



## **Meeting of the Board of Directors**

**December 16, 2024 - 1:30 p.m.**

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

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

### **I. Call to Order and Pledge of Allegiance**

### **II. Public Input/Public Presentations**

### **III. Consent Agenda**

#### **A. Approval of Minutes from the November 18, 2024, Board Meeting**

#### **B. SWE Extended Inspection Support – HNTB - \$212,876**

### **IV. Discussion/Action Items**

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

##### **1. I-4 FRAME Yunex - \$755,205**

**Purpose:** As part of THEA's participation in FDOT's I-4 FRAME Project, Yunex will install fiber and ITS equipment along several routes connecting the Selmon Expressway to the I-4 corridor, in accordance with the FDOT-D7 JPA with THEA. All work will be consistent with the approved plans and completed with CEI oversight. The connection will allow drivers to receive traveler information from Downtown Tampa to Orlando using connected technology, as well as increase the data sharing capabilities between THEA, FDOT and the City of Tampa using roadside technology.

**Funding:** FDOT Funds - \$755,205

**Action:** Request the Board to approve the execution of the task order with Yunex to perform the necessary installation of ITS equipment associated with the I-4 FRAME project, in accordance with the executed THEA/FDOT JPA.

**2. Miscellaneous Planning, Traffic and Pedestrian Facilities – Contract Award**

**Purpose:** To provide specialized services on an as-needed basis related to miscellaneous planning, traffic, and pedestrian facilities services.

Firm
WSP USA Inc.
RS&H, Inc.
HDR Engineerin, Inc.
Gannett Fleming, Inc
Benesch

**Action:** Request the Board to authorize and direct staff to negotiate and execute task-driven contracts with all five ranked firms – WSP USA, Inc., RS&H, Inc., HDR Engineering, Inc., Gannet Fleming, Inc., and Benesch. The contracts are subject to review and approval by THEA’s Chief Legal Officer.

**B. Operations & Engineering – Bennett Barrow, Committee Chair – *Brian Pickard, P.E., Director***

**1. East Toll Plaza Roof Replacement – Contractor Selection**

**Purpose:** To provide all the labor, materials, equipment, and incidentals necessary to replace the roofs on the two East Toll Plaza buildings. **Funding:** Capital Budget - \$110,000

**Action:** Request the Board to:

- a. Approve the selection of the lowest bid from Jenkins Roofing Tampa, Inc., in the amount of \$110,000 for the roof removal and replacement at the two east toll plaza buildings.
- b. Authorize and direct staff to negotiate a contract with Jenkins Roofing Tampa, Inc. The contract is subject to review and approval by THEA’s Chief Legal Officer.

**2. Repair of Gornto Lake Drainage Ditch – Webber Infrastructure Management**

**Purpose:** Approval of a task order for Webber Infrastructure Management to replace damaged drainage structures, reshape the drainage ditch, and riprap the ditch sides at the Gornto Lake drainage ditch located on THEA property adjacent to Gornto Lake Road. Damage to the drainage ditch occurred during recent major storms.

**Funding:** Operations and Maintenance - \$153,741

**Action:** Request the Board to authorize the Executive Director to sign a task order with Webber Infrastructure Management, to replace damaged drainage infrastructure, reshape and riprap the ditch at the Gornto Lake ditch.

**C. Toll Operations – Bennett Barrow, Committee Chair – *Gary Holland, Toll Systems Manager***

**1. Camera Upgrade Site 60 – TransCore Task Order - \$87,995**

**Purpose:** To update the existing roadside toll collection system cameras at site 60, the westbound East Mainline Toll Plaza, from VISCAM 500 to VISCAM 1000 cameras. The project includes the upgrade of the LED illuminators for the cameras. This upgrade will improve performance and provide spare VISCAM500 cameras for use at other toll sites. The project is part of the ongoing work to maintain the existing roadside toll collection system until the new roadside toll collection system is contracted and deployed.

**Funding: Capital Budget - \$87,995**

**Action:** Request the Board to authorize the Executive Director to execute a task order with TransCore for \$87,995 to perform all work necessary to complete the camera unit replacements.

**2. Mobile Gantries – TransCore - \$356,609**

**Purpose:** To provide THEA with the capability to deploy and operate a portable fully self-sustaining toll collection solution. The portable toll gantries will provide for temporary toll and data collection for up to two lanes should THEA’s permanent tolling infrastructure become disabled due to natural disasters, accidents, or construction activities. The purpose of portable gantries is to mitigate loss of revenue and traffic data collection at toll sites.

**Funding: Capital Budget - \$356,609**

**Action:** Request the Board to authorize the Executive Director to execute a task order with TransCore for \$356,609 to fabricate and equip two portable gantries.

**D. Budget & Finance – Commissioner Cepeda, Committee Chair – *Lisa Pessina, Controller and Assistant Finance Director***

**1. FY2024 Financial Statements/Audit Presentation – *Rivero, Gordimer & Company***

**Purpose:** To accept the FY2024 audited financial statements.

**Action:** Request the Board to accept the financial statements, as audited by Rivero, Gordimer & Company, for Fiscal Year 2024.

**E. Legal – *Amy Lettelleir, Esq. - Chief Legal Officer***

**1. Bond Counsel Services**

**Purpose:** To provide bond counsel services to the Authority for all legal matters in connection with financing, refinancing, refunding, and other services related to the ongoing management of the Authority’s debt.

**Action:** Request the Board to:

- a. Approve the ranking and recommendation of the Evaluation Selection Committee.

<b>Firm</b>	<b>Rank</b>
Nelson Mullins Riley & Scarborough, LLP	1
Bryant Miller Olive, P.A.	2

- b. Authorize and direct staff to negotiate and execute a contract with Nelson Mullins Riley & Scarborough, LLP. If negotiations are unsuccessful, staff shall negotiate with the next highest ranked firm. The contract is subject to review and approval by THEA’s Chief Legal Officer.

**V. Team Reports**

- A. Planning & Innovation – *Bob Frey, Director*
- B. Operations & Engineering – *Brian Pickard, P.E., Director*
- C. Toll Operations – *Gary Holland, Toll Systems Manager*
- D. Communications – *Keisha Pickett Boyd, Director*

**VI. Executive Reports**

- A. Executive Director – *Greg Slater, Executive Director*
  - 1. **Contract Renewals and Expirations**
  - 2. Director’s Report
- B. Chief Legal Officer – *Amy Lettelleir, Esquire*

C. Chairman – *Vince Cassidy*

1. Upcoming Meetings

- Board Meeting– January 27, 2025
- Board Workshop – February 10, 2025
- Board Meeting – February 24, 2025

**VII. Old Business**

**VIII. New Business**

**IX. Adjournment**

### **III. A. Approval of Minutes from the November 18, 2024, Board Meeting**

Tampa-Hillsborough County Expressway Authority  
Minutes of the November 18, 2024, Board Meeting  
1104 E. Twiggs Street  
Tampa, FL 33602

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The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on November 18, 2024, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

**BOARD:**

Vincent Cassidy, Chairman  
Bennett Barrow, Vice Chairman  
John Weatherford, Secretary  
Mayor Jane Castor, Member  
District Secretary David Gwynn, FDOT  
Commissioner Donna Cameron Cepeda

**STAFF:**

Greg Slater	Brian Ramirez
Amy Lettelleir	Shannon Bush
Tim Garrett	Judith Villegas
Jeff Seward	Lisa Pessina
Keisha Pickett Boyd	Felipe Velasco
Shari Callahan	Pedro Leon
Bob Frey	Frederick Pekala
Brian Pickard	Brian McElroy
Gary Holland	Anna Quinones
Charlene Varian	Szabina Szenassy
Chaketa Mister	

**OTHERS:**

Sarah Lesch, Playbook	Len Becker, HNTB
Maddi Baptiste, Playbook	Joey Roselli, American Structure Point
John Generalli, Wells Fargo	Stefanie McQueen, HDR
Doug Draper, Bank of America	James Vandersteen, HDR
Rick Patterson, Raymond James	Nicole Dufva, WSP
Jonathan Tursky, TransCore	Christina Matthews, WSP
Dauida Franklin, Quest Corp.	

### **Call to Order and Pledge of Allegiance**

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

### **Public Input/Public Presentations**

There was no public comment.

### **Consent Agenda**

Approval of Minutes from the October 28, 2024, Board Meeting, and approval of the fleet truck replacement.

*Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.*

*The motion passed unanimously.*

### **Discussion/Action Items**

**Operations & Engineering** – Bennett Barrow, Committee Chair – *Brian Pickard, P.E., Director*

#### **Roadway and Bridge Asset Maintenance Contractor Selection**

Mr. Pickard presented the Evaluation Committee rankings for the Roadway and Bridge Asset Maintenance procurement. He requested that the Board approve the rankings and authorize staff to negotiate and execute a contract with the number one ranked firm, Webber. If negotiations are unsuccessful, staff will negotiate with the number two ranked firm. Contract execution is subject to final review and approval by THEA Chief Legal Officer.

<b>Firm</b>	<b>Ranking</b>
Webber a Ferrovial Company American	93.67
Infrastructure Maintenance Management	81.92
DeAngelo Contracting Services	75.03
Walsh Infrastructure Management	74.83

*Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.*

*The motion passed unanimously.*



### **Oversight Assistance on Asset Maintenance Contract - HNTB**

Mr. Pickard noted that the new Asset Maintenance Contract will require oversight assistance and presented a request to utilize the GEC (HNTB) to provide that assistance, including inspecting the work, calculating penalties, and identifying improvement opportunities.

The requested action is for the Board to authorize the Executive Director to execute a task order with HNTB for assistance in inspecting the work and identifying penalties of the upcoming asset maintenance contract in the amount of \$73,416 from the maintenance budget.

***Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.***

Mr. Slater clarified that when the asset maintenance contract was restructured and re-advertised, THEA incorporated higher performance measures for a number of the categories, but also included performance measures for the underpasses, which is where the additional oversight comes in.

***The motion passed unanimously.***

### **IT & Security – Shari Callahan, Director**

#### **Access Control Central System (ACCS) Upgrade – Implementation Support Extended - HNTB - \$149,981.08**

Ms. Callahan presented an item for additional funding for an existing task with HNTB to perform additional and ongoing work for the integration of the new Chameleon software designed by TeledyneFLIR. This software replaces the current DYNAC software which controls the gates for the REL and communicates with all the ITS devices.

The requested action is for the Board to approve additional funding for HNTB to continue providing implementation support for the integration of the new Chameleon software that replaces the current DYNAC software in the amount of \$149,981 from the capital budget.

***Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.***

Chairman Cassidy asked if staff is confident that no additional funding will be required. Ms. Callahan responded in the affirmative.

***The motion passed unanimously.***

### **Budget & Finance – Commissioner Cepeda, Committee Chair – Jeff Seward, Chief Financial Officer**

#### **Cloud-based Budgeting, Procurement, and Reporting System – OpenGov - \$620,838**

Mr. Seward and Ms. Bush presented the details of this request, which is to execute a 3-year agreement utilizing an existing state contract with OpenGov for cloud-based

budgeting, procurement, and reporting systems to support the modernization, effectiveness, and transparency of THEA's procure to pay and budgeting processes.

Mr. Seward discussed the benefits and cost savings to budgeting and reporting systems, and Ms. Bush discussed the procurement aspect.

Mr. Seward requested the Board to authorize the Executive Director to execute and approve all documentation for a 3-year agreement with OpenGov for \$620,838, from the capital budget, for a cloud-based budgeting, procurement, and reporting system, subject to review and approval by Chief Legal Officer.

***Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.***

The Chairman asked about the expectation after the first three years relative to the annual run rate. Mr. Seward noted staff would come back for Board approval for an additional three years. To clarify, the Chairman requested confirmation that the expectation is not that it will cost THEA \$2.6M a year after year three. Mr. Seward stated that is not the expectation. He also noted he will be bringing back to the Board for approval next year an AP Module to complete the overall ERP.

***The motion passed unanimously.***

**Legal – Chairman Cassidy – Amy Lettelleir, Esq., Chief Legal Officer**

**Clay County and Duval County Tax Collector Interlocal Agreements**

Ms. Lettelleir presented Interlocal Agreements with Clay and Duval Counties that will allow THEA customers to pay tolls to the Clay County and Duval County Tax Collector offices for the release of registration holds and to provide the procedures for remittance and reporting between the parties.

The requested action is for the Board to authorize THEA's Chairman to execute Interlocal Agreements with the Clay County and Duval County Tax Collector Offices.

***Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.***

***The motion passed unanimously.***

**Team Reports**

**Operations & Engineering** – Mr. Brian Pickard provided an update on the THEA Headquarters office renovations. The project is at 13% of contract time and on schedule, with the first and second floor completion in December and third floor completion in late January.

**Toll Operations** – Mr. Gary Holland presented the weekly and monthly transactions for October, pointing out the zero-transaction override going into effect due to Hurricane Milton. The total transactions for October totaled 6,392,278, down from 6,687,568 from

last October. He further explained that the October transactions included 1,726,392, again, non-revenue transactions due to a system closure for Hurricane Milton. He also discussed the breakdown on the different sections of the expressway.

The overall increase in the average weekday transactions year to year is up by 1.5%, and the percentage of transponder accounts to toll-by plate transactions continues to hover at 67% and 33%, respectively.

