



AN INDEPENDENT SPECIAL DISTRICT  
OF THE STATE OF FLORIDA

The background of the report cover is an aerial photograph of a city skyline, likely Tampa, Florida. The skyline includes several tall skyscrapers and a dense urban area. In the foreground, a multi-lane highway interchange is visible, with several lanes of traffic. The image is framed by a large, stylized graphic element that resembles a road or a highway interchange, with a red and white border. The text "2025 ANNUAL COMPREHENSIVE FINANCIAL REPORT" is overlaid on the lower half of the image.

# 2025 ANNUAL COMPREHENSIVE FINANCIAL REPORT

**TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY**  
For the Fiscal Years Ended, June 30, 2025 and 2024

*Prepared by: Tampa-Hillsborough County Expressway Authority Finance Department*



AN INDEPENDENT SPECIAL DISTRICT  
OF THE STATE OF FLORIDA

**2025 ANNUAL**  
**COMPREHENSIVE**  
**FINANCIAL REPORT**

For the Fiscal Years Ended,  
June 30, 2025 and 2024

*Prepared by:*  
*Tampa-Hillsborough County Expressway Authority Finance Department*

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# A

## INTRODUCTORY SECTION

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# MEMBERS AND STAFF OF THE AUTHORITY

## TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

June 30, 2025

### 2025 BOARD OF DIRECTORS



**VINCENT CASSIDY**  
**CHAIRMAN**  
Gubernatorial Appointee



**BENNETT BARROW**  
**VICE CHAIRMAN**  
Gubernatorial Appointee



**JOHN WEATHERFORD**  
**SECRETARY**  
Gubernatorial Appointee



**MAYOR JANE CASTOR**  
**MEMBER**  
City of Tampa, Florida



**HONORABLE DONNA CAMERON-CEPEDA**  
**MEMBER**  
Board of County Commissioners,  
Hillsborough County, Florida



**DAVID GWYNN**  
**MEMBER**  
District 7 Secretary, Florida  
Department of Transportation

### LEADERSHIP TEAM

**GREGORY SLATER**  
EXECUTIVE DIRECTOR

**AMY LETTELLEIR, ESQ**  
CHIEF LEGAL OFFICER

**JEFF SEWARD**  
CHIEF FINANCIAL OFFICER

**TIM GARRETT, PE, PMP**  
CHIEF OPERATING OFFICER

**ROBERT FREY, AICP**  
DIRECTOR OF PLANNING  
& INNOVATION

**GREG DEESE, PE**  
DIRECTOR OF OPERATIONS  
& ENGINEERING

**KEISHA PICKETT BOYD**  
DIRECTOR OF COMMUNICATIONS  
STRATEGY & COMMUNITY  
ENGAGEMENT

**SHARI CALLAHAN, PMP**  
DIRECTOR OF INFORMATION  
TECHNOLOGY & SECURITY

**RAUL ROSARIO**  
DIRECTOR OF TOLLING  
TECHNOLOGY & CUSTOMER  
EXPERIENCE

# ORGANIZATIONAL CHART

## TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

June 30, 2025





January 30, 2026

Board of Directors, Bondholders, and Expressway Customers and citizens of the greater Tampa Bay region,

On behalf of the Tampa-Hillsborough County Expressway Authority (“Authority”), an Independent Special District of the State of Florida, we are pleased to present the *Annual Comprehensive Financial Report (ACFR) for the Fiscal Year ended June 30<sup>th</sup>, 2025*.

The *ACFR for the Fiscal Year ended June 30<sup>th</sup>, 2025*, is a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States (GAAP) and audited by independent certified public accountants in accordance with auditing standards generally accepted in the United States. The THEA Board of Directors accepted the aforementioned Fiscal Year 2025 audited financial statements on January 12<sup>th</sup>, 2026, at its regularly scheduled Board of Directors meeting.

**Legal Requirements:** This ACFR was prepared by the Authority’s Finance Department in accordance with Sections 218.32 and 218.39 Florida Statutes. THEA leadership assumes full responsibility for the completeness and reliability of the information presented in this report. To the best of our knowledge, we believe this financial report is complete and reliable in all material aspects.

**Internal Control:** THEA has established a comprehensive internal control construct to ensure THEA’s assets are protected from loss, theft, or misuse, and that sufficient reliable accounting information is compiled to allow for financial statement preparation in conformity with GAAP. These internal controls have been designed to provide reasonable, rather than absolute assurance, that the financial statements will be free from material misstatement.

**Independent Audit:** THEA’s FY 2025 financial statements were audited by Rivero, Gordimer & Company, P.A., an independent certified public accounting firm. Based on its audit, the independent auditor concluded that there was a reasonable basis for rendering an unmodified opinion that THEA’s financial statements, for the fiscal year ended June 30, 2025, were fairly presented in conformity with GAAP. The independent auditors report is presented in the financial section of this ACFR.

**Management’s Discussion and Analysis (MD&A):** The MD&A is a significant part of this ACFR. The MD&A is a narrative introduction, overview, and analysis of the financial statements and should be read in conjunction with this letter of transmittal. The MD&A also provides a brief overview of the ACFR’s contents.

**THEA Profile:** THEA was established in 1963 as a body politic and an Independent Special District of the State of Florida. THEA is governed by a seven-member Board of Directors consisting of, as prescribed in the Authority’s 1963 enabling legislation, four members appointed by the Governor of the State of Florida, the Mayor (or the Mayor’s designate) of the City of Tampa, one member of the Board of County Commissioners of Hillsborough County, and the



District Secretary of the Florida Department of Transportation which serves Hillsborough County (currently, District 7).

THEA owns, manages, and operates the Lee Roy Selmon Expressway, Brandon Parkway and Trail, Meridian Avenue and Meridian Greenway, and the 1.7-mile multi-use Selmon Greenway. The Selmon Expressway is a 16.5-mile limited access highway that stretches from the Gandy Bridge (connecting Hillsborough to Pinellas County over Tampa Bay), through downtown Tampa and to Brandon. The Selmon Expressway features pioneering Reversible Express Lanes (REL) that change direction for commuters traveling westbound in the morning and eastbound in the evening. The Selmon Expressway was converted to All-Electronic Tolling (AET) in 2010.

THEA is responsible for the construction, reconstruction, improvement, extension, repair, maintenance, and operation of the expressway system. THEA's Bond Resolution defines the "expressway system" as *those toll roads and associated feeder roads and other related structures, appurtenances, or rights previously designated, acquired, or constructed pursuant to the Tampa-Hillsborough County Expressway Authority Law and other additional Expressway Projects as may be acquired or constructed as authorized and approved pursuant to Florida law, and such other roads and facilities as are designated part of the expressway system pursuant to the provisions of the Tampa-Hillsborough County Expressway Authority Law.* During the 2009 Florida legislative session, the Florida Legislature amended THEA's enabling legislation to provide the ability to issue its own bonds and other debt obligations for the purpose of financing and refinancing improvements to the expressway. In 2014, the Florida Legislature made an additional amendment to the Tampa-Hillsborough County Expressway Authority Law to expand the Authority's jurisdiction to allow it to construct, operate and maintain roads, bridge, avenues of access, thoroughfares, boulevards and managed lanes and other transit-supporting facilities, together with the right to construct, repair, replace, operating, install and maintain such facilities and its electronic toll payment systems thereon or incidental thereto, in any county contiguous to Hillsborough County (Manatee, Pinellas, Pasco and Polk counties) at the request of such county. Currently no facilities have been requested in any contiguous county.

**Economic Conditions:** THEA has experienced significant growth and development over the years, transforming itself from a local infrastructure agency into a key player in regional transportation planning and innovation. Since its establishment in 1963, THEA was initially created to address the growing transportation needs of the Tampa Bay area. Its primary goal was to plan, finance, construct, and operate expressways in the Tampa area to alleviate congestion and support economic growth. The agency's early projects focused on developing key roadways to improve mobility within the region.

From 2010 to 2025, Hillsborough County's population grew by 29.66% and is projected to total 2.3 million residents by 2050. With an expanding region, the Selmon Expressway is vital to accommodate the rapidly evolving region's need for efficient travel. The expansion of the Selmon Expressway has spurred economic growth in the surrounding areas by improving access to downtown Tampa, the Port of Tampa Bay, and other key economic hubs. THEA has also been

instrumental in facilitating developments like the Channelside District and the burgeoning Water Street Tampa project, both of which benefit from the improved transportation infrastructure.

In 2022, THEA commissioned the University of South Florida's Center for Urban Transportation (CUTR) to provide deeper insight into the Selmon Expressway's economic impact through the Expressway's network of properties including the Meridian Parkway, Selmon Greenway, and Brandon Parkway. The report found that THEA's wide-ranging economic activity in the region creates new jobs, facilitates the transportation of goods, increases property values in areas surrounding the roadways, and saves drivers time and money.

The report estimated that THEA has an estimated economic impact, both direct and indirect, of over \$2.8 billion. CUTR concluded that THEA had a substantial positive impact on urban mobility and business development. This analysis included \$1.8 billion savings in travel time and out-of-pocket costs as well as \$37 million in accident-cost savings.

THEA's financial stability and performance has been a key factor in its growth as evidenced by its Moody's A2, and S&P A+, credit ratings. On August 25<sup>th</sup>, 2025, Moody's affirmed THEA's A2 bond rating and revised the outlook to positive from stable. Unlike many transportation agencies, THEA does not rely on taxpayer dollars but instead funds its projects through toll revenues. This financial independence has allowed the authority to undertake significant capital improvement projects and maintain its system at a high standard. The growth of THEA has had a profound impact on the Tampa Bay region. By improving transportation infrastructure, the authority has facilitated economic development, reduced travel times, and enhanced the quality of life for residents. As the Tampa Bay area continues to grow, THEA's role is expected to expand, with plans to explore new transportation solutions, such as autonomous vehicles and further expansion of the expressway system.

**Awards and Acknowledgements:** The Government Finance Officers Association of the United States and Canada (GFOA) awarded THEA a *Certificate of Achievement for Excellence in Financial Reporting* for its ACFR for the fiscal year ended June 30, 2024.

The preparation of the ACFR was made possible by the hard work and dedicated service of the Finance Department. Sincere thanks are expressed to our external auditors, Rivero, Gordimer & Company, P.A., as well as our external partners at WSP, for their special efforts in compiling this report. Finally, we extend our appreciation to all the employees and Board members of THEA for their cooperation and assistance in matters pertaining to the finances of THEA.

