



Meeting of the Board of Directors

January 23, 2023 - 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 ten 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 and Pledge of Allegiance

II. Public Input/Public Presentations

III. Consent Agenda

A. Approval of the Minutes from the December 12, 2022, Board of Directors Meeting and the January 9, 2023, Board Workshop

B. Approval of Board Member Travel (Retroactive) – TEAMFL Annual Meeting

IV. Discussion/Action Items

A. Planning & Innovation – John Weatherford, Committee Chair – *Bob Frey, Staff*

1. a) Study for Electric Vehicle (EV) Charging Business Plan - WSP

Purpose: The study will be phase 1 for THEA's development of a comprehensive EV Charging Business Plan. The study will provide an overview of the technology components and configurations for consideration, as well as the

analysis and screening of the different options for alignment with THEA's business strategy. A further, more detailed assessment may be considered for the most viable models of the EV Charging Business Plan.

Funding: Capital Budget - \$210,250

Action: Request Board approval for THEA staff to execute a task order with WSP and subconsultant Deloitte in an amount not to exceed \$210,250 for the study for the EV Charging Business Plan.

b.) Support and oversight of the study for EV Charging Business Plan – HNTB

Purpose: This task will allow HNTB to provide support and oversight of the study for EV Charging Business Plan. GEC support will allow for the transition from the planning phases to the operations and maintenance phases. This task also includes participation in meetings and review of drafts and final report.

Funding: Capital Budget - \$55,000

Action: Request Board approval for THEA staff to execute a task order with HNTB in an amount not to exceed \$55,000 for the support of the study for the EV Charging Business Plan.

2. Roadside Unit (RSU) Maintenance Support – Yunex

Purpose: As part of the THEA Connected Vehicle Pilot Project, THEA installed several RSUs within THEA ROW. As part of the post-pilot activities, THEA will maintain RSUs installed within our ROW as well as parts of I-4 as part of the I-4 FRAME collaboration efforts with FDOT. Ongoing maintenance of these devices will allow THEA to remain active with Connected Vehicle technology and future projects that will utilize CV technology. This task will also allow for further research and analysis of RSU use, integration within the Expressway system, development of relevant software, ongoing deployment of Vehicle to Infrastructure technology, and eventually set the groundwork for the use of speed harmonization.

Funding: Capital Budget - \$150,000

Action: Request Board approval for THEA staff to execute a task order with Yunex in an amount not to exceed \$150,000 for the ongoing maintenance of RSUs.

B. Budget and Finance – Commissioner Cepeda, Committee Chair – Jeff Seward, Staff

1. FY22 Financial Statements - Rivero, Gordimer & Company

Purpose: To accept the FY22 audited financial statements.

Action: Acceptance of the financial statements, as audited by Rivero Gordimer & Company, for Fiscal Year 2022.

V. Staff Reports

- A. Operations & Maintenance – *Brian Pickard, P.E.*
- B. Toll Operations – *Andy Lelewski, P.E.*
- C. Communications – *Sue Chrzan*

VI. Executive Reports

- A. Executive Director – *Greg Slater*

- 1. Contract Renewal Report**

- 2. Director's Report**

- B. General Counsel – *Amy Lettelleir, Esq.*

- C. Chairman - *Vincent Cassidy*

- 1. Upcoming Meetings

- * THEA Committees of the Whole - February 13, 2023

- * THEA Board Meeting - February 27, 2023

VII. Old Business

VIII. New Business

IX. Adjournment

Tampa- Hillsborough County Expressway Authority
Minutes of the December 12, 2022, 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 12, 2022, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Mr. Bennett Barrow, Vice Chairman
Mr. John Weatherford
FDOT District 7 Secretary David Gwynn, Member
Hillsborough County Commissioner Donna Cameron Cepeda, Member
Mayor Jane Castor, Member

STAFF:

Greg Slater	Gary Holland
Amy Lettelleir	Frederick Pekala
Jeff Seward	Felipe Velasco
Sue Chrzan	Judith Villegas
Brian Pickard	Lisa Pessina
Bob Frey	Charles Lockridge
Andy Lelewski	Elizabeth Dittmann
Charlene Ponce	Brian Ramirez
Chaketa Mister	Anna Quinones

OTHERS:

Tim Garrett, HNTB
Jim Drapp, HNTB
John Generalli, Wells Fargo
Todd Josko, Ballard Partners
Steve Ferrell, HDR
Sally Dee, Playbook PR
Sarah Lesch, Playbook PR
Matthew Sansbury, RBC Capital Markets
James Van Steenburg, HDR
Elizabeth Putnam, D Squared
Stephanie McQueen, HDR
Rick Patterson, Raymond James

I. Call to Order and Pledge of Allegiance

Vice Chairman Barrow called the meeting to order at 1:30 pm, followed by the Pledge of Allegiance

II. Public Input/Public Presentations

No public input or presentations.

III. Election of Secretary

Vice Chairman Barrow called for nominations for Secretary.

District Secretary David Gwynn nominated John Weatherford. With no other nominations, and by a unanimous, roll call vote, Mr. Weatherford was elected Board Secretary.

IV. Consent Agenda

A. Approval of the Minutes from the November 14, 2022, Board of Directors Meeting

The Vice Chairman requested a motion for approval. Mayor Castor moved approval, seconded by Secretary Gwynn.

The motion passed unanimously.

V. Discussion/Action Items

A. Operations & Engineering – Bennett Barrow, Committee Chair – Brian Pickard, P.E., Staff

1. FerroviaL REL Lighting Analysis, Removal/Packaging, and Reinstallation

Mr. Pickard presented a request for approval of a task order for FerroviaL Services Infrastructure, Inc. to investigate the aesthetic lights on the REL, remove the lights that are damaged, package the lights to be sent to the manufacturer for warranty repair, and reinstall the repaired lights. Funding not to exceed \$366,217, will come from the Operations and Maintenance Budget.

Mr. Pickard requested that the Board authorize the Executive Director to sign a task with Ferrovia Services Infrastructure, Inc. to complete the work in accordance with the terms in contract O-00617.

Mr. Slater pointed out that all the lights on the west extension are working. Mr. Pickard confirmed.

Vice Chairman Barrow requested a motion for approval. John Weatherford moved approval, seconded by Secretary Gwynn.

Vice Chairman Barrow commented that the decision by the board to install the aesthetic lighting, as well as the continuation of the Gandy extension, helped put Floridians to work at a time when the economy really needed it. He noted that he did have reservations about the cost, but the board and operations made a great decision to get the economy moving across the region.

The motion passed unanimously.

2. Increase in Funding for Railroad Flaggers & Engineering Costs with CSX Agreement for the East Selmon Slip Ramp Project

Mr. Pickard presented a request for an increase in funding for railroad flaggers, engineering, and inspection costs with CSX for the East Selmon Slip Ramp Project. Funding of \$96,879 will come from the Capital Budget.

The requested action is for the Board to authorize an increase in payment to CSX from \$385,000 to \$481,879 (increase of \$96,879) for the CSX preliminary, flagger, engineering, and inspection costs related to the East Selmon Slip Ramp Project near the 22nd Street ramp.

Vice Chairman Barrow requested a motion for approval. John Weatherford moved approval, seconded by Secretary Gwynn.

The motion passed unanimously.

3. APTIM Task Order – Assessment and Removal Plan for Contaminated Material, 12th St. to 19th St.

Mr. Pickard presented a request to procure the services of a consultant to conduct an environmental assessment in THEA right-of-way between 12th St. and 19th St. Funding of \$119,536 will come from the Capital Budget.

Mr. Pickard requested that the Board to authorize the Executive Director to sign a task order with APTIM Environmental & Infrastructure to undertake an environmental assessment of soils and make recommendations for a not to exceed amount of \$119,536 in accordance with the terms in Contract O-1422.

Vice Chairman Barrow requested a motion for approval. John Weatherford moved approval, seconded by Secretary Gwynn.

The motion passed unanimously.

4. Construction Engineering Inspection (CEI) Services for the South Selmon Capacity Design-Build Project

Mr. Pickard presented a request to procure CEI services for the South Selmon Capacity Design-Build Project including all investigations, design, permitting, coordination, construction activities, and necessary approvals to complete the project.

He requested that the Board:

- a) Approve selection of Evaluation Committee for CEI Services for the South Selmon Capacity Design-Build Project

Firm	Total
CONSOR Engineers, LLC	2
HDR Construction Control Corp	1
Volkert, Inc.	3

- b) Authorize and direct staff to negotiate and execute a contract with the number 1 ranked firm for CEI Services for the design and construction of the South Selmon Capacity Design-Build Project. If negotiations are unsuccessful, staff shall negotiate with the number 2 ranked firm. Contract is subject to review and approval of THEA General Counsel.

Vice Chairman Barrow requested a motion for approval. John Weatherford moved approval, seconded by Secretary Gwynn.

The motion passed unanimously.

5. Operations Network Switches Procurement

Mr. Pickard presented an item to procure one hundred new field switches for the Operations Network which will enhance communication between ITS equipment and the operation of the REL reversals.

He requested that the Board:

- a) Approve the selection of the lowest bid from Temple Inc., in the amount of \$590,700 (from the Capital Budget) for the Operations Field Switches.

Firm	Bid Amount
Buyer's Point, LLC	\$766,302
Temple, Inc.	\$590,700

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

Vice Chairman Barrow requested a motion for approval. John Weatherford moved approval, seconded by Secretary Gwynn.

The motion passed unanimously.

Mr. Weatherford took a moment to suggest that, at least in the near term, that staff consider providing context and information on acronyms and abbreviations to Commissioner Cepeda, THEA's newest board member to help her get acclimated.

VI. Staff Reports

A. Operations & Maintenance – Brian Pickard, P.E.

Mr. Pickard provided the Board with an update on the East Selmon Slip Ramp project. The present contract amount is \$24,540,000. We are at 66% of contract earned and 62% of contract time.

Mr. Slater added that the Board will start to see work on the resurfacing project previously approved by the Board after the first of the year. We will also be bringing back to you the second half of the drainage issue sometime after the first of the year.

B. Toll Operations – Andy Lelewski, P.E.

Mr. Lelewski presented toll operations statistics for October 2022.

He reviewed the average weekday transaction. Year over year comparisons show an increase in traffic across the board, ranging from 6.1% to almost 24%, with the largest growth occurring on the Reversible Express Lanes and the West Extension.

Mr. Lelewski reported on the total number of transactions, noting the 15-day toll suspension due to Hurricane Ian. October saw about 6.4M total transactions, just shy of THEA's all-time high in March. However, not all of these were revenue

transactions. About 2.9M were non-revenue transactions, so revenue transactions for the month of October totaled about 3.4M.

He also reported that of the 3.4M revenue transactions processed in October, 69% were from prepaid transponder accounts, while 31% were toll-by-plate. If Florida Turnpike Enterprises is unsuccessful in collecting the toll-by-plate revenue through that program, the transactions come back to THEA to be sent out through our collections program. In October, THEA collected just over 24,000 payments. He noted that these are transactions that are greater than 60 days old.

