

Comprehensive Annual Financial Report

FOR FISCAL YEARS ENDED
SEPTEMBER 30, 2017 AND 2016

HILLSBOROUGH TRANSIT AUTHORITY
A/K/A HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY
TAMPA, FL



**Hillsborough Transit Authority
a/k/a
Hillsborough Area Regional Transit Authority
Tampa, Florida**

Comprehensive Annual Financial Report

For Fiscal Years Ended September 30, 2017 and 2016

Mission Statement

**The mission of Hillsborough Transit Authority (HART)
is to provide safe, innovative and cost-effective
public transportation services that enhance
the quality of life in our community.**

Prepared by the Finance Department



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SECTION I

INTRODUCTORY SECTION



Hillsborough Area Regional Transit Authority

1201 E. 7th Avenue • Tampa, Florida 33605
(813) 223-6831 • fax (813) 223-7976 • www.goHART.org



March 19, 2018

Commissioner Les Miller, Board Chair and
Members of the Board of Directors of the Hillsborough Transit Authority
A/K/A Hillsborough Area Regional Transit Authority and
Citizens of our Service Area

Dear Board Chair, Board Members and Citizens:

State law requires that each fiscal year all independent special districts publish each fiscal year a complete set of financial statements presented in conformity with Generally Accepted Accounting Principles in the United States (GAAP) and audited in accordance with auditing standards generally accepted in the United States by a firm of licensed certified public accountants. Pursuant to that requirement, we hereby issue the Comprehensive Annual Financial Report (CAFR) of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority (“the Authority”), for the fiscal year ended September 30, 2017.

This CAFR is indicative of Authority management’s continued commitment to provide high quality, complete, concise, and reliable financial information on the Authority.

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

The Authority’s basic financial statements have been audited by Cherry Bekaert LLP, a firm of licensed certified public accountants. The goal of the independent audit was to provide reasonable assurance that the financial statements of the Authority for the fiscal year ended September 30, 2017, are free of material misstatement. The independent audit involved performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements; evaluating the appropriateness of accounting policies used and the reasonableness of significant estimates

made and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was reasonable basis for rendering an unmodified, “clean” opinion that the Authority’s financial statements for the fiscal year ended September 30, 2017, are fairly presented in conformity with GAAP. The independent auditors’ report is located at the front of the financial section of this report.

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

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

Profile of the Authority

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

The Authority’s Board of Directors is comprised of two directors appointed by the Governor of the State of Florida and a minimum of one director from each member. Each member shall appoint one (1) additional Board Member for each 150,000 persons, or major fraction thereof, resident in that member’s jurisdictional limits. In no event shall the Board be composed of less than five (5) Board Members, including the two appointed by the Governor. At a minimum, one (1) Board Member appointed by each local government member shall be either the public official elected to the chief executive office of the member (if the member has an elected chief executive officer) or a public official elected to the governing legislative body of the member if the elected chief executive officer does not serve. The Authority is governed by its 13-member Board of Directors (“Board”), which makes decisions, designates management, significantly influences operations, and maintains primary fiscal responsibility.

The Authority has been determined to be an “Independent Special District” as described in Section 189.403, Florida Statutes, and is authorized to levy an ad valorem tax of up to one-half mill (.50) on the taxable value of real and tangible personal property within the jurisdiction of its members. Chapter 165.570, Florida Statutes, allows the Authority to levy up to three mills, subject to public referendum. The Authority’s ad valorem taxes are reviewed as part of the annual assessment of Hillsborough County, which levies its taxes November 1. Collection of taxes is scheduled November through the following March. Taxes become delinquent April 1 and tax certificates placing liens on the property are sold May 31.

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

Located in Hillsborough County, Florida, on the west coast of the state, the Authority is a *regional* provider of mass transportation services primarily within Hillsborough County. The total area is 1,266 square miles and, according to the 2010 Census, has a population of 1,229,226.

Services and Ridership

The Authority provides virtually all public transportation services in this area. These services include fixed route, flex route, Paratransit, and streetcar. The Authority maintains 3,053 bus stops and 792 shelters (374 HART maintained; 418 vendor maintained), 7 transfer stations, 2 transit centers, and a fleet of 189 buses for fixed and flex routes, 61 vans for Paratransit, and 10 streetcars.

FY2017 ridership:

- Bus & Flex: 12,901,178 (a decrease of 8.4 percent compared to FY2016)
- Paratransit & Taxi: 220,922 (an increase of 20.8 percent compared to FY 2016)*
- Streetcar: 280,601 (a decrease of 2.1 percent compared to FY 2016)

*This ridership number includes 66,940 from the Taxi Voucher program.

Tables in the Statistical Section contain service delivery statistics for the prior 10 years.

Governing Board

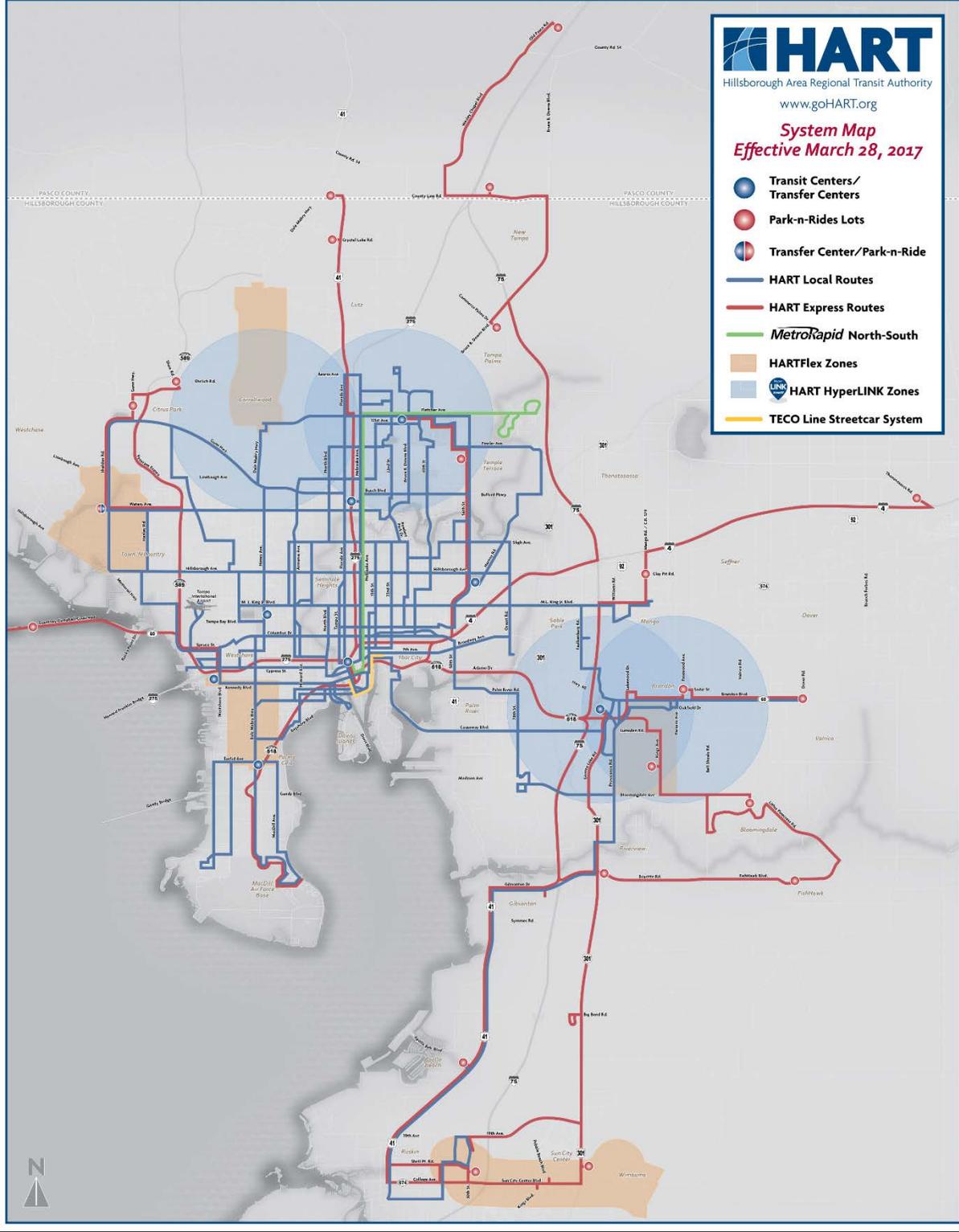
The Authority is governed by a 13-member Board that establishes policies and sets direction for the Authority. The Board consists of a chair and 12 members; seven appointed by the Hillsborough Board of County Commissioners, three members appointed by the City of Tampa, one appointed by the City of Temple Terrace, and two members appointed by the Governor. All Board Members shall be appointed for 3-year terms and each Board Member shall hold office until their successor has been appointed and qualified. Said terms shall end on November 30 of the appropriate year or such other date designated by the member government. If a local government member’s laws or procedures provide for a different appointment time frame for elected officials, said member may create its own procedure for appointing a replacement before the end of the term, in order to avoid a vacancy.

Management

The Authority is managed by a Chief Executive Officer who acts in accordance with the direction, goals and policies articulated by the Board. The Chief Executive Officer is responsible for the Authority's daily operations and directly supervises the core personnel who lead the organization: Chief Operating Officer; Chief Financial Officer; Chief Administrative Officer; Manager of Equal Employment Opportunity and Compliance Programs; and the Public Information Officer. Additionally, there are departments that support these functions.

FY2017 Service Area

Current Local, Express, HARTflex and HyperLINK Service



Budget

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

The HART Board's amended FY2017 operating and capital budget totaled \$102.2 million. This adopted budget allows the Authority to continue to provide the same level of service in FY2017 as was delivered in FY2016.

Factors Affecting Financial Condition

Local economy. While there has been a slight upturn in property tax revenue over the last couple of years, the Authority is still experiencing a continued decrease of revenue for operations and capital, while the demand for service increases. The Authority's ability to fund its operations, and this increased service demand, is heavily dependent on a millage levy generated from property taxes. Property tax revenues have increased by approximately \$300,000 or 1.0% from 2008. The Authority's millage rate in both 2017 and 2016 was .5000.

In lieu of relying solely on property taxes to fund operations, the Authority has chosen to shift Federal 5307 formula funding, intended for capital improvements such as vehicles, facilities and equipment, to fund operational costs. In FY2017, 6.5% of the Federal 5307 formula funding was used for capital improvements and the remainder was used to fund operating costs.

Long-Range Financial Planning

The Authority has seen a significant challenge in maintaining the current level of service to the community due to the national and regional economic down-turn. While the economic conditions have reduced available revenue to provide service delivery, those same conditions drive the need and use of those services higher. To ensure the Authority maintains, and can support increases in that service demand in the future, prudent long-range financial planning is critical. Over the past year, the Authority has worked diligently to reduce its overall operating costs. In the coming year, the Authority will look at solidifying and building its reserves, examine a multi-year operating and capital budgeting process, and continue to work on reducing overall expenses through gains in efficiency and productivity.

Major Initiatives

Major initiatives undertaken in FY2017 include the following projects:

- **Preventative Maintenance (PM) Building Roof Replacement:** The Preventative Maintenance (PM) Building had experienced water intrusion during afternoon rainstorms. The water threatened office spaces, inventory and mechanic's work areas. Further, the deck that supported the roof was substandard and did not meet the current Florida Building Code wind standards. This project included the removal of all of the old decking, adding insulation and an impermeable membrane, which is now covered under a 20-year warrantee. Other improvements included safe interior and exterior access points. As well as new exhaust fans and new bird netting throughout the maintenance bays. The walls of the steam bay were significantly improved with metal panels protecting the integrity of the block wall. The project was completed in FY 2017.
- **Administrative and Procurement Building Roofs:** Administrative and Procurement Building Roofs were near end of useful life. Both projects were completed sequentially, on time and on budget without disrupting normal operations in FY 2017. The procurement was through US Communities, a national cooperative purchasing program, provides government procurement resources and solutions. Under this contract approximately 14,000 sf of roof was removed and replaced offering a 30-year roof warrantee for the Administrative Offices and a 20-year roof warrantee for the Procurement Annex.
- **Bus Wash Bays:** The concrete and structure of the bus wash bays were failing. The project included uninstalling all of the existing equipment, removing the concrete slab, replacing all of the pipes and reinforcing water runoff and separation tanks, replacing concrete slabs with heavier duty concrete to meet the application requirements and replacing entrance access slabs to prevent water damage. Finally, the wash equipment was reinstalled and modified to accommodate the entire fleet. The project was completed in FY 2017.
- **Heavy Maintenance Building:** The original concept of replacing the roof and renovating the building changed upon inspection by the vendor who won the renovation project, a value engineering analysis illustrated the amount of money that would be spent on a renovation without receiving value. The decision was made to design and build a new building.
- **Regional Fare Collection Project:** HART is the lead agency for this project. Development of a regional fare collection system that will allow interoperability within the respective regional systems for infrastructure and management support, while providing seamless and common fare media for its passengers throughout the Tampa Bay region. The project was initiated in FY 2016 and will be complete in FY 2018.
- **Accessibility Improvements:** Completed improvements at thirty seven bus stops in FY2017 to comply with Americans with Disabilities Act (ADA) guidelines. The accessibility improvements consisted of ADA landing pads, sidewalk segments at bus stops, and realignments. HART and its partner Signal Outdoor Inc. have installed 20 shelters in FY2017.

- Conducted a requirements analysis and led a joint solicitation with PSTA to build a Transit Asset Management Plan(TAMP) which includes an asset condition assessment, targets and goals and standard that will lead the region in asset condition reporting which will allow us to compete and win grants in the future. The TAMP will be complete by October 2018.
- Automatic Data Processing Implementation: HART conducted a requirements analysis which led to a decision to move select HR and Payroll functions to Automatic Data Processing (ADP), with the expectation of over 2 million dollars in savings over the life of the project. The project will go-live in FY 2018.
- Mission MAX System Redesign: HART engaged Tindale Oliver & Associates in November 2016 to conduct a Comprehensive Operations Analysis (COA), which resulted in recommendations for developing a “transformational” network of public transportation services. The system redesign focused on customer needs and wants of faster travel time and greater frequency by prioritizing resources to high-demand and high-efficiency routes in a modern grid layout. A public input process took place from March to July 2017 in order to gather feedback for modifications to the proposal and the final service changes were implemented on October 8, 2017. In all, HART staff engaged nearly 29,000 people during the development and implementation of this system redesign, known as Mission MAX-Modernizing and Aligning for Excellence, which serves as the baseline for future growth and expansion of HART service outlined in the major update to the 10-Year Transit Development Plan for 2018-2027.
- HART Transit Development Plan Major Update: In 2017, in conjunction with the COA analysis, HART performed a major update of the Transit Development Plan (TDP). A TDP is a legislative requirement for all Florida transit agencies and a precondition to receipt of FDOT grant funding. The TDP covers a ten-year time horizon in this case FY 2018 – FY 2017. The TDP is a foundation for projected service enhancements and capital requirements needed in order to fulfill the projected services. The draft TDP was completed on time and delivered to FDOT on September 1, 2017 and approved by the HART Board of Directors on September 25, 2017. Following HART Board approval, a final document was delivered to FDOT. The TDP is posted to the HART website.
- Tampa Bay Regional Premium Transit Feasibility Study: HART, along with partner agencies in Pinellas and Pasco Counties, is lead agency developing a strategy to connect the three counties via a premium transit service. Premium service would be a single or combination of commuter rail, light rail, streetcar, bus rapid transit, or express bus. The study is funded by Florida Department of Transportation (FDOT) and is expected to run 18 to 24 months, concluding in mid to late 2018. Early phases of the study, public outreach and project definition (Steps 1 and 2) were completed in 2017. Step 3, value engineering, public outreach, and plan finalization will be concluded in 2018. The final product of the process will be a multi-year service plan and a ‘fundable’ project to present to the Federal Transit Administration (FTA).

Autonomous Vehicle Project: HART, via a 100% grant from the Florida Department of Transportation, has embarked upon its first project involving an autonomous vehicle (AV) or driverless vehicle. The AV will traverse the Marion Street Transitway connecting downtown Tampa with the Marion Transit Center and newly developed City of Tampa parking. The length of trip is 0.65 miles. In the beginning of the project, an attendant will be on-board the vehicle. Once HART and its contractor are satisfied that the AV can be truly driverless, the attendant will be eliminated and the route will be fully autonomous. The AV will be equipped with sensors to detect pedestrians, cars, and traffic signals. The AV is expected in 2018 and will have 3 or 4 designated stops in each direction. Eventually, the AV will become a part of the Connected Vehicle Project sponsored by the Tampa-Hillsborough Expressway Authority.

Awards and Acknowledgements

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Hillsborough Transit Authority (HART) for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ended September 30, 2016. This was the seventh year that the Authority has received this prestigious award. In order to be awarded a Certificate of Achievement, the government had to publish an easily readable and efficiently organized CAFR that satisfied both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that HART's current CAFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

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

Respectfully submitted,



Jeffrey C. Seward
Interim Chief Executive Officer



Lucien Campillo
Interim Chief Financial Officer



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

**Hillsborough Transit Authority
Florida**