*Gregory Slater*

Gregory Slater  
Executive Director

*Jeffrey Seward*

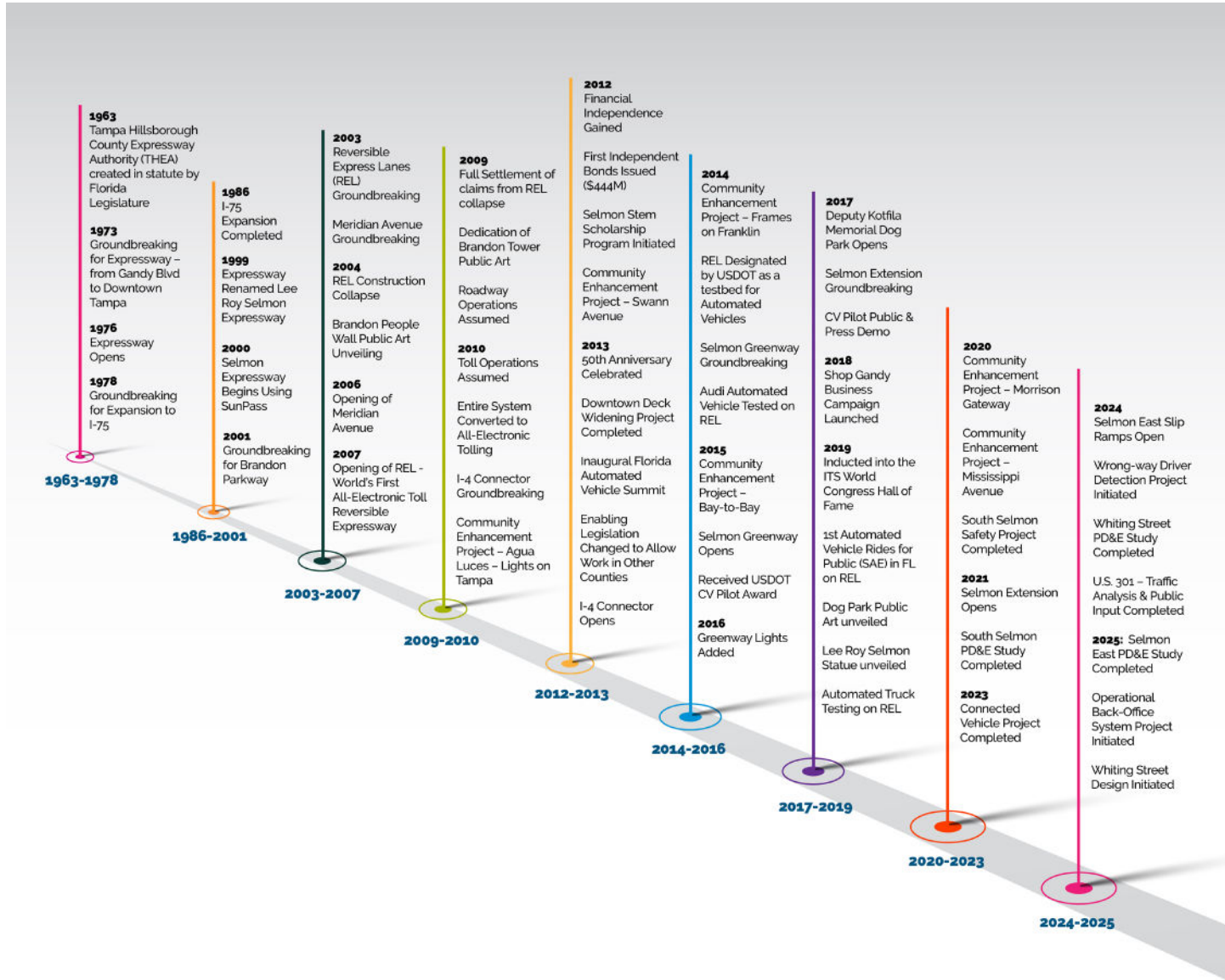
Jeffrey Seward  
Director of Finance

*Lisa Pessina*

Lisa Pessina  
Assistant Director of Finance  
and Controller

**TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY**  
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[WWW.TAMPA-XWAY.COM](http://WWW.TAMPA-XWAY.COM)

# THEA MILESTONES





Government Finance Officers Association

**Certificate of  
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Presented to

**Tampa-Hillsborough County Expressway Authority  
Florida**

For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

June 30, 2024

*Christopher P. Morill*

Executive Director/CEO

# B

## FINANCIAL SECTION

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- 40** Required Supplementary Information





RIVERO, GORDIMER & COMPANY, P.A.

Member  
American Institute of Certified Public Accountants  
Florida Institute of Certified Public Accountants

Herman V. Lazzara	Michael E. Helton
Sam A. Lazzara	James K. O'Connor
Kevin R. Bass	David M. Bohnsack
Jonathan E. Stein	Julie A. Davis
Stephen G. Douglas	Karl N. Swan
Brooke B. Dawson	Dennis A. Paleveda
Marc D. Sasser, of Counsel	
Cesar J. Rivero, in Memoriam (1942-2017)	

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

We have audited the financial statements of the business-type activities of Tampa-Hillsborough County Expressway Authority, for the year ended June 30, 2025. Professional standards require that we provide you with the following information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter dated September 14, 2023. Professional standards also require that we communicate to you the following information related to our audit.

### Significant Audit Matters

#### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Tampa-Hillsborough County Expressway Authority (the "Authority") are described in Note B to the financial statements. As described in note B17 to the financial statements, the Authority changed accounting policies related to compensated absences and certain risk disclosures by adopting Statement of Governmental Accounting Standards (GASB Statement) No.101, *Compensated Absences* and GASB Statement No. 102 *Certain Risk Disclosures*. Accordingly, the cumulative effect of the accounting changes as of the beginning of the year is reported in the financial statements. We noted no transactions entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

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

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

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

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

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

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosure affecting the financial statements was:

The disclosures related to long-term debt included in Note E - Long-term Debt to the financial statements.

The financial statement disclosures are neutral, consistent, and clear.

#### *Difficulties Encountered in Performing the Audit*

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

#### *Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. None were noted during the audit process. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

#### *Disagreements with Management*

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

#### *Management Representations*

We have requested certain representations from management that are included in the management representation letter dated January 28, 2026.

#### *Management Consultations with Other Independent Auditors*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Authority's financial statements or a determination of the type of auditor's opinion that may be expressed on those

statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

#### *Other Audit Findings or Issues*

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

#### Other Matters

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

#### Other Services

We were also engaged to perform an examination on compliance with Section 218.415, Florida Statutes, regarding the Authority's investment of surplus funds for the year ended June 30, 2025 and issued our Independent Accountants' Report thereon dated January 28, 2026. Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We examined, on a test basis, evidence about the Authority's compliance with those requirements.

#### Restriction on Use

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

Tampa, Florida  
January 28, 2026

A handwritten signature in black ink that reads "Buero, Gordinier & Company, P.A." The signature is written in a cursive, flowing style.

# 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 the Authority's financial performance during the fiscal year ended June 30, 2025.

## Financial Highlights

The assets and deferred outflows of resources of the Authority exceeded its liabilities and deferred inflows at the close of the 2025 fiscal year by \$810,003,947. For fiscal year 2024, assets and deferred outflows of resources exceeded its liabilities and deferred inflows at the close of the fiscal year by \$727,150,439.

Change in net position for fiscal years ended June 30, 2025 and 2024 totaled \$82,853,508 and \$74,045,147 as a result of operations.

Construction in progress increased by approximately \$8.65 million for fiscal year 2025 due to the South Selmon Capacity project as well as other on-going projects. In fiscal year 2024, construction in progress decreased by approximately \$33.5 million due to the completion of new access ramps for the East Selmon Slip Ramp Project, completion of the Pier Up-lighting Project and other projects.

Long-term debt decreased by approximately \$18.51 million and \$17 million for the fiscal years ended June 30, 2025 and 2024 as a result of regular principal payments.

## 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, Statistical Section, and Other Reports and 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 deferred outflows of resources) and the obligations to Authority creditors (liabilities and deferred inflows of resources). 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 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.

Over time, increases or decreases in the Authority's net position are 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.

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

## Financial Analysis of the Authority

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.

## Net Position

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

	2025	2024	2023
Unrestricted current assets	\$ 314.81	\$ 253.64	\$ 216.79
Restricted current assets	39.15	28.04	31.52
Restricted assets			
Cash and investments	114.01	128.22	110.06
Receivables and other	11.97	11.62	11.45
Capital assets			
Property and equipment - net	1,101.84	1,104.23	1,062.52
Construction in progress	66.11	57.46	91.04
<b>Total assets</b>	<b>1,647.89</b>	<b>1,583.21</b>	<b>1,523.38</b>
Deferred outflows of resources	15.40	17.42	19.79
Current liabilities	4.15	6.09	1.99
Restricted current liabilities	39.15	28.04	31.52
Long-term debt			
Bonds payable	600.58	619.05	637.19
Due to other governments	203.14	213.83	213.83
Compensated absences	0.35	0.33	0.27
Pension liability	4.97	5.11	4.94
Subscription-based IT arrangement	0.22	0.47	-
<b>Total liabilities</b>	<b>852.56</b>	<b>872.92</b>	<b>889.74</b>
Deferred inflows of resources	0.72	0.56	0.32
Net position			
Net investment in capital assets	349.88	327.33	306.50
Restricted	163.95	167.01	146.17
Unrestricted	296.18	232.81	200.44
<b>Total net position</b>	<b>\$ 810.01</b>	<b>\$ 727.15</b>	<b>\$ 653.11</b>



As can be seen from the previous table, restricted cash and investments decreased \$14.21 million resulting from usage of funds for operations and maintenance in fiscal year 2025. In the prior year, restricted cash and investments increased \$18.16 million from fiscal year 2023 to fiscal year 2024 due to investment earnings combined with increased investments of cash. Construction in process increased \$8.65 million in fiscal year 2025 due to the Wrong-Way Driving Countermeasures project, South Selmon Capacity project, and various other projects. In the prior year, construction in process declined by \$33.58 million from fiscal year 2023 to fiscal year 2024 due to completion of the East Selmon Slip Ramps and Pier Up Lighting project. During the years ended June 30, 2025 and 2024 the Authority had a strong operational performances of an increase in net position of \$82.86 million and \$74.04 million, respectively.

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

	2025	2024	2023
Toll Revenues	\$ 131.28	\$ 126.75	\$ 115.63
Expenses			
Operating expenses	37.16	41.13	20.03
General and administrative	7.50	8.16	7.55
Total expenses	44.66	49.29	27.58
Operating net income	86.62	77.46	88.05
Net non-operating expenses	(3.76)	(3.42)	(14.16)
Income before capital grants	82.86	74.04	73.89
Capital grants	-	-	0.80
Increase in net position	82.86	74.04	74.69
Net position at beginning of year	727.15	653.11	578.42
Net position at end of year	\$ 810.01	\$ 727.15	\$ 653.11

The Statement of Revenues, Expenses, and Changes in Net Position, provides details as to the nature and source of the changes in net position. As can be seen from the above table, revenues continue to increase over prior years due to the continued increase in the Tampa Bay population. Operating expenses decreased \$3.97 million in fiscal year 2025 which was related to a decrease in renewal and replacement expenses due to the resurfacing of the east portion of the expressway and other projects in the prior year. In fiscal year 2024, operating expenses increased \$21.10 million compared to fiscal year 2023 which was related to an increase in renewal and replacement expenses due to the resurfacing of the east portion of the expressway and other projects.

## Capital Assets and Debt Administration

Capital assets consist of the following (in millions):

	June 30, 2024	Additions	Deletions	June 30, 2025
Assets subject to depreciation	\$ 84.28	\$ 1.85	\$ (0.48)	\$ 85.66
Less accumulated depreciation	(45.09)	(8.06)	0.46	(52.69)
	39.19	(6.21)	(0.02)	32.97
Assets not subject to depreciation	1,065.04	3.83	0.00	1,068.87
Total property and equipment	\$ 1,104.23	\$ (2.38)	\$ (0.02)	\$ 1,101.84
Construction in progress	\$ 57.46	\$ 14.33	\$ (5.68)	\$ 66.11

The Authority's investment in capital assets includes buildings, improvements, furniture and equipment, and roads. Additionally, the Authority added approximately \$14.33 million and \$15.1 million of construction in progress improvements across various projects for the years ended June 30, 2025 and 2024. The Authority also completed approximately \$5.7 million of construction in progress projects which were moved to infrastructure in service in the amount of approximately \$3.8 million and approximately \$1.8 million to assets subject to depreciation. In the prior year, the Authority also completed approximately \$44.3 million of construction in progress projects which were moved to infrastructure in service and \$4.3 million to improvements.