Finally, Mr. Lelewski updated the board on THEA Programs for the month of October:

- In-House Customer Service Resolutions totaled eighty-eight
- Customers Enrolled in the Selmon Discount Program totaled 429
- Payments Made through the Hillsborough County Tax Collector Program totaled 748

Mr. Weatherford asked if there is a way to drive the phone collections to the website to make it more efficient. Mr. Lelewski agreed and is still assessing but there are opportunities to improve awareness of the web option. It could be that many of these customers receiving these notices have questions that cannot be answered over the phone. Additionally, the way the fee structure is set up with the vendor who manages collections, there is no additional cost to THEA for payments taken over the phone versus the website.

Mr. Weatherford also asked about the MacDill Discount Program and whether there are more people who qualify who are not enrolling and if we know why.

Mr. Lelewski explained that a trip qualifies for the discount program if customers - MacDill employees and service members only - travel through the two mainline gantries. The intention of the program is to capture customers who are traveling to the base. With no gantry to verify where customers are going, there is no data collected to show who qualifies for the program.

VII. Executive Reports

A. Executive Director – *Greg Slater*

1. Contract Renewal and Expiration Report

Mr. Slater presented three contract renewals – each the second-year renewal – for:

- A-Stellar for Maintenance & Landscaping Services
- Ferrovia for Asset Management Services
- Evolve for Miscellaneous Emerging Technology Services

There is also one contract expiring in June 2023 with Transportation Policy Consultant for general consulting services.

2. Director's Report

Mr. Slater briefly touched on inflationary factors in the market and some of the latest data shows states have seen a 20%-40% increase in project costs depending on the region.

He also reported on his IBTTA trip and noted that the presentations were a great comparator and can serve as a benchmark for us.

He announced the FAV Summit, which starts this Wednesday in Amelia Island.

Mr. Slater gave an update on Team THEA:

- The team raised over three hundred pounds of food during our hurricane relief drive
- Our toy drive is underway and will benefit the Tampa Children's Home
- He will be participating in a small infrastructure leadership forum in June to discuss risk, innovative financing, and the use of private equity in public financing
- THEA has a new employee who will be working in finance – Szabina Szennassy.
- One of our USF interns, Mohannad Shihadeh has accepted a full-time position with Deloitte as a software developer.

Finally, Mr. Slater thanked the Board for its leadership and helping THEA accomplish its mission of serving the community with safe, efficient transportation. THEA was able to reinvest in those communities and engage in collaborative partnerships that will make a positive, lasting impact on our region. He then presented the THEA 2022 Year in Review video.

B. General Counsel – *Amy Lettelleir, Esq.*

Nothing to report.

C. Vice Chairman – *Bennett Barrow*

1. Upcoming Meetings

- THEA Strategic Blueprint Workshop – January 9, 2023
- THEA Board Meeting – January 23, 2023

VIII. Old Business

None.

IX. New Business

None.

X. Adjournment

The meeting adjourned at p.m.

APPROVED: _____ **ATTEST:** _____

Chairman: Vincent Cassidy

Vice Chairman: Bennett Barrow

DATED THIS 23RD DAY OF JANUARY 2023.

Tampa- Hillsborough County Expressway Authority
Minutes of the January 9, 2023, Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a Board workshop at 1:30 p.m. on January 9, 2023, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Mr. Vincent Cassidy, Chairman
Mr. Bennett Barrow, Vice Chairman
Mr. John Weatherford, Secretary
FDOT District 7 Secretary David Gwynn, Member
Hillsborough County Commissioner Donna Cameron Cepeda, Member

STAFF:

Greg Slater
Amy Lettelleir
Jeff Seward
Sue Chrzan
Brian Pickard
Bob Frey
Andy Lelewski
Charlene Ponce
Chaketa Mister
Gary Holland
Frederick Pekala

Felipe Velasco
Shannon Bush
Lisa Pessina
Sally Fisher
Brian Ramirez
Emma Antolinez
Elizabeth Gray
Debbie Northington
Anna Quinones
Szabina Szenassy
Shari Callahan

OTHERS:

James Drapp, HNTB
Len Becker, HNTB
Brent Wilder, PFM
Alana Brasier, City of Tampa

Tim Garrett, HNTB
Ian Whitney, City of Tampa
Doug Draper, BofA
Sarah Lesch, Playbook

The meeting began at 1:32. Mr. Slater welcomed everyone to the workshop and began with a follow up on the May budget workshop.

The two topics from the budget workshop were opportunities for THEA to help manage regional growth and what the THEA of tomorrow looks like.

He reviewed growth projections noting that the data show the Tampa Bay area population is expected to grow by 25.8% by 2050 (from 2021). Pasco county will experience the largest growth at 39.5%, followed by Hillsborough at 32.6%.

He pointed out the growth in the trips between Tampa and St. Petersburg, where the economies are very connected.

THEA looked at areas where we could potentially help manage growth based on regional projections:

- South of Gandy
- Downtown Tampa at Channelside
- Riverview area on the U.S. 301 Corridor
- U.S. 301 Corridor down to Apollo Beach

The biggest opportunity is the HWY 301 corridor where there is the most growth, which is projected to be more than 70 percent. A project here would provide much needed relief as well as buy some time for FDOT on Interstate 75.

There was some discussion about U.S. Hwy 301. District Secretary Gwynn confirmed that FDOT could enter into some sort of agreement with THEA, similar to what we did with Gandy. He added that FDOT does not have the money to build everything that is needed and there is demand down there.

The Chairman asked how far south we would go. Mr. Slater pointed out that the terminus would be at Big Bend, and the project would be done in two or three phases. He further noted that U.S. Highway 301 is a heavy truck corridor, and this project would pull some of that traffic off 301.

There was a brief discussion about the demographics of the population in and along the corridor as well as willingness to pay. Mr. Slater discussed fee structure, which would be the same as what we use today and as we begin to pursue, we'll gather additional information on willingness to pay, and how much traffic it will pull of the local system, including a lot of the truck traffic.

Secretary Gwynn noted it would probably operate similar to an express-type lane, increasing the corridor capacity. Everyone will benefit because it will increase the corridor capacity.

Mr. Weatherford asked about timeframe and resources compared to the west extension project. Mr. Slater noted it would be a much larger, much longer project. He added that if this is the Board's desire, staff could begin the process, starting first with community outreach and talking to our stakeholders and getting feedback. We would then go into a PD&E process. He noted that, financially, the road would do well enough to support itself from a bonding perspective.

Mr. Slater suggested other mobility components could be weaved into this concept - the growth is there, and it is an opportunity for THEA to partner with FDOT and solve a problem.

Mr. Weatherford asked about new concepts and ideas we could use that might not have been used before. Mr. Slater explained that the process will include forward-thinking design and as we get into the strategic plan discussion the goals will layout how we will be able to construct that “roadway of the future.”

Mr. Slater said that if it is the Board’s desire, staff would come back to the full board to discuss starting the PD&E process.

Secretary Gwynn mentioned looking at transit opportunities and briefly discussed the premium transit opportunities FDOT is currently pursuing. Something like this could tie into that. A PD&E will help identify those opportunities.

The members present agreed that this is something staff should explore and bring back to the full Board for further discussion.

Next, Mr. Slater reviewed the Strategic Blueprint and the process thus far, along with some questions for the Board to ponder during the presentation. He noted the four guiding principles and the goals and objectives for each.

Serve – Goal: Deliver best-in-class experience for customers in all aspects of THEA business. Objectives: Be community centered; Be customer-focused; Increase time savings; Include technology.

Invest – Goal: Diversify/Amplify THEA’s ability to proactively address the growth of the Tampa Bay Area. Objectives: Address regional growth; Identify diversification opportunities; Include community/industry partnerships; Include technology and innovation.

Transform – Goal: Create the next generation transportation agency and system for the Tampa Bay Area. Objectives: Be smart, adaptable, technology driven, interconnected and innovative.

Excel – Goal: Use data to deliver excellence in all aspects of business. Objectives: Be financially resilient/sustainable; Maximize investment; Integrate data sources; Include operational efficiencies and modernization.

Mr. Slater returned to the *Questions to Ponder*

- What are we missing?
- Are we being too bold? Too safe?
- What do the customers/community need us to be?
- How big or small of an organization does THEA need to be?
- What, if any, industry partners do we need to cultivate?

- Realizing that in order to reach an ultimate vision for 2040 we will need to scale up staffing in some departments, do you have thoughts on what that might look like?
- Are there areas of the industry you would like more exposure to as in conferences, speakers you would like to hear from?

Mr. Barrow asked about the process going forward, to have a completed strategic blueprint with tactics, a timeline and accountability, and how the board will collaborate. Mr. Slater suggested that staff take the board feedback and look at 2040 as our destination, then layout what we think those actionable items are.

We want to lay it out in actionable objectives and using key performance indicators that show us what we're doing, what we're not doing, whether it's working or not working. The key will be when staff comes back to the board with the strategic plan it's going to lay out what we're going to do and when.

Mr. Weatherford agreed and suggested that for each goal, at least internally, add three or four clear, measurable descriptors. Mr. Slater agreed and noted that at this point, it was his intention to first gather board input, but that more detail and specifics will be added as staff continues to work on the plan.

Chairman Cassidy noted that the Board's job is governance, and he asked what other companies are doing – companies that are thinking 20 years ahead. What are others doing that THEA can learn from.

Mr. Slater pointed to two areas. First is thinking about the future of connected and autonomous vehicles with one lane dedicated to autonomous vehicles, but also transit vehicles. Second is identifying the business model of the future. People want to do multiple things under one environment – a single-point, customer-facing environment fully integrated with technology. People want efficiency and ease of use.

Chairman Cassidy asked how we create this plan while ensuring that we do not go down a road that others have already discovered is not a good path. Mr. Slater noted one is using data to guide what we do. The ability to solve other mobility solutions has to work in conjunction with our ability to provide mobility and collect tolls.

Mr. Barrow asked if financials would come from modeling and work backwards from there. Mr. Slater pointed to the South Selmon Capacity project is on the street, another project is in the queue for the east side of the Selmon, and we just talked about 301. The expressway will essentially be brand new when these projects are complete, so we won't have a huge amount of capital needs. Financially, we believe we are strong enough that we can get halfway through the South Selmon Capacity project before we have to issue debt. We have to make sure we're handling as much as we can without leveraging too much.

That's why 301 is a good option – it does a couple of things. One, it makes the argument that we're not a single asset facility anymore and two, it makes sure the original expressway is not exposed financially to trying to grow too fast.

Chairman Cassidy commented that all of these projects coupled with evolving as an agency will take some bandwidth. Mr. Slater agreed. But noted the key is focusing internally on what we need in terms of managing and administering a program like that.