Mayor Castor requested the traffic counts including those during the hurricane days to see how many people traversed during that time in comparison to regular days and whether there was a dramatic increase. Mr. Holland will provide the requested information.

**Communications** – Ms. Keisha Pickett Boyd provided a summary of the communications efforts over the past month. Mr. Slater spoke alongside FDOT District 7 Secretary, David Gwynn, and Ram Kancharla, VP of Planning & Development at Port Tampa, at the 34<sup>th</sup> Annual Tampa Bay Transportation Supersession; he attended IBTTA meeting in Cleveland and accepted the 2024 Toll Excellence Award for our East Selmon Slip Ramps; he presented at the 9<sup>th</sup> Annual Cybersecurity Symposium in D.C.; and he authored an Op-Ed on regional connectivity, which appeared in the Tampa Bay Business Journal.

Ms. Boyd also reported that THEA received a Certificate of Achievement for Excellence in Financial Reporting, which appeared in three publications.

She noted that, in the community, Mr. Brian Ramirez has been elected to serve on the South Tampa Chamber of Commerce Board of Directors for 2024-2027, and she recently presented THEA updates to the Brandon '86 Rotary club.

The publicity metrics from September 13 – October 31 yielded thirty-two mentions, an audience of more than 18M, and \$748,260 value in publicity.

Finally, she updated the Board on THEA social media followers, which have increased by 20% since September.

**IT & Security** – Ms. Shari Callahan gave an update on THEA's disaster recovery project. THEA is replacing equipment and then all equipment will be duplicated and located offsite at the data center – our new disaster recovery environment. Equipment installation is happening in December and testing will occur in January.

Chairman Cassidy asked where the data center is located. Ms. Callahan advised that it is in Lakeland housed in a hurricane-rated building and fully redundant in all its services.

The Chairman asked about the need for THEA employees to relocate to Lakeland in order to recover. Ms. Callahan explained that relocating is not necessary. Everything can be managed with the flip of a switch.

Next, Ms. Callahan updated the board on the Information Security Plan. She reviewed each component:

- Business Continuity and Remediation
- Security Operation Center Software Monitoring

- Cyber Security Leadership and Expertise
- Access Control Reviews
- Policies and Procedures
- User Training Programs
- Data Management/Data Governance

The Chairman asked what the percentages on the pie chart represent. Ms. Callahan noted they represent their percentage of the plan – including effort and time.

## **Executive Reports**

**Executive Director** – *Greg Slater, Executive Director*

**Contract Renewals and Expirations** – Mr. Slater reported two contract renewals - one is the first one-year renewal with Atkins for Miscellaneous Trail, Parks, and Community Enhancement Services, and the other is a second one-year renewal with Bryant Miller Olive for Disclosure Counsel.

**Director’s Report** – Mr. Slater reported:

- The South Selmon Capacity project was re-advertised on November 14, 2024.
- THEA held a successful industry forum for OBOS and will have that project on the street in early December.
- The Florida Transportation Commission heard THEA’s annual report on November 8, 2024, and were pleased with how the toll authorities are working together.

Mr. Slater also mentioned the road closure in front of Headquarters will switch directions next week.

Finally, he announced that after 25 years with HNTB, Tim Garrett has joined THEA as its new COO.

**Chief Legal Officer** – *Amy Lettelleir, Esq.*

No report.

**Chairman** – *Vince Cassidy*

Upcoming Meetings

- Board Meeting – December 16, 2024
- Board Workshop – January 13, 2025 (Cancelled)
- Board Meeting – January 27, 2025

## **Old Business**

No old business.

**New Business**

No new business.

**Adjournment**

With no further business, the meeting adjourned at 1:58 p.m.

**APPROVED:** \_\_\_\_\_ **ATTEST:** \_\_\_\_\_  
**Chairman: Vince Cassidy** **Vice Chairman: Bennett Barrow**

**DATED THIS 16TH DAY OF DECEMBER 2024.**

DRAFT

**IV. A. 1. I-4 FRAME - Yunex - \$755,205**





# I 4 Frame Construction

Tampa Hillsborough Expressway Authority



YUNEX  
TRAFFIC



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

Name: David Lewis  
Yunex Traffic  
Address: 9225 Bee Cave Rd  
Bld B, Ste 201  
Austin, TX 78733  
Telephone: 850-254-5784  
Email: Dave.lewis@yunextraffic.com  
Date: October 21, 2024

Dear Mr. Frey:

Thank you for the opportunity to propose this scope of work for the construction of the I-4 Frame Project.

The scope will include the following:

- Installation of all portions indicated in the plans FPID 445362-6-58-01
- Permitting with the City of Tampa, THEA, and CSX
- Installation and integration of RSUs and cameras are included in a different proposal and are not included in the scope of work

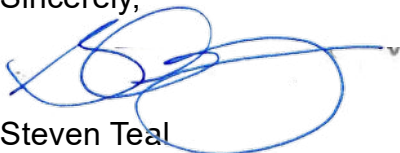
Assumptions:

- While Yunex Traffic is confident in the price of the proposal, we have as of this date not been able to receive quotes for the boring. If boring is not possible on 50<sup>th</sup> Street or other boring locations in the project, or if the quotations requested exceed this estimate, Yunex Traffic will submit a change order to remove those boring locations and request that communications be established by the RSUs LTE capability as previously suggested by THEA. If such a change order is issued, it will reduce the amount of this proposal accordingly.
- Network configuration to operate devices on the City of Tampa Network to be done by others
- As-built plans to be done by others
- Pricing is valid for 90 days

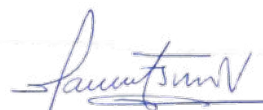
Total Order Value is not to exceed **\$755,204.58**

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

Sincerely,



Steven Teal  
Director of Customer Service, US



Manuel Guio Villarreal  
Senior Commercial Project Manager



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# 1 Scope of Work

## 1.1 Scope

The project area is defined in the approved plans for the project. FPID 45362-6-58-01

- Installation of the infrastructure as indicated in the plans FPID 445362-6-58-01.
- Permitting with the City of Tampa, THEA, and CSX.
- Installation and integration of RSUs and cameras are included in a different proposal and are not included in the scope of work.

## 1.2 Assumptions

- Network configuration to operate devices on the City of Tampa Network to be done by others
- As-built plans to be done by others
- THEA to temporarily close expressway to allow for work as needed, in coordination with Yunex
- Pricing is valid for 90 days

## 2 Pay Item Pricing Breakdown

Table 1: Pricing

Item #	Item Description	Unit	Quantity	Unit Price	Total Price
101-1	MOBILIZATION	LS	1	\$57,166.70	\$57,166.70
102-1	MAINTENANCE OF TRAFFIC (TYP. 600 SERIES)	LS	1	\$66,666.70	\$66,666.70
611-1-1	ITSFM SUB-SURFACE DOCUMENTATION - PROJECT LENGTH	MI	12.835	\$4,626.59	\$59,382.28
611-2-1	ITSFM LOCATION DOCUMENTATION - INTERSECTION	EA	13	\$2,471.82	\$32,133.66
611-2-2	ITSFM LOCATION DOCUMENTATION - ITS SITE	EA	17	\$2,104.72	\$35,780.24
630-2-11	CONDUIT, F&I, OPEN TRENCH	LF	1,436	\$35.60	\$51,121.60
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	LF	2,648	\$40.30	\$106,714.40
630-2-14	CONDUIT, F&I, ABOVEGROUND	LF	880	\$26.60	\$23,408.00
630-2-15	CONDUIT, F&I, BRIDGE MOUNT	LF	478	\$33.10	\$15,821.80
630-2-90	PROOF EXISTING CONDUIT1	LF	376	\$9.00	\$3,384.00
633-1-121	FIBER OPTIC CABLE, UNDERGROUND, 12 FIBERS, F&I	LF	1,567	\$5.40	\$8,461.80
633-1-123	FIBER OPTIC CABLE, UNDERGROUND, 72 FIBERS, F&I	LF	2,929	\$11.00	\$32,219.00
633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	EA	60	\$55.10	\$3,306.00

633-2-32	FIBER OPTIC CONNECTION, INSTALL, TERMINATE	EA	96	\$23.50	\$2,256.00
633-3-11	FIBER OPTIC CONNECTION, F&I, SPLICE ENCLOSURE	EA	7	\$1,112.90	\$7,790.30
633-3-12	FIBER OPTIC CONNECTION, F&I, SPLICE TRAY	EA	8	\$53.40	\$427.20
633-3-14	FIBER OPTIC CONNECTION, F&I, BUFFER TUBE FAN OUT KIT	EA	8	\$40.00	\$320.00
633-3-16	FIBER OPTIC CONNECTION, F&I, PATCH PANEL - FIELD TERMINATED	EA	8	\$200.00	\$1,600.00
633-3-17	FIBER OPTIC CONNECTION, F&I, CONNECTOR PANEL	EA	8	\$660.30	\$5,282.40
633-8-11	MULTI-CONDUCTOR COMMUNICATIONS CABLE, CAT 6, F&I	LF	2,626	\$11.20	\$29,411.20
635-2-11	ELECTRICAL PULL BOX	EA	10	\$1,875.70	\$18,757.00
635-2-12	FIBER PULL BOX 24"X36"	EA	8	\$2,629.00	\$21,032.00
635-2-14	FIBER SPLICE BOX 30"X48"	EA	1	\$4,158.60	\$4,158.60
635-2-15	PULL AND SPLICE BOX 30"X48" Cover size	EA	6	\$8,221.50	\$49,329.00
635-3-12	JUNCTION BOX, MOUNTED, F&I	EA	2	\$1,559.00	\$3,118.00
639-1-122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER BY CONTRACTOR	AS	3	\$4,137.70	\$12,413.10
639-2-1	ELECTRICAL SERVICE WIRE, F&I	LF	995	\$6.60	\$6,567.00

639-3-12	ELECTRICAL SERVICE DISCONNECT, F&I, CABINET MOUNT	EA	1	\$1,239.50	\$1,239.50
641-2-12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE (INDEX 641-010)	EA	3	\$2,596.30	\$7,788.90
646-2-120	ALUMINUM POLE, F&I, 20 FOOT	EA	3	\$5,632.90	\$16,898.70
676-2-122	ITS CABINET, F&I, POLE MOUNTED W/ SUNSHIELD, 336S, 24"W x 46"W x 24"D	EA	1	\$12,561.10	\$12,561.10
676-3-30	SMALL EQUIPMENT ENCLOSURE, F&I, 16"W x 14"H x 13"D	EA	2	\$2,694.50	\$5,389.00
684-1-3	MANAGED FIELD ETHERNET SWITCH, INSTALL ONLY	EA	3	\$177.90	\$533.70
684-5-1	MEDIA CONVERTER, F&I	EA	2	\$304.60	\$609.20
685-2-1	REMOTE POWER MANAGEMENT UNIT - RPMU, F&I	EA	5	\$831.30	\$4,156.50
924-920-01	ENGINEERING SERVICES	EA	1	\$48,000.00	\$48,000.00
				<b>Total Bid</b>	<b>\$755,204.58</b>

## 3 Conditions

Invoicing will be done monthly by line item of work completed the previous month verified by Yunex and CEI firm contracted by THEA.