## 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 general engineering consultant has determined that the overall rating of the Expressway System in the Florida Department of Transportation's (the "Department") Maintenance Rating Program exceeds minimum standards. For fiscal year 2025, road maintenance expenses were \$7.98 million and renewal and replacement expenses \$3.33 million. In the prior year, road maintenance expenses were \$6.20 million and renewal and replacement expenses \$9.64 million.

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, as required by the master bond resolution.

## Significant Events

In FY2025 THEA concluded a major paving project initiated in FY2024 on its eastern end repairing many areas on the system which were showing signs of deterioration. In this project, THEA utilized an asphalt additive which research has shown to be equal in crack resistance, rut resistance, and longevity compared to Portland cement concrete. THEA expects the life of this pavement to be nearly 25 years as opposed to the 12 years of life that is seen with normal asphalt paving.

THEA kicked off the construction of the Wrong-Way Driving Countermeasures project

which includes installing signs, rectangular flashing beacons, and in-pavement lighting at 10 ramps along the eastern portion of the Selmon Expressway. The goal of the project is to prevent, detect and respond to wrong-way drivers along the Expressway.

THEA developed an off-site disaster recovery site for all of the organization's information technology, creating mirrored IT infrastructure, critical failover procedures, user access continuity, and system resilience. This milestone reinforces THEA's commitment to business continuity and readiness in the face of unexpected disruptions, particularly from weather events such as tropical storms and hurricanes.

## **Long Term Debt**

The Authority issues debt to fund major capital projects and to capitalize on current economic conditions for debt refundings. The Authority issues all bonds under its Master Bond Resolution. During 2025, the Authority made regular principal payments of \$16.3 million and interest payments of \$21.5 million. Further details on the Authority's debt activities can be found in Note E to the basic financial statements.

The Authority has amounts due to the Department for prior payments of operation and maintenance costs of the expressway system and renewal and replacement costs which occurred under the Lease Purchase Agreement (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 Authority's Traffic and Revenue Engineer, Stantec Consulting Services, Inc., has verified that pledged funds estimated for fiscal year 2025 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 the development of the FY2026 revenue budget, the Authority's Traffic and Revenue Engineer reviewed the performance of the FY2025 budget forecast. Through the first eight months of FY2025 (the timing of the development of the FY2026 forecast), actual revenues were almost one percent higher than forecast despite toll suspension for seven days in October 2024 due to Hurricane Milton. This performance was incorporated into the FY2026 forecast which used the long-term growth rates based on steady population growth as well as accommodation of potential toll suspensions due to hurricanes in the region or state.

## **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 Chief Financial Officer at 1104 East Twiggs Street, Suite 300, Tampa, Florida 33602, phone number 813-272-6740.

# BASIC FINANCIAL STATEMENTS

## STATEMENTS OF NET POSITION

June 30,

	2025	2024
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and cash equivalents (notes B2 and C)	\$ 14,549,126	\$ 11,687,618
Restricted cash and investments to meet current liabilities	39,146,545	28,036,157
Accounts receivable - tolls (note B4)	9,307,846	8,802,449
Other receivables	92,253	196,643
Accrued interest receivable	488,773	707,156
Investments (notes B3 and C)	289,681,297	231,527,775
Other assets	692,542	722,322
<b>Total current assets</b>	<b>353,958,382</b>	<b>281,680,120</b>
<b>RESTRICTED ASSETS</b>		
Investments (notes B3 and C)	114,010,070	128,219,911
Accrued interest receivable	597,389	864,302
Accounts receivable - tolls (note B4)	11,376,256	10,758,550
<b>Total restricted assets</b>	<b>125,983,715</b>	<b>139,842,763</b>
<b>PROPERTY AND EQUIPMENT (notes B8, B9, B10 and D)</b>		
Capital assets not being depreciated:		
Land and infrastructure	1,068,868,199	1,065,042,573
Capital assets		
Buildings and improvements	22,836,312	22,113,298
Furniture and equipment	61,938,478	61,242,179
Vehicles	65,648	108,434
Subscription-based IT arrangement	817,022	817,022
Accumulated depreciation and amortization	(52,690,267)	(45,088,675)
<b>Total property and equipment</b>	<b>1,101,835,392</b>	<b>1,104,234,831</b>
<b>CONSTRUCTION IN PROGRESS (notes B7 and D)</b>	<b>66,112,710</b>	<b>57,460,022</b>
<b>Total non-current assets</b>	<b>1,293,931,817</b>	<b>1,301,537,616</b>
<b>TOTAL ASSETS</b>	<b>1,647,890,199</b>	<b>1,583,217,736</b>
<b>DEFERRED OUTFLOWS OF RESOURCES (note B11)</b>	<b>15,396,159</b>	<b>17,418,631</b>
<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES</b>	<b>15,396,159</b>	<b>17,418,631</b>

The accompanying notes are an integral part of these statements.

# STATEMENTS OF NET POSITION (CONTINUED)

June 30,

	2025	2024
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES FROM UNRESTRICTED ASSETS</b>		
Accounts Payable	3,654,815	5,645,180
Accrued Expenses	239,196	198,259
Current portion of subscription-based IT arrangement liability	256,568	243,280
<b>Total current unrestricted liabilities</b>	<b>4,150,579</b>	<b>6,086,719</b>
<b>CURRENT LIABILITIES FROM RESTRICTED ASSETS</b>		
Accounts and contracts payable - capital	1,188,501	871,091
Current portion of revenue bonds and note payable (note E)	16,610,000	16,290,000
Current portion due to governmental agencies (note E)	10,691,692	-
Interest payable	10,656,352	10,818,205
Unearned revenue	-	56,861
<b>Total current liabilities payable from restricted assets</b>	<b>39,146,545</b>	<b>28,036,157</b>
<b>Total current liabilities</b>	<b>43,297,124</b>	<b>34,122,876</b>
<b>LONG-TERM LIABILITIES due after one year (notes E and F)</b>		
Revenue bonds and note payable	600,584,532	619,049,137
Due to governmental agencies	203,142,143	213,833,835
Compensated absences	345,774	328,448
Net pension liability (note H)	4,965,786	5,109,101
Subscription-based IT arrangement liability	224,479	481,047
<b>Total long-term liabilities</b>	<b>809,262,714</b>	<b>838,801,568</b>
<b>TOTAL LIABILITIES</b>	<b>852,559,838</b>	<b>872,924,444</b>
<b>DEFERRED INFLOWS OF RESOURCES (note B11)</b>	<b>722,573</b>	<b>561,484</b>
<b>TOTAL DEFERRED INFLOWS OF RESOURCES</b>	<b>722,573</b>	<b>561,484</b>
<b>NET POSITION</b>		
Net investment in capital assets	349,879,555	327,334,336
Restricted - capital projects	27,908,397	41,310,205
Restricted - operation, maintenance and administrative reserve	35,584,492	24,732,307
Restricted - renewal and replacement	11,653,444	15,668,942
Restricted - debt service	88,795,426	85,296,375
Unrestricted	296,182,633	232,808,274
<b>TOTAL NET POSITION</b>	<b>\$ 810,003,947</b>	<b>\$ 727,150,439</b>

The accompanying notes are an integral part of these statements.



## STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITIONS

For the year ended June 30,

	2025	2024
Toll revenues	\$ 131,275,872	\$ 126,753,872
Operating expenses		
Operations	9,222,938	10,282,826
Maintenance	7,980,232	6,125,762
Renewal and replacement	3,326,951	9,641,394
Information technology	862,299	831,152
Planning and innovation	2,258,629	1,049,535
Communications	444,093	552,604
Depreciation and amortization	8,062,326	7,693,103
Other expenses	4,998,650	4,949,192
Total operating expenses	37,156,118	41,125,988
General and administrative expenses		
Payroll expense	5,003,514	5,227,578
Outside services	872,161	1,539,136
Occupancy and office expense	1,623,503	1,396,167
Total general and administrative expenses	7,499,178	8,162,881
Total expenses	44,655,296	49,288,869
Income from operations	86,620,576	77,465,003
Non-operating revenues (expenses)		
Investment income	16,383,208	15,096,831
Net increase (decrease) in the fair value of investments	518,651	2,527,623
Miscellaneous revenue	914,453	833,359
Interest expense	(21,583,380)	(21,877,669)
Total non-operating expenses	(3,767,068)	(3,419,856)
Increase in net position	82,853,508	74,045,147
Net position at beginning of year	727,150,439	653,105,292
Net position at end of year	\$ 810,003,947	\$ 727,150,439

The accompanying notes are an integral part of these statements.

# STATEMENTS OF CASH FLOWS

For the year ended June 30,

	2025	2024
Operating activities		
Receipts from customers	\$ 130,152,769	\$ 127,495,929
Payments to suppliers	(33,751,738)	(31,060,336)
Payments to employees	(5,009,413)	(5,963,211)
Net cash from operating activities	91,391,618	90,472,382
Non-capital financing activities		
Miscellaneous non-operating revenue	914,453	833,359
Capital and related financing activities		
Acquisition and construction of capital assets	(14,013,140)	(18,686,558)
Interest paid on revenue bonds	(21,474,505)	(21,792,457)
Principal payments on bonds payable	(16,290,000)	(15,980,000)
Net cash from capital and related financing activities	(51,777,645)	(56,459,015)
Investing activities		
Purchases of investments, net	(51,773,383)	(49,823,749)
Subscription Based Information Technology Arrangement (SBITA) implementation costs	-	(55,030)
Interest received on investments	16,868,501	14,047,412
Net cash from investing activities	(34,904,882)	(35,831,367)
Net (decrease) increase in cash and cash equivalents	5,623,544	(984,641)
Cash and cash equivalents at beginning of year	25,286,157	26,270,798
Cash and cash equivalents at end of year	\$ 30,909,701	\$ 25,286,157
Cash and cash equivalents - unrestricted	\$ 14,549,126	\$ 11,687,618
Cash and cash equivalents - restricted for current liabilities	16,360,575	13,598,539
Cash and cash equivalents at end of year	\$ 30,909,701	\$ 25,286,157
Reconciliation of operating income to net cash provided by operating activities		
Income from operations	\$ 86,620,576	\$ 77,465,003
Adjustments to reconcile income from operations to net cash provided by operating activities		
Depreciation	8,062,326	7,693,103
Loss on disposal of assets	14,976	-
Changes in assets and liabilities		
Accounts receivable - tolls	(1,123,103)	742,057
Other assets	134,170	(22,422)
Accounts payable	(1,990,365)	3,853,239
Unearned revenue	(56,861)	51,769
Pension related items	(52,364)	687,532
Other liabilities	(217,737)	2,101
Total adjustments	4,771,042	13,007,379
Net cash provided by operating activities	\$ 91,391,618	\$ 90,472,382
Supplemental disclosure of non-cash capital and related financing activities		
Acquisition of subscription-based IT arrangements	\$ -	\$ 767,022

The accompanying notes are an integral part of these statements.



# NOTES TO BASIC FINANCIAL STATEMENTS

June 30, 2025 and 2024

## 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 FDOT District Secretary 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.

## 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 commercial banks.

### 4. Accounts Receivable

The Authority 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, 2025 and 2024 are shown net of allowances for doubtful accounts. The Authority has determined that no allowance is deemed necessary at June 30, 2025 and 2024, 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 are disbursed to the paying agent for debt service and 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.