Ms. Lettelleir, in response to Mr. Barrow's previous question, noted that as we move down the road THEA will have to update all its policies, including the debt management policy and the investment policy. We will be looking at those and bringing them to the board to approve any changes.

Chairman Cassidy commented on how THEA will evolve and is happy to see THEA thinking that way but suggested proceeding with caution. Mr. Slater agreed that THEA can be so much more than an Expressway Authority, but at the end of the day we have to know where our toll revenue is coming in and where it's going out and make sure that is our core business model.

Chairman Cassidy asked what was needed from the board for this plan to progress. Mr. Slater recapped the board discussion noting there is a willingness to grow and a willingness to go down different paths, but also, we need to be selective about it.

Chairman Cassidy suggested visiting other entities to learn what they are thinking and doing, what works and what doesn't. Mr. Weatherford agreed and mentioned the overabundance of apps available. He also mentioned setting up charging stations.

Mr. Slater explained the European toll road model, which focus on technology and innovation, and they operate as a business. These European entities serve as a great benchmark for THEA.

He discussed the future of connected and autonomous vehicle technology, EV charging, inductive technology, ADA considerations, and other issues relative to new, cutting-edge technology.

Secretary Gwynn thought it might be a good idea to have something in the plan that addresses safety, as well as more opportunities for future partnerships with FDOT/FTE, as well as private companies. He briefly discussed diversifying the revenue stream.

Mr. Slater agreed and noted that THEA needs to build foundationally to meet the needs of the future.

Mr. Barrow asked about the timeline for the completed strategic plan. Mr. Slater noted he and staff will continue to work on the details, bringing it back to the board in February or March. Mr. Barrow suggested taking more time to get it right.

Mr. Slater announced the upcoming board meeting January 23.

The meeting adjourned at 2:28.

APPROVED: _____ **ATTEST:** _____

Chairman: Vincent Cassidy

Vice Chairman: Bennett Barrow

DATED THIS 23RD DAY OF JANUARY 2023.



Board Meeting

January 19, 2023

11:00 AM to 1:00 PM

Hyatt Regency International Drive –
Orlando
Florida Ballroom C

Agenda

Call to order - Lake County Commissioner, Sean Parks, TEAMFL Chairman

1. Introduction of New Members
2. Approval of Board Meeting Minutes – October 27, 2022
3. Financial Report – Amanda Moore, CPA
4. Code of Conduct Policy – Amy Davies
5. Ethical Policy – Amy Davies
6. Bylaw Amendment – Amy Davies
 - Executive Director
 - Legal Counsel
7. Director's Report – Amy Davies
8. Election of Officers – Commissioner Parks
9. Next Meetings
 - May10-12, 2023 TEAMFL Tampa, FL
 - Oct 5-6, 2023 TEAMFL Jacksonville, FL
 - Jan 11-12, 2024 TEAMFL Orlando, FL

Adjournment



Thursday, January 19, 2023

12:00 – 5:00 REGISTRATION

Plaza Ballroom F

1:30 – 3:00

1.5 PDH

Focus Session – CDM Smith Sky Wave: Leveraging Drones, Remote Sensing, and Machine Learning for Environmental Projects

Florida Ballroom A

The use of drones, artificial intelligence, and remote sensing are quickly becoming ubiquitous tools for today's engineers. Understanding the advantages and drawbacks of these technologies are crucial to leveraging these tools to efficiently collect datasets and develop the right project solutions, while significantly reducing the time and labor spent in the field.

Speaker: *Brendan V. Brown, PWS, Natural Resource Discipline Leader, CDM Smith*

1:30 – 3:00

1.5 PDH

Focus Session – FDOT District Five: What We've Done and What's Next

Florida Ballroom B

I-4 Express: Lessons from the First Year

Speaker: *Jeremy Dilmore, P.E. Transportation Systems Management and Operations Program Engineer*

Wekiva Parkway – "Piece by Piece" Completing, Integrating and Opening the Beltway around Orlando

Speaker: *Casey Lyon, FDOT District Five Environmental Permits Supervisor*

Speaker: *Rick Vallier, FDOT Construction Project Manager, Oviedo Operations*

I-75 – What's Next for Florida's Central Artery

Speaker: *Mark Trebitz, P.E. Project Development Manager*

3:00 – 3:30

Refreshment Break

3:30 – 5:00

1.5 PDH

Focus Session – CFX Airport Interchange Project

Florida Ballroom A

Learn from the CFX team how they delivered the award winning signature project, SR 528/SR 436 Interchange at the northern entrance to the Orlando International Airport. The team will share the unique procurement of a Project of Critical Concern through design and then construction that ultimately was completed 8 months ahead of schedule.

Moderator: *Laura Kelly, Executive Director, CFX*

Speaker: *Ben Dreiling, Director of Construction, CFX*

Speaker: *Glenn Pressimone, Chief of Infrastructure, CFX*

Speaker: *Brian Hutchings, Manager of Communications, CFX*

Speaker: *TJ Lallathin, DRMP – Design Team Project Manager*

Speaker: *Justin Oaks, SEMA Construction – Contractor Principle in Charge*

Speaker: *Mike Hill, SEMA Construction – Contractor Project Manager*

Speaker: *Mike Lausier, RK&K – CEI Resident Engineer*

3:30 – 5:00

1.5 PDH

Focus Session- Preparing for the Transportation Authority of the Future

Florida Ballroom B

Rapidly changing customer needs, emerging technologies, growing risks: the opportunities and challenges facing transportation authorities are evolving rapidly. The session will share results of national research studies on the future of transportation and emerging approaches to better understanding changing customer needs.

Speaker: *John Kaliski, Vice President, Cambridge Systematics*

Speaker: *Kirk Steudle, President, Steudle Executive Group*

Speaker: *Greg Slater, Executive Director, THEA*

Speaker: *Nikhil Puri, Principal, Cambridge Systematics*

Speaker: *Mark Hallenbeck, Director, Washington State Transportation Center, University of Washington*

5:00 – 7:00 EVENING RECEPTION

Upper Pool Deck



Friday, January 20, 2023

8:00 – 9:00 BREAKFAST

Plaza Ballroom H

9:00 – 12:00 GENERAL SESSION
3.0 PDH

Plaza Ballroom D-G

CALL TO ORDER and Chairman's Update – *Sean Parks, Chairman, TEAMFL*

IBTTA Update

Speaker: *Andy Fremier, President, IBTTA*

Introduction of Moderator, *Amy Davies, Executive Director, TEAMFL*

FDOT Update

Speaker: *Jared Perdue, Secretary, FDOT*

The Future of Freight Mobility- Reimagining our Multimodal Freight Networks

Speaker: *Paula Dowell, Vice President- National Practice Consultant, HNTB*

10:30 – 11:00 Refreshment Break

GENERAL SESSION

Welcome New Members and Thank You to Annual Sponsors & Meeting Sponsors

Florida Transportation Plan and IIJA Policy Implementation

Speaker: *Alison Stettner, Director of the Office of Policy Planning, FDOT*

Enterprise Update

Speaker: *Nicola Liquori, Executive Director & CEO, Florida's Turnpike Enterprise*

Raffle/Adjournment

iphone presented by T2 Utility

THEA TRAVEL REQUEST FORM

TRAVELER NAME: Greg Slater

DEPARTMENT: Executive Director

TRAVEL DATES & TIMES - FROM: Wednesday, January 19, 2022 TIME: 8:00

☒ AM
☐ PM
☒ AM
☐ PM

TO: Thursday, January 20, 2022 TIME: 11:00

PURPOSE OF TRAVEL: TEAMFL Meeting

DESTINATION: Orlando, FL

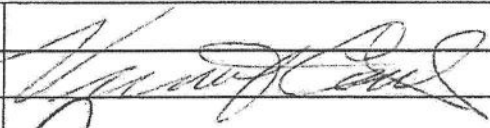
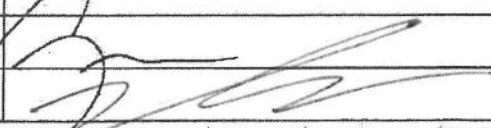
TRAVEL G/L ACCOUNT #:

CPMP PROJECT #:

NAME OF CONFERENCE: TEAMFL

No.	Expense	Expense Estimate	Actual Expense	
			P-Card Payment	Request for Payment (A/P)
1.	Registration Fee: Attach agenda	\$	\$	\$
2.	Hotel: No. of Nights <u>1</u> X \$ <u>209.00</u> (Rate)	\$ 209.00	\$	
3.	Air Fare: Attach supporting documents	\$	\$	
4.	Airline Baggage Fee: 1 checked bag each way	\$		
5.	*Per Diem and Meals:	\$ 36.00		\$
6.	Privately-owned Vehicle: <u> </u> miles X <u>0.560</u> ¢/mile	\$ 0.00		
7.	THEA Vehicle Usage (Fuel) <u> </u> miles	\$		
8.	Auto Rental: No. of Days <u> </u> X \$ <u> </u>	\$ 0.00		
9.	Shuttle/Other Conveyance to & from Airport/Hotel:	\$		
10.	Parking: No. of Days <u>1</u> X \$ <u>10.00</u> (Rate)	\$ 10.00		
11.	Other/Miscellaneous Expenses:	\$		
	Total	\$ 265.00	\$	\$

SUPPORTING DOCUMENTATION & CONFERENCE/TRIP AGENDA ATTACHED

1.	Traveler Signature:		Date:
2.	Supervisor:		Date: <u>12/20/22</u>
3.	Department Director:		Date:
4.	Executive Director:		Date: <u>12/20/22</u>
5.	Director of Finance:		Date: <u>12/20/2022</u>

~~ Only forms with original signatures will be processed by Finance ~~

THEA TRAVEL REQUEST FORM

TRAVELER NAME: Vince Cassidy

DEPARTMENT: Chairman of the Board

TRAVEL DATES & TIMES - FROM: Wednesday, January 19, 2022 TIME: 8:00 ☒ AM
 TO: Thursday, January 20, 2022 TIME: 5:00 ☒ PM

PURPOSE OF TRAVEL: TEAMFL Meeting

DESTINATION: Orlando, FL

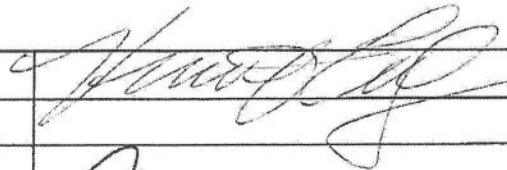
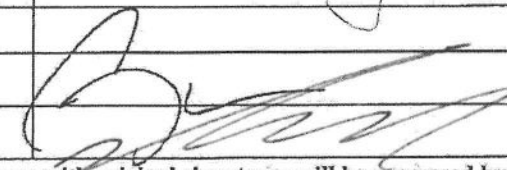
TRAVEL G/L ACCOUNT #: _____