Terms and conditions of Project P-00719-SMI apply

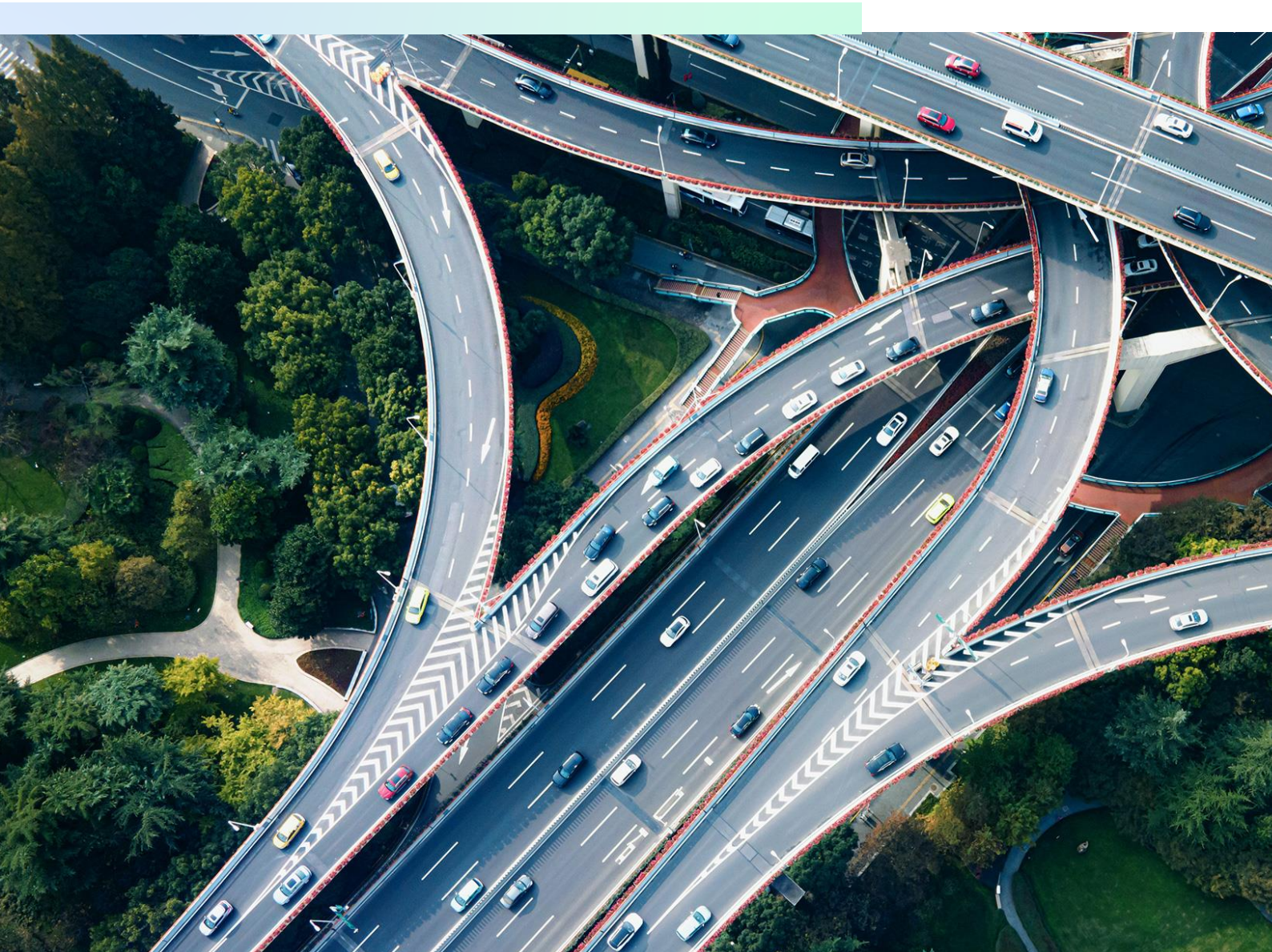


## Yunex Traffic

9225 Bee Cave Rd.  
Building B Suite 201  
Austin, TX 78733  
Tel: +1.512.837.8300  
Fax: +1.512.421.6617  
[us.yunextraffic.com](http://us.yunextraffic.com)

Yunex Traffic is a global leader in the field of intelligent traffic systems, offering the widest end-to-end portfolio of solutions for adaptive traffic control and management, highway and tunnel automation, as well as smart solutions for V2X and road user charging tolling. Yunex Traffic has 3100 employees from 58 nations and is active in over 40 countries worldwide. Its intelligent mobility solutions are currently being used in major cities across the world, including Dubai, London, Berlin, Bogota, and Miami. Yunex Traffic has successfully concentrated its efforts on mastering technologies in the three segments of hardware, software, and service, and is subsequently the only supplier who is capable of meeting all major regional standards in Europe, UK, Asia and America. Further information is available at [us.yunextraffic.com](http://us.yunextraffic.com).

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## **IV. B. 2 Repair of Gornto Lake Drainage Ditch – Webber Infrastructure**





November 11, 2024

Tampa-Hillsborough Expressway Authority  
ATTN: Brian W. Pickard, Director of Expressway Operations  
1104 East Twiggs Street, Suite 300  
Tampa, Florida 33602

RE: C/O Proposal – Gornto Lake Road Drainage.

Brian:

Please accept this proposal for Gornto Lake Road Drainage Repairs.

Work will consist of removal of existing damaged and washed-out concrete drainage pipes and mitered end sections. System will be upgraded to all new Drainage Pipe system with poured in place head walls. Drainage ditch re-dressed, washed in silt removed, rip rap material to be placed in front of head walls also along full length on the banks of ditch with Ground Cover to be placed underneath Rip Rap for soil stabilization. Sodding over backfill area of pipes. Upgrading to Straight Length Drainage Pipe system will eliminate any chances of pipe separation.

Remove/Dispose of existing drainage system. Reshape /Regrade flowline.

F/I 2-each Continuous runs 48” drainage pipe.

F/I Crushed Concrete Base under drainage pipes and Head walls. \$69,015.29

Form/Pour in Place 2- 24’ Head Walls 2 @ \$19,910.88 \$39,821.76

Clean/Reshape Existing Inflow ditch. F/I Rip-Rap along banks.

F/I ground cover under rip/rap to help prevent future erosion. 7025sy. @ \$4.51sy \$31,682.75

F/I Sod 1030 sy @ \$5.75 \$6,512.00

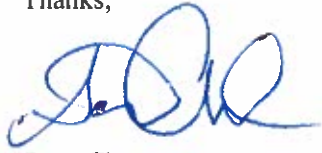
F/I Fill material-embankment 277cy @ \$24.22cy \$6,708.94

Locations and Design pre-determined by the Expressway Authority. Work will be done by sub-contractor. Does not include getting any permits if required to perform the work.

The work will be accomplished per THEA request at a F/I lump sum cost of \$ 153,740.74

Please call me at 813-250-3616 with any questions or concerns.

Thanks,

A handwritten signature in blue ink, appearing to read 'S. Chase', with a stylized flourish at the end.

Scott Chase

Project Manager

**IV. C. 1 Camera Upgrade Site 60 – TransCore Task Order - \$87,995**



**Proposal for Site 60  
VISCAM1000 Upgrade**

Date: 11/19/2024

**Prepared for:**

Tampa Hillsborough  
Expressway Authority

**Prepared by:**

Michael Valdes  
305-684-4720  
Michael.Valdes@TransCore.com

**Contents:**

Scope of Services



**Scope of Services**  
**Site 60 VISCAM1000 Upgrade**  
**Tampa Hillsborough Expressway Authority**

**PURPOSE**

This Scope of Services defines the labor, materials, software, and network support required for the coordination and replacement of Site 60 cameras and lighting, transitioning from VISCAM500 to VISCAM1000. This upgrade will improve performance, address image quality issues related to environmental lighting, and provide spare VISCAM500 units once the new cameras are installed. TransCore will perform all work necessary to complete the camera unit replacements.

**WORK ACTIVITIES TO BE PERFORMED**

- **Equipment Removal and Replacement**
  - **Rear Cameras:**

The Site 60 gantry currently uses five rear VISCAM500 color cameras (one per lane) with LED illuminators. Four of these cameras will be retained as spares, while the left shoulder camera, which is non-functional, will be replaced and decommissioned. Each camera, along with its aging LED illuminator, will be removed and replaced with the new VISCAM1000 cameras and LED units.
  - **Front Cameras:**

Three front monochrome cameras, mounted over the main travel lanes, will be removed and replaced with VISCAM 1000 Color units, and the monochrome VISCAM500 will become spares for other sites. The front cameras currently rely on outdated IR lighting, which will also be upgraded to new LED illuminators. This conversion to color will help streamline our spare VISCAM1000 camera inventory to only color cameras.
  
- **Installation and Testing**
  - Technicians will access the gantries using a bucket truck during a planned MOT/road closure. Each camera and lighting unit will be removed, installed, and adjusted for optimal image quality.
  - Technicians will conduct multiple test passes to calibrate the new camera positions, focusing on image clarity and functionality, and complete the commissioning process to ensure the units meet operational standards.
  
- **Software Integration and Configuration**
  - Integrating the VISCAM1000 cameras will require specific software updates within the lane controller and image servers, as the VISCAM1000 outputs a different image format than the VISCAM500. These updates include configuring interpolation and conversion settings tailored to the VISCAM1000 system.

- During the software transition, the gantry will not capture images, as mixed operation of VISCAM500 and VISCAM1000 cameras is not supported.

- **Timeframe and Resources**

- The conversion will require a full night's work, including two field technicians for equipment installation and approximately 16 hours dedicated to software configuration and testing.

### **Additional Spare Equipment**

In addition to the spare VISCAM500 equipment acquired through this conversion, we will also need to procure five spare EIO Boards to support the increased production inventory of VISCAM1000 units resulting from this conversion.

### **ASSUMPTIONS**

The following assumptions were made with consideration for both the Scope of Work and pricing:

- Temporary Traffic Control (TTC): THEA will provide all necessary TTC for this project. Any delays caused by the MOT company, weather, or other external factors may impact the project timeline.
- Roadway Access and Closure:
- TransCore recommends a full roadway closure for the most efficient completion of this task. However, if a single lane closure is used, additional time may be required to complete the conversion.
- TransCore will have unrestricted access to Site 60 during the scheduled work periods.
- Revenue Impact: TransCore will not be held responsible for any revenue loss due to installation and configuration activities.
- Equipment Procurement: TransCore will handle the procurement of all required cameras, illuminators, and related equipment from JAI.
- Site Readiness: It is assumed that Site 60 will be ready for access, with no additional site preparation needed from TransCore's end.
- Software and System Access: THEA will ensure TransCore has full access to all necessary software systems and components on the image servers and lane controllers to complete configuration and testing for the VISCAM1000 integration.
- Timeline Contingency: Should any unexpected technical or logistical issues arise, a contingency period may be necessary to allow for troubleshooting or additional configuration.

**REIMBURSEMENT METHOD**

The compensation method for this Task Work Order will be based on **Lump Sum**.

<b>Equipment</b>					
Part	Qty	Cost	Subtotal	Markup (15%)	Total
VIS-CAM1000-AIO(31016496- Color)	8	\$ 5,695.00	\$ 45,560.00	\$ 6,834.00	\$ 52,394.00
TNL-100 (31016700 - Whi LED Flash)	8	\$ 1,700.00	\$ 13,600.00	\$ 2,040.00	\$ 15,640.00
EIO-303 Board(20009593 - Spare Boards)	5	\$ 750.00	\$ 3,750.00	\$ 562.50	\$ 4,312.50
Equipment Subtotal			\$ 62,910.00	\$ 9,436.50	\$ 72,346.50
Tax			\$ 4,718.25		
Shipping			\$ 980.00		
Equipment Total Cost			\$ 68,608.25	\$ 9,436.50	\$ 78,044.75
<b>Labor</b>					
Resource	Hours	Rate			Total
Senior Technician (2 Field Techs)	20	\$ 174.00			\$ 3,480.00
Senior Engineer	16	\$ 275.00			\$ 4,400.00
Junior Program Manager	10	\$ 207.00			\$ 2,070.00
Labor Total Cost	46				\$ 9,950.00
				<b>Total Cost</b>	<b>\$ 87,994.75</b>

**PAYMENT MILESTONES**

- 25% Mobilization
- 25% Upon receipt of equipment
- 50% Upon final approval from THEA

**LENGTH OF SERVICES AND RESTRICTIONS**

- The schedule for this effort will be coordinated with the relevant stakeholders. TransCore's work will be performed during scheduled road closures or lane closures. TransCore will provide the required equipment for the conversion, with the understanding that any delays in procurement or delivery of these items may cause delays in the installation process. Any changes to the scope of work, including additional requirements or modifications, will require a formal change order. Any changes not included in this Scope of Services will be subject to additional charges.

**IV. C. 1 Mobile Gantries – TransCore - \$356,609**





## **Proposal for Emergency Toll Trailers (ETT)**

Date: 11/15/2024

### **Prepared for:**

Tampa Hillsborough  
Expressway Authority

### **Prepared by:**

Michael Valdes  
305-684-4720  
[Michael.Valdes@TransCore.com](mailto:Michael.Valdes@TransCore.com)

### **Contents:**

Proposal





## **Proposal for Emergency Tolling Trailers (ETT)**

### **Overview**

TransCore proposes to build and deliver two Emergency Tolling Trailers (ETT) equipped with TransCore Digital Lane Solutions. These trailers are designed to handle Automatic Vehicle Identification (AVI) transactions as well as capture violation images using Video Enforcement System (VES) equipment, activated by an in-lane puck detection systems, if the existing infrastructure is not available. All design, fabrication of supplemental mounting brackets, assembly, and operational testing will be carried out by TransCore staff in Central Florida, ensuring faster delivery.

### **Trailer Specifications:**

- **Base Trailer:**
  - New temporary traffic light style trailer with 25' hydraulic arm
  - Connection for existing power location for long term usage
  - On-board generator and diesel fuel tank for emergency usage
  - Lane equipment enclosure with all necessary hardware for lane system operation
    - B&W Front VES Camera
    - Color Rear VES Camera
    - 2 x Flash Units
    - 2 x Yagi Antennas
    - 1 x Hardened computer for lane controller and image server
    - Necessary power supplies and surge protections
    - Cellular wireless modem
    - 1 x Hardened network switch for connectivity to wireless modem
    - 336 Aluminum Cabinet without A/C Unit
    - Wireless Puck Vehicle Detection System
  - Equipment to be provided by THEA



- 2 x E6 readers

- **System Capabilities:**

- Fully self-sustaining and deployable to any single-lane site. While the trailers can support two-lane sites, system performance may vary or degrade based on specific lane and shoulder configurations. Geographical considerations required.
- Operable in a “Dedicated-ETC” configuration based on physical location constraints
- Capable of collecting transactions and violations
- Data transmission via a secure FTP over a wireless modem network connection to the Host is possible if existing infrastructure is not available.

**Key Features:**

- **Design & Fabrication:**

- All work performed by TransCore staff for optimized delivery time and quality control.

- **Functionality:**

The ETTs are designed to ensure toll transaction continuity when a lane or gantry is temporarily unavailable. These trailers capture transactions and images, and they can be deployed in two main configurations:

1. **Connected to Existing Infrastructure:** If parts of the existing setup—such as loops, power, and network—are still operational, the ETT connects to the cabinet for shore power and to the network switches, while providing antenna reads and images from mounted VES and AVI equipment.
2. **Standalone Operation:** If the entire site is down, the ETT can operate independently within the lane. The trailer-mounted system uses the in-lane puck detection for vehicle tracking and cellular modem connectivity to link with the host system. The trailer’s VES equipment handles image capture, and antenna and E6 readers manage AVI transactions. In this setup, timing, vehicle detection, and transponder assignments are configured and tested for accurate transaction processing. In this format the system will be powered by an on-board generator and fuel tank

- **Puck Detection System:**



The in-lane puck detection system utilizes wireless magneto-resistive sensors to detect vehicle presence and movement, transmitting real-time data via low-power radio to a gateway. This setup enables the ETT to reliably monitor vehicle activity for toll transaction processing when infrastructure connections are unavailable.

- **Data Handling:**

- AVI transactions and violation images captured and transmitted securely via wireless modem
- Data sent through a secure FTP network connection

- **Network Modem and Security:**

- The trailers include a wireless modem to allow for data transmission if the existing networking infrastructure is unavailable. To maintain data integrity and confidentiality, a Secure File Transfer Protocol (SFTP) will be implemented to provide additional encryption protocols to protect transaction data during transfer. Furthermore, access control and authentication features will be used to add layers of security, safeguarding all transmitted information against unauthorized access.

- **Installation & Configuration:**

- Installation of in-lane puck detection systems and site-specific configuration to be performed in the field
- Additional costs for installation efforts to be determined separately based on site-specific conditions assessed by the TransCore THEA team

**Exclusions:**

- **Software Modifications:**

- All initial software time is included for an emergency deployment situation. Any additional software modifications by THEA's software team could be handled under the existing maintenance contract.

- **Recurring Costs:**

- A wireless modem will be provided and any monthly recurring costs for wireless modem communications are not included. It is assumed that THEA's IT Department will handle these costs directly with an established service provider.



- Fuel cost to maintain the on-board generator running will be billed to THEA as needed.

**Lead Time and Cost:**

- **Lead Time:**
  - 6-8 months from receipt of order
- **Reimbursement method**
  - The compensation for this Task Work Order will be Lump Sum. Any delays due to PO processing may impact the final delivery date.

**Total Turnkey Price Per Trailer: \$178,304.00**

**Total Price: \$356,608.92**

**Payment Milestones:**

25% Mobilization

25% Upon receipt of equipment at manufacturing facility

50% Upon deliver of trailer to THEA

## **IV. D. 1 FY2024 Financial Statements/Audit Presentation**



Annual Comprehensive Financial Report

June 30, 2024 and 2023

Prepared by: Tampa-Hillsborough Expressway Authority Finance Department

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TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

MEMBERS OF THE AUTHORITY

June 30, 2024

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

STAFF

Greg Slater, Executive Director

Amy Lettelleir, Esquire, General Counsel

Jeff Seward, Director of Finance

Robert Frey, AICP, Director of Planning and Innovation

Brian Pickard, Director of Operations and Engineering

Keisha Pickett Boyd, Director of Strategy, Communications and Community Engagement

Shari Callahan, Director of IT and Security

## INDEPENDENT AUDITORS' REPORT

Distinguished Members of the Authority  
Tampa-Hillsborough County Expressway Authority

### ***Opinions***

We have audited the accompanying financial statements of Tampa-Hillsborough County Expressway Authority (the "Authority") as of and for the years ended June 30, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2024 and 2023 and the changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Basis for Opinions***

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinions.

### ***Responsibilities of Management for the Financial Statements***

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

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

## ***Auditors' Responsibilities for the Audit of the Financial Statements***

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

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

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, Trend Data on Infrastructure Condition, and pension related schedules be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of

preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Other Information***

Management is responsible for the other information included in the annual comprehensive financial report. The other information comprises the introductory section, statistical section and data elements required by Section 2188.32(1) Florida Statutes but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

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

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated December 16, 2024, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Tampa, Florida  
December 16, 2024

## **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, 2024.

### **FINANCIAL HIGHLIGHTS**

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

Change in net position for fiscal year ended June 30, 2024 totaled \$74,045,147 as a result of operations.

Construction in progress decreased by approximately \$33.5 million from the prior year due completion of new access ramps for the East Selmon Slip Ramp Project, completion of the Pier Up-lighting Project as well as other projects.

Long-term debt decreased by approximately \$17 million 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 is one indicator of whether its financial health is improving or deteriorating. However, other non-financial factors should be considered, such as economic conditions, population growth, and changing government legislation.

## MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

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):

	2024	2023	2022
Unrestricted current assets	\$ 253.64	\$ 216.79	\$ 146.69
Restricted current assets	28.04	31.52	29.48
Restricted assets			
Cash and investments	128.22	110.06	132.72
Receivables and other	11.62	11.45	19.26
Capital assets			
Property and equipment - net	1,104.23	1,062.52	1,006.41
Construction in progress	57.46	91.04	129.38
<b>Total assets</b>	<b>1,583.21</b>	<b>1,523.38</b>	<b>1,463.94</b>
Deferred outflows of resources	17.42	19.79	21.03
Current liabilities	6.09	1.99	3.99
Restricted current liabilities	28.04	31.52	29.48
Long-term debt			
Bonds payable	619.05	637.19	654.79
Due to other governments	213.83	213.83	213.83
Compensated absences	0.33	0.27	0.18
Pension liability	5.11	4.94	1.58
Subscription-based IT arrangement	0.47	-	-
<b>Total liabilities</b>	<b>872.92</b>	<b>889.74</b>	<b>903.85</b>
Deferred inflows of resources	0.56	0.32	2.70
Net position			
Invested in capital assets, net of related debt	327.33	306.50	273.45
Restricted	167.01	146.17	164.98
Unrestricted	232.81	200.44	139.99
<b>Total net position</b>	<b>\$ 727.15</b>	<b>\$ 653.11</b>	<b>\$ 578.42</b>

## MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

### NET POSITION - Continued

As can be seen from the above table, restricted cash and investments increased \$18.16 million resulting from investment earnings combined with increased investments of cash in fiscal year 2024. In the prior year, restricted cash and investments decreased \$22.66 million resulting from usage of funds for capital projects, operations and maintenance, as well as renewal and replacement needs. Construction in process declined \$33.58 million in fiscal year 2024 due to completion of the East Selmon Slip Ramps and Pier Up Lighting project. In the prior year, construction in process declined \$38.34 million due to completion of various safety improvements and the connected vehicle pilot program. During the years ended June 30, 2024 and 2023 the Authority had a strong operational performances of an increase in net position of \$74.04 million and \$74.69 million, respectively.

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

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Toll revenues	\$ 126.75	\$ 115.63	\$ 114.07
Expenses			
Operating expenses	41.13	20.03	15.97
General and administrative	8.16	7.55	6.56
Total expenses	<u>49.29</u>	<u>27.58</u>	<u>22.53</u>
Operating net income	77.46	88.05	91.54
Net non-operating expenses	<u>(3.42)</u>	<u>(14.16)</u>	<u>(24.60)</u>
Income before capital grants	74.04	73.89	66.94
Capital grants	<u>-</u>	<u>0.80</u>	<u>1.80</u>
Increase in net position	74.04	74.69	68.74
Net position at beginning of year	<u>653.11</u>	<u>578.42</u>	<u>509.68</u>
Net position at end of year	<u>\$ 727.15</u>	<u>\$ 653.11</u>	<u>\$ 578.42</u>

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 increased \$21.10 million in fiscal year 2024 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. Operating expenses in the prior years were relatively consistent. There was no capital grant revenue in fiscal year 2024 due to the Connected Vehicle Pilot project being completed in fiscal year 2023.

## MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

### BUDGETARY PROCESS

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

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

Toll revenues were in line with the budgeted amount for FY24.

Expenses were lower than budget by \$8.1 million due to renewal and replacement expenditures being lower than budgeted as not all budgeted expenses were completed in FY24.

### CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital assets consist of the following (in millions):

	<u>June 30, 2023</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2024</u>
Assets subject to depreciation	\$ 79.24	\$ 5.15	\$ (0.10)	\$ 84.28
Less accumulated depreciation	<u>(37.50)</u>	<u>(7.69)</u>	<u>0.10</u>	<u>(45.09)</u>
	41.74	(2.54)	-	39.19
Assets not subject to depreciation	<u>1,020.79</u>	<u>44.25</u>	<u>0.00</u>	<u>1,065.04</u>
Total property and equipment	<u>\$ 1,062.53</u>	<u>\$ 41.71</u>	<u>\$ -</u>	<u>\$ 1,104.23</u>
Construction in progress	<u>\$ 91.04</u>	<u>\$ 15.00</u>	<u>\$ (48.58)</u>	<u>\$ 57.46</u>

The Authority's investment in capital assets includes buildings, improvements, furniture and equipment and roads. Additionally, the Authority added approximately \$15.1 million of construction in progress improvements related to the East Selmon Slip Ramp Project, CSX track removal and various other projects. 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.



## **MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED**

### **INFRASTRUCTURE PRESERVATION**

It is the policy of the Authority that it will take all necessary actions to ensure that infrastructure assets are maintained, repaired, renewed and, when needed, replaced, so as to last indefinitely. Depreciation is not recorded as long as the infrastructure assets are maintained at the level established by the Authority. Routine maintenance and renewal and replacement costs are expensed annually. The Authority's policy is to maintain the roadway condition and a Maintenance Rating Program (MRP) rating 90 or better. The Authority's GEC has determined that the overall rating of the Expressway System in the Florida Department of Transportation's Maintenance Rating Program exceeds minimum standards. For fiscal year 2024, road maintenance expenses were \$6.42 million and renewal and replacement expenses \$14.59 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 2024, THEA completed the East Selmon Slip Ramp Project. This endeavor includes an on ramp near I-75 allowing drivers to access the underutilized capacity of the Reversible Elevated Lanes (REL) for travelers headed west from I-75, in the morning rush hour period. As a consequence, the travelers on the lower local lanes will see much less stop and go in the morning rush hour. A second ramp, which is an off-ramp near 22nd street allowing drivers who are on the REL to exit onto the lower local lanes and continue their journey without exiting into downtown Tampa as they would be required to do if they continued on the REL.

THEA completed the removal of the railroad tracks that used to service the flour mill adjacent to Meridian Avenue in 2024. This allows the design and construction of the Whiting St. extension and widening as well as providing usable right of way for the continued efforts by the City of Tampa to create a grid network in the downtown area. An important item in the project was the inclusion of a plaque recognizing that the historic railroad tracks were located in that area.

FY2024 also saw the completion of THEA's efforts to replace all of its Intelligent Transportation System (ITS) generators that support the gates which control access to the REL so that the gates can operate in the case of electrical service loss. This is an important feature since the Expressway is considered an evacuation route for Pinellas County and South Tampa residents.

FY2024 included the start of a major paving project on its eastern end which was expected to be completed in the following year, that will repair many areas on the system which were showing signs of deterioration. In that 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. We expect the life of this pavement to be nearly 25 years as opposed to the 12 years of life THEA is seeing with its normal asphalt paving.

In FY 2024, THEA began a major endeavor to create an Asset Management Program which identifies all of its operational assets, their present condition, anticipated life and potential Work Program needs for any given fiscal year.

## **MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED**

### **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 2024, the Authority made regular principal payments of \$15.9 million and interest payments of \$21.6 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 Florida Department of Transportation (the "Department") for prior payments of operation and maintenance costs of the expressway system and renewal and replacement costs which occurred under the LPA that was terminated in December 2012; (\$200.4 million). The Authority also owes the Department \$13.8 million in State Transportation Trust loans and interest. The Authority has agreed to repay the Department in twenty annual payments beginning July 1, 2025.

Pursuant to the Tampa-Hillsborough County Expressway Authority Master Bond Resolution, the Authority's Traffic and Revenue Engineer, Stantec Consulting Services, Inc., has verified that pledged funds estimated for fiscal year 2024 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 FY2025 revenue budget, the Authority's Traffic and Revenue (T&R) Engineer reviewed the performance of the FY2024 budget forecast. Through the first 8 months of FY2024 (the timing of the development of the FY2025 forecast), actual revenues were slightly lower than forecasted due to toll suspension during Hurricane Idalia. This performance was incorporated into the FY2025 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 Director of Finance at 1104 East Twiggs Street, Suite 300, Tampa, Florida 33602, phone number 813-272-6740.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF NET POSITION

June 30,

	<u>2024</u>	<u>2023</u>
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and cash equivalents (notes B2 and C)	\$ 11,687,618	\$ 21,542,949
Restricted cash and investments to meet current liabilities	28,036,157	31,519,736
Accounts receivable - tolls (note B4)	8,802,449	8,944,170
Other receivables	196,643	114,814
Accrued interest receivable	707,156	427,122
Investments (notes B3 and C)	231,527,775	184,977,066
Other assets	<u>722,322</u>	<u>781,729</u>
Total current assets	<u>281,680,120</u>	<u>248,307,586</u>
<b>RESTRICTED ASSETS</b>		
Investments (notes B3 and C)	128,219,911	110,064,979
Accrued interest receivable	864,302	522,039
Accounts receivable - tolls (note B4)	<u>10,758,550</u>	<u>10,931,764</u>
Total restricted assets	<u>139,842,763</u>	<u>121,518,782</u>
<b>PROPERTY AND EQUIPMENT (notes B8, B9 and D)</b>		
Capital assets not being depreciated:		
Land and infrastructure	1,065,042,573	1,020,787,683
Capital assets		
Buildings and improvements	22,113,298	17,786,902
Furniture and equipment	61,242,179	61,340,545
Vehicles	108,434	108,434
Subscription-based IT arrangement	817,022	-
Accumulated depreciation and amortization	<u>(45,088,675)</u>	<u>(37,498,967)</u>
Total property and equipment	<u>1,104,234,831</u>	<u>1,062,524,597</u>
CONSTRUCTION IN PROGRESS (notes B7 and D)	<u>57,460,022</u>	<u>91,043,999</u>
Total non-current assets	<u>1,301,537,616</u>	<u>1,275,087,378</u>
TOTAL ASSETS	<u>1,583,217,736</u>	<u>1,523,394,964</u>
DEFERRED OUTFLOWS OF RESOURCES (note B10)	<u>17,418,631</u>	<u>19,785,615</u>
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>17,418,631</u>	<u>19,785,615</u>

The accompanying notes are an integral part of these statements.

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

June 30,

	2024	2023
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES FROM UNRESTRICTED ASSETS</b>		
Accounts payable	5,645,180	1,791,945
Accrued expenses	198,259	210,624
Current portion of subscription-based IT arrangement liability	243,280	-
	<b>6,086,719</b>	<b>2,002,569</b>
<b>CURRENT LIABILITIES FROM RESTRICTED ASSETS</b>		
Accounts and contracts payable - capital	871,091	4,560,343
Current portion of revenue bonds and note payable (note E)	16,290,000	15,980,000
Interest payable	10,818,205	10,974,305
Unearned revenue	56,861	5,088
	<b>28,036,157</b>	<b>31,519,736</b>
	<b>34,122,876</b>	<b>33,522,305</b>
<b>LONG-TERM LIABILITIES due after one year (notes E and F)</b>		
Revenue bonds and note payable	619,049,137	637,193,741
Due to governmental agencies	213,833,835	213,833,835
Compensated absences	328,448	267,982
Net pension liability (note H)	5,109,101	4,936,289
Subscription-based IT arrangement liability	481,047	-
	<b>838,801,568</b>	<b>856,231,847</b>
	<b>872,924,444</b>	<b>889,754,152</b>
<b>DEFERRED INFLOWS OF RESOURCES (note B11)</b>		
	<b>561,484</b>	<b>321,135</b>
	<b>561,484</b>	<b>321,135</b>
<b>NET POSITION</b>		
Invested in capital assets, net of related debt	327,334,336	306,497,166
Restricted - capital projects	41,310,205	22,514,193
Restricted - operation, maintenance and administrative reserve	24,732,307	21,294,981
Restricted - renewal and replacement	15,668,942	20,758,477
Restricted - debt service	85,296,375	81,600,468
Unrestricted	232,808,274	200,440,007
	<b>\$ 727,150,439</b>	<b>\$ 653,105,292</b>

The accompanying notes are an integral part of these statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the year ended June 30,

	<u>2024</u>	<u>2023</u>
Toll revenues	<u>\$ 126,753,872</u>	<u>\$ 115,634,606</u>
Operating expenses		
Operations	10,282,826	9,198,327
Maintenance	6,198,536	4,960,722
Renewal and replacement	9,641,394	1,085,142
Information technology	758,798	320,607
Planning and innovation	1,049,535	-
Communications	552,604	576,212
Depreciation and amortization	7,693,103	3,892,204
Other expenses	4,949,192	-
Total operating expenses	<u>41,125,988</u>	<u>20,033,214</u>
General and administrative expenses		
Payroll expense	5,227,578	4,478,014
Outside services	1,519,136	1,315,332
Occupancy and office expense	1,416,167	1,754,007
Total general and administrative expenses	<u>8,162,881</u>	<u>7,547,353</u>
Total expenses	<u>49,288,869</u>	<u>27,580,567</u>
Income from operations	<u>77,465,003</u>	<u>88,054,039</u>
Non-operating revenues (expenses)		
Investment income	15,096,831	7,883,313
Net increase (decrease) in the fair value of investments	2,527,623	(448,461)
Miscellaneous revenue	833,359	809,571
Interest expense	(21,877,669)	(22,284,842)
Debt issuance costs	-	(127,935)
Total non-operating expenses	<u>(3,419,856)</u>	<u>(14,168,354)</u>
Income before capital grants	74,045,147	73,885,685
Capital grants	<u>-</u>	<u>796,026</u>
Increase in net position	74,045,147	74,681,711
Net position at beginning of year	<u>653,105,292</u>	<u>578,423,581</u>
Net position at end of year	<u>\$ 727,150,439</u>	<u>\$ 653,105,292</u>

The accompanying notes are an integral part of these statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF CASH FLOWS

For the year ended June 30,

	<u>2024</u>	<u>2023</u>
Operating activities		
Receipts from customers	\$126,788,773	\$ 115,971,285
Payments to suppliers	(31,060,336)	(20,378,315)
Payments to employees	(5,963,211)	(4,822,379)
Net cash from operating activities	<u>89,765,226</u>	<u>90,770,591</u>
Non-capital financing activities		
Miscellaneous non-operating revenue	<u>833,359</u>	<u>809,571</u>
Capital and related financing activities		
Acquisition and construction of capital assets	(18,686,558)	(19,783,260)
Proceeds from bond issuance	-	50,878,808
Interest paid on revenue bonds	(21,792,457)	(22,745,459)
Principal payments on bonds payable	(15,980,000)	(65,876,594)
Cash proceeds from grant	-	1,130,734
Bond issuance costs	-	(127,935)
Net cash from capital and related financing activities	<u>(56,459,015)</u>	<u>(56,523,706)</u>
Investing activities		
(Purchases) proceeds of investments, net	(49,823,749)	(36,820,448)
SBITA implementation costs	(55,030)	-
Interest received on investments	<u>14,754,568</u>	<u>7,708,401</u>
Net cash from investing activities	<u>(35,124,211)</u>	<u>(29,112,047)</u>
Net (decrease) increase in cash and cash equivalents	(984,641)	5,944,409
Cash and cash equivalents at beginning of year	<u>26,270,798</u>	<u>20,326,389</u>
Cash and cash equivalents at end of year	<u>\$ 25,286,157</u>	<u>\$ 26,270,798</u>
Cash and cash equivalents - unrestricted	\$ 11,687,618	\$ 21,542,949
Cash and cash equivalents - restricted for current liabilities	<u>13,598,539</u>	<u>4,727,849</u>
Cash and cash equivalents at end of year	<u>\$ 25,286,157</u>	<u>\$ 26,270,798</u>

The accompanying notes are an integral part of these statements.

Tampa-Hillsborough County Expressway Authority

STATEMENTS OF CASH FLOWS - CONTINUED

For the year ended June 30,

	<u>2024</u>	<u>2023</u>
Reconciliation of operating income to net cash provided by operating activities		
Income from operations	<u>\$ 77,465,003</u>	<u>\$ 88,054,039</u>
Adjustments to reconcile income from operations to net cash provided by operating activities		
Depreciation	7,693,103	3,892,204
Changes in assets and liabilities		
Accounts receivable - tolls	34,901	336,679
Other assets	(22,422)	143,604
Accounts payable	3,853,239	(2,000,111)
Unearned revenue	51,769	(189)
Pension related items	687,532	242,688
Other liabilities	2,101	101,677
Total adjustments	<u>12,300,223</u>	<u>2,716,552</u>
Net cash provided by operating activities	<u>\$ 89,765,226</u>	<u>\$ 90,770,591</u>

The accompanying notes are an integral part of these statements.

NOTES TO BASIC FINANCIAL STATEMENTS



Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS

June 30, 2024 and 2023

NOTE A - ORGANIZATION AND REPORTING ENTITY

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

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

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

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

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

1. Basis of Accounting

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

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

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, 2024 and 2023 are shown net of allowances for doubtful accounts. The Authority has determined that no allowance is deemed necessary at June 30, 2024 and 2023, 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

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, 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

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

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

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 \$15,533,477 and \$17,626,090 at June 30, 2024 and 2023, 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 \$1,885,154 and \$2,159,525 for the years ended June 30, 2024 **and 2023**, respectively.

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 \$561,484 and \$321,135 at June 30, 2024 **and 2023**, 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 \$185,778,891 and \$127,354,775 as of June 30, 2024 **and 2023**, respectively. These funds have been assigned by management and are not legally restricted and thus available for other uses should the need arise.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

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. Reclassification

Certain prior year information was reclassified to conform to current year classification. These amounts were related to assets and net assets previously identified as restricted that by definition are no longer reported as restricted. The reclassifications have no impact on previously reported total net assets.

18. Change in Accounting Principle

The Authority adopted Governmental Accounting Standards Board (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.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - Continued

The Authority adopted Governmental Accounting Standards Board (GASB) Statement No. 96, Subscription-Based Information Technology Arrangements (SBITAs) during the year ended June 30, 2023. GASB Statement No. 96 provides guidance on the accounting and financial reporting for SBITAs for government end users. A SBITA is defined as a contract that conveys control of the right to use another party's information technology software. Changes adopted to conform to the provisions of this Statement have been applied retroactively, and there was no impact to the Net Position as of June 30, 2023.

NOTE C - CASH AND INVESTMENTS

The total carrying amounts of the Authority's cash and investments (unrestricted and restricted) was \$399,471,461 and \$348,104,730 with a fair value of \$399,471,461 and \$348,104,730 at June 30, 2024 and 2023, respectively. Cash consists of deposits with the local government investment pools and commercial banks at June 30, 2024 and 2023. Investments are reported at fair value in the accompanying financial statements.

Certain cash and investments totaling and carried at \$156,256,068 and \$141,584,715, with a fair value of \$156,256,068 and \$141,584,715 as of June 30, 2024 and 2023, respectively, are restricted as to their use by agreements or bond covenants.

1. Deposits

As of June 30, 2024 and 2023, approximately \$25,553,000 and \$26,663,000, 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.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE C - CASH AND INVESTMENTS - Continued

The Authority has invested \$7,898,871 and \$7,480,994 at June 30, 2024 and 2023, 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 26 days at June 30, 2024. FLCLASS is rated AAAM by S&P Global Ratings.

As of June 30, 2024 and 2023, other than the investments in the Florida Treasury Investment Pool, all of the investments are in the Authority's name.

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

*Short term investments:* Consist of cash deposits with financial institutions and money market funds. The Authority uses quoted market prices of identical assets on active exchanges, or Level 1 measurements.

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

The methods described above may produce a fair value calculation that may not be indicative of the net realizable value or reflective of future fair values. Furthermore, while the Authority believes its valuation methods are appropriate and consistent with other market participants, the use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different fair value measurement at the reporting date.

The following table set forth by level, within the fair value hierarchy, the Authority's investments at fair value as of June 30, 2024 and 2023:

<u>June 30, 2024</u>	<u>Fair Value</u>	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>
Investments				
Short term investments	\$ 314,631,564	\$ 314,631,564	\$ -	\$ -
US Government obligations	51,654,895	51,654,895	-	-
Total	<u>\$ 366,286,459</u>	<u>\$ 366,286,459</u>	<u>\$ -</u>	<u>\$ -</u>

Tampa-Hillsborough County Expressway Authority  
NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE C - CASH AND INVESTMENTS - Continued

<u>June 30, 2023</u>	<u>Fair Value</u>	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>
Investments				
Short term investments	\$ 231,184,507	\$ 231,184,507	\$ -	\$ -
US Government obligations	83,168,461	83,168,461	-	-
 Total	 <u>\$ 314,352,968</u>	 <u>\$ 314,352,968</u>	 <u>\$ -</u>	 <u>\$ -</u>

3. Concentration of Credit Risk

The following is the percent of any issuer with whom the Authority had invested more than 5% of the Authority's total portfolio at June 30, 2024 and 2023:

Issuer:	<u>2024</u>	<u>2023</u>
Fidelity Investment Money Market	86%	74%
U.S. Treasury Notes	14%	26%

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, 2024 and 2023, all of the Authority's securities were held in a bank's trust/custodial department in the Authority's name.



Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE D - PROPERTY AND EQUIPMENT AND CONSTRUCTION IN PROGRESS

Changes in property and equipment and construction in progress during the years ended June 30, 2024 and 2023 consist of the following:

	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
Subscription-based IT arrangement	-	817,022	-	817,022
Total cost basis	<u>79,235,881</u>	<u>5,148,447</u>	<u>(103,395)</u>	<u>84,280,933</u>
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	<u>(37,498,967)</u>	<u>(7,693,103)</u>	<u>103,395</u>	<u>(45,088,675)</u>
Net book value	41,736,914	(2,544,656)	-	39,192,258
Assets not subject to depreciation:				
Land, improvements and infrastructure	<u>1,020,787,683</u>	<u>44,254,890</u>	<u>-</u>	<u>1,065,042,573</u>
Total property and equipment	<u>\$ 1,062,524,597</u>	<u>\$ 41,710,234</u>	<u>\$ -</u>	<u>\$ 1,104,234,831</u>
Construction in progress	<u>\$ 91,043,999</u>	<u>\$ 14,997,306</u>	<u>\$ (48,581,283)</u>	<u>\$ 57,460,022</u>
	June 30, 2022	Additions	Deletions	June 30, 2023
Assets subject to depreciation:				
Buildings and improvements	\$ 17,547,334	\$ 239,568	\$ -	\$ 17,786,902
Furniture and equipment	31,438,131	30,025,258	(122,844)	61,340,545
Vehicle	79,960	28,474	-	108,434
Total cost basis	<u>49,065,425</u>	<u>30,293,300</u>	<u>(122,844)</u>	<u>79,235,881</u>
Less accumulated depreciation:				
Buildings and improvements	(5,100,188)	(856,916)		(5,957,104)
Furniture and equipment	(28,602,210)	(3,019,231)	122,844	(31,498,597)
Vehicles	(27,209)	(16,057)	-	(43,266)
Total accumulated depreciation	<u>(33,729,607)</u>	<u>(3,892,204)</u>	<u>122,844</u>	<u>(37,498,967)</u>
Net book value	15,335,818	26,401,096	-	41,736,914
Assets not subject to depreciation:				
Land and infrastructure	<u>991,072,239</u>	<u>29,715,444</u>	<u>-</u>	<u>1,020,787,683</u>
Total property and equipment	<u>\$ 1,006,408,057</u>	<u>\$ 56,116,540</u>	<u>\$ -</u>	<u>\$ 1,062,524,597</u>
Construction in progress	<u>\$ 129,378,955</u>	<u>\$ 21,675,094</u>	<u>\$ (60,010,050)</u>	<u>\$ 91,043,999</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

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 SIB and TFRTF loans; fund the Authority's portion of the I-4/Selmon Connector project and the AET conversion; and fund reserves for debt service, operations, maintenance and administration and renewal and replacement.

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

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.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE E - LONG-TERM DEBT - Continued

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 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.

Tampa-Hillsborough County Expressway Authority  
NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE E - LONG-TERM DEBT - Continued

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

	<u>2024</u>	<u>2023</u>
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%	17,155,000	17,545,000
Term bonds due July 1, 2042, bearing interest at 4.00%	<u>133,485,000</u>	<u>133,485,000</u>
	<u>150,640,000</u>	<u>151,030,000</u>
Series 2017C bonds payable		
Term bonds due July 1, 2048, bearing interest at 5.00%	<u>36,190,000</u>	<u>36,190,000</u>
Series 2020A bonds payable		
Serial bonds (taxable) due from July 1, 2020 through July 1, 2038, bearing interest from 4% to 5%	<u>17,760,000</u>	<u>18,625,000</u>
Series 2020B bonds payable		
Serial bonds (taxable) due from July 1, 2020 through July 1, 2038, bearing interest from .81% to 2.7%	<u>196,800,000</u>	<u>198,740,000</u>
Total bonds payable	<u>559,170,000</u>	<u>562,365,000</u>
Direct borrowings:		
Series 2022 note payable, maturing July 2026 bearing interest from 3.00% to 5.00%	<u>38,330,000</u>	<u>51,115,000</u>
Total direct borrowings	<u>38,330,000</u>	<u>51,115,000</u>
Total bonds payable and direct borrowings	<u>597,500,000</u>	<u>613,480,000</u>
Plus unamortized premium	<u>37,839,137</u>	<u>39,693,741</u>
Less current portion	<u>(16,290,000)</u>	<u>(15,980,000)</u>
Long-term portion	<u>\$ 619,049,137</u>	<u>\$ 637,193,741</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE E - LONG-TERM DEBT - Continued

Debt service requirements to maturity at June 30, 2024 are as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 16,290,000	\$ 21,474,505	\$ 37,764,505
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 - 2034	97,110,000	94,091,201	191,201,201
2035 - 2039	111,715,000	80,092,190	191,807,190
2040 - 2044	138,820,000	56,699,225	195,519,225
2045 - 2049	163,990,000	20,350,250	184,340,250
	<u>\$597,500,000</u>	<u>\$ 355,227,639</u>	<u>\$ 952,727,639</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,:

	<u>2024</u>	<u>2023</u>
2017, 2017B/C Reserve	\$ 34,391,658	\$ 32,750,018
2017, 2017B/C Principal and Interest	8,871,281	8,590,405
2020B, 2022A Reserve	21,080,136	20,073,789
2020 A/B Principal and Interest	5,725,252	5,529,058
2022A Principal and Interest	15,228,048	14,657,198
	<u>\$ 85,296,375</u>	<u>\$ 81,600,468</u>

Tampa-Hillsborough County Expressway Authority  
NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE E - LONG-TERM DEBT - Continued

3. Due to Other Governmental Agencies

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

	2024	2023
Due to State of Florida - FDOT	\$ 200,074,890	\$ 200,074,890
Due to State of Florida - FDOT State Transportation Trust Fund	13,758,945	13,758,945
	213,833,835	213,833,835
Less current portion	-	-
	\$ 213,833,835	\$ 213,833,835

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

The amount due State of Florida - FDOT - State Transportation Trust Fund resulted from advances made to the Authority for the purposes under Section 339.08(2)(g), Florida Statutes, as interim financing for future projects. The amount owed at June 30, 2024 and 2023 was \$12,034,945. The Authority has also negotiated a \$1,724,000 interest free loan. These loans are payable in twenty annual installments beginning July 1, 2025.

4. Subscription-based IT arrangement liability

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

Year ending June 30,	Principal	Interest	Total
2025	\$ 243,280	\$ 32,720	\$ 276,000
2026	256,568	19,432	276,000
2027	224,479	5,521	230,000
	\$ 724,327	\$ 57,673	\$ 782,000

Tampa-Hillsborough County Expressway Authority  
NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE F - LONG-TERM LIABILITIES

The following is long-term liabilities activity for the years ended June 30, 2024 and 2023:

<b><u>2024</u></b>	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	-
Subscription-based IT arrangement	-	767,022	(42,695)	724,327	243,280
<b>Total long-term liabilities</b>	<b>\$ 872,299,847</b>	<b>\$ 1,081,932</b>	<b>\$ (17,958,931)</b>	<b>\$ 855,422,848</b>	<b>\$ 16,621,280</b>

<b><u>2023</u></b>	June 30, 2022	Additions	Deletions	June 30, 2023	Due within one year
Revenue bonds	\$ 628,350,000	\$ -	\$ (65,985,000)	\$ 562,365,000	\$ 3,195,000
Unamortized bond premium	41,567,727	-	(1,873,986)	39,693,741	-
Note payable	-	51,115,000	-	51,115,000	12,785,000
Government notes and loans	213,833,835	-	-	213,833,835	-
Compensated absences	268,530	400,910	(313,458)	355,982	88,000
Net pension liability	1,575,064	3,361,225	-	4,936,289	-
<b>Total long-term liabilities</b>	<b>\$ 885,595,156</b>	<b>\$ 54,877,135</b>	<b>\$ (68,172,444)</b>	<b>\$ 872,299,847</b>	<b>\$ 16,068,000</b>

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, to be paid to employees upon retirement or separation from the Authority. The liability for unpaid compensated absences was \$416,448 and \$355,982 at June 30, 2024 and 2023, respectively.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS

1. State of Florida Retirement System (FRS)

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

The senior management service class is for members who fill the senior level management positions.

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

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

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

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



Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

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

Starting on July 1, 2011, Chapter 2011-68 of the Laws of Florida required members of the FRS not enrolled in DROP to contribute 3% of their salary to their retirement. Governmental employers are required to make contributions to the FRS based on statewide contribution rates.

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

	2024		2023	
	FRS	HIS	FRS	HIS
Regular class	14.57%	2.00%	13.25%	1.66%
Senior management class	35.52%	2.00%	32.91%	1.66%
DROP participants	19.13%	2.00%	16.94%	1.66%

The Authority’s actual contributions to FRS for the fiscal years ended June 30, 2024 and 2023 were \$555,796 and \$468,953, respectively. The Authority’s actual contributions to HIS for the fiscal years ended June 30, 2024 and 2023 were \$65,966 and \$50,729, 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 Florida Retirement System. The benefit is a monthly payment to assist retiree of the state-administrated retirement systems in paying their health insurance costs. For the fiscal year ended June 30, 2014, eligible retirees and beneficiaries received a monthly HIS payment equal to the number of years of service credited at retirement multiplied by \$5. The minimum payment is \$30 and the maximum payment is \$150 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive a HIS benefit, a retiree under one of the state-administered retirement systems must provide proof of eligible health insurance coverage, which can include Medicare.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

*Net Pension Liability*

The component of the collective net pension liability of the Authority as of June 30, 2024 and 2023 is shown below:

	<u>FRS</u>	<u>HIS</u>	<u>Total</u>
June 30, 2024	<u>\$ 3,884,366</u>	<u>\$ 1,224,735</u>	<u>\$ 5,109,101</u>
June 30, 2023	<u>\$ 4,059,940</u>	<u>\$ 876,349</u>	<u>\$ 4,936,289</u>

The total pension liability for each plan was determined by the plans' actuary and reported in the plans' valuations dated July 1, 2023 and July 1, 2022 for the net pension liability as of June 30, 2024 and 2023, respectively.

*Actuarial Methods and Assumptions*

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

The total pension liability for each cost-sharing defined 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, 2024 and 2023. Payroll growth, including inflation, for both plans is assumed at 3.25% for each of the years ended June 30, 2024 and 2023. 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, 2024 and June 30, 2023, 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 3.65% was used to determine the total pension liability for the program (Bond Buyer General Obligation 20-Bond Municipal Bond Index) at June 30, 2024 and 3.54% was used at June 30, 2023. Mortality assumptions for both plans were based on the PUB-2010 base table.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

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

- HIS: The municipal bond rate used to determine total pension liability was increased from 3.54% to 3.65%

The following changes in actuarial assumptions occurred during the fiscal year ended June 30, 2023:

- FRS: The long-term expected rate of return decreased from 6.80% to 6.70%
- HIS: The demographic assumptions for the Special Risk class were updated to reflect plan changes to HB5007, HB689 and SB838
- HIS: The election assumption for vested terminated members was updated from 20% to 50% to reflect recent experience
- HIS: The municipal bond rate used to determine total pension liability was increased from 2.16% to 3.54%

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, 2023 and 2022, 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, 2023			
Asset Class	Target Allocation	Annual Arithmetic Return	Compounded Annual (Geometric) Return
Cash	1.0%	2.9%	2.9%
Fixed income	19.8%	4.5%	4.4%
Global equity	54.0%	8.7%	7.1%
Real estate (property)	10.3%	7.6%	6.6%
Private equity	11.1%	11.9%	8.8%
Strategic investments	3.8%	6.3%	6.1%

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

June 30, 2022			
Asset Class	Target Allocation	Annual Arithmetic Return	Compounded Annual (Geometric) Return
Cash	1.0%	2.6%	2.6%
Fixed income	19.8%	4.4%	4.4%
Global equity	54.0%	8.8%	7.3%
Real estate (property)	10.3%	7.4%	6.3%
Private equity	11.1%	12.0%	8.9%
Strategic investments	3.8%	6.2%	5.9%

*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, 2024 and 2023 if the discount rate was 1.00% higher or 1.00% lower than the current discounted rate.

June 30, 2024		
FRS Net Pension Liability		
1% Decrease (5.70%)	Current Discount Rate (6.70%)	1% Increase (7.70%)
<u>\$ 6,635,288</u>	<u>\$ 3,884,366</u>	<u>\$ 1,582,890</u>
HIS Net Pension Liability		
1% Decrease (2.65%)	Current Discount Rate (3.65%)	1% Increase (4.65%)
<u>\$ 1,397,231</u>	<u>\$ 1,224,735</u>	<u>\$ 1,081,747</u>

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

June 30, 2023		
FRS Net Pension Liability		
1% Decrease (5.70%)	Current Discount Rate (6.70%)	1% Increase (7.70%)
\$ 7,021,388	\$ 4,059,940	\$ 1,583,818
HIS Net Pension Liability		
1% Decrease (2.54%)	Current Discount Rate (3.54%)	1% Increase (4.54%)
\$ 1,002,615	\$ 876,349	\$ 771,866

*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, 2024 was 5.3 years for FRS and 6.3 for HIS and 5.5 for FRS and 6.4 for HIS at June 30, 2023.

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

The proportionate share is measured as of the measurement date. The Authority's proportion of the FRS was 0.0097 percent at June 30, 2023, which was a decrease of 0.001 from its proportion measured as of June 30, 2022. At June 30, 2023, the Authority's proportion of the HIS was 0.0077 percent, which was a decrease of 0.0005 from its proportion measured as of June 30, 2022.

The Authority recognized pension expense of approximately \$1,264,300, \$615,500 and \$62,000, for the years ended June 30, 2024, 2023 and 2022, respectively.

At June 30, 2024 and 2023, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

<u>June 30, 2024</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
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	<u>621,762</u>	<u>-</u>
Totals	<u>\$ 1,885,154</u>	<u>\$ (561,484)</u>

Tampa-Hillsborough County Expressway Authority  
NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

June 30, 2023	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 219,423	\$ (3,856)
Changes of assumptions	550,232	(135,571)
Net difference between projected and actual earnings on pension plan investments	269,346	-
Changes in proportion and differences between Tampa-Hillsborough County Expressway Authority's contributions and proportionate share of contributions	600,842	(181,708)
Tampa-Hillsborough County Expressway Authority's contributions subsequent to the measurement date	519,682	-
Totals	\$ 2,159,525	\$ (321,135)

The \$621,762 and \$519,682 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.

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

Measurement Period Ending June 30:	
2025	\$ 110,183
2026	(52,156)
2027	635,269
2028	26,319
2029	(13,840)
Thereafter	(3,867)
	\$ 701,908

Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

NOTE H - RETIREMENT PLANS - Continued

*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, 2023. 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 a non-elective contribution equal to 3% of each participant's eligible salary. Contributions to this plan for the years ended June 30, 2024 and 2023, were \$106,019 and \$96,207, 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 \$31,180,000 and \$32,660,000 at June 30, 2024 and 2023, 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.



Tampa-Hillsborough County Expressway Authority

NOTES TO BASIC FINANCIAL STATEMENTS - CONTINUED

June 30, 2024 and 2023

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

Tampa-Hillsborough County Expressway Authority

TREND DATA ON INFRASTRUCTURE CONDITION

June 30, 2024

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

The results of the last five inspections are as follows:

Evaluation Period Fiscal Year	Rating
2024	94%
2023	96%
2022	96%
2021	95%
2020	96%

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

Fiscal Year	Budget	Actual
2024	\$ 6,376,250	\$ 6,198,536
2023	\$ 6,087,800	\$ 4,960,722
2022	\$ 5,056,759	\$ 4,367,020
2021	\$ 4,654,995	\$ 4,063,008
2020	\$ 4,687,500	\$ 4,164,056

Tampa-Hillsborough County Expressway Authority

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

**Florida Retirement System (FRS) Defined Benefit Pension Plan**

Authority Year Ending June 30,	Plan Sponsor Measurement Date June 30,	Authority's Proportion of the FRS Net Pension Liability	Authority's Proportionate Share of the FRS Net Pension Liability	Authority's Covered Payroll	Authority's Liability as a Percentage of 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
2024	2023	0.009748242%	\$ 3,884,366	\$ 3,081,363	126.06%	82.38%	
2023	2022	0.010911461%	\$ 4,059,940	\$ 3,015,307	134.64%	82.89%	
2022	2021	0.009205364%	\$ 695,362	\$ 2,541,971	27.36%	96.40%	
2021	2020	0.009649819%	\$ 4,182,374	\$ 2,690,542	155.45%	78.85%	
2020	2019	0.010036555%	\$ 3,456,450	\$ 2,558,813	135.08%	82.61%	
2019	2018	0.009617100%	\$ 2,896,720	\$ 2,410,007	120.20%	84.26%	
2018	2017	0.009267292%	\$ 2,741,202	\$ 2,173,184	126.14%	83.89%	
2017	2016	0.007995643%	\$ 2,018,906	\$ 1,833,148	110.13%	84.88%	
2016	2015	0.007360228%	\$ 950,672	\$ 1,622,163	58.61%	92.00%	
2015	2014	0.006741295%	\$ 411,316	\$ 1,569,484	26.21%	96.09%	

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

Authority Year Ending June 30,	Plan Sponsor Measurement Date June 30,	Authority's Proportion of the HIS Net Pension Liability	Authority's Proportionate Share of the HIS Net Pension Liability	Authority's Covered Payroll	Authority's Liability as a Percentage of 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
2024	2023	0.007711787%	\$ 1,224,735	\$ 3,081,363	39.75%	4.12%	
2023	2022	0.008274002%	\$ 876,349	\$ 3,015,307	29.06%	4.81%	
2022	2021	0.007171568%	\$ 879,702	\$ 2,541,971	34.61%	3.56%	
2021	2020	0.007736061%	\$ 944,562	\$ 2,690,542	35.11%	3.00%	
2020	2019	0.007650970%	\$ 856,067	\$ 2,558,813	33.46%	2.63%	
2019	2018	0.007285065%	\$ 771,059	\$ 2,410,007	31.99%	2.15%	
2018	2017	0.006852751%	\$ 732,728	\$ 2,173,184	33.72%	1.64%	
2017	2016	0.005799349%	\$ 675,890	\$ 1,833,148	36.87%	0.97%	
2016	2015	0.005296215%	\$ 540,131	\$ 1,622,163	33.30%	0.50%	
2015	2014	0.005250370%	\$ 491,080	\$ 1,569,484	31.29%	0.99%	

Tampa-Hillsborough County Expressway Authority

**SCHEDULE OF TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY'S  
CONTRIBUTIONS**

**Florida Retirement System (FRS) Defined Benefit Pension Plan**

Authority Year Ending June 30,	FRS Contractually Required Contribution	FRS Contributions in Relation to the Contractually Required Contribution	FRS Contribution Deficiency (Excess)	Authority's Covered Payroll	FRS Contributions as a Percentage of Covered Payroll
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%
2015	\$ 179,449	\$ 179,449	\$ -	\$ 1,622,163	11.06%

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

Authority Year Ending June 30,	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
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%
2015	\$ 20,245	\$ 20,245	\$ -	\$ 1,622,163	1.25%

STATISTICAL SECTION

## 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

**Tampa-Hillsborough County Expressway Authority**  
**Table 1 - Net Position by Component**  
**FY2015 through FY2024**  
**(amounts shown in thousands)**

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Net Investment in capital assets	\$ 327,334	\$ 306,497	\$ 273,457	\$ 265,056	\$ 223,924	\$ 204,528	\$ 181,166	\$ 189,261	\$ 161,894	\$ 154,477
Restricted	167,008	146,168	164,977	165,512	218,016	196,430	165,129	111,213	86,606	46,671
Unrestricted	<u>232,808</u>	<u>200,440</u>	<u>139,990</u>	<u>79,112</u>	<u>21,988</u>	<u>15,132</u>	<u>19,284</u>	<u>13,545</u>	<u>13,174</u>	<u>12,850</u>
<b>Total Net Position</b>	<b><u>\$ 727,150</u></b>	<b><u>\$ 653,105</u></b>	<b><u>\$ 578,424</u></b>	<b><u>\$ 509,680</u></b>	<b><u>\$ 463,928</u></b>	<b><u>\$ 416,090</u></b>	<b><u>\$ 365,579</u></b>	<b><u>\$ 314,019</u></b>	<b><u>\$ 261,674</u></b>	<b><u>\$ 213,998</u></b>



**Tampa-Hillsborough County Expressway Authority**  
**Table 2 - Revenues, Expenses and Changes in Net Position**  
**FY2015 through FY2024**  
(amounts shown in thousands)

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
<b>Operating Revenues:</b>										
Toll and Fee Revenues	\$ 126,754	\$ 115,635	\$ 114,066	\$ 87,859	\$ 87,897	\$ 82,090	\$ 82,716	\$ 84,983	\$ 80,118	\$ 68,210
<b>Operating Expenses:</b>										
Operations	10,283	9,199	8,597	6,386	6,551	5,742	4,491	4,974	4,973	4,624
Maintenance	6,199	4,961	4,885	4,063	4,164	3,953	2,749	2,939	2,925	2,919
Renewal and replacement	9,641	1,085	31	1,548	2,906	2,097	1,176	5,499	871	1,150
Information technology	759	321	317	-	-	-	-	-	-	-
Planning and innovation	1,049	-	-	-	-	-	-	-	-	-
Communications	553	576	721	-	-	-	-	-	-	-
Depreciation	7,693	3,892	1,421	1,128	1,131	1,163	1,177	1,183	1,043	900
Administration	8,163	7,547	6,552	6,136	6,676	5,577	5,597	4,498	3,768	3,394
Other expenses	4,949	-	-	467	555	545	571	485	694	338
<b>Total Operating Expenses</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>13,325</b>
<b>Non-Operating</b>										
<b>Revenues/(Expenses):</b>										
Non-Operating Revenues	18,514	8,748	(1,050)	1,440	7,912	10,438	5,647	1,883	1,488	1,315
Non-Operating Expenses	(21,934)	(22,916)	(23,552)	(25,964)	(27,796)	(25,232)	(28,519)	(20,132)	(20,445)	(20,556)
<b>Total Non-Operating</b>										
<b>Revenues / (Expenses)</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>(19,241)</b>
<b>Capital Contributions</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>1,245</b>
<b>Changes in Net Position</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>	<b>\$ 36,889</b>

**Tampa-Hillsborough County Expressway Authority**  
**Table 3 - Toll Revenues, Net and Percentage by Payment Type**  
**FY2015 through FY2024**

<u>Fiscal Year</u>	<u>Sunpass</u>	<u>TBP</u>	<u>I-4 Connector</u>	<u>Third Party Collections</u>	<u>Total Toll Revenues, net</u>	<u>Sunpass %</u>	<u>TBP %</u>	<u>I-4 Connector %</u>	<u>Third Party Collections %</u>
<b>2024</b>	\$ 92,463,019	\$ 16,009,547	\$ 1,855,082	\$ 16,426,224	\$126,753,872	72.9%	12.6%	1.5%	13.0%
<b>2023</b>	\$ 84,143,752	\$ 15,055,930	\$ 1,559,909	\$ 14,875,015	\$115,634,606	72.8%	13.0%	1.3%	12.9%
<b>2022</b>	\$ 80,495,602	\$ 14,320,165	\$ 1,471,622	\$ 17,778,363	\$114,065,752	70.6%	12.6%	1.3%	15.6%
<b>2021</b>	\$ 62,597,115	\$ 10,954,142	\$ 1,126,983	\$ 13,180,363	\$ 87,858,603	71.2%	12.5%	1.3%	15.0%
<b>2020</b>	\$ 65,250,553	\$ 10,588,967	\$ 1,226,358	\$ 10,830,683	\$ 87,896,561	74.2%	12.0%	1.4%	12.3%
<b>2019</b>	\$ 69,571,534	\$ 8,924,930	\$ 1,392,474	\$ 2,201,204	\$ 82,090,142	84.8%	10.9%	1.7%	2.7%
<b>2018</b>	\$ 73,053,425	\$ 1,659,528	\$ 1,184,285	\$ 6,819,254	\$ 82,716,492	88.3%	2.0%	1.4%	8.2%
<b>2017</b>					\$ 84,982,937				
<b>2016</b>					\$ 80,118,452				
<b>2015*</b>					\$ 68,210,122				

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

**Tampa-Hillsborough County Expressway Authority**  
**Table 4 - Total Toll Transactions by Facility and Average Toll Rate**  
**FY2015 through FY2024**

<b>Toll Transactions by Facility</b>						
<b>Fiscal Year</b>	<b>Lee Roy Selmon</b>			<b>Total</b>	<b>Total Toll Revenues</b>	<b>Average Toll Rate</b>
	<b>Lee Roy Selmon Expressway Mainline</b>	<b>Lee Roy Selmon Expressway Reversible Express Lanes</b>	<b>Lee Roy Selmon Expressway West Extension</b>			
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
2015	33,517,802	4,115,562	-	37,633,364	\$ 68,210,122	\$ 1.81

**Tampa-Hillsborough County Expressway Authority**

**Table 5 - FY2024 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	\$ 0.99	\$ 1.98	\$ 2.97	\$ 3.96	\$ 1.35	\$ 2.70	\$ 4.05	\$ 5.40	\$ 0.99	\$ 1.35
101702	SR618 Ext. Main - Westbound	\$ 0.99	\$ 1.98	\$ 2.97	\$ 3.96	\$ 1.35	\$ 2.70	\$ 4.05	\$ 5.40	\$ 0.99	\$ 1.35
101705	SR618 Ext. SR573/US92 OFF RAMP	\$ 0.99	\$ 1.98	\$ 2.97	\$ 3.96	\$ 1.35	\$ 2.70	\$ 4.05	\$ 5.40	\$ 0.99	\$ 1.35
101710	Willow Avenue ON - Westbound	\$ 0.99	\$ 1.98	\$ 2.97	\$ 3.96	\$ 1.35	\$ 2.70	\$ 4.05	\$ 5.40	\$ 0.99	\$ 1.35
101715	Willow Avenue OFF - Eastbound	\$ 0.99	\$ 1.98	\$ 2.97	\$ 3.96	\$ 1.35	\$ 2.70	\$ 4.05	\$ 5.40	\$ 0.99	\$ 1.35
101720	SELMON EXPY WEST MAINLINE Westbound	\$ 1.34	\$ 2.68	\$ 4.02	\$ 5.36	\$ 1.70	\$ 3.40	\$ 5.10	\$ 6.80	\$ 1.34	\$ 1.70
101725	SELMON EXPY WEST MAINLINE Eastbound	\$ 1.34	\$ 2.68	\$ 4.02	\$ 5.36	\$ 1.70	\$ 3.40	\$ 5.10	\$ 6.80	\$ 1.34	\$ 1.70
101730	Plant Avenue OFF - Westbound	\$ 0.69	\$ 1.38	\$ 2.07	\$ 2.76	\$ 1.05	\$ 2.10	\$ 3.15	\$ 4.20	\$ 0.69	\$ 1.05
101735	Plant Avenue ON - Eastbound	\$ 0.69	\$ 1.38	\$ 2.07	\$ 2.76	\$ 1.05	\$ 2.10	\$ 3.15	\$ 4.20	\$ 0.69	\$ 1.05
101740	22nd Street ON - Westbound	\$ 0.69	\$ 1.38	\$ 2.07	\$ 2.76	\$ 1.05	\$ 2.10	\$ 3.15	\$ 4.20	\$ 0.69	\$ 1.05
101745	22nd Street OFF - Eastbound	\$ 0.69	\$ 1.38	\$ 2.07	\$ 2.76	\$ 1.05	\$ 2.10	\$ 3.15	\$ 4.20	\$ 0.69	\$ 1.05
101750	50th Street ON - Westbound	\$ 0.99	\$ 1.98	\$ 2.97	\$ 3.96	\$ 1.35	\$ 2.70	\$ 4.05	\$ 5.40	\$ 0.99	\$ 1.35
101755	50th Street OFF - Eastbound	\$ 0.99	\$ 1.98	\$ 2.97	\$ 3.96	\$ 1.35	\$ 2.70	\$ 4.05	\$ 5.40	\$ 0.99	\$ 1.35
101760	SELMON EXPY EAST MAINLINE Westbound	\$ 2.03	\$ 4.06	\$ 6.09	\$ 8.12	\$ 2.39	\$ 4.78	\$ 7.17	\$ 9.56	\$ 2.03	\$ 2.39
101765	SELMON EXPY EAST MAINLINE Eastbound	\$ 2.03	\$ 4.06	\$ 6.09	\$ 8.12	\$ 2.39	\$ 4.78	\$ 7.17	\$ 9.56	\$ 2.03	\$ 2.39
101770	Reversible Express Lanes - Westbound	\$ 2.03	\$ 4.06	\$ 6.09	\$ 8.12	\$ 2.39	\$ 4.78	\$ 7.17	\$ 9.56	\$ 2.03	\$ 2.39
101775	Reversible Express Lanes - Eastbound	\$ 2.03	\$ 4.06	\$ 6.09	\$ 8.12	\$ 2.39	\$ 4.78	\$ 7.17	\$ 9.56	\$ 2.03	\$ 2.39

**Tampa-Hillsborough County Expressway Authority**  
**Table 6 - Schedule of Net Revenues and Coverage Ratio**  
**FY2015 through FY2024**

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Toll and Fee Revenues	\$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	\$ 68,210,122
Investment Income	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	612,918
Other Revenues	889,197	865,409	1,271,321	916,218	884,257	889,329	905,635	1,014,345	819,352	822,463
<b>Total Revenues</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>	<b>69,645,503</b>
Operating Expenses	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	9,932,079
Less Depreciation	(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)	(900,044)
General & Administrative Expenses	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	3,393,785
<b>Total Expenses</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>12,425,820</b>
<b><u>Net Revenues</u></b>	<b><u>\$101,144,134</u></b>	<b><u>\$100,930,511</u></b>	<b><u>\$ 94,899,003</u></b>	<b><u>\$ 71,568,402</u></b>	<b><u>\$ 73,297,487</u></b>	<b><u>\$ 73,168,420</u></b>	<b><u>\$ 74,031,671</u></b>	<b><u>\$ 68,700,364</u></b>	<b><u>\$ 68,151,447</u></b>	<b><u>\$ 57,219,683</u></b>
<b><u>Senior Debt Service</u></b>	<b>\$ 37,764,505</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>\$21,592,131</b>
<b><u>Senior Bonds Coverage Ratio</u></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>	<b>2.65</b>

**Tampa-Hillsborough County Expressway Authority**  
**Table 7 - Ratio of Outstanding Debt by Type**  
**FY2015 through FY2024**  
**(amounts shown in thousands)**

<u>Fiscal Year</u>	<u>Revenue</u>		<u>Note Payable</u>	<u>FDOT Loan *</u>	<u>State</u>		<u>Unamortized</u>	<u>Total Debt</u>	<u>Total Toll</u>	<u>Debt per</u>					
	<u>Bonds</u>	<u>Principal</u>			<u>Transportation</u>	<u>Trust Fund</u>					<u>Bond Premium</u>	<u>Transactions</u>	<u>Transaction</u>		
<b>2024</b>	\$	559,170	\$	38,330	\$	200,075	\$	13,759	\$	37,839	\$	849,173	78,217	\$	10.86
<b>2023</b>	\$	562,365	\$	51,115	\$	200,075	\$	13,759	\$	39,694	\$	867,008	74,848	\$	11.58
<b>2022</b>	\$	628,350	\$	-	\$	200,075	\$	13,759	\$	41,568	\$	883,752	69,396	\$	12.73
<b>2021</b>	\$	638,130	\$	-	\$	200,075	\$	13,759	\$	43,427	\$	895,391	53,000	\$	16.89
<b>2020</b>	\$	618,810	\$	-	\$	200,075	\$	13,759	\$	56,928	\$	889,572	54,253	\$	16.40
<b>2019</b>	\$	631,995	\$	-	\$	200,075	\$	13,759	\$	59,435	\$	905,264	61,938	\$	14.62
<b>2018</b>	\$	638,785	\$	-	\$	200,075	\$	13,759	\$	61,961	\$	914,580	59,160	\$	15.46
<b>2017</b>	\$	439,310	\$	-	\$	200,075	\$	13,759	\$	33,855	\$	686,999	56,104	\$	12.25
<b>2016</b>	\$	442,840	\$	-	\$	200,075	\$	13,759	\$	35,374	\$	692,048	54,152	\$	12.78
<b>2015</b>	\$	444,690	\$	-	\$	200,432	\$	13,759	\$	36,893	\$	695,774	37,633	\$	18.49

\*Repayment of FDOT loan begins in 2025 in 20 annual installments

**Tampa-Hillsborough County Expressway Authority**  
**Table 8 - Demographic and Economic Statistics**  
**Last Ten Years**

<b>Calendar Year</b>	<b>Population (1)</b>	<b>Personal Income (in thousands) (1)</b>	<b>Personal Income Per Capita (1)</b>	<b>Unemployment Rate (%) (2)</b>	<b>Median Age (3)</b>
2015	1,316,310	\$54,893,552	\$41,703	5.7	37.9
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

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, 2024, not full CY

**Tampa-Hillsborough County Expressway Authority**  
**Table 9 - Principal Employers**  
**Current Year and Ten Years Ago**

Employer	Type	2024*			2015*		
		Employees	%	Rank	Employees	%	Rank
MacDill Air Force Base	Military	31,000	3.6%	1	14,500	2.0%	3
Baycare Health System	Medical	29,402	3.3%	2	5,664	0.9%	8
Publix Supermarkets, Inc.	Supermarkets	27,000	2.9%	3	6,964	1.1%	6
Hillsborough County School Board	Public Education	23,750	2.8%	4	-	0.0%	-
HCA West Florida Division	Medical	17,000	2.7%	5	-	0.0%	-
University of South Florida	Education	14,980	1.9%	6	16,198	2.6%	2
AdventHealth West Florida Division	Medical	12,000	1.4%	7	5,179	0.8%	9
Hillbrorough County Government	Government	11,073	1.4%	8	-	0.0%	-
US Postal Service	Government	8,272	1.3%	9	-	0.0%	-
Tampa General Hospital	Medical	8,135	1.0%	10	6,900	1.1%	7
H. Lee Moffit Cancer Center	Medical	8,135	0.9%	11	-	0.0%	-
James A. Haley VA Hospital	Medical	5,200	0.6%	12	4,700	0.8%	10
City of Tampa	Government	4,889	0.5%	13	4,364	0.7%	11
Hillsborough County School District	Government	-	0.0%	-	26,000	4.2%	1
Hillsborough County Government	Government	-	0.0%	-	10,268	1.7%	4
Tampa International Airport	Aviation	-	0.0%	-	7,500	1.2%	5
Total Principal Employers		200,836	24.3%		108,237	17.1%	
Other Employers		640,704	75.7%		509,035	82.9%	
<b>Total Hillsborough County Employment</b>		<b>841,540</b>	<b>100.0%</b>		<b>617,272</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



**Tampa-Hillsborough County Expressway Authority**  
**Table 10 - Contribution to Capital Assets**  
**FY2015 through FY2024**  
(amounts shown in thousands)

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
<b>Beginning Balance</b>	\$ 1,153,569	\$ 1,135,787	\$ 1,104,751	\$ 1,032,348	\$ 921,071	\$ 845,621	\$ 767,820	\$ 749,870	\$ 746,334	\$ 743,375
Additions	64,401	81,684	43,863	333,489	112,621	76,791	79,010	19,133	4,779	36,824
Deletions	(48,685)	(60,133)	(11,434)	(259,957)	(213)	(178)	(32)	-	(200)	(32,965)
Depreciation	<u>(7,590)</u>	<u>(3,769)</u>	<u>(1,393)</u>	<u>(1,128)</u>	<u>(1,131)</u>	<u>(1,163)</u>	<u>(1,177)</u>	<u>(1,183)</u>	<u>(1,043)</u>	<u>(900)</u>
<b>Total Capital Assets, Net</b>	<u>\$ 1,161,695</u>	<u>\$ 1,153,569</u>	<u>\$ 1,135,787</u>	<u>\$ 1,104,752</u>	<u>\$ 1,032,348</u>	<u>\$ 921,071</u>	<u>\$ 845,621</u>	<u>\$ 767,820</u>	<u>\$ 749,870</u>	<u>\$ 746,334</u>

**Tampa-Hillsborough County Expressway Authority**  
**Table 11 - Full-time equivalent Employees by Function**  
**FY2015 through FY2024**

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
<b>ADMINISTRATION</b>										
Administrative Services	3	4	4	5	5	5	4	5	3	3
Human Resources and Records Management	1	1	1	1	1	1	1	1	1	1
Communications	2	3	2	1	1	1	1	2	1	1
Executive	1	1	1	1	1	3	1	1	1	1
Finance	4	4	3	3	3	1	3	2	2	2
Legal	1	1	1	1	1	1	1	1	1	1
Procurement	2	2	2	1	1	1	1	1	1	1
<b>OPERATIONS</b>										
Information Technology	1	1	1	1	1	1	1	1	1	1
Engineering	2	2	2	2	2	1	2	2	1	1
Field Services	1	1	1	1	1	1	1	1	1	1
Maintenance	-	-	-	1	1	1	1	1	1	1
Planning and Innovation	2	2	2	2	2	3	2	1	1	1
Toll Operations	<u>5</u>	<u>5</u>	<u>6</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>4</u>	<u>4</u>	<u>3</u>	<u>2</u>
<b>TOTAL EMPLOYEES</b>	<u>25</u>	<u>27</u>	<u>26</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>23</u>	<u>23</u>	<u>18</u>	<u>17</u>

## OTHER REPORTS

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

Distinguished Members of the Authority  
Tampa-Hillsborough County Expressway Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Tampa-Hillsborough County Expressway Authority (the "Authority") as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated December 16, 2024.

**Report on Internal Control Over Financial Reporting**

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses 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  
December 16, 2024

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, 2024, and have issued our report thereon dated December 16, 2024.

**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 December 16, 2024, 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.

## **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  
December 16, 2024



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, 2024. 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, 2024.

Tampa, Florida  
December 16, 2024

Tampa-Hillsborough County Expressway Authority

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

For the year ended June 30, 2024

<u>Data Element</u>	<u>Reference</u>	<u>Comment</u>
The total number of employees compensated in the last pay period of the fiscal year being reported on:	Section 218.39(3)(e)(2)(a)	28
The total number of independent contractors to whom nonemployee compensation was paid in the last month of the fiscal year being reported on:	Section 218.39(3)(e)(2)(b)	0
All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency:	Section 218.39(3)(e)(2)(c)	\$ 4,004,229
All compensation earned by or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency:	Section 218.39(3)(e)(2)(d)	\$ -
Each construction project with a total cost of at least \$65,000 approved by the Authority that is scheduled to begin on or after July 1 of the fiscal year being reported, together with total expenditures for such projects:	Section 218.39(3)(e)(2)(e)	See next page
A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported if the Authority amended a final adopted budget under Section 189.016(6), Florida Statutes:	Section 218.39(3)(e)(2)(f)	See Management's Discussion and Analysis

Tampa-Hillsborough County Expressway Authority

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

For the year ended June 30, 2024

<b><u>Project Description</u></b>		<b><u>Amount</u></b>
THEA Headquarters Safety Improvements	\$	26,733

## VI. A. 1. Contract Renewals and Expirations

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

Report month: December 2024

<b>Project Manager</b>	<b>Firm</b>	<b>Description of Services</b>	<b>Contract Effective Date</b>	<b>Contract Expiration Date</b>	<b>Term of Contract (Years)</b>	<b>Bid / Renew / End</b>
<b>Amy</b>	<b>Arthur J. Gallagher</b>	<b>Insurance Broker Services</b>	<b>6/4/2021</b>	<b>6/4/2024</b>	<b>3-yr, 2 Optional 1-yr Renewals</b>	<b>Renew (2nd one-year renewal ~ 6/4/25 - 6/4/26)</b>
<b>Gary</b>	<b>Infotect</b>	<b>Managed Services</b>	<b>6/30/2022</b>	<b>6/30/2025</b>	<b>3-yr, 2 Optional 1-yr Renewals</b>	<b>Renew (1st one-year renewal ~ 6/30/25 - 6/30/26)</b>