### 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.

### 8. Property and Equipment

It is the Authority's policy to account for infrastructure assets using the "modified approach," in which infrastructure is treated as an inexhaustible capital asset. Accordingly, infrastructure is recorded at accumulated historical costs expended to construct and place the project in service, including engineering fees and the costs to acquire rights-of-way. Asset acquisitions subject to depreciation, including buildings, land improvements, toll equipment, furniture and equipment, computers and software, and vehicles are capitalized at historical cost plus any costs of installation. Any costs incurred to prolong the useful lives of these assets are capitalized as well. The Authority capitalizes amounts equal to or in excess of \$5,000.

### 9. Subscription-based IT Arrangement

The Authority has entered into a contract that conveys control of the right to use information technology software. The Authority has recognized an IT subscription liability and an intangible right-to-use IT subscription asset. At the commencement of the IT subscription term,

## NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(CONTINUED)*

the Authority initially measures the subscription liability at the present value of payments expected to be made during the subscription term. Subsequently, the IT subscription liability is reduced by the principal portion of payments made. The right-to-use an IT subscription asset is initially measured as the sum of the initial

IT subscription liability, adjusted for payments made at or before the commencement date, plus capitalization of implementation costs less any incentives received from the SBITA vendor at or before the commencement of the subscription term. Subsequently, the right-to-use IT subscription asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to IT subscription arrangements include how the Authority determines the discount rate it uses to discount the expected payments to present value, term, and payments. The Authority uses the interest rate charged by the IT subscription vendor as the discount rate. When the interest rate charged by the vendor is not provided, the Authority generally uses its estimated incremental borrowing rate as the discount rate.

### 10. Depreciation and Amortization

Depreciation and amortization 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
SBITA	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 general engineering consultant 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.

### 11. 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 relating to debt refunding were \$13,440,867 and \$15,533,477 at June 30, 2025 and 2024, respectively. The amortization period of deferred refunding losses is the remaining life of the old debt or the life of the new debt, whichever is shorter.

The Deferred Outflows of Resources 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 \$1,955,292 and \$1,885,154 for the years ended June 30, 2025 and 2024, respectively.



## NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

### 12. 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 \$722,573 and \$561,484 at June 30, 2025 and 2024, respectively.

### 13. 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.

Management has created reserve accounts that are assigned to future capital projects in the amounts of \$250,675,001 and \$185,778,891 as of June 30, 2025 and 2024, respectively. These funds have been assigned by management and are not legally restricted and thus available for other uses should the need arise.

### 14. 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.

### 15. 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.

### 16. 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 six-year capital projects program.

### 17. Change in Accounting Principle

The Authority adopted Governmental Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences*, and GASB Statement No. 102, *Certain Risk Disclosures*, during the year ended June 30, 2025. GASB Statement No. 101 provides guidance on the recognition and measurement of liabilities for compensated absences, improving consistency and comparability in reporting leave benefits. GASB Statement No. 102 establishes disclosure requirements for significant risks arising from concentrations or constraints that could affect the Authority's ability to acquire resources or manage spending. The adoption of these standards did not have any significant impacts on the Authority's financial statements.

The Authority adopted GASB Statement No. 100, *Accounting Changes and Error Corrections* during the year ended June 30, 2024. GASB Statement No. 100 provides guidance on the accounting and financial reporting for accounting changes and corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The adoption of this standard did not have any significant impacts on the Authority's financial statements.



## NOTE C – CASH AND INVESTMENTS

The total carrying amounts of the Authority's cash and investments (unrestricted and restricted) was \$457,387,038 and \$399,471,461 with a fair value of \$457,387,038 and \$399,471,461 at June 30, 2025 **and 2024**, respectively. Cash consists of deposits with the local government investment pools and commercial banks at June 30, 2025 **and 2024**. Investments are reported at fair value in the accompanying financial statements.

Certain cash and investments totaling and carried at \$153,156,615 and \$156,256,068, with a fair value of \$153,156,615 and \$156,256,068 as of June 30, 2025 and 2024, respectively, are restricted as to their use by agreements or bond covenants.

### 1. Deposits

As of June 30, 2025 **and 2024**, approximately \$30,690,000 and \$25,553,000, respectively, was collateralized by the State of Florida collateral pool, which is a multiple financial institution pool with the ability to assess its members for collateral shortfalls if any of its member institutions fail. Required collateral is defined under Chapter 280 of the Florida Statutes, *Security for Public Deposits*.

### 2. Investments

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

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

The Authority has invested \$8,282,240 and \$7,898,871 at June 30, 2025 **and 2024**,

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 37 days at June 30, 2025. FLCLASS is rated AAA by S&P Global Ratings.

As of June 30, 2025 **and 2024**, 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.

## NOTE C – CASH AND INVESTMENTS *(CONTINUED)*

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, 2025 and 2024:

June 30, 2025	Fair Value	Level 1	Level 2	Level 3
Investments				
Short term investments	\$ 325,942,081	\$ 325,942,081	\$ -	\$ -
U.S. Government obligations	92,253,016	92,253,016	-	-
Total	\$ 418,195,097	\$ 418,195,097	\$ -	\$ -

June 30, 2024	Fair Value	Level 1	Level 2	Level 3
Investments				
Short term investments	\$ 314,631,564	\$ 314,631,564	\$ -	\$ -
U.S. Government obligations	51,654,895	51,654,895	-	-
Total	\$ 366,286,459	\$ 366,286,459	\$ -	\$ -

### 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 at June 30, 2025 and 2024:

	2025	2024
Issuer:		
Fidelity Investment Money Market	78%	86%
U.S. Treasury Notes	22%	14%

### 4. Custodial Credit Risk

All of the Authority's depositories are members of the State of Florida collateral pool. The State of Florida collateral pool is a multiple, financial institution collateral pool with the ability to make additional assessments to satisfy the claims of governmental entities if any member institution fails. This ability provides protection, which is similar to depository insurance.

The Authority's investment policy requires use of a third-party custodial safekeeping agreement for all purchased securities and requires that securities be designated as an asset of the Authority. As of June 30, 2025 and 2024, all of the Authority's securities were held in a bank's trust/custodial department in the Authority's name.

## NOTE D – PROPERTY AND EQUIPMENT AND CONSTRUCTION IN PROGRESS

Changes in property and equipment and construction in progress during the years ended June 30, 2025 and 2024 consist of the following:

	June 30, 2024	Additions	Deletions	June 30, 2025
Assets subject to depreciation:				
Buildings and improvements	\$ 22,113,298	\$ 723,015	\$ -	\$ 22,836,313
Furniture and equipment	61,242,179	1,129,222	(432,923)	61,938,478
Vehicle	108,434	-	(42,787)	65,647
SBITA	817,022	-	-	817,022
Total cost basis	84,280,933	1,852,237	(475,710)	85,657,460
Less accumulated depreciation:				
Buildings and improvements	(6,895,579)	(1,120,264)	-	(8,015,843)
Furniture and equipment	(38,088,383)	(6,660,082)	432,922	(44,315,543)
Vehicles	(59,323)	(9,639)	27,812	(41,150)
SBITA	(45,390)	(272,341)	-	(317,731)
Total accumulated depreciation	(45,088,675)	(8,062,326)	460,734	(52,690,267)
Net book value	39,192,258	(6,210,089)	(14,976)	32,967,193
Assets not subject to depreciation				
Land, improvements and infrastructure	1,065,042,573	3,825,626	-	1,068,868,199
Total property and equipment	\$ 1,104,234,831	\$ (2,384,463)	\$ (14,976)	\$ 1,101,835,392
Construction in progress	\$ 57,460,022	\$ 14,330,550	\$ (5,677,862)	\$ 66,112,710

	June 30, 2023	Additions	Deletions	June 30, 2024
Assets subject to depreciation:				
Buildings and improvements	\$ 17,786,902	\$ 4,326,396	\$ -	\$ 22,113,298
Furniture and equipment	61,340,545	5,029	(103,395)	61,242,179
Vehicle	108,434	-	-	108,434
SBITA	-	817,022	-	817,022
Total cost basis	79,235,881	5,148,447	(103,395)	84,280,933
Less accumulated depreciation:				
Buildings and improvements	(5,957,104)	(938,475)	-	(6,895,579)
Furniture and equipment	(31,498,597)	(6,693,181)	103,395	(38,088,383)
Vehicles	(43,266)	(16,057)	-	(59,323)
SBITA	-	(45,390)	-	(45,390)
Total accumulated depreciation	(37,498,967)	(7,693,103)	103,395	(45,088,675)
Net book value	41,736,914	(2,544,656)	-	39,192,258
Assets not subject to depreciation				
Land and infrastructure	1,020,787,683	44,254,890	-	1,065,042,573
Total property and equipment	\$ 1,062,524,597	\$ 41,710,234	\$ -	\$ 1,104,234,831
Construction in progress	\$ 91,043,999	\$ 14,997,306	\$ (48,581,283)	\$ 57,460,022

## 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 and Notes 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 State Infrastructure Bank and Toll Facility Revolving Trust Fund 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.

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.

During the year ended June 30, 2023, the Authority obtained a note payable in the amount of \$51,115,000. These funds were used to advance refund the Series 2012D Bonds. The Authority deposited \$50,953,277 into an irrevocable escrow to advance refund, through an in-substance defeasance, \$50,855,000 of the Series 2012D Refunding Revenue Bonds. As a result, the Series 2012D Bonds are considered to be defeased and the escrowed assets and the

## NOTE E – LONG-TERM DEBT *(CONTINUED)*

liability for the bonds have been removed from these financial statements. The Authority achieved a cash flow difference and an economic loss of \$108,406 as a result of the refunding.

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 2022A Note Payable is secured by a pledge of, and lien on the net system revenues derived from the operations of the expressway system on a parity with the Authority's other senior lien outstanding debt issued under the Master Bond Resolution. 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.

Bonds payable and direct borrowings as of June 30, are as follows:

	2025	2024
Series 2017 bonds payable		
Term bonds due July 1, 2047, bearing interest at 5.00%	\$ 157,780,000	\$ 157,780,000
Series 2017B bonds payable		
Serial bonds (taxable) due from July 1, 2019 through July 1, 2037, bearing interest from 4.00% to 5.00%	16,745,000	17,155,000
Term bonds due July 1, 2042, bearing interest at 4.00%	133,485,000	133,485,000
	<u>150,230,000</u>	<u>150,640,000</u>
Series 2017C bonds payable		
Term bonds due July 1, 2048, bearing interest at 5.00%	36,190,000	36,190,000
Series 2020A bonds payable		
Serial bonds (taxable) due from July 1, 2020 through July 1, 2038, bearing interest from 4.00% to 5.00%	16,855,000	17,760,000
Series 2020B bonds payable		
Serial bonds (taxable) due from July 1, 2020 through July 1, 2038, bearing interest from 0.81% to 2.7%	194,840,000	196,800,000
Total bonds payable	<u>555,895,000</u>	<u>559,170,000</u>
Direct borrowings:		
Series 2022 note payable, maturing July 2026 bearing interest from 3.00% to 5.00%	25,315,000	38,330,000
Total direct borrowings	<u>25,315,000</u>	<u>38,330,000</u>
Total bonds and direct borrowings	<u>581,210,000</u>	<u>597,500,000</u>
Plus unamortized premium	35,984,532	37,839,137
Less current portion	(16,610,000)	(16,290,000)
Long-term portion	<u>\$ 600,584,532</u>	<u>\$ 619,049,137</u>



## NOTE E – LONG-TERM DEBT (CONTINUED)

Debt service requirements to maturity at June 30, 2025 are as follows:

	Principal	Interest	Total
2026	\$ 16,610,000	\$ 21,145,943	\$ 37,755,943
2027	16,940,000	20,807,423	37,747,423
2028	17,840,000	20,463,706	38,303,706
2029	18,185,000	20,103,196	38,288,196
2030	18,560,000	19,712,910	38,272,910
2031 – 2035	99,435,000	91,680,544	191,115,544
2036 – 2040	116,460,000	76,329,438	192,789,438
2041 – 2045	144,670,000	50,536,600	195,206,600
2046 – 2050	132,510,000	12,937,750	145,447,750
	<u>\$ 581,210,000</u>	<u>\$ 333,717,510</u>	<u>\$ 914,927,510</u>

### 2. Debt Service Reserve Requirements

The Authority has established separate debt service payment accounts for the semiannual interest and annual principal payments due for each debt issuance pursuant to the Authority's bond covenants and Master Bond Resolution. Deposits are made to these accounts on a monthly basis in amounts equal to the proportioned amount of annual debt service. The Authority has also established separate debt service reserve accounts for the related bond series whose purpose is solely to secure repayment of the bond issues should the net system revenues derived from operations be insufficient to do so. The balance of these accounts is as follows at June 30,:

	2025	2024
2017, 2017B/C Reserve	\$ 35,953,896	\$ 34,391,658
2017, 2017B/C Principal and Interest	9,131,028	8,871,281
2020B, 2022A Reserve	22,037,727	21,080,136
2020A/B Principal and Interest	5,909,597	5,725,252
2022A Principal and Interest	15,763,178	15,228,048
	<u>\$ 88,795,426</u>	<u>\$ 85,296,375</u>

### 3. Due to Other Governmental Agencies

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

	2025	2024
Due to State of Florida - FDOT	\$ 200,074,890	\$ 200,074,890
Due to State of Florida - FDOT State Transportation Trust Fund	13,758,945	13,758,945
	<u>213,833,835</u>	<u>213,833,835</u>
Less current portion	(10,691,692)	-
	<u>\$ 203,142,143</u>	<u>\$ 213,833,835</u>

## NOTE E – LONG-TERM DEBT *(CONTINUED)*

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 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 of \$10,003,745 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, 2025 and 2024 was \$12,034,945. The Authority has also negotiated a \$1,724,000 interest free loan. These loans are payable in twenty annual installments of \$687,947 beginning July 1, 2025.

### 4. Subscription-based IT arrangement liability

The future annual subscription payments for the SBITA is as follows:

Year ending June 30,	Principal	Interest	Total
2026	\$ 256,568	\$ 19,432	\$ 276,000
2027	224,479	5,520	229,999
	<u>\$ 481,047</u>	<u>\$ 24,952</u>	<u>\$ 505,999</u>

## NOTE F – LONG-TERM LIABILITIES

The following is long-term liabilities activity for the years ended June 30, 2025 and 2024:

2025	June 30, 2024	Additions	Deletions	June 30, 2025	Due within one year
Revenue bonds	\$ 559,170,000	\$ -	\$ (3,275,000)	\$ 555,895,000	\$ 3,360,000
Unamortized bond premium	37,839,137	-	(1,854,605)	35,984,532	-
Note payable	38,330,000	-	(13,015,000)	25,315,000	13,250,000
Government notes and loans	213,833,835	-	-	213,833,835	10,691,692
Compensated absences	416,448	261,423	(244,097)	433,774	88,000
Net pension liability	5,109,101	-	(143,315)	4,965,786	-
SBITA	724,327	-	(243,280)	481,047	256,568
Total long-term liabilities	<u>\$ 855,422,848</u>	<u>\$ 261,423</u>	<u>\$ (18,775,297)</u>	<u>\$ 836,908,974</u>	<u>\$ 27,646,260</u>

2024	June 30, 2023	Additions	Deletions	June 30, 2024	Due within one year
Revenue bonds	\$ 562,365,000	\$ -	\$ (3,195,000)	\$ 559,170,000	\$ 3,275,000
Unamortized bond premium	39,693,741	-	(1,854,604)	37,839,137	-
Note payable	51,115,000	-	(12,785,000)	38,330,000	13,015,000
Government notes and loans	213,833,835	-	-	213,833,835	-
Compensated absences	355,982	142,098	(81,632)	416,448	88,000
Net pension liability	4,936,289	172,812	-	5,109,101	-
SBITA	-	767,022	(42,695)	724,327	243,280
Total long-term liabilities	<u>\$ 872,299,847</u>	<u>\$ 1,081,932</u>	<u>\$ (17,958,931)</u>	<u>\$ 855,422,848</u>	<u>\$ 16,621,280</u>

## **NOTE G – COMPENSATED ABSENCES**

It is the Authority's policy to permit employees to accumulate earned, but unused vacation and sick leave, to established policy not to exceed amounts, with payment for eligible leave balances to be issued to employees upon retirement or separation from the Authority. In those instances of employee retirement or separation, unused sick leave eligible for payment is determined by the employee's years of active service, as outlined in Authority policy. Payment for unused vacation leave is subject to the policy's accrual maximum.

The Authority records a liability for compensated absences attributable to past service when it is more likely than not that employees will use the leave. Liabilities are measured using current pay rates and include salary-related payments such as payroll taxes and pension contributions. The liability for unpaid compensated absences was \$433,774 and \$416,448 at June 30, 2025 and 2024, respectively. This amount includes vacation leave, sick leave, and other paid time off.

## **NOTE H – RETIREMENT PLANS**

### **1. State of Florida Retirement System (FRS)**

All permanent employees of the Authority participate in 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 SMSC is for members who fill the senior level management positions.

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

Employees may participate in the Public Employee Optional Retirement Program (the "Investment Plan"), a defined contribution

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

For employees in the Pension Plan, benefits are computed on the basis of age, average final compensation and service credit. Regular class and SMSC 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 thirty 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

## NOTE H – RETIREMENT PLANS *(CONTINUED)*

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 an FRS 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.

The rates applicable to the Authority’s employees were the following for the years ended June 30,:

	2025		2024	
	FRS	HIS	FRS	HIS
Regular class	11.63%	2.00%	11.57%	2.00%
Senior management class	32.52%	2.00%	35.52%	2.00%
DROP participants	19.13%	2.00%	19.13%	2.00%

The Authority’s actual contributions to FRS for the fiscal years ended June 30, 2025 and 2024 were \$620,188 and \$555,796, respectively. The Authority’s actual contributions to HIS for the fiscal years ended June 30, 2025 and 2024 were \$75,530 and \$65,966, respectively.

### Health Insurance Subsidy (HIS) Program

The Retiree Health Insurance Subsidy (HIS) Program is a cost-sharing, multiple-employer defined benefit pension plan established and administrated in accordance with Section 112.363, Florida Statutes as part of the FRS. 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 \$7.50. The minimum payment is \$45 and the maximum payment is \$225 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, 2025 and 2024 is shown below:

	FRS	HIS	Total
June 30, 2025	\$ 3,796,963	\$ 1,168,823	\$ 4,965,786
June 30, 2024	\$ 3,884,366	\$ 1,224,735	\$ 5,109,101

## NOTE H – RETIREMENT PLANS *(CONTINUED)*

The total pension liability for each plan was determined by the plans' actuary and reported in the plans' valuations dated July 1, 2024 and July 1, 2023 for the net pension liability as of June 30, 2025 **and 2024**, respectively.

### Actuarial Methods and Assumptions

The Florida Retirement System Actuarial Assumption Conference is responsible for setting the assumptions used in the funding valuations of the defined benefit pension plan pursuant to section 216.136(10), Florida Statutes. The division determines the assumptions in the valuations for GASB 67 reporting purposes. The FRS Pension Plan's GASB 67 valuation is 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 for the period July 1, 2018, through June 30, 2023. Because the HIS Program is funded on a pay-as-you-go basis, no experience study has been completed for that program. The actuarial assumptions that determined the total pension liability for the HIS Program were based on certain results of the most recent experience study for the FRS Pension Plan.

The total pension liability for each cost-sharing defined benefit 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, 2025 **and 2024**. Payroll growth, including inflation, for both plans is assumed at 3.50% for each of the years ended June 30, 2025 and 2024. Both the discount rate and the long-term expected rate of return used for FRS Pension Plan investments is 6.70% for the years ended June 30, 2025 and June 30, 2024, respectively. The plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension

liability is equal to the long-term expected rate of return. Because the HIS Program uses the pay-as-you-go funding structure, a municipal bond rate of 3.93% was used to determine the total pension liability for the program (Bond Buyer General Obligation 20-Bond Municipal Bond Index) at June 30, 2025 and 3.93% was used at June 30, 2024. 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, 2025:

- All demographic assumptions and methods were reviewed as part of the 2024 Experience Study. Changes were adopted by the 2024 FRS Actuarial Assumption Conference during its meetings in October 2024.
- The coverage election assumptions were updated to reflect recent and anticipated future experience of HIS program participants. Changes were adopted by the 2024 FRS Actuarial Assumption Conference during its October 2024 meeting.
- The discount rate was modified to reflect the change in value of the municipal bond index between GASB measurement dates.

The following changes in actuarial assumptions occurred during the fiscal year ended June 30, 2024:

- HIS: The discount rate was modified to reflect the change in the value of the municipal bond index between GASB measurement dates.
- HIS: Chapter 2023-193, Laws of Florida (senate Bill 7024), increased the level of monthly benefits from \$5 times years of service to \$7.50, with an increased minimum of \$45 and maximum of \$225. This change applies to all years of service for both members currently receiving benefits and members not yet receiving benefits.

**NOTE H – RETIREMENT PLANS** *(CONTINUED)*

The long-term expected rate of return, net of investment expense on pension plan investments was 6.70% for the plan years ended June 30, 2024 and 2023, respectively. This rate was determined using a forward-looking capital market economic model. The table below shows the assumptions for each of the asset classes in which the plan was invested at that time based on the long-term target asset allocation. The allocation policy's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions and includes an adjustment for the inflation assumption. The expected rate of return is presented in arithmetic and geometric means.

**June 30, 2025**

Asset Class	Target Allocation	Annual Arithmetic Return	Annual Compound (Geometric) Return	Standard Deviation
Cash	1.0%	3.3%	3.3%	1.1%
Fixed income	29.0%	5.7%	5.6%	3.9%
Global equity	45.0%	8.6%	7.0%	18.2%
Real estate	12.0%	8.1%	6.8%	16.6%
Private equity	11.0%	12.4%	8.8%	28.4%
Strategic investments	2.0%	6.6%	6.2%	8.7%
Assumed Inflation - Mean			2.4%	1.5%

**June 30, 2024**

Asset Class	Target Allocation	Annual Arithmetic Return	Annual Compound (Geometric) Return	Standard Deviation
Cash	1.0%	2.9%	2.9%	1.1%
Fixed income	19.8%	4.5%	4.4%	3.4%
Global equity	54.0%	8.7%	7.1%	18.1%
Real estate	10.3%	7.6%	6.6%	14.8%
Private equity	11.1%	11.9%	8.8%	26.3%
Strategic investments	3.8%	6.3%	6.1%	7.7%
Assumed Inflation - Mean			2.4%	1.4%



## NOTE H – RETIREMENT PLANS (CONTINUED)

### 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, 2025 and 2024 if the discount rate was 1.00% higher or 1.00% lower than the current discounted rate.

June 30, 2025		
FRS Net Pension Liability		
1% Decrease (5.70%)	Current Discount Rate (6.70%)	1% Increase (7.70%)
\$ 6,678,725	\$ 3,796,963	\$ 1,382,876
HIS Net Pension Liability		
1% Decrease (2.93%)	Current Discount Rate (3.93%)	1% Increase (4.93%)
\$ 1,330,555	\$ 1,168,823	\$ 1,034,560
June 30, 2024		
FRS Net Pension Liability		
1% Decrease (5.70%)	Current Discount Rate (6.70%)	1% Increase (7.70%)
\$ 6,635,288	\$ 3,884,366	\$ 1,582,890
HIS Net Pension Liability		
1% Decrease (2.65%)	Current Discount Rate (3.65%)	1% Increase (4.65%)
\$ 1,397,231	\$ 1,224,735	\$ 1,081,747

### 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, 2025 was 5.3 years for FRS and 6.3 for HIS and 5.3 for FRS and 6.3 for HIS at June 30, 2024.

## NOTE H – RETIREMENT PLANS *(CONTINUED)*

The proportionate share is measured as of the measurement date. The Authority's proportion of the FRS was 0.0098 percent at June 30, 2025, which was an increase of 0.001 from its proportion measured as of June 30, 2024. At June 30, 2024, the Authority's proportion of the HIS was 0.0078 percent, which was an increase of 0.0001 from its proportion measured as of June 30, 2024.

The Authority recognized pension expense of approximately \$623,200, \$1,264,300 and \$615,000, for the years ended June 30, 2025, 2024 and 2023, respectively.

At June 30, 2025 **and 2024**, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

June 30, 2025	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 394,881	\$ (2,244)
Changes of assumptions	541,093	(138,374)
Net difference between projected and actual earnings on pension plan investments	-	(252,789)
Changes in proportion and differences between Tampa-Hillsborough County Expressway Authority's contributions and proportionate share of contributions	323,600	(329,166)
Tampa-Hillsborough County Expressway Authority's contributions subsequent to the measurement date	695,718	-
<b>Totals</b>	<b>\$ 1,955,292</b>	<b>\$ (722,573)</b>

June 30, 2024	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 382,637	\$ (2,875)
Changes of assumptions	285,413	(106,127)
Net difference between projected and actual earnings on pension plan investments	162,854	-
Changes in proportion and differences between Tampa-Hillsborough County Expressway Authority's contributions and proportionate share of contributions	432,488	(452,482)
Tampa-Hillsborough County Expressway Authority's contributions subsequent to the measurement date	621,762	-
<b>Total</b>	<b>\$ 1,885,154</b>	<b>\$ (561,484)</b>

The \$695,718 and \$621,762 reported as deferred outflows of resources related to pensions resulting from the Authority's contributions subsequent to the plan's measurement date will be recognized as a reduction Authority's of the net pension liability in the subsequent fiscal year.

**NOTE H – RETIREMENT 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:		
2026	\$	(73,149)
2027		618,902
2028		5,886
2029		(34,911)
2030		23,026
Thereafter		(2,753)
	\$	<b>537,001</b>

**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, 2024. The system's ACFR and the actuarial valuation reports referenced herein are available online at:

[http://www.dms.myflorida.com/workforce\\_operations/retirement/publications](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 non-elective contributions to participant accounts in amounts equal to a determined percentage of each participant's eligible salary. Contributions to this plan for the years ended June 30, 2025 and 2024, were \$124,457 and \$106,019, respectively.



## **NOTE I – COMMITMENTS AND CONTINGENCIES**

### **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 approximately \$38,175,000 and \$31,180,000 at June 30, 2025 and 2024, respectively.

### **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 J – CURRENT LEASE AGREEMENT WITH TENANT**

The Authority leases certain office space and property to tenants which expire in various years through 2034. The leases are short term in nature or have certain terms which make them cancellable. As such, these leases are not applicable under GASB 87, *Leases*.

# REQUIRED SUPPLEMENTARY INFORMATION

## TREND DATA ON INFRASTRUCTURE CONDITION

June 30, 2025

The Authority has elected to use the Modified Approach to account for maintenance of its infrastructure assets. The FDOT annually inspects the Authority's roadways. The FDOT utilizes the 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:

Evaluation Period Fiscal Year	Rating
2025	90%
2024	94%
2023	96%
2022	94%
2021	95%

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

Fiscal Year	Budget	Actual
2025	\$ 8,002,800	\$ 7,980,232
2024	\$ 6,376,250	\$ 6,125,762
2023	\$ 6,087,800	\$ 4,960,722
2022	\$ 5,056,759	\$ 4,367,020
2021	\$ 4,654,995	\$ 4,063,008

## 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 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
2025	2024	0.009815153%	\$ 3,796,963	\$ 3,738,154	101.57%	83.70%
2024	2023	0.009748242%	\$ 3,884,366	\$ 3,322,969	116.89%	82.38%
2023	2022	0.010911461%	\$ 4,059,940	\$ 3,081,363	131.76%	82.89%
2022	2021	0.009205364%	\$ 695,362	\$ 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%

### 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 HIS Net Pension Liability	Authority's Proportionate Share of the HIS Net Pension Liability	Authority's Covered Payroll	Authority's proportionate share of the Net Pension Liability as a Percentage of Covered Payroll	HIS Plan Fiduciary Net Position as a Percentage of Total Pension Liability
2025	2024	0.007791646%	\$ 1,168,823	\$ 3,738,154	31.27%	4.80%
2024	2023	0.007711787%	\$ 1,224,735	\$ 3,322,969	36.86%	4.12%
2023	2022	0.008274002%	\$ 876,349	\$ 3,081,363	28.44%	4.81%
2022	2021	0.007171568%	\$ 879,702	\$ 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%



## 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 Payroll	FRS Contributions as a Percentage of Covered Payroll
2025	\$ 620,188	\$ 620,188	\$ -	\$ 3,738,154	16.59%
2024	\$ 555,796	\$ 555,796	\$ -	\$ 3,322,969	16.73%
2023	\$ 468,953	\$ 468,953	\$ -	\$ 3,081,363	15.22%
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%

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

Authority Year Ending June 30,	HIS Contractually Required Contribution	HIS Contributions in Relation to the Contractually Required Contribution	HIS Contribution Deficiency (Excess)	Authority's Covered Payroll	HIS Contributions as a Percentage of Covered Payroll
2025	\$ 75,530	\$ 75,530	\$ -	\$ 3,738,154	2.02%
2024	\$ 65,966	\$ 65,966	\$ -	\$ 3,322,969	1.99%
2023	\$ 50,729	\$ 50,729	\$ -	\$ 3,081,363	1.65%
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%



## FINANCIAL SECTION

Required Supplementary Information

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# C

## STATISTICAL SECTION

- 47** Financial Trends
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- 54** Operating Information



# STATISTICAL SECTION

This part of the Authority's annual comprehensive annual financial report presents detail information which provides further clarification to the information contained in the financial statements, note disclosures, and all required supplementary information. The information in this section includes important indicators about the Authority's overall financial well-being. Reports in this section have been prepared according to GASB guidelines.

## CONTENTS:

### Financial Trends

The following tables contain trend information to help the reader understand how the Authority's financial performance and condition has changed over the past 10 years.

**Table 1:** Net Position by Component

**Table 2:** Revenues, Expenses and Changes in Net Position

### Revenue Capacity

The following tables contain information to help the reader assess the Authority's most significant revenue source, toll revenue.

**Table 3:** Total Toll Revenues, Net and Percentage by Payment Type

**Table 4:** Total Toll Transactions by Facility and Average Toll Rate

**Table 5:** Schedule of Toll Rates

### Debt Capacity

The following tables contain information to help the reader assess the Authority's capability of meeting its current level of debt service and its ability to issue future debt.

**Table 6:** Schedule of Net Revenues and Coverage Ratio

**Table 7:** Ratio of Outstanding Debt by Type

### Demographic and Economic Information

The following tables contain information to help the reader understand demographics and economic indicators related to the Authority's financial activities in their current environment.

**Table 8:** Schedule of Demographic and Economic Statistics

**Table 9:** Schedule of Principal Employers

### Operating Information

The follow tables contain information directly related to the operating indicators, the capital assets, and the number of personnel employed by Authority.

**Table 10:** Contribution to Capital Assets

**Table 11:** Number of Employees by Activity

## FINANCIAL TRENDS

**Table 1: Net Position by Component**

FY2016 through FY2025 (amounts shown in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Net Investment in Capital Assets	\$ 349,880	\$ 327,334	\$ 306,497	\$ 273,457	\$ 265,056	\$ 223,924	\$ 204,528	\$ 181,166	\$ 189,261	\$ 161,894
Restricted	163,941	167,008	146,168	164,977	165,512	218,016	196,430	165,129	111,213	86,606
Unrestricted	296,183	232,808	200,440	139,990	79,112	21,988	15,132	19,284	13,545	13,174
<b>Total Net Position</b>	<b>\$ 810,004</b>	<b>\$ 727,150</b>	<b>\$ 653,105</b>	<b>\$ 578,424</b>	<b>\$ 509,680</b>	<b>\$ 463,928</b>	<b>\$ 416,090</b>	<b>\$ 365,579</b>	<b>\$ 314,019</b>	<b>\$ 261,674</b>

**Table 2: Revenues, Expenses, and changes in Net position**

FY2016 through FY2025 (amounts shown in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
<b>Operating Revenues:</b>										
Toll and Fee Revenues	\$ 131,286	\$ 126,754	\$ 115,635	\$ 114,066	\$ 87,859	\$ 87,897	\$ 82,090	\$ 82,716	\$ 84,983	\$ 80,118
<b>Operating Expenses:</b>										
Operations	10,918	10,283	9,199	8,597	6,386	6,551	5,742	4,491	4,974	4,973
Maintenance	7,324	6,199	4,961	4,885	4,063	4,164	3,953	2,749	2,939	2,925
Renewal and Replacement	3,301	9,641	1,085	31	1,548	2,906	2,097	1,176	5,499	871
Information Technology	735	759	321	317	-	-	-	-	-	-
Planning and Innovation	2,258	1,049	-	-	-	-	-	-	-	-
Communications	444	553	576	721	-	-	-	-	-	-
Depreciation	8,095	7,693	3,892	1,421	1,128	1,131	1,163	1,177	1,183	1,043
Administration	7,407	8,163	7,547	6,552	6,136	6,676	5,577	5,597	4,498	3,768
Other Expenses	4,999	4,949	-	-	467	555	545	571	485	694
<b>Total Operating Expenses</b>	<b>45,481</b>	<b>49,289</b>	<b>27,581</b>	<b>22,524</b>	<b>19,728</b>	<b>21,983</b>	<b>19,077</b>	<b>15,761</b>	<b>19,578</b>	<b>14,274</b>
<b>Non-Operating Revenues/(Expenses):</b>										
Non-Operating Revenues	17,841	18,514	8,748	(1,050)	1,440	7,912	10,438	5,647	1,883	1,488
Non-Operating Expenses	(21,639)	(21,934)	(22,916)	(23,552)	(25,964)	(27,796)	(25,232)	(28,519)	(20,132)	(20,445)
<b>Total Non-Operating Revenues/(Expenses)</b>	<b>(3,798)</b>	<b>(3,420)</b>	<b>(14,168)</b>	<b>(24,602)</b>	<b>(24,524)</b>	<b>(19,884)</b>	<b>(14,794)</b>	<b>(22,872)</b>	<b>(18,249)</b>	<b>(18,957)</b>
<b>Capital Contributions</b>	<b>-</b>	<b>-</b>	<b>796</b>	<b>1,804</b>	<b>2,144</b>	<b>1,809</b>	<b>2,290</b>	<b>7,476</b>	<b>5,189</b>	<b>789</b>
<b>Changes in Net Position</b>	<b>\$ 82,007</b>	<b>\$ 74,045</b>	<b>\$ 74,682</b>	<b>\$ 68,744</b>	<b>\$ 45,752</b>	<b>\$ 47,839</b>	<b>\$ 50,509</b>	<b>\$ 51,559</b>	<b>\$ 52,345</b>	<b>\$ 47,676</b>

## REVENUE CAPACITY

**Table 3: Toll Revenues, Net, and Percentage by Payment Type**

FY2016 through FY2025

Fiscal Year	SunPass	TBP	I-4 Connector	Third Party Collections	Total Toll Revenues, net	SunPass %	TBP %	I-4 Connector %	Third Party Collections %
2025	\$ 92,535,109	\$ 17,058,484	\$ 1,881,530	\$ 19,800,749	\$ 131,275,872	70.5%	13.0%	1.4%	15.1%
2024	\$ 92,463,019	\$ 16,009,547	\$ 1,855,082	\$ 16,426,224	\$ 126,753,872	72.9%	12.6%	1.5%	13.0%
2023	\$ 84,143,752	\$ 15,055,930	\$ 1,559,909	\$ 14,875,015	\$ 115,634,606	72.8%	13.0%	1.3%	12.9%
2022	\$ 80,495,602	\$ 14,320,165	\$ 1,471,622	\$ 17,778,363	\$ 114,065,752	70.6%	12.6%	1.3%	15.6%
2021	\$ 62,597,115	\$ 10,954,142	\$ 1,126,983	\$ 13,180,363	\$ 87,858,603	71.2%	12.5%	1.3%	15.0%
2020	\$ 65,250,553	\$ 10,588,967	\$ 1,226,358	\$ 10,830,683	\$ 87,896,561	74.2%	12.0%	1.4%	12.3%
2019	\$ 69,571,534	\$ 8,924,930	\$ 1,392,474	\$ 2,201,204	\$ 82,090,142	84.8%	10.9%	1.7%	2.7%
2018	\$ 73,053,425	\$ 1,659,528	\$ 1,184,285	\$ 6,819,254	\$ 82,716,492	88.3%	2.0%	1.4%	8.2%
2017*					\$ 84,982,937				
2016*					\$ 80,118,452				

\* 2018 was the first year that Toll Revenue was stratified by category

**Table 4: Total Toll Transactions by Facility and Average Toll Rate**

FY2016 through FY2025

Toll Transactions by Facility					Total Toll Revenues	Average Toll Rate
Fiscal Year	Lee Roy Selmon Expressway Mainline	Lee Roy Selmon Expressway Reversible Express Lanes	Lee Roy Selmon Expressway West Extension	Total		
2025	66,131,964	5,653,268	8,151,451	79,936,683	\$ 131,275,872	\$ 1.64
2024	65,330,496	4,803,098	8,083,440	78,217,034	\$ 126,753,872	\$ 1.62
2023	63,062,993	4,218,956	7,566,230	74,848,179	\$ 115,634,606	\$ 1.54
2022	59,364,706	3,679,756	6,351,655	69,396,117	\$ 114,065,752	\$ 1.64
2021	49,302,943	2,671,371	1,025,981	53,000,295	\$ 87,858,603	\$ 1.66
2020	50,261,289	3,992,175	-	54,253,464	\$ 87,896,561	\$ 1.62
2019	56,965,644	4,972,052	-	61,937,696	\$ 82,090,142	\$ 1.33
2018	54,201,121	4,958,924	-	59,160,045	\$ 82,716,492	\$ 1.40
2017	51,020,776	5,083,569	-	56,104,345	\$ 84,982,937	\$ 1.51
2016	48,986,394	5,165,970	-	54,152,364	\$ 80,118,452	\$ 1.48



**Table 5: FY2025 Toll Rates**

Toll Site Number	Toll Site Name	SunPass / Interoperable Transponder				Toll By Plate				Additional Axle Charge	
		2 Axles	3 Axles	4 Axles	5 Axles	2 Axles	3 Axles	4 Axles	5 Axles	SunPass	Toll By Plate
101701	SR618 Ext. Main - Eastbound	\$ 1.01	\$ 2.02	\$ 3.03	\$ 4.04	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.01	\$ 1.37
101702	SR618 Ext. Main - Westbound	\$ 1.01	\$ 2.02	\$ 3.03	\$ 4.04	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.01	\$ 1.37
101705	SR618 Ext. SR573/US92 OFF RAMP	\$ 1.01	\$ 2.02	\$ 3.03	\$ 4.04	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.01	\$ 1.37
101710	Willow Avenue ON - Westbound	\$ 1.01	\$ 2.02	\$ 3.03	\$ 4.04	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.01	\$ 1.37
101715	Willow Avenue OFF - Eastbound	\$ 1.01	\$ 2.02	\$ 3.03	\$ 4.04	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.01	\$ 1.37
101720	SELMON EXPY WEST MAINLINE Westbound	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.73	\$ 3.46	\$ 5.19	\$ 6.92	\$ 1.37	\$ 1.73
101725	SELMON EXPY WEST MAINLINE Eastbound	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.73	\$ 3.46	\$ 5.19	\$ 6.92	\$ 1.37	\$ 1.73
101730	Plant Avenue OFF - Westbound	\$ 0.71	\$ 1.42	\$ 2.13	\$ 2.84	\$ 1.07	\$ 2.14	\$ 3.21	\$ 4.28	\$ 0.71	\$ 1.07
101735	Plant Avenue ON - Eastbound	\$ 0.71	\$ 1.42	\$ 2.13	\$ 2.84	\$ 1.07	\$ 2.14	\$ 3.21	\$ 4.28	\$ 0.71	\$ 1.07
101740	22nd Street ON - Westbound	\$ 0.71	\$ 1.42	\$ 2.13	\$ 2.84	\$ 1.07	\$ 2.14	\$ 3.21	\$ 4.28	\$ 0.71	\$ 1.07
101745	22nd Street OFF - Eastbound	\$ 0.71	\$ 1.42	\$ 2.13	\$ 2.84	\$ 1.07	\$ 2.14	\$ 3.21	\$ 4.28	\$ 0.71	\$ 1.07
101750	50th Street ON - Westbound	\$ 1.01	\$ 2.02	\$ 3.03	\$ 4.04	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.01	\$ 1.37
101755	50th Street OFF - Eastbound	\$ 1.01	\$ 2.02	\$ 3.03	\$ 4.04	\$ 1.37	\$ 2.74	\$ 4.11	\$ 5.48	\$ 1.01	\$ 1.37
101760	SELMON EXPY EAST MAINLINE Westbound	\$ 2.08	\$ 4.16	\$ 6.24	\$ 8.32	\$ 2.44	\$ 4.88	\$ 7.32	\$ 9.76	\$ 2.08	\$ 2.44
101765	SELMON EXPY EAST MAINLINE Eastbound	\$ 2.08	\$ 4.16	\$ 6.24	\$ 8.32	\$ 2.44	\$ 4.88	\$ 7.32	\$ 9.76	\$ 2.08	\$ 2.44
101770	Reversible Express Lanes - Westbound	\$ 2.08	\$ 4.16	\$ 6.24	\$ 8.32	\$ 2.44	\$ 4.88	\$ 7.32	\$ 9.76	\$ 2.08	\$ 2.44
101775	Reversible Express Lanes - Eastbound	\$ 2.08	\$ 4.16	\$ 6.24	\$ 8.32	\$ 2.44	\$ 4.88	\$ 7.32	\$ 9.76	\$ 2.08	\$ 2.44

## DEBT CAPACITY

**Table 6: Schedule of Net Revenues and Coverage Ratio**

FY2016 through FY2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Toll and Fee Revenues	\$ 131,275,872	\$ 126,753,872	\$ 115,634,606	\$ 114,065,752	\$ 87,858,603	\$ 87,896,561	\$ 82,090,142	\$ 82,716,492	\$ 84,982,937	\$ 80,118,452
Investment Income	16,383,208	15,096,831	7,883,313	720,370	1,393,636	5,369,239	8,102,890	4,993,349	1,098,502	444,276
Other Revenues	970,291	889,197	865,409	1,271,321	916,218	884,257	889,329	905,635	1,014,345	819,352
<b>Total Revenues</b>	<b>148,629,371</b>	<b>142,739,900</b>	<b>124,383,328</b>	<b>116,057,443</b>	<b>90,168,457</b>	<b>94,150,057</b>	<b>91,082,361</b>	<b>88,615,476</b>	<b>87,095,784</b>	<b>81,382,080</b>
Operating Expenses	37,156,118	41,125,988	19,797,668	15,758,361	13,591,549	15,307,581	13,499,609	10,163,965	15,080,991	10,506,388
Less Depreciation	(8,062,326)	(7,693,103)	(3,892,204)	(1,421,136)	(1,127,909)	(1,130,959)	(1,162,625)	(1,177,173)	(1,183,354)	(1,043,488)
General & Administrative Expenses	7,499,178	8,162,881	7,547,353	6,821,215	6,136,415	6,675,948	5,576,957	5,597,013	4,497,783	3,767,733
<b>Total Expenses</b>	<b>36,592,970</b>	<b>41,595,766</b>	<b>23,452,817</b>	<b>21,158,440</b>	<b>18,600,055</b>	<b>20,852,570</b>	<b>17,913,941</b>	<b>14,583,805</b>	<b>18,395,420</b>	<b>13,230,633</b>
<b>Net Revenues</b>	<b>\$ 112,036,401</b>	<b>\$ 101,144,134</b>	<b>\$ 100,930,511</b>	<b>\$ 94,899,003</b>	<b>\$ 71,568,402</b>	<b>\$ 73,297,487</b>	<b>\$ 73,168,420</b>	<b>\$ 74,031,671</b>	<b>\$ 68,700,364</b>	<b>\$ 68,151,447</b>
<b>Senior Debt Service</b>	<b>\$ 37,755,943</b>	<b>\$ 37,772,457</b>	<b>\$ 37,875,459</b>	<b>\$ 33,266,971</b>	<b>\$ 33,275,846</b>	<b>\$ 38,526,328</b>	<b>\$ 36,977,733</b>	<b>\$ 35,468,471</b>	<b>\$ 24,768,371</b>	<b>\$ 23,216,004</b>
<b>Senior Bonds Coverage Ratio</b>	<b>2.51</b>	<b>2.68</b>	<b>2.66</b>	<b>2.85</b>	<b>2.15</b>	<b>1.90</b>	<b>1.98</b>	<b>2.09</b>	<b>2.77</b>	<b>2.94</b>

**Table 7: Ratio of Outstanding Debt by Type**

FY2016 through FY2025 (amounts shown in thousands)

Fiscal Year	Revenue Bonds Principal	Note Payable	FDOT Loan*	State Transportation Trust Fund Loan	Unamortized Bond Premium	Subscription-based IT Arrangements	Total Debt	Total Toll Transactions
2025	\$ 555,895	\$ 25,315	\$ 200,075	\$ 13,759	\$ 35,984	\$ 481	\$ 831,028	79,937
2024	\$ 559,170	\$ 38,330	\$ 200,075	\$ 13,759	\$ 37,839	\$ 724	\$ 849,173	78,217
2023	\$ 562,365	\$ 51,115	\$ 200,075	\$ 13,759	\$ 39,694	\$ -	\$ 867,008	74,848
2022	\$ 628,350	\$ -	\$ 200,075	\$ 13,759	\$ 41,568	\$ -	\$ 883,752	69,396
2021	\$ 638,130	\$ -	\$ 200,075	\$ 13,759	\$ 43,427	\$ -	\$ 895,391	53,000
2020	\$ 618,810	\$ -	\$ 200,075	\$ 13,759	\$ 56,928	\$ -	\$ 889,572	54,253
2019	\$ 631,995	\$ -	\$ 200,075	\$ 13,759	\$ 59,435	\$ -	\$ 905,264	61,938
2018	\$ 638,785	\$ -	\$ 200,075	\$ 13,759	\$ 61,961	\$ -	\$ 914,580	59,160
2017	\$ 439,310	\$ -	\$ 200,075	\$ 13,759	\$ 33,855	\$ -	\$ 686,999	56,104
2016	\$ 442,840	\$ -	\$ 200,075	\$ 13,759	\$ 35,374	\$ -	\$ 692,048	54,152

\*Repayment of FDOT loan begins in FY2026 in 20 annual installments

## DEMOGRAPHIC AND ECONOMIC INFORMATION

**Table 8:** Demographic and Economic Statistics

Last 10 Years

Calendar Year	Population (1)	Personal Income (in thousands) (1)	Personal Income Per Capita (1)	Unemployment Rate (%) (2)	Median Age (3)
2016	1,325,563	\$ 58,596,262	\$ 39,594	4.9	36.2
2017	1,352,797	\$ 62,630,443	\$ 46,297	4.7	36.2
2018	1,379,302	\$ 62,976,126	\$ 45,658	3.7	36.6
2019	1,408,864	\$ 67,533,935	\$ 47,935	2.9	36.8
2020	1,444,870	\$ 71,319,751	\$ 49,361	5.9	37.8
2021	1,490,374	\$ 77,665,624	\$ 52,111	3.9	38.5
2022	1,520,529	\$ 85,942,006	\$ 56,521	2.7	37.9
2023	1,528,924	\$ 97,300,723	\$ 63,640	2.9	37.6
2024	1,560,449	Note (5)	Note (5)	3.4	38.2
2025	1,575,637	Note (5)	Note (5)	4.4**	Note (5)

Note: Information presented for Hillsborough County, Florida

Sources:

(1) Florida Office of Economic and Demographic Research

(2) Bureau of Labor Market Statistics, LAUS Program

(3) Tampa Bay Economic Development Council Hillsborough County Overview

(4) Hillsborough County School District Comprehensive Annual Financial Reports, Demographic Reports

(5) Data not available at date of publication

\*\* As of September 2025, not full CY



**Table 9: Principal Employers**  
Current Year and Ten Years Ago

Employer	Type	2025*			2016*		
		Employees	%	Rank	Employees	%	Rank
Publix Super Markets, Inc.	Supermarkets	46,500	5.7%	1	6,964	1.1%	6
BayCare Health System	Medical Facilities	32,000	3.9%	2	5,664	0.9%	8
Hillsborough County School Board	Public Education	22,680	2.8%	3	26,000	4.0%	1
HCA West Florida Division	Medical Facilities	21,000	2.6%	4	3,500	0.5%	14
MacDill Air Force Base	Military Base	16,900	2.1%	5	14,500	2.2%	2
University of South Florida	Education Services	15,837	2.0%	6	11,269	1.7%	3
AdventHealth West Florida Division	Medical	12,000	1.5%	7	5,179	0.8%	9
Hillsborough County Government	Government	10,093	1.2%	8	9,313	1.4%	4
Tampa General Hospital	Medical Facilities	10,000	1.2%	9	6,900	1.0%	7
H. Lee Moffitt Cancer Center & Research Institute	Medical Facilities	9,000	1.1%	10	4,500	0.7%	10
Citigroup	Bank	8,400	1.0%	11	-	-	-
US Postal Service	Postal Service	8,278	1.0%	12	3,284	0.5%	15
JP Morgan Chase	Bank	6,200	0.8%	13	-	-	-
Raymond James Financial	Bank	5,200	0.6%	14	-	-	-
James A. Haley Veterans' Medical Center	Medical Services	5,200	0.6%	15	4,204	6.0%	12
Bloomin' Brands, Inc	Food Services	5,100	0.6%	16	-	-	-
Progressive Insurance	Insurance	5,000	0.6%	17	2,400	0.4%	18
City of Tampa	Government	4,548	0.6%	18	4,364	0.7%	11
Seminole Hard Rock & Casino	Casino	4,500	0.6%	19	-	-	-
Tampa International Airport	Aviation	-	0.0%	-	7,500	1.1%	5
Busch Entertainment Corporation	Tourist Attraction	-	0.0%	-	3,500	0.5%	13
Hillsborough County Community College	Education Services	-	0.0%	-	2,500	0.4%	17

*\*table continues on next page*

**Table 9: Principal Employers** *(CONTINUED)*

Employer	Type	2025*			2016*		
		Employees	%	Rank	Employees	%	Rank
Tampa Electric Company	Electric Utility	-	0.0%	-	2,515	0.4%	16
US Automobile Association (USAA)	Insurance	-	0.0%	-	2,400	0.4%	19
Total Principal Employers		248,436	30.5%		126,456	24.7%	
Other Employers		562,104	69.5%		657,897	75.3%	
<b>Total Hillsborough County Employment</b>		<b>810,540</b>	<b>100.0%</b>		<b>784,353</b>	<b>100.0%</b>	

Note: Information presented for Hillsborough County, Florida

Sources: Hillsborough County City Comprehensive Annual Financial Report, 2023

\* Data reported is for CY2023/2013, which encompasses the first two quarters of THEA's FY2024/2014

## OPERATING INFORMATION

**Table 10: Contribution to Capital Assets**

FY2016 through FY2025 (amounts shown in thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
<b>Beginning Balance</b>	\$ 1,161,695	\$ 1,153,569	\$ 1,135,787	\$ 1,104,751	\$ 1,032,348	\$ 921,071	\$ 845,621	\$ 767,820	\$ 749,870	\$ 746,334
Additions	20,008	64,401	81,684	43,863	333,489	112,621	76,791	79,010	19,133	4,779
Deletions	(6,154)	(48,685)	(60,133)	(11,434)	(259,957)	(213)	(178)	(32)	-	(200)
Depreciation	(7,601)	(7,590)	(3,769)	(1,393)	(1,128)	(1,131)	(1,163)	(1,177)	(1,183)	(1,043)
<b>Total Capital Assets, Net</b>	\$ 1,167,948	\$ 1,161,695	\$ 1,153,569	\$ 1,135,787	\$ 1,104,752	\$ 1,032,348	\$ 921,071	\$ 845,621	\$ 767,820	\$ 749,870

**Table 11: Full-time equivalent Employees by Function**

FY2016 through FY2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
<b>ADMINISTRATION</b>										
Administrative Services	3	3	4	4	5	5	5	4	5	3
Human Resources and Records Management	-	1	1	1	1	1	1	1	1	1
Communications	2	2	3	2	1	1	1	1	2	1
Executive	-	1	1	1	1	1	3	1	1	1
Executive Leadership Team	4	-	-	-	-	-	-	-	-	-
Finance	3	4	4	3	3	3	1	3	2	2
Legal	-	1	1	1	1	1	1	1	1	1
Legal, Procurement, and Human Resources	2	-	-	-	-	-	-	-	-	-
Procurement	-	2	2	2	1	1	1	1	1	1
<b>OPERATIONS</b>										
Information Technology	2	1	1	1	1	1	1	1	1	1
Engineering	3	2	2	2	2	2	1	2	2	1
Field Services	1	1	1	1	1	1	1	1	1	1
Maintenance	-	-	-	-	1	1	1	1	1	1
Planning and Innovation	2	2	2	2	2	2	3	2	1	1
Toll Operations	5	5	5	6	5	5	5	4	4	3
<b>TOTAL EMPLOYEES</b>	27	25	27	26	25	25	25	23	23	18



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## OTHER REPORTS

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- 63** Independent Accountant's Report



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Cesar J. Rivero, in Memoriam (1942-2017)	

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, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated January 28, 2026.

**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 or significant deficiencies. However, material weaknesses or significant deficiencies may exist that were not identified.

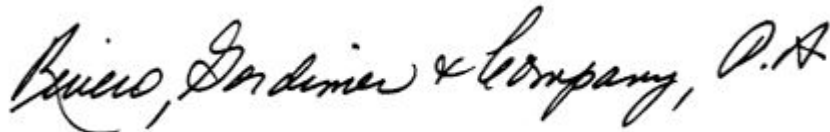
## Report on Compliance and Other Matters

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

## Purpose of this Report

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

Tampa, Florida  
January 28, 2026

A handwritten signature in black ink that reads "Buco, Gordon & Company, P.A." The signature is written in a cursive, flowing style.



RIVERO, GORDIMER & COMPANY, P.A.

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Cesar J. Rivero, in Memoriam (1942-2017)	

## 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, 2025, and have issued our report thereon dated January 28, 2026.

### **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, 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 Accountant's Report on Compliance with the Requirements of Section 218.415, Florida Statutes on an examination conducted in accordance with *AICPA Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, *Rules of the Auditor General*. Disclosures in those reports and schedule, which are dated January 28, 2026, 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 Basic Financial Statements (see Note A - Organization and Reporting Entity).

## **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.

## **Property Assessed Clear Energy (PACE) Programs**

As required by Section 10.554(1)(i)6.a, *Rules of the Auditor General*, the Authority, a statement as to whether a PACE program authorized pursuant to Section 163.081 or Section 163.082 Florida Statutes, did not operate within the Authority's purview during the year under audit.

## **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).

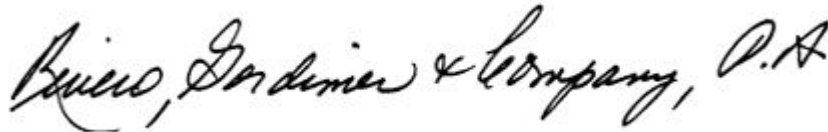
### **Additional Matters**

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  
January 28, 2026

A handwritten signature in black ink that reads "Bruce, Gordonier & Company, P.A." The signature is written in a cursive, flowing style.



RIVERO, GORDIMER & COMPANY, P.A.

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

Distinguished Members of the Authority  
Tampa-Hillsborough County Expressway Authority

We have examined the compliance of Tampa-Hillsborough County Expressway Authority (the "Authority") with the requirements of Section 218.415, Florida Statutes during the year ended June 30, 2025. Management of the Authority is responsible for the Authority's compliance with those requirements. Our responsibility is to express an opinion on the Authority's compliance based on our examination.

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

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the examination engagement. Our examination does not provide a legal determination on the Authority's compliance with specified requirements.

In our opinion, the Authority complied in all material respects, with the specified compliance requirements above during the year ended June 30, 2025.

Tampa, Florida  
January 28, 2026



## OTHER REPORTS

### Independent Accountant's Report

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## OTHER INFORMATION

**66** Data Elements

DATA ELEMENTS

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

For the year ended June 30, 2025

Data Element	Reference	Comment
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)	0
All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency:	Section 218.39(3)(e)(2)(c)	\$ 4,557,149
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 table below
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)	See Management's Discussion and Analysis

Project Description	Amount
East Toll Plaza Roof Upgrade	\$ 124,449
Roadside Toll Collection System (RTCS)	\$ 2,006,399
Vulnerable Road User Project	\$ 227,260
Post-Tensioned Bridge Assessment Management	\$ 1,437,498
Drainage Improvements	\$ 530,092







Tampa-Hillsborough Expressway Authority  
1104 E Twiggs Street, Suite 300, Tampa, FL 33602

[www.tampa-xway.com](http://www.tampa-xway.com)

THEA 2025 ANNUAL COMPREHENSIVE FINANCIAL REPORT