CPMP PROJECT #: _____

NAME OF CONFERENCE: TEAMFL

No.	Expense	Expense Estimate	Actual Expense	
			P-Card Payment	Request for Payment (A/P)
1.	Registration Fee: Attach agenda	\$	\$	\$
2.	Hotel: No. of Nights <u>1</u> X \$ <u>209.00</u> (Rate)	\$ 209.00	\$	
3.	Air Fare: Attach supporting documents	\$	\$	
4.	Airline Baggage Fee: 1 checked bag each way	\$		
5.	*Per Diem and Meals:	\$ 75.00		\$
6.	Privately-owned Vehicle: <u>150</u> miles X <u>0.560</u> ¢/mile	\$ 84.00		
7.	THEA Vehicle Usage (Fuel) _____ miles	\$		
8.	Auto Rental: No. of Days _____ X \$ _____	\$ 0.00		
9.	Shuttle/Other Conveyance to & from Airport/Hotel:	\$		
10.	Parking: No. of Days <u>2</u> X \$ <u>10.00</u> (Rate)	\$ 20.00		
11.	Other/Miscellaneous Expenses:	\$		
	Total	\$ 368.00	\$	\$

SUPPORTING DOCUMENTATION & CONFERENCE/TRIP AGENDA ATTACHED

1.	Traveler Signature: 	Date: <u>12/20/22</u>
2.	Supervisor:	Date:
3.	Department Director:	Date:
4.	Executive Director:	Date: <u>12/20/22</u>
5.	Director of Finance: 	Date: <u>12/20/2022</u>

~~ Only forms with original signatures will be processed by Finance ~~

MISCELLANEOUS PLANNING & TRAFFIC SERVICES
THEA CONTRACT NO. P-00819-WSP
WORK ASSIGNMENT No: 22

Electric Vehicle Charging

1.0 DESCRIPTION OF SERVICES

The CONSULTANT, as part of the Miscellaneous Planning & Traffic Services Consultant Services contract for the Tampa-Hillsborough Expressway Authority (THEA), will provide services to THEA as an extension to THEA staff. Under this engagement, which is considered Phase 1, a pre-feasibility study (PFS) will be conducted that may be followed by further, more detailed analysis. Deloitte will complete a PFS that will provide a preliminary investigation into the feasibility of THEA pursuing the development of a comprehensive EV Charging Business Plan.

2.0 SERVICES TO BE PERFORMED

Deloitte will lead the development and coordination of the work products to THEA:

I. Description of Approach and Scope

Overview of the different (and most likely) technology components and configurations that THEA may want to consider. Configuration options will include, but will not be limited to:

- Standalone charging infrastructure (L1, L2, L3, ultra-fast)
- Charging infrastructure plus storage
- Charging infrastructure plus storage and PV power supply

Analysis and screening of each option for attractiveness and fit with THEA's business strategy. Specifically, for each likely configuration identified by Deloitte, the PFS will include:

- A preliminary assessment of the potential revenues, costs, benefits and risks
- Potential financing and partnership models
- Legal and regulatory considerations
- Other pertinent factors

For the most viable models, if any, a recommendation to carry out further, more detailed assessment (under Phase 2 of this assignment), and the rationale for such recommendation.

Engagement Deliverables:

The PFS will be delivered in the form of:

- A report (length not to exceed 60 pages + appendices as necessary)

- A PowerPoint summary of the report which Deloitte will present to the THEA board

Timeline:

- Deloitte anticipates starting February 2023 and completing the work within ~12 calendar weeks. At project kick off, we will work with your team to confirm our work plan and establish meeting schedules and communication protocols.

Potential key dates include (TBD, pending THEA approval of scope/budget):

- Kick off (remote): Week of Monday, February 20, 2023
- Discovery/Data Gathering (including 1 trip to Tampa): between March 13-17, 2023-
- First Draft of Study: April 17, 2023
- Second Draft of Study: May 8, 2023
- Final Study, In-person present to THEA: between May 15 – May 19, 2023

3.0 MANAGEMENT SUPPORT AND COORDINATION

WSP will provide work product review on deliverables and project management support throughout the length of the work effort.

4.0 SERVICES TO BE PROVIDED BY THEA

- THEA shall make task assignments, review deliverables, and provide management of WSP and Deloitte staff
- WSP will provide oversight management and review support as needed
- THEA shall provide information, studies, and files when necessary to complete assignments related to this task

5.0 LENGTH OF SERVICE

The anticipated Period of Performance start date is February 20, 2023 and is anticipated to terminate by June 2023.

6.0 ESTIMATE OF SERVICE

Details of the estimated costs are contained in Attachment “A”.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order: **22**
 Project Manager: Bob Frey
 Contract Number: P-00819-WSP
 Project Description: Electric Vehicle Charging
 Completion Date: 30-Jun-23

WSP Tasks		Staff Classification							Staff Hours by Activity	Burdened Cost by Activity
		Chief Planner	Project Manager	Chief Engineer	Senior Planner	Planner	Engineer	Designer		
		Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM	\$293.44	\$380.36	\$283.40	\$188.03	\$104.08	\$137.82	\$138.88	
1	Deliverable Review and Project Coordination									
	Deliverable Review								0	\$0.00
	Meetings and Coordination				10				10	\$1,880.30
3	PROJECT MANAGEMENT									
	Project Management/Consultation/Oversight		22						22	\$8,367.92
	Total Staff Hours by Classification	0	22	0	10	0	0	0	32	\$10,248.22
	Total Staff Cost (Unburdened) by Classification	\$0.00	\$8,367.92	\$0.00	\$1,880.30	\$0.00	\$0.00	\$0.00		

WSP Fee Estimate	\$10,248.22
Subconsultant Fee: Deloitte	\$200,000.00
TOTA FEE	\$210,248.22

	Total	Task 1: Research & Analysis	Task 2: Draft & Final Reports	Task 3: Board Presentation (Workshop)
Budget*	\$200,000	~\$100,000	~\$66,667	~\$33,333
Hours*	~790	~395	~263	~132

**Note: because of interdependencies across project workplan and budget, \$ and hours may not sum perfectly. Any change in one task or phase may have a not exact impact across the project budget and hours.*

***Note: the final presentation and Board workshop is supported through an investment by Deloitte, with additional hours at no-cost to THEA not reflected in the above table*

Practitioner Level	Hours, total
Partner/Principal	No cost to THEA
Senior Manager/Specialist Leader	135
Manager/Specialist Master	388
Senior Consultant	No cost to THEA
Consultant/Analyst	267

Note: hours shown above do not include (a) investment by Deloitte of one Senior Consultant-level resource, approx. 270 hours, and (b) investment by Deloitte of additional Partner/Principal hours as needed.

SUMMARY FEE SHEET																			
ATTACHMENT "A"																			
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority										HNTB PR 20230XXX									
GEC CONTRACT NO. HNTB PR 20230XXX										THEA EV Charging (Business Plan) Pre-Feasibility Study Oversight and Support (1/1/23 -6/30/23)									
HI-0XXX P-XX																			
PRIME CONSULTANT: HNTB Corporation																			
ACTIVITY	Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner/ Specialist		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		
	Man Hours	Hourly Rate \$ 148.00	Man Hours	Hourly Rate \$ 136.24	Man Hours	Hourly Rate \$ 107.20	Man Hours	Hourly Rate \$ 94.72	Man Hours	Hourly Rate \$ 53.52	Man Hours	Hourly Rate \$ 45.44	Man Hours	Hourly Rate \$ 36.72	Man Hours	Hourly Rate \$ 22.00	Manhours By Activity	Salary Cost By Activity	Avg. Hourly Rate
Task 1 - Meeting Participation Including Kick-Off (10)	0	\$0.00	0	\$0.00	12	\$1,286.40	12	\$1,136.64	8	\$428.16	0	\$0.00	0	\$0.00	6	\$132.00	38	\$2,983.20	\$78.51
Task 2 - Discovery/Data Support	0	\$0.00	0	\$0.00	20	\$2,144.00	20	\$1,894.40	30	\$1,605.60	0	\$0.00	0	\$0.00	8	\$176.00	78	\$5,820.00	\$74.62
Task 3 - Review of Draft/Final PFS and SME Support	0	\$0.00	2	\$272.48	36	\$3,859.20	32	\$3,031.04	32	\$1,712.64	0	\$0.00	0	\$0.00	6	\$132.00	108	\$9,007.36	\$83.40
Task 4 - Guidance for Board Presentation and Phase 2 Next-St	0	\$0.00	2	\$272.48	8	\$857.60	4	\$378.88	0	\$0.00	0	\$0.00	0	\$0.00	6	\$132.00	20	\$1,640.96	\$82.05
Total Man Hours	0	\$0.00	4	\$544.96	76	\$8,147.20	68	\$6,440.96	70	\$3,746.40	0	\$0.00	0	\$0.00	26	\$572.00	244	\$19,451.52	\$79.72
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$19,451.52	
Cost Elements & Additives																			
(a) 2.78 Multiplier																		\$54,075.23	
SUBTOTAL (Cost Elements applied to Basic Activities Fee):																		\$54,075.23	
(d) Direct Reimbursables																		\$850.03	
Total Project Cost:																		\$54,925.26	
Budget Amount:																		\$54,925.26	

HNTB PR 20230XXX

HI-0XXX P-XX

Oversight of and Support for Deloitte's Development of a EV Charging Pre-feasibility Study (PFS)

Scope Of Services

Background, Purpose, and Need

With their small in-house staff, THEA requires engineering, technical expertise, and administrative oversight support for the development of a THEA Electric Vehicle (EV) charging business plan pre-feasibility study (PFS). The PFS will be prepared by Deloitte Consulting LLP under a separate THEA contract. The PFS is viewed as Phase 1 of a future comprehensive THEA EV Charging Business Plan also expected to be prepared by Deloitte. The study's duration is expected to be approximately 12 calendar weeks between January 1, 2023 and continuing through June 30, 2023.

Scope

HNTB will serve as THEA's representative over the course of the 12-week development of the EV Charging PFS. This includes ensuring that all Deloitte PFS scope items and deliverables (per Deloitte's letter to Bob Frey dated November 7, 2022) have been satisfactorily addressed and meet THEA's expectations and project needs. Specific scope tasks are as follows:

- Task 1 - Participation in up to ten (10) meetings, including a kick-off, with Deloitte and other consultant staff
- Task 2 - Support during discovery/data gathering (expected late January 2023)
- Task 3 - Review of draft and final (PFS) report including providing subject matter expertise for EV charging technology components and pre-business plan options analysis and screening
- Task 4 - Guidance to Deloitte for Board presentation of findings and delineation of (Phase 2) next-steps (if applicable)

YUNEX TRAFFIC

Bob Frey
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street Suite 300
Tampa, FL 33602

Name: Melissa Rodriguez
Yunex Traffic

Address: 9225 Bee Cave Rd
Bld B, Ste 201
Austin, TX 78733

Telephone: 512-761-2473
Email: Melissa.rodriguez@yunextraffic.com
Date: January 13, 2023

Dear Mr. Frey:

Thank you for the opportunity to propose this scope of work for a maintenance agreement for the USDOT Connected Vehicle Pilot project post pilot completion September 30th, 2022. The maintenance will be January 1st 2023, and ending on June 30th 2024. Yunex is pleased to provide basic RSU service for the THEA RSUs located on the THEA right-of-way and I-4 connector. The scope will include the following:

1. Continued planned Yunex remote maintenance tasks:
 - a. Weekly Concert Master System maintenance according to SOMS
 - b. Weekly open and closed issue reports
 - c. Monthly Concert Master System maintenance according to SOMS
2. Continued unplanned Yunex engineering support for:
 - a. Unplanned issue resolution and diagnostics

Assumptions:

1. Local stock of spare RSUs and Power Injectors purchased during project Phase 2
2. Concert Master Server software updates deferred to later area-wide projects
3. Updates for installed RSUs deferred to later area-wide projects to match new installations

Total Task Order Value is a not to exceed of \$150,000.

