	
2017	\$ 241,250	\$ 241,250	\$ -	\$ 2,173,184	11.10%	
2016	\$ 194,987	\$ 194,987	\$ -	\$ 1,833,148	10.64%	
2015	\$ 179,449	\$ 179,449	\$ -	\$ 1,622,163	11.06%	
2014	\$ 147,663	\$ 147,663	\$ -	\$ 1,569,484	9.41%	

Retiree Health Insurance Subsidy (HIS) Program Defined Benefit Pension Plan

Authority Year Ending June 30,	FRS Contributions in Relation to the Contractually Required Contribution				Authority's Covered Employee Payroll	FRS Contributions as a Percentage of Covered Payroll
	FRS Contractually Required Contribution		FRS Contribution Deficiency (Excess)			
2021	\$ 42,155	\$ 42,155	\$ -	\$ 2,541,971	1.66%	
2020	\$ 44,579	\$ 44,579	\$ -	\$ 2,690,542	1.66%	
2019	\$ 42,485	\$ 42,485	\$ -	\$ 2,558,813	1.66%	
2018	\$ 39,507	\$ 39,507	\$ -	\$ 2,410,007	1.64%	
2017	\$ 36,267	\$ 36,267	\$ -	\$ 2,173,184	1.67%	
2016	\$ 29,725	\$ 29,725	\$ -	\$ 1,833,148	1.62%	
2015	\$ 20,245	\$ 20,245	\$ -	\$ 1,622,163	1.25%	
2014	\$ 17,992	\$ 17,992	\$ -	\$ 1,569,484	1.15%	

Tampa-Hillsborough County Expressway Authority
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the year ended June 30, 2021

Grantor and Project Title	Assistance Listing Number	Contract Number	Pass-Through Entity Identifying Number	Pass-Through To Subrecipients	Expenditures
Federal					
U.S. Department of Transportation					
Direct Program					
Federal Highway Administration					
Highway Research and Development					
Program					
	20.200	DTFH6116H00025	N/A	\$ -	\$ 2,144,420
Total expenditures of federal awards				\$ -	\$ 2,144,420

The accompanying notes are an integral part of this schedule.

Tampa-Hillsborough County Expressway Authority

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

June 30, 2021

NOTE 1 - BASIS OF PRESENTATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying Schedule of Expenditures of Federal Awards (the "Schedule") includes the federal awards activity of Tampa-Hillsborough County Expressway Authority under programs of the federal government for the year ended June 30, 2021. The information in this Schedule is presented in accordance with the 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). Therefore, some amounts presented in this schedule may differ from amounts presented in or used in the preparation of the basic financial statements.

Federal expenditures reported on the Schedule are reported on the accrual basis of accounting. Federal expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

NOTE 2 - CONTINGENCIES

These federal programs are subject to financial and compliance audits by grantor agencies which, if instances of material noncompliance are found, may result in disallowed expenditures and affect the Authority's continued participation in specific programs. The amounts, 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 - SUBRECIPIENTS

The Authority did not provide federal awards to subrecipients.

NOTE 4 - INDIRECT COST RATE

The Authority did not utilize the de minimus indirect cost rates for reimbursement of grant expenditures for the fiscal year ended June 30, 2021.

REGULATORY REPORTS

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

Distinguished Members of the Authority
Tampa-Hillsborough County Expressway Authority

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 Tampa-Hillsborough County Expressway Authority (the "Authority") as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated January 31, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) 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. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

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

Purpose of this Report

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

Tampa, Florida
January 31, 2022

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
FOR EACH MAJOR FEDERAL PROGRAM AND REPORT
ON INTERNAL CONTROL OVER COMPLIANCE
REQUIRED BY THE UNIFORM GUIDANCE

Distinguished Members of the Authority
Tampa-Hillsborough County Expressway Authority

Report on Compliance for Each Federal Program

We have audited Tampa-Hillsborough County Expressway Authority's (the "Authority") compliance with the types of compliance requirements described in the *Compliance Supplement* that could have a direct and material effect on the Tampa-Hillsborough County Expressway Authority's major federal program for the year ended June 30, 2021. Tampa-Hillsborough County Expressway Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of Tampa-Hillsborough County Expressway Authority's major federal programs 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). Those standards and the Uniform Guidance 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 occurred. An audit includes examining, on a test basis, evidence about Tampa-Hillsborough County Expressway Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of Tampa-Hillsborough County Expressway Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, Tampa-Hillsborough County Expressway 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 program for the year ended June 30, 2021.

Report on Internal Control Over Compliance

Management of Tampa Hillsborough County Expressway 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 Tampa-Hillsborough County Expressway Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program 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 to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Tampa-Hillsborough County Expressway 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 federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program 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 that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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

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

Tampa, Florida
January 31, 2022

Tampa-Hillsborough County Expressway Authority

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the year ended June 30, 2021

Section I - Summary of Auditors' Results**Financial Statements**

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 X no

Significant deficiency(ies) identified?

____ yes X none reported

Noncompliance material to financial statements noted?

____ yes X no

Federal Awards

Internal control over major federal awards

Material weakness(es) identified?

____ yes X no

Significant deficiency(ies) identified?

____ yes X none reported

Type of auditors' report issued on compliance for major federal awards:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?

____ yes X no

Identification of major federal programs:

Assistance Listing Number

20.200

Name of Federal Program

Highway Research and Development Program

Dollar threshold used to distinguish between type A and type B programs

Federal

\$ 750,000

Auditee qualified as low-risk auditee

X yes ____ no

Section II - Financial Statement Findings

No matters were reported for the year ended June 30, 2021

Section III - Federal Award Findings and Questioned Costs

No matters were reported for the year ended June 30, 2021

MANAGEMENT LETTER BASED ON RULE 10.554(1)(i) OF
THE AUDITOR GENERAL OF THE STATE OF FLORIDA

Distinguished Members of the Authority
Tampa-Hillsborough County Expressway Authority

Report on the Financial Statements

We have audited the financial statements of the Tampa-Hillsborough County Expressway Authority (the “Authority”), as of and for the fiscal year ended June 30, 2021, and have issued our report thereon dated January 31, 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 Independent Auditors’ Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Independent Auditors’ Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance; Schedule of Findings and Questioned Costs, and Independent Accountant’s Report on Compliance with the Requirements of Section 218.415, Florida Statutes on an examination conducted in accordance with *AICPA Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, *Rules of the Auditor General*. Disclosures in those reports and schedule, which are dated January 31, 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 prior year findings nor corrective actions disclosed in the preceding 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 required information is disclosed in the Notes to General Purpose Financial Statements (see Note A - Organization and Reporting Entity), page 17.

Financial Condition and Management

Sections 10.554(1)(i)5.a. and 10.556(7), *Rules of the Auditor General*, require that we apply appropriate procedures and report 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 address in the management letter any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

Special District Component Units

Section 10.554(1)(i)5.d., *Rules of the Auditor General*, requires, if appropriate, that we communicate the failure of a special district that is a component unit of a country, municipality, or special district, to provide the financial information necessary for proper reporting of the component unit within the audited financial statements of the country, municipality, or special district, in accordance with Section 218.32(1)(a), Florida Statutes. In connection with our audit, we did not note any special district component units that failed to provide the necessary information for proper reporting in accordance with Section 218.32(1)(a), Florida Statutes.

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 which 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, Members of the Authority's Board of Directors, and applicable management, and is not intended to be and should not be used by anyone other than these specified parties.

Tampa, Florida
January 31, 2022

INDEPENDENT ACCOUNTANTS' REPORT ON COMPLIANCE WITH THE
REQUIREMENTS OF SECTION 218.415, FLORIDA STATUTES

INDEPENDENT ACCOUNTANTS' REPORT ON
COMPLIANCE WITH THE REQUIREMENTS OF
SECTION 218.415, FLORIDA STATUTES

Distinguished Members of the Authority
Tampa-Hillsborough County Expressway Authority

We have examined the compliance of Tampa-Hillsborough County Expressway Authority (the "Authority") with the requirements of Section 218.415, Florida Statutes during the year ended June 30, 2021. Management is responsible for the Authority's compliance with those requirements. Our responsibility is to express an opinion on the Authority's compliance based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examination does not provide a legal determination on the Authority's compliance with specified requirements.

In our opinion, the Authority complied in all material respects, with the aforementioned requirements for the year ended June 30, 2021.

Tampa, Florida
January 31, 2022

INDEPENDENT AUDITORS' COMMUNICATION WITH
THOSE CHARGED WITH GOVERNANCE

TAMPA-HILLSBOROUGH COUNTY
EXPRESSWAY AUTHORITY

June 30, 2021

To the Distinguished Members of the Authority
Tampa-Hillsborough County Expressway Authority

We have audited the financial statements of Tampa-Hillsborough County Expressway Authority, for the year ended June 30, 2021. Professional standards require that we provide you with the following information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Tampa-Hillsborough County Expressway Authority (the "Authority") are described in note B to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2021. We noted no transactions entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

Management's estimate of the collectability of accounts receivable is based on prior experience, historical collection trends and current and anticipated economic conditions. We evaluated the key factors and assumptions used to develop the valuation estimate in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the useful life of capital assets is based on historical experience, physical condition and external factors affecting future utility. We evaluated the key factors and assumptions used to develop the estimated useful life in determining that the net book value of capital assets are reasonable in relation to the financial statements taken as a whole.

Management's estimate of the actuarial assumptions related to the FRS liability are based on the Florida Retirement Plan's approved plan structure, historical data, and trend analysis. We evaluated the key factors and assumptions used to develop the actuarial assumptions in relation to the financial statements of the Authority taken as a whole.

Management's estimate of the fair value of investments held are based upon quoted market prices for identical or similar assets provided by the third party investment holder. We evaluated the key factors and assumptions used to develop the fair value of investments to determine that the value is reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. Significant disclosures were included in Note E - Long-term Debt. The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. None were noted during the audit process.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated January 31, 2022.

Management Consultations with Other Independent Auditors

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Authority's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Authority's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the Management Discussion and Analysis, Trend Data on Infrastructure Condition, Schedule of Tampa-Hillsborough County Expressway Authority's Proportionate Share of Net Pension Liability for the Florida Retirement System and Health Insurance Subsidy Program and the Schedule of Tampa-Hillsborough County Expressway Authority's Contributions for the Florida Retirement System and Health Insurance Subsidy Program, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on Schedule of Expenditures of Federal Awards, which accompany the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United State of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Other Services

We were also engaged to perform an examination on compliance with Section 218.415, Florida Statutes, regarding the Authority's investment of surplus funds for the year ended June 30, 2021 and issued our Independent Accountants' Report thereon dated January 31, 2022. Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We examined, on a test basis, evidence about the Authority's compliance with those requirements.

Restriction on Use

This information is intended solely for the use of the Members of the Authority and management of Tampa-Hillsborough County Expressway Authority and is not intended to be and should not be, used by anyone other than these specified parties.

Tampa, Florida
January 31, 2022

IV. D. 1.

DISCUSSION/ACTION ITEMS

**General Counsel: Approval of Tampa-Hillsborough County Expressway
Authority/Hillsborough County Tax Collector Interlocal Agreement**

**INTERLOCAL AGREEMENT
BETWEEN**

**TAX COLLECTOR FOR HILLSBOROUGH COUNTY, FLORIDA AND
THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY, A
PUBLIC BODY CORPORATE AND POLITIC CREATED AND EXISTING
PURSUANT TO FLORIDA STATUTES CHAPTER 348, PART II ("THEA"),
ALL OF WHICH ARE PUBLIC AGENCIES AUTHORIZED TO ENTER
INTO THIS AGREEMENT PURSUANT TO CHAPTER 163 PART I, FLORIDA
STATUTES.**

This Interlocal Agreement ("Agreement") for collection and remittance of Tampa-Hillsborough County Expressway Authority toll revenue and Tax Collector service charges is made and entered into as of _____ (the "Effective Date"), by and between Nancy C. Millan, as Hillsborough County Tax Collector ("HCTC" or "Tax Collector"), and the Tampa-Hillsborough County Expressway Authority ("THEA"), hereinafter referred to as the "Parties".

WITNESSETH:

WHEREAS, THEA is entitled to collect tolls from motor vehicles pursuant to Florida Statutes §348.54 (6), (the "Tolls"); and

WHEREAS, pursuant to Chapter 320, Florida Statutes, Florida County Tax Collectors are designated agents of the Department of Highway Safety and Motor Vehicles for the purpose of issuing tag renewals, tag replacements and tag transfers and collecting the fees associated with such transactions (the "Transaction" or "Transactions"); and

WHEREAS, the HCTC cannot complete a Transaction if the related motor vehicle has outstanding Tolls owed to THEA; and

WHEREAS, the HCTC and THEA have determined that it would be in the best interest of the public to allow customers to pay the Tolls associated with THEA at the Tax Collector tag agencies, so that Transactions can be completed without delay to the public; and

WHEREAS, the HCTC and THEA have determined that for the purposes of economies of scale, and furthering practical, efficient, and accountable service to the public, together the parties will derive mutually beneficial results by entering into this Agreement.

NOW, THEREFORE, in consideration of the mutual benefits and the terms, conditions, promises, covenants, and payments hereinafter set forth, the Parties agree as follows:

TERMS OF AGREEMENT:

1. Recitals: The Recitals set forth above are true and correct and are incorporated herein.

2. Scope of Agreement: The terms of this Agreement shall apply to all Transactions processed in Hillsborough County, Florida, by the HCTC for the collection and payment of Tolls owed to THEA. This Agreement sets forth the process for the Tax Collector's collection of such Tolls, completion of the Transactions and reporting between the parties.

3. Tolls and Documentation: At the time of processing a Transaction, the HCTC will collect all Tolls owed to THEA for the applicable motor vehicle, prior to issuing a motor vehicle tag to a customer. In the event a customer chooses not to pay the Tolls, then that customer will be directed to THEA for payment or handling of the Tolls directly and will not be issued a motor vehicle tag. On a weekly basis, the Tax Collector will transfer to THEA the Tolls collected on behalf of THEA. In the event of technical complications with the Tax Collector's automated payment of Tolls to THEA, the Tax Collector will transfer the Tolls to THEA manually, no later than 30 calendar days after the date of collection.

4. Tax Collector Service Charges: The Tax Collector may collect a service charge of One Dollar (\$1.00) per Transaction, from each customer (the "Service Charge"), which shall be earned and kept by the Tax Collector upon collection. The Service Charge will be in addition to the cost to the customer for each Transaction and will not be deducted from the Tolls due to THEA.

5. Release of Holds: Upon collecting the Tolls from a given customer for a Transaction pursuant to Section 3, THEA authorizes the Tax Collector to release motor vehicle tag holds for that customer. If for any reason the Transaction cannot be completed and is voided by the Tax Collector (the "Voided Transaction"), THEA will be automatically notified through the cashiering interface software shared by the Parties and THEA will in turn notify the Department of Highway Safety and Motor Vehicles to reapply the hold on that customer's motor vehicle tag. The Tax Collector is not responsible for reapplying any motor vehicle tag holds for Voided Transactions, nor will the Tax Collector be held liable for any incidental, consequential, punitive, exemplary or indirect damages, lost profits, revenue or other business interruption damages resulting from the temporary removal of said hold pursuant to this Agreement. In the event the Tax Collector becomes aware of any technological malfunction preventing notifications of Voided Transactions being automatically sent to THEA through

the cashiering interface software, the Tax Collector will manually notify THEA of such Voided Transactions until the cashiering interface software notifications can be restored. THEA shall supply weekly reports to the Tax Collector with sufficient information to verify the customers for whom THEA has submitted tag holds to the Department of Highway Safety and Motor Vehicles due to Voided Transactions. The Tax Collector will supply monthly reports to THEA indicating the number of Transactions, the Tolls collected on the behalf of THEA, the Tolls transferred to THEA, and the identity of the customers having Voided Transactions. The Tax Collector will have no liability for holds released in error.

6. Not a Purchase Agreement: This Agreement does not involve the purchase of goods or services by either Party. Rather, the Parties are simply allocating the Service Charge and Tolls collected hereunder in a fair and equitable manner.

7. Term of Agreement: The term of this Agreement shall be for a period of one (1) year from the Effective Date and shall renew automatically on each anniversary of the Effective Date, unless either Party gives written notice of its intent to terminate the Agreement pursuant to Section 8 at least sixty (60) days prior to the end of the then-current annual term.

8. Early Termination: This agreement may be terminated for any reason and without cause by either Party upon sixty (60) days prior written notice to the other Party. Further, the Parties reserve the right to terminate this Agreement immediately if the Parties mutually determine that any part of this Agreement has become illegal or contrary to any applicable law, rule, regulation, or public policy, or if the Agreement is declared to be illegal by a court of competent jurisdiction.

9. Severability. If any provision of this Agreement is held in whole or in part to be unenforceable for any reason, the remainder of that provision and/or the entire Agreement shall be severable and remain in effect unless, within seven (7) calendar days after such a finding of illegality, one or both of the Parties elects to terminate this Agreement in its entirety.

10. Notices: All notices, demands, requests, or other instruments shall be given by depositing the same in the pre-paid, certified U.S. mail, facsimile, or overnight mail.

Notices to the Tax Collector:

Nancy C. Millan
Hillsborough County Tax Collector
601 East Kennedy Boulevard, 14th Floor
Tampa, FL 33602
millan@hillstax.org
813.612.6701

Notices to THEA:

Amy Lettelleir, General Counsel
Tampa Hillsborough Expressway Authority
1104 E Twiggs Street, Suite 300
Tampa, Florida 33602
amy.lettelleir@tampa-xway.com
813.272.6740

11. Delegations: The Parties agree that either of them may contract for its work to be delegated to a non-public entity, provided, however, that any delegation of the work shall not abrogate the duties, powers, and authority of the Tax Collector or THEA to see to it that the terms of this Agreement are complied with fully and carried out as contemplated herein.

12. Audits: The Tax Collector and THEA shall maintain, in accordance with generally accepted accounting principles and procedures, records of all Transactions, Tolls, and Service Charges collected or pertaining to this Agreement. The Parties shall ensure that such records are available for examination and inspection by the other party during normal business hours.

13. Liability; No Third-Party Beneficiary: Each Party agrees that it shall be solely responsible for the negligent acts or omissions of its officers, employees, contractors, and agents. Nothing contained herein shall constitute a waiver or expansion by either Party of its sovereign immunity or the limitations set forth in §768.28, Florida Statutes. Neither THEA nor the Tax Collector intends to directly or substantially benefit a third party by this Agreement. Therefore, the Parties acknowledge that there are no third-party beneficiaries to this Agreement and that no third party shall be entitled to assert a right or claim against either of them based upon this Agreement.

14. Force Majeure: Neither Party shall be liable for any damages, costs, expenses, or other consequences incurred by the other Party or by any other person, company, firm, or entity as a result of delay in or inability to deliver any product or service due to circumstances or events beyond the reasonable control of that Party, including, without limitation, (1) acts of God or nature (including, without limitation, public health emergencies, epidemics or pandemic; (2) change in, additions to; or the interpretation of any applicable law, rule, regulation, or ordinance; (3) strikes, lockouts, or other labor actions or labor problems; (4) transportation delays, whether physical or electronic; (5) unavailability of supplies, equipment or materials; (6) fire or explosion; (7) riot, terrorism, military action, usurpation of power, or any attempt to usurp power, or (8) actions or failures to act on the part of any governmental agency or authority other than those that are Party to this Agreement.

15. Miscellaneous:

- a. Neither Party may assign its rights or obligations under this Agreement in whole or in part without the prior written consent of the other Party.

- b. This Agreement may not be modified, amended, changed, or altered, and no rights or responsibilities hereunder may be waived except through a written instrument signed by the Tax Collector and THEA.
- c. The Agreement constitutes the entire Agreement between the Parties with respect to the subject matter hereof. Each Party acknowledges that it is entering into this Agreement for its own purposes and not for the benefit of any third party.
- d. The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Hillsborough County, FL.
- e. In the event that any dispute should arise between the Tax Collector and THEA with respect to this Agreement, each Party shall be responsible for the payment of its own attorney's fees, whether incurred pre-trial, at trial, or upon appeal.
- f. For civil proceedings, the Parties waive the right to a jury trial.

16. Pursuant to §163 .01(11), Florida Statutes, this Agreement shall be recorded in the official records of Hillsborough County, Florida. THEA shall be responsible for the recordation in Hillsborough County and shall furnish the Tax Collector with a recorded copy.

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IN WITNESS WHEREOF, the parties have caused this instrument to be signed and witnessed by their respective duly authorized officials all as the dates set forth below.

TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

Signature: _____

Vincent Cassidy, Chairman

Date: _____

Approved as to form, content, and legality:

Amy Lettelleir, Esq., General Counsel

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me this _____ day of _____ 20____,
by _____ on behalf of the Tampa-Hillsborough County Expressway Authority.

Notary Public State of Florida

(Notary Seal)

Personally known: _____ OR Produced Identification: _____ Type of Identification
Produced: _____

HILLSBOROUGH COUNTY TAX COLLECTOR

Signature: _____

Nancy C. Millan

Hillsborough County Tax Collector

Date: _____

Approved as to form, content and legality:

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me this _____ day of _____ 20____,
by _____ on behalf of the Hillsborough County Tax Collector.

Notary Public State of Florida

(Notary Seal)

Personally known: _____ OR Produced Identification: _____ Type of Identification

Produced: _____

V.

STAFF REPORTS

- A. Planning & Innovation – Bob Frey
- B. Operations & Maintenance – Brian Pickard
- C. Finance Update – Jeff Seward
- D. Toll Operations – Emma Antolinez
- E. Communications – Sue Chrzan

VI. A.
EXECUTIVE REPORTS

General Counsel - Legislative Update

VI. B.

EXECUTIVE REPORTS

Executive Director - Contract Closeout Report

Contract Close-Out Report January 2022

Contractor	Deliverables	Term	Original Approved Contract Amount	Amended Approved Contract Amount	Close-Out Contract Amount	Under/ Over Contract Amount
Trias Construction	Renovation of the Transportation Management Center (TMC)	Oct. 2020 ~ Dec. 2021	\$2,219,393.	\$127,404 ¹ New contract amount \$2,346,797.	\$2,346,797.	Completed within approved contract amount

¹ Trias Construction contract amount amended to include the following:

- Additional TMC construction work including: Solar Film on 3rd floor; Revision to Electrical Changes; Relocate Security Door; Roof Patching; Unanticipated utilities, fire alarm and sprinklers in the Board Room.

Note: This report was produced in accordance with THEA Procurement Policy 501.00, Approval Thresholds.

VI. C.
EXECUTIVE REPORTS

Chairman – Upcoming Meetings



2022 Board Meeting Schedule

January

1/18/2022	Board Workshop Canceled	1:30 p.m.
1/31/2022	Board Meeting	1:30 p.m.

February

2/7/2022	Board Committees of the Whole Meeting	1:30 p.m.
2/21/2022	Board Meeting	1:30 p.m.

March

3/14/2022	Board Committees of the Whole Meeting	1:30 p.m.
3/28/2022	Board Meeting	1:30 p.m.

April

04/11/2022	Board Committees of the Whole Meeting	1:30 p.m.
04/25/2022	Board Meeting	1:30 p.m.

May

05/09/2022	Board Committees of the Whole Meeting	1:30 p.m.
05/23/2022	Board Meeting	1:30 p.m.

June

06/13/2022	Board Committees of the Whole Meeting	1:30 p.m.
06/27/2022	Board Meeting	1:30 p.m.

July

07/11/2022	Board Committees of the Whole Meeting	1:30 p.m.
07/25/2022	Board Meeting	1:30 p.m.

August

08/08/2022	Board Committees of the Whole Meeting	1:30 p.m.
08/22/2022	Board Meeting	1:30 p.m.

September

09/12/2022	Board Committees of the Whole Meeting	1:30 p.m.
09/26/2022	Board Meeting	1:30 p.m.

October

10/10/2022	Board Committees of the Whole Meeting	1:30 p.m.
10/24/2022	Board Meeting	1:30 p.m.

November

11/14/2022	Board Meeting	1:30 p.m.
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December

12/12/2022	Board Meeting	1:30 p.m.
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Note: Meetings of Committees as Whole will be held in the Expressway's 3rd floor conference room.
Monthly Board meetings will be held in the Expressway's 1st floor Board room

VII.
OLD BUSINESS

IX

NEW BUSINESS

X

ADJOURNMENT