We look forward to the continued opportunity to work with THEA. Should you have any questions, please contact me.

With kind regards,



Melissa Rodriguez

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1 Background

1.1 Project Background

The USDOT THEA Connected Vehicle Pilot Project began in 2015 and has now completed all four phases. As part of the post-pilot activities, THEA will maintain RSUs installed within the ROW as well future RSUs installed as part of the I-4 FRAME collaborations with Florida Department of Transportation. THEA is looking into emerging methods and technologies that reduce congestion and improve traffic performance and these CV installations set the groundwork for the use of speed harmonization.

1.2 Project Objective

This is a basic service contract to maintain the roadside CV infrastructure and allows for on-call service to furnish labor, materials, equipment, and supervision to perform proposed services to THEA for the roadside units that remain active with Connected Vehicle technology.

This task will allow THEA to explore further research and analysis of RSU use, integration within the Expressway system, development of relevant software, ongoing deployment of Vehicle to Infrastructure technology.

1.3 Yunex Traffic

Yunex Traffic is headquartered in Austin TX supplied the roadside field equipment and associated Connected Vehicle software applications for this project, along with the Master Server for data collection and cyber security measures.

2 Proposed Solution

2.1 Project Area

The project area and maintained equipment is described in the document “Connected Vehicle Pilot Deployment Program Phase 3, Systems Operation and Maintenance Schedule (SOMS) – Tampa (THEA) dated July 2019”. The RSUs under consideration are the ones within the THEA right-of-way.

2.2 Planned Yunex Traffic System Engineering remote maintenance tasks

2.2.1 Scheduled Weekly Tasks with Concert Master System Maintenance

Weekly tasks performed by Yunex Traffic Engineering Staff remotely from Austin TX:

- Log into Concert screen of the Master Server
- Verify that the Master Server macros and response plans are functioning properly
- Verify speeds and counts derived from Basic Safety Messages (BSM) are reported correctly
 - Randomly open and verify at least five Comma Separated Values (CSV) files containing the weekly data for each RSU acting as virtual detector
 - Randomly open and verify at least five CSV files containing the weekly data for each of the Courthouse, REL, Meridian and Florida travel time corridors

2.2.2 Weekly Open and Closed Issues and stakeholder communications

- Systems engineering investigates and resolves open Service Cases
- Adds Service Cases for unexpected new observations
- Distributes weekly report of Open and Closed service cases to THEA and stakeholders
- Coordinates with Traffic Services Onsite Maintenance team to resolve issues in the field
- Conducts weekly TEAMS call with THEA stakeholders with overall status and health of the software, devices and determine training needs.

2.2.3 Scheduled Monthly Tasks with Concert Master System Maintenance

Monthly tasks performed by the Yunex Traffic Master Server Operator remotely from Austin TX:

- Log into Concert screen of the Master Server
- Run RSU status report for inclusion in the monthly SOMS report
- Restart the Master Server
- Restart each Virtual Machine (VM) operating on the Master Server
- Verify correct bootup of the entire system
- Inspect system logs for boot-up errors and unexpected warnings
- Inspect the available disk space of hard drives and solid-state drives

- Delete unneeded and temporary cached files to insure adequate available disk space for the expected data volume to be collected in the upcoming month.
- Clear all RSUs event logs (Status=Green) without interrupting RSU operation
- Begin another monthly RSU event log

2.3 Unplanned Yunex Traffic System Engineering remote maintenance

2.3.1 Unplanned issue reporting for Service Level Objective

- Provide a report of information for responsible party with trouble-shooting efforts, status, and suggested resolution
- Facilitate issues examples
 - City owned infrastructure excluding RSU, POE and Pedestrian Sensor
 - Information Technology Department - City or THEA networks software or hardware
 - Adjacent overlapping work by 3rd party affecting Yunex Traffic resolution response time
- Cost includes up to 24 unplanned field visits per two-year contract term

2.4 Planned Yunex Traffic Onsite Traffic Services Maintenance tasks

2.4.1 Planned issue resolution and diagnostics

- Onsite configure/replace RSU, POE or Pedestrian Sensor
- Manage replaced equipment from field to return to Yunex Traffic for repair and return
- Installation of SIM cards into RSUs is performed by THEA

2.5 Excluded Tasks

2.5.1 Scheduled Daily Tasks by THEA staff

Daily tasks performed by trained THEA staff:

- *Log into Concert screen of the Master Server*
- *Verify that no RSUs are offline (Status=Gray)*
- *Verify that no RSUs applications have suspended (Status= Red)*
- *Verify all detectors representing virtual detector zones collecting BSMs indicate a status of “OK”*
- *Verify all Traffic Routes using virtual detector zones collecting BSMs indicate a status of “OK”*
- *Verify a reasonable queue length reported from the REL during a point in the morning rush*
- *Verify Personal Safety Messages from crosswalk detector RSU*
- *Verify reasonable Wrong Way detector output*

The following tasks are performed by other stakeholders with remote support by Yunex Traffic:

- *Stock of cellular SIM cards is maintained at THEA*
- *RSU IP addresses to controllers is performed by City of Tampa with Yunex Traffic System Engineering remote support*

3 Pricing with System Engineering and Traffic Services Support

Based on experience and installation from all four THEA phases of RSUs the cost estimates are shown below. Monthly costs can be extended on a per-month basis.

Item	Price/Mo	Total
Planned maintenance of Master Server		
2.2.1 Scheduled Weekly Tasks with Concert Master System Maintenance	\$7,445	\$134,010
2.2.2 Weekly Open and Closed Issues and stakeholder communications		
2.2.3 Scheduled Monthly Tasks with Concert Master System Maintenance		
2.4.1 Planned issue resolution and diagnostics		
Unplanned engineering support for RSUs and software applications		
2.3.1 Unplanned issue reporting for Service Level Objective (not to exceed)		\$15,990
Total 18 months (from January 1, 2023 – June 30, 2024)		\$150,000

Attachments:

Warranty Statement



Annual Comprehensive Financial Report

June 30, 2022 and 2021

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TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

MEMBERS OF THE AUTHORITY

June 30, 2022

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

Greg Slater, 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

Andy Lelewski, Director of Toll Operations

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the Tampa-Hillsborough County Expressway Authority's ("Authority") annual comprehensive financial report presents our discussion and analysis of its financial performance during the fiscal year ended June 30, 2022.

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 \$18,330,148.

Change in net position for fiscal year ended June 30, 2022 totaled \$68,744,014 as a result of operations.

Construction in progress increased by approximately \$21 million from the prior year due to the construction of new access ramps for the reversible express lanes in two locations along the Selmon Expressway.

Long-term debt decreased by approximately \$17 million as a result of principal payments made.

OVERVIEW OF THE FINANCIAL STATEMENTS

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

BASIC 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 required supplementary information concerning the Authority's trend data on infrastructure condition and information on net pension liability and pension contributions.

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

FINANCIAL ANALYSIS OF THE AUTHORITY

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):

	2022	2021	2020
Unrestricted current assets	\$ 35.32	\$ 57.99	\$ 32.54
Restricted current assets	29.48	23.66	33.65
Restricted assets			
Cash and investments	244.10	199.69	244.57
Receivables and other	19.26	17.21	14.84
Capital assets			
Property and equipment - net	1,006.41	996.42	737.59
Construction in progress	129.38	108.33	294.75
Total assets	<u>1,463.95</u>	<u>1,403.30</u>	<u>1,357.94</u>
Deferred outflows of resources	<u>21.03</u>	<u>23.69</u>	<u>26.24</u>
Current liabilities	4.00	2.62	2.60
Restricted current liabilities	29.48	23.66	33.65
Long-term debt			
Bonds payable	654.79	671.78	665.19
Due to other governments	213.83	213.83	213.83
Compensated absences	0.18	0.15	0.41
Pension liability	1.58	5.13	4.31
Total liabilities	<u>903.86</u>	<u>917.17</u>	<u>919.99</u>
Deferred inflows of resources	<u>2.70</u>	<u>0.14</u>	<u>0.26</u>
Net position			
Invested in capital assets, net of related debt	273.19	264.84	223.92
Restricted	286.20	198.55	218.02
Unrestricted	19.03	46.29	21.99
Total net position	<u>\$ 578.42</u>	<u>\$ 509.68</u>	<u>\$ 463.93</u>

As can be seen from the above table, restricted cash and investments increased \$40.41 million which is a result of expenditures for construction in progress totaling \$32.48 million. During the year ended June 30, 2022 the Authority had a strong operational performance of an increase in net position of \$68.74 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):

	2022	2021	2020
Toll revenues	\$ 114.07	\$ 87.86	\$ 87.90
Expenses			
Operating expenses	15.76	13.59	15.31
General and administrative	6.82	6.14	6.68
Total expenses	<u>22.58</u>	<u>19.73</u>	<u>21.99</u>
Operating net income	91.49	68.13	65.91
Net non-operating expenses	<u>(24.55)</u>	<u>(24.52)</u>	<u>(19.88)</u>
Income before capital grants	66.94	43.61	46.03
Capital grants	<u>1.80</u>	<u>2.14</u>	<u>1.81</u>
Increase in net position	68.74	45.75	47.84
Net position at beginning of year	<u>509.68</u>	<u>463.93</u>	<u>416.09</u>
Net position at end of year	<u>\$ 578.42</u>	<u>\$ 509.68</u>	<u>\$ 463.93</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 increased over prior year due to the opening of the Gandy West Extension, the increase in the Tampa Bay population and recognition of ETAN Toll revenues. Operating expenses increased \$2.14 million which was related to an increase in operational services in the current year. Capital grant revenue decreased by \$0.34 million due to the Connected Vehicle Pilot project moving to its fourth 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 \$26.21 million due to higher traffic counts than expected as a result of the effects of the coronavirus pandemic being lifting combined with an increase in population.

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

BUDGETARY PROCESS - Continued

Expenses were higher than budget by \$2.04 million due to additional operations and maintenance expenditures due to increased traffic, projects and 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, 2021	Additions	Deletions	June 30, 2022
Assets subject to depreciation	\$ 38,048,601	\$ 11,045,297	\$ (28,473)	\$ 49,065,425
Less accumulated depreciation	(32,336,944)	(1,421,136)	28,473	(33,729,607)
	5,711,657	9,624,161	-	15,335,818
Assets not subject to depreciation	990,711,803	360,436	-	991,072,239
Total property and equipment	<u>\$ 996,423,460</u>	<u>\$ 9,984,597</u>	<u>\$ -</u>	<u>\$ 1,006,408,057</u>
Construction in progress	<u>\$ 108,327,584</u>	<u>\$ 32,457,104</u>	<u>\$ (11,405,733)</u>	<u>\$ 129,378,955</u>

The Authority's investment in capital assets includes buildings, improvements, furniture and equipment and roads. Additionally, the Authority added approximately \$33 million of construction in progress improvements related to the South Selmon Safety Project, the Meridian Improvement Project and the addition of Reversible Express Lanes ramps to downtown, and various other projects. The Authority also allowed for the transfer of approximately \$11.38 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 2022, road maintenance expenses were \$4,970,930 and renewal and replacement expenses \$30,682.

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 2022 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

Opinion

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, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

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, 2022 and 2021 and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Tampa-Hillsborough County Expressway Authority and to meet our ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit opinion.

Responsibilities of Management 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; and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Tampa-Hillsborough County Expressway Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Tampa-Hillsborough County Expressway Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Tampa-Hillsborough County Expressway Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

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 40), and pension schedules (pages 41 - 42) 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.

Supplementary 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 Information

Management is responsible for the other information included in the annual comprehensive financial report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated **DATE**, 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

DATE

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF NET POSITION

June 30,

	2022	2021
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents (notes B2 and C)	\$ 8,530,999	\$ 6,681,292
Restricted cash and investments to meet current liabilities	29,476,727	23,663,398
Accounts receivable - tolls (note B4)	2,063,973	1,698,285
Investments (notes B3 and C)	23,680,471	48,610,743
Other assets	1,040,147	1,001,071
Total current assets	<u>64,792,317</u>	<u>81,654,789</u>
RESTRICTED ASSETS		
Investments (notes B3 and C)	244,100,137	199,687,554
Accrued interest receivable	347,127	85,232
Accounts receivable - tolls (note B4)	18,575,762	15,284,570
Grant receivable	334,708	1,838,093
Total restricted assets	<u>263,357,734</u>	<u>216,895,449</u>
PROPERTY AND EQUIPMENT (notes B8, B9 and D)		
Capital assets not being depreciated:		
Land and infrastructure	991,072,239	990,711,803
Capital assets		
Buildings and improvements	17,547,334	10,677,826
Furniture and equipment	31,438,131	27,314,156
Vehicles	79,960	56,619
Accumulated depreciation	<u>(33,729,607)</u>	<u>(32,336,944)</u>
Total property and equipment	<u>1,006,408,057</u>	<u>996,423,460</u>
CONSTRUCTION IN PROGRESS (notes B7, D, and I)	<u>129,378,955</u>	<u>108,327,584</u>
TOTAL ASSETS	<u>1,463,937,063</u>	<u>1,403,301,282</u>
DEFERRED OUTFLOWS OF RESOURCES (note B10)	<u>21,025,276</u>	<u>23,687,773</u>
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>21,025,276</u>	<u>23,687,773</u>

Tampa-Hillsborough County Expressway Authority
STATEMENTS OF NET POSITION - CONTINUED

June 30,	<u>2022</u>	<u>2021</u>
LIABILITIES		
CURRENT LIABILITIES FROM UNRESTRICTED ASSETS		
Accounts payable	3,793,348	2,223,569
Accrued expenses	<u>196,399</u>	<u>398,064</u>
Total current unrestricted liabilities	<u>3,989,747</u>	<u>2,621,633</u>
CURRENT LIABILITIES FROM RESTRICTED ASSETS		
Accounts and contracts payable (note B7)	2,668,509	1,690,542
Current portion of revenue bonds payable (note E)	15,130,000	9,780,000
Interest payable	11,672,929	11,814,080
Unearned revenue	<u>5,289</u>	<u>378,776</u>
Total current liabilities payable from restricted assets	<u>29,476,727</u>	<u>23,663,398</u>
Total current liabilities	<u>33,466,474</u>	<u>26,285,031</u>
LONG-TERM LIABILITIES due after one year (note E)		
Revenue bonds payable	654,787,727	671,777,178
Due to governmental agencies	213,833,835	213,833,835
Compensated absences	180,530	149,029
Net pension liability (note G)	<u>1,575,064</u>	<u>5,126,936</u>
Total long-term liabilities	<u>870,377,156</u>	<u>890,886,978</u>
TOTAL LIABILITIES	<u>903,843,630</u>	<u>917,172,009</u>
DEFERRED INFLOWS OF RESOURCES (note B11)	<u>2,695,128</u>	<u>137,479</u>
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>2,695,128</u>	<u>137,479</u>
NET POSITION		
Invested in capital assets, net of related debt	273,187,302	264,837,877
Restricted - capital projects	160,738,522	82,610,724
Restricted - operation, maintenance and administrative reserve	45,067,977	38,957,039
Restricted - debt service	80,395,635	76,979,028
Unrestricted	<u>19,034,145</u>	<u>46,294,899</u>
TOTAL NET POSITION	<u>\$ 578,423,581</u>	<u>\$ 509,679,567</u>

The accompanying notes are an integral part of these statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the year ended June 30,

	2022	2021
Toll revenues	\$ 114,065,752	\$ 87,858,603
Operating expenses		
Operations	8,615,234	6,385,631
Maintenance	4,970,930	4,063,008
Renewal and replacement	30,682	1,547,977
Depreciation	1,421,136	1,127,909
Other expenses	720,379	467,024
Total operating expenses	15,758,361	13,591,549
General and administrative expenses		
Payroll expense	3,725,666	4,536,339
Outside services	1,383,720	1,104,781
Occupancy and office expense	1,711,829	495,295
Total general and administrative expenses	6,821,215	6,136,415
Total expenses	22,579,576	19,727,964
Income from operations	91,486,176	68,130,639
Non-operating revenues (expenses)		
Investment income	720,370	1,393,636
Net decrease in the fair value of investments	(2,990,309)	(869,506)
Miscellaneous revenue	1,271,321	916,218
Gain on sale of asset	4,200	-
Interest expense	(23,551,880)	(24,485,663)
Debt issuance costs	-	(1,477,852)
Total non-operating expenses	(24,546,298)	(24,523,167)
Income before capital grants	66,939,878	43,607,472
Capital grants	1,804,136	2,144,420
Increase in net position	68,744,014	45,751,892
Net position at beginning of year	509,679,567	463,927,675
Net position at end of year	\$ 578,423,581	\$ 509,679,567

The accompanying notes are an integral part of these statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF CASH FLOWS

For the year ended June 30,

	<u>2022</u>	<u>2021</u>
Operating activities		
Receipts from customers	\$110,408,872	\$ 87,102,927
Payments to suppliers	(17,411,659)	(16,067,358)
Payments to employees	<u>(3,158,265)</u>	<u>(5,157,786)</u>
Net cash from operating activities	<u>89,838,948</u>	<u>65,877,783</u>
Non-capital financing activities		
Miscellaneous non-operating revenue	<u>1,271,321</u>	<u>916,218</u>
Capital and related financing activities		
Acquisition and construction of capital assets	(31,477,836)	(78,324,923)
Proceeds from bond issuance	-	227,888,253
Interest paid on revenue bonds	(23,486,971)	(26,554,583)
Principal payments on bonds payable	(9,780,000)	(219,637,259)
Cash proceeds from grant	3,307,519	479,004
Bond issuance costs	<u>-</u>	<u>(1,477,852)</u>
Net cash from capital and related financing activities	<u>(61,437,288)</u>	<u>(97,627,360)</u>
Investing activities		
(Purchases) proceeds of investments, net	(23,993,177)	30,991,823
Interest received on investments	<u>458,475</u>	<u>1,368,656</u>
Net cash from investing activities	<u>(23,534,702)</u>	<u>32,360,479</u>
Net increase in cash	6,138,279	1,527,120
Cash and cash equivalents at beginning of year	<u>14,188,110</u>	<u>12,660,990</u>
Cash and cash equivalents at end of year	<u>\$ 20,326,389</u>	<u>\$ 14,188,110</u>
Cash and cash equivalents - unrestricted	\$ 8,530,999	\$ 6,681,292
Cash and cash equivalents - restricted for current liabilities	<u>11,795,390</u>	<u>7,506,818</u>
Cash and cash equivalents at end of year	<u>\$ 20,326,389</u>	<u>\$ 14,188,110</u>

The accompanying notes are an integral part of these statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF CASH FLOWS - CONTINUED

For the year ended June 30,

	<u>2022</u>	<u>2021</u>
Reconciliation of operating income to net cash provided by operating activities		
Income from operations	<u>\$ 91,486,176</u>	<u>\$ 68,130,639</u>
Adjustments to reconcile income from operations to net cash provided by operating activities		
Depreciation	1,421,136	1,127,909
Changes in assets and liabilities		
Accounts receivable - tolls	(3,656,880)	(755,654)
Other assets	(39,076)	(839,351)
Accounts payable	1,568,488	(155,983)
Unearned revenue	(373,495)	(2,251,224)
Pension items	(397,237)	697,904
Other liabilities	(170,164)	(76,457)
Total adjustments	<u>(1,647,228)</u>	<u>(2,252,856)</u>
Net cash provided by operating activities	<u><u>\$ 89,838,948</u></u>	<u><u>\$ 65,877,783</u></u>

The accompanying notes are an integral part of these statements.

NOTES TO BASIC FINANCIAL STATEMENTS

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS

June 30, 2022 and 2021

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, 2022 and 2021

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, 2022 and 2021 are shown net of allowances for doubtful accounts. The Authority has determined that no allowance is deemed necessary at June 30, 2022 and 2021, 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, 2022 and 2021

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
Land improvements	10 - 15 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 \$19,610,295 and \$21,675,806 at June 30, 2022 and 2021, 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

The Deferred Outflows of Resources related to 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 \$1,414,981 and \$2,011,967 for the years ended June 30, 2022 and 2021, respectively.

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 \$2,695,128 and \$137,479 at June 30, 2022 and 2021, 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

16. Reclassification

Certain prior year information was reclassified to conform to current year classification. The reclassifications have no impact on previously reported net assets.

NOTE C - CASH AND INVESTMENTS

The total carrying amounts of the Authority's cash and investments (unrestricted and restricted) was \$305,788,334 and \$278,548,743 with a fair value of \$305,845,126 and \$278,642,987 at June 30, 2022 and 2021, respectively. Cash consists of deposits with the Florida State Treasurer, local government investment pools and commercial banks at June 30, 2022 and 2021. Investments are reported at fair value in the accompanying financial statements.

Certain cash and investments totaling and carried at \$276,661,879 and \$223,199,221, with a fair value of \$273,576,864 and \$223,350,952 as of June 30, 2022 and 2021, 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, 2022 and 2021, approximately \$20,920,000 and \$15,709,000, 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE C - CASH AND INVESTMENTS - Continued

- 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 \$7,193,716 and \$25,662,986 at June 30, 2022 and 2021, 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 34 days at June 30, 2022. FLCLASS is rated AAAM by S&P Global Ratings.

As of June 30, 2022 and 2021, 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.

Short term investments: 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.

US Government obligations: Primarily consist of fixed income funds. The Authority uses quoted market prices of identical assets on active exchanges, or Level 1 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, 2022 and 2021:

<u>June 30, 2022</u>	<u>Fair Value</u>	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>
Investments				
Short term investments	<u>\$ 195,195,561</u>	<u>\$ 195,195,561</u>	<u>\$ -</u>	<u>\$ -</u>
Fixed				
US Government obligations	<u>83,129,459</u>	<u>83,129,459</u>	<u>-</u>	<u>-</u>
 Total	 <u><u>\$ 278,325,020</u></u>	 <u><u>\$ 278,325,020</u></u>	 <u><u>\$ -</u></u>	 <u><u>\$ -</u></u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE C - CASH AND INVESTMENTS - Continued

<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	\$ 150,162,895	\$ 145,067,443	\$ 5,095,452	\$ -
Fixed				
US Government obligations	88,629,025	88,629,025	-	-
Total	<u>\$ 238,791,920</u>	<u>\$ 233,696,468</u>	<u>\$ 5,095,452</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 2022 and 2021:

<u>Issuer</u>	<u>2022</u>	<u>2021</u>
US Bank	97.47%	85.44%
FLCLASS	2.52%	9.71%

NOTE D - PROPERTY AND EQUIPMENT AND CONSTRUCTION IN PROGRESS

Changes in property and equipment and construction in progress during the years ended June 30, 2022 and 2021 consist of the following:

	<u>June 30, 2021</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2022</u>
Assets subject to depreciation				
Buildings and improvements	\$ 10,677,826	\$ 6,869,508	\$ -	\$ 17,547,334
Furniture and equipment	27,314,156	4,123,975	-	31,438,131
Vehicle	56,619	51,814	(28,473)	79,960
	38,048,601	11,045,297	(28,473)	49,065,425
Less accumulated depreciation	(32,336,944)	(1,421,136)	28,473	(33,729,607)
	5,711,657	9,624,161	-	15,335,818
Assets not subject to depreciation				
Land, improvements and infrastructure	990,711,803	360,436	-	991,072,239
Total property and equipment	<u>\$ 996,423,460</u>	<u>\$ 9,984,597</u>	<u>\$ -</u>	<u>\$ 1,006,408,057</u>
Construction in progress	<u>\$ 108,327,584</u>	<u>\$ 32,457,104</u>	<u>\$ (11,405,733)</u>	<u>\$ 129,378,955</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

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

	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	(31,254,651)	(1,127,909)	45,616	(32,336,944)
	<u>6,839,566</u>	<u>(1,127,909)</u>	<u>-</u>	<u>5,711,657</u>
Assets not subject to depreciation				
Land and infrastructure	730,754,319	259,957,484	-	990,711,803
	<u>730,754,319</u>	<u>259,957,484</u>	<u>-</u>	<u>990,711,803</u>
Total property and equipment	<u>\$ 737,593,885</u>	<u>\$ 258,829,575</u>	<u>\$ -</u>	<u>\$ 996,423,460</u>
Construction in progress	<u>\$ 294,753,851</u>	<u>\$ 73,531,215</u>	<u>\$ (259,957,482)</u>	<u>\$ 108,327,584</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, 2022 and 2021

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.

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 loss of \$468,871 as a result of the refunding.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE E - LONG-TERM DEBT - Continued

Bonds payable as of June 30, are as follows:

	<u>2022</u>	<u>2021</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>\$ 62,865,000</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>
Series 2017B bonds payable		
Serial bonds (taxable) due from July 1, 2019 through July 1, 2037, bearing interest from 4.00% to 5.00%	17,915,000	18,270,000
Term bonds due July 1, 2042, bearing interest at 4.00%	<u>133,485,000</u>	<u>133,485,000</u>
	<u>151,400,000</u>	<u>151,755,000</u>
Series 2017C bonds payable		
Term bonds due July 1, 2048, bearing interest at 5.00%	<u>36,190,000</u>	<u>36,190,000</u>
Series 2020A bonds payable		
Serial bonds (taxable) due from July 1, 2020 through July 1, 2038, bearing interest from 4% to 5%	<u>19,450,000</u>	<u>20,090,000</u>
Series 2020B bonds payable		
Serial bonds (taxable) due from July 1, 2020 through July 1, 2038, bearing interest from .81% to 2.7%	<u>200,665,000</u>	<u>202,210,000</u>
Total bonds payable	628,350,000	638,130,000
Plus unamortized premium	<u>41,567,727</u>	<u>43,427,178</u>
	669,917,727	681,557,178
Less current portion	<u>(15,130,000)</u>	<u>(9,780,000)</u>
Long-term portion	<u><u>\$ 654,787,727</u></u>	<u><u>\$ 671,777,178</u></u>

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.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE E - LONG-TERM DEBT - Continued

Debt service requirements to maturity at June 30, 2022 are as follows:

	Principal	Interest	Total
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	17,235,000	20,946,798	38,181,798
2028 - 2032	92,930,000	98,500,428	191,430,428
2033 - 2037	104,600,000	86,415,890	191,015,890
2038 - 2042	127,330,000	69,696,925	197,026,925
2043 - 2047	158,055,000	37,271,200	195,326,200
2048 - 2052	64,745,000	3,784,500	68,529,500
	<u>\$628,350,000</u>	<u>\$ 406,044,989</u>	<u>\$ 1,034,394,989</u>

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,:

	2022	2021
2012 A/B Reserve	\$ -	\$ 56,750
2012D, 2020B Reserve	19,914,057	20,579,122
2017, 2017 B/C Reserve	32,487,637	33,565,037
2020 A/B Reserve	5,406,578	4,862,476.00
Common reserve account	22,587,363	17,915,643
	<u>\$ 80,395,635</u>	<u>\$ 76,979,028</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE E - LONG-TERM DEBT - Continued

3. Due to Other Governmental Agencies

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

	<u>2022</u>	<u>2021</u>
Due to State of Florida - FDOT	\$ 200,074,890	\$ 200,074,890
Due to State of Florida - FDOT State Transportation Trust Fund	<u>13,758,945</u>	<u>13,758,945</u>
	213,833,835	213,833,835
Less current portion	<u>-</u>	<u>-</u>
	<u><u>\$ 213,833,835</u></u>	<u><u>\$ 213,833,835</u></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, 2022 and 2021 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.

NOTE F - LONG-TERM LIABILITIES

The following is long-term debt activity for the years ended June 30, 2022 and 2021:

<u>2022</u>	<u>June 30, 2021</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2022</u>	<u>Due within one year</u>
Revenue bonds	\$ 638,130,000	\$ -	\$ (9,780,000)	\$ 628,350,000	15,130,000
Unamortized bond premium	43,427,178	-	(1,859,451)	41,567,727	-
Government notes and loans	213,833,835	-	-	213,833,835	-
Compensated absences	483,186	93,116	(307,772)	268,530	88,000
Net pension liability	<u>5,126,936</u>	<u>-</u>	<u>(3,551,872)</u>	<u>1,575,064</u>	<u>-</u>
Total long-term debt	<u><u>\$ 901,001,135</u></u>	<u><u>\$ 93,116</u></u>	<u><u>\$ (15,499,095)</u></u>	<u><u>\$ 885,595,156</u></u>	<u><u>\$ 15,218,000</u></u>

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE F - LONG-TERM LIABILITIES - Continued

<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	618,810,000	\$ 222,300,000	\$ (202,980,000)	\$ 638,130,000	\$ 9,780,000
Unamortized bond premium	56,928,483	5,119,382	(18,620,687)	43,427,178	-
Government notes and loans	213,833,835	-	-	213,833,835	-
Compensated absences	456,801	68,948	(42,563)	483,186	307,772
Net pension liability	4,312,517	814,419	-	5,126,936	-
	<u>\$ 894,341,636</u>	<u>\$ 228,302,749</u>	<u>\$ (221,643,250)</u>	<u>\$ 901,001,135</u>	<u>\$ 10,087,772</u>

NOTE G - 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 \$312,432 and \$483,706 at June 30, 2022 and 2021, respectively.

NOTE H - 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

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.

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, 2022, the contribution rate applied to regular employee salaries was 10.82%, including 1.66% for a post-retirement health insurance subsidy ("HIS"). For the year ended June 30, 2021, the contribution rate was 10.00%, which included 1.66% for HIS. The fiscal year 2022 contribution rate applied to senior management salaries was 29.01%, including 1.66% HIS. For the year ended June 30, 2021 the contribution rate was 27.29%, which included 1.66% for HIS. For the year ended June 30, 2022 the contribution rate applied to the salaries of the employees in DROP was 18.34%, including 1.66% for HIS. For the year ended June 30, 2021 contribution rate was 16.98%, which included 1.66% for HIS. The Authority's actual contributions to the FRS for the years ended June 30, 2022 and 2021 were \$465,612 and \$350,685, respectively. The Authority's actual contributions to the HIS for the fiscal years ended June 30, 2022 and 2021 were \$50,065 and \$42,155, 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 \$88,002 and \$78,129 were made to the Plan for the year ended June 30, 2022 and 2021, respectively.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

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.

Net Pension Liability

The component of the collective net pension liability of the Authority as of June 30, 2022 and 2021 is shown below:

	<u>FRS</u>	<u>HIS</u>	<u>Total</u>
June 30, 2022	<u>\$ 695,362</u>	<u>\$ 879,702</u>	<u>\$ 1,575,064</u>
June 30, 2021	<u>\$ 4,182,374</u>	<u>\$ 944,462</u>	<u>\$ 5,126,936</u>

The total pension liability for each plan was determined by the plans' actuary and reported in the plans' valuations dated July 1, 2021 and July 1, 2020 for the net pension liability as of June 30, 2022 and 2021, 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

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% for the years ended June 30, 2022 and 2021. Payroll growth, including inflation, for both plans is assumed at 3.25% for each of the years ended June 30, 2022 and 2021. Both the discount rate and the long-term expected rate of return used for FRS Pension Plan investments is 6.80% for each of the years ended June 30, 2022 and 2021. 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 2.16% was used to determine the total pension liability for the program (Bond Buyer General Obligation 20-Bond Municipal Bond Index) at June 30, 2022 and 2021. Mortality assumptions for both plans were based on the PUB-2010 base table.

The following changes in actuarial assumptions occurred during the fiscal year ended June 30, 2022:

- FRS: Decreasing the maximum amortization period to 20 years for all current and future amortization bases
- HIS: The municipal bond rate used to determine total pension liability was decreased from 2.21% to 2.16%.

The following changes in actuarial assumptions occurred during the fiscal 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 long-term expected rate of return, net of investment expense on pension plan investments was 6.80% for the years ended June 30, 2022 and 2021. 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

June 30, 2022			
Asset Class	Target Allocation	Annual Arithmetic Return	Compounded Annual (Geometric) Return
Cash	1.0%	2.1%	1.1%
Fixed income	20.0%	3.8%	3.3%
Global Equity	54.2%	8.2%	17.8%
Real estate (property)	10.3%	7.1%	13.8%
Private equity	10.8%	11.7%	26.4%
Strategic investments	3.7%	5.7%	8.4%
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%

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 recorded in the Authority's Statement of Net Position as of June 30, 2022 and 2021 if the discount rate was 1.00% higher or 1.00% lower than the current discounted rate.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

FRS Net Pension Liability - June 30, 2022		
1% Decrease	Current Discount / Rate of Return	1% Increase
5.80%	6.80%	7.80%
\$3,109,699	\$695,362	(\$1,322,756)

HIS Net Pension Liability - June 30, 2022		
1% Decrease	Current Discount / Rate of Return	1% Increase
1.16%	2.16%	3.16%
\$1,017,019	\$879,702	\$767,199

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, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

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, 2022 was 5.7 years for FRS and 6.4 for HIS and 5.9 for FRS and 7.2 for HIS at June 30, 2021.

The Authority's proportion of the FRS was 0.0092 percent at June 30, 2022, which was a decrease of 0.0004 from its proportion measured as of June 30, 2021. At 2022, the Authority's proportion of the HIS was 0.0072 percent, which was a decrease of 0.0005 from its proportion measured as of June 30, 2021.

The Authority recognized pension expense of approximately \$62,200, \$956,000 and \$1,135,000, for the years ended June 30, 2022, 2021 and 2020, respectively.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

At June 30, 2022 and 2021, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

2022

Deferred Inflows / Outflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 148,623	\$ (368)
Changes of assumptions	544,925	(36,246)
Net difference between projected and actual earnings on pension plan investments	917	(2,425,938)
Changes in proportion and differences between Tampa-Hillsborough County Expressway Authority's contributions and proportionate share of contributions	204,839	(232,576)
Tampa-Hillsborough County Expressway Authority's contributions subsequent to the measurement date	<u>515,677</u>	<u>-</u>
Total	<u>\$ 1,414,981</u>	<u>\$ (2,695,128)</u>

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>

The \$515,677 and \$392,840 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, 2022 and 2021, respectively.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE H - DEFINED BENEFIT PLANS - Continued

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

Measurement Period Ending June 30:	
2023	\$ (262,996)
2024	(357,787)
2025	(504,991)
2026	(659,344)
2027	(9,287)
Thereafter	<u>(1,420)</u>
	<u>\$ (1,795,825)</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 ACFR and in the Florida Retirement System Pension Plan and Other State-Administered Systems ACFR for the fiscal year ended June 30, 2021. The system's ACFR and the actuarial valuation reports referenced herein are available online at:

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

The system's ACFR 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, 2022 and 2021, were \$88,002 and \$78,129, respectively.

Tampa-Hillsborough County Expressway Authority

NOTES TO GENERAL PURPOSE FINANCIAL STATEMENTS - CONTINUED

June 30, 2022 and 2021

NOTE I - 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 J- 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 \$18,956,140 at June 30, 2022 and 2021, respectively.

NOTE K - 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>	
2023	\$ 121,822
2024	116,482
2025	83,870
2026	20,182
2027	20,182
Thereafter	<u>149,092</u>
	<u>\$ 511,630</u>

NOTE L - 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.

NOTE M - SUBSEQUENT EVENTS

The Authority has evaluated events and transactions subsequent to June 30, 2022 as of DATE which is the date the financial statements were available to be issued.

On July 7, 2022, the Authority purchased United States Treasury Bills with a principal price of \$50,940,665 and placed into an irrevocable trust to be used solely for the defeasance of \$50,855,000 of Series 2012D Refunding Revenue Bonds.

SUPPLEMENTARY INFORMATION

Tampa-Hillsborough County Expressway Authority

TREND DATA ON INFRASTRUCTURE CONDITION

June 30, 2022

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 five inspections are as follows:

<u>Evaluation Period</u> <u>Fiscal Year</u>	<u>Rating</u>
2022	96%
2021	95%
2020	96%
2019	94%
2018	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>
2022	\$ 4,881,759	\$ 4,970,930
2021	\$ 4,654,995	\$ 4,063,008
2020	\$ 4,687,500	\$ 4,164,056
2019	\$ 4,458,663	\$ 3,952,973
2018	\$ 3,702,474	\$ 2,749,123

Tampa-Hillsborough County Expressway Authority

**SCHEDULE OF TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY'S
PROPORTIONATE SHARE OF NET PENSION LIABILITY**

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
2022	2021	0.009205364%	\$ 695,361	\$ 3,015,307	23.06%	96.40%
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%

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
2022	2021	0.007171568%	\$ 879,701	\$ 3,015,307	29.17%	3.56%
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%

Notes:

- 1) This schedule is intended to show information for ten years; however, data is unavailable prior to 2014. Additional years' information will be presented as it becomes available.

Tampa-Hillsborough County Expressway Authority

SCHEDULE OF TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY'S
CONTRIBUTIONS

Florida Retirement System (FRS) Defined Benefit Pension Plan

Authority Year Ending June 30,	FRS Contractually Required Contribution	FRS Contributions in Relation to the Contractually Required Contribution	FRS Contribution Deficiency (Excess)	Authority's Covered Employee Payroll	FRS Contributions as a Percentage of Covered Payroll
2022	\$ 465,612	\$ 465,612	\$ -	\$ 3,015,307	15.44%
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%

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

Authority Year Ending June 30,	FRS Contractually Required Contribution	FRS Contributions in Relation to the Contractually Required Contribution	FRS Contribution Deficiency (Excess)	Authority's Covered Employee Payroll	FRS Contributions as a Percentage of Covered Payroll
2022	\$ 50,065	\$ 50,065	\$ -	\$ 3,015,307	1.66%
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%

Notes:

- 1) This schedule is intended to show information for ten years; however, data is unavailable prior to 2014. Additional years' information will be presented as it becomes available.

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

For the year ended June 30, 2022

Grantor and Project Title	Assistance Listing Number	Contract Number	Pass-Through Entity Identifying Number	Pass-Through To Subrecipients	Expenditures
U.S. Department of Transportation					
Direct Program					
Federal Highway Administration					
Highway Research and Development					
Program	20.200	DTFH6116H00025	N/A	\$ -	\$ 1,804,136
Total expenditures of federal awards				<u>\$ -</u>	<u>\$ 1,804,136</u>

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, 2022

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, 2022. 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 - 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, 2022.

NOTE 3 - 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.

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, 2022, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated **DATE**.

Report on 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.

Report on 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

DATE

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

Opinion on Each Major Federal Program

We have audited Tampa-Hillsborough County Expressway Authority's (the "Authority") compliance with the types of compliance requirements described in the OMB *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, 2022. 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.

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, 2022.

Basis for Opinion on Each Major Federal Program

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). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grants agreements applicable to the Authority's federal program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances 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 the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on 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 Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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

DATE

Tampa-Hillsborough County Expressway Authority

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the year ended June 30, 2022

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

Name of Federal Program

20.200

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, 2022

Section III - Federal Award Findings and Questioned Costs

No matters were reported for the year ended June 30, 2022

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, 2022, and have issued our report thereon dated **DATE**.

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 **DATE**, 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.

Specific Information

As required by Section 218.39(3)(c) Florida Statutes, and section 10.554(1)(i)b and 10.554(1)(i)7, *Rules of the Auditor General*, the Authority included other information titled Data Elements Required by Section 218.39(3)(c), Florida Statutes (Unaudited).

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

DATE

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

Report on Compliance

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, 2022. 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.

Scope

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.

Opinion

In our opinion, the Authority complied in all material respects, with the aforementioned requirements for the year ended June 30, 2022.

Tampa, Florida
DATE

Tampa-Hillsborough County Expressway Authority

DATA ELEMENTS REQUIRED BY SECTION 218.39(3)(C), FLORIDA STATUTES
(UNAUDITED)

For the year ended June 30, 2022

<u>Data Element</u>	<u>Reference</u>	<u>Comment</u>
The total number of employees compensated in the last pay period of the fiscal year being reported on:	Section 218.39(3)(e)(2)(a)	28
The total number of independent contractors to whom nonemployee compensation was paid in the last month of the fiscal year being reported on:	Section 218.39(3)(e)(2)(b)	-
All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency:	Section 218.39(3)(e)(2)(c)	\$ 2,468,581
All compensation earned by or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency:	Section 218.39(3)(e)(2)(d)	-
Each construction project with a total cost of at least \$65,000 approved by the Authority that is scheduled to begin on or after July 1 of the fiscal year being reported, together with total expenditures for such projects:	Section 218.39(3)(e)(2)(e)	See next page
A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported if the Authority amended a final adopted budget under Section 189.016(6), Florida Statutes:	Section 218.39(3)(e)(2)(f)	-

Tampa-Hillsborough County Expressway Authority

DATA ELEMENTS REQUIRED BY SECTION 218.39(3)(C), FLORIDA STATUTES
(UNAUDITED)

For the year ended June 30, 2022

<u>Project Description</u>	<u>Amount</u>
Toll Operations Generators	\$ 131,415
Concrete Pavement Striping	\$ 949,910
Fiscal Year 2022 Miscellaneous Paving	\$ 1,578,958
Fiber Characterization	\$ 279,955
Fiber from West Hillsborough River to THEA Headquarters	\$ 257,230
East Selmon Slip Ramps	\$ 23,988,955
Interoperability Signs	\$ 66,217

**CONTRACT RENEWAL
and
EXPIRATION REPORT
(> \$30,000)**

Report month: January 2023

Project Manager	Firm	Description of Services	Contract Effective Date	Contract Expiration Date	Term of Contract (Years)	Bid / Renew / End
Judith/ Brian	Conzor Engineering	CEI Services for the Meridian Lighting Project	7/21/2020	7/20/2023	3 Years + 2 additional one-year renewal option	Renew (1st year renewal ~ 7/20/23 - 7/20/24)
Bob	Pennoni Associates	Misc Planning & Traffic	7/8/2019	7/7/2023	3 Years + 2 additional one-year renewal option	Renew (2nd year renewal ~ 7/1/23 - 7/1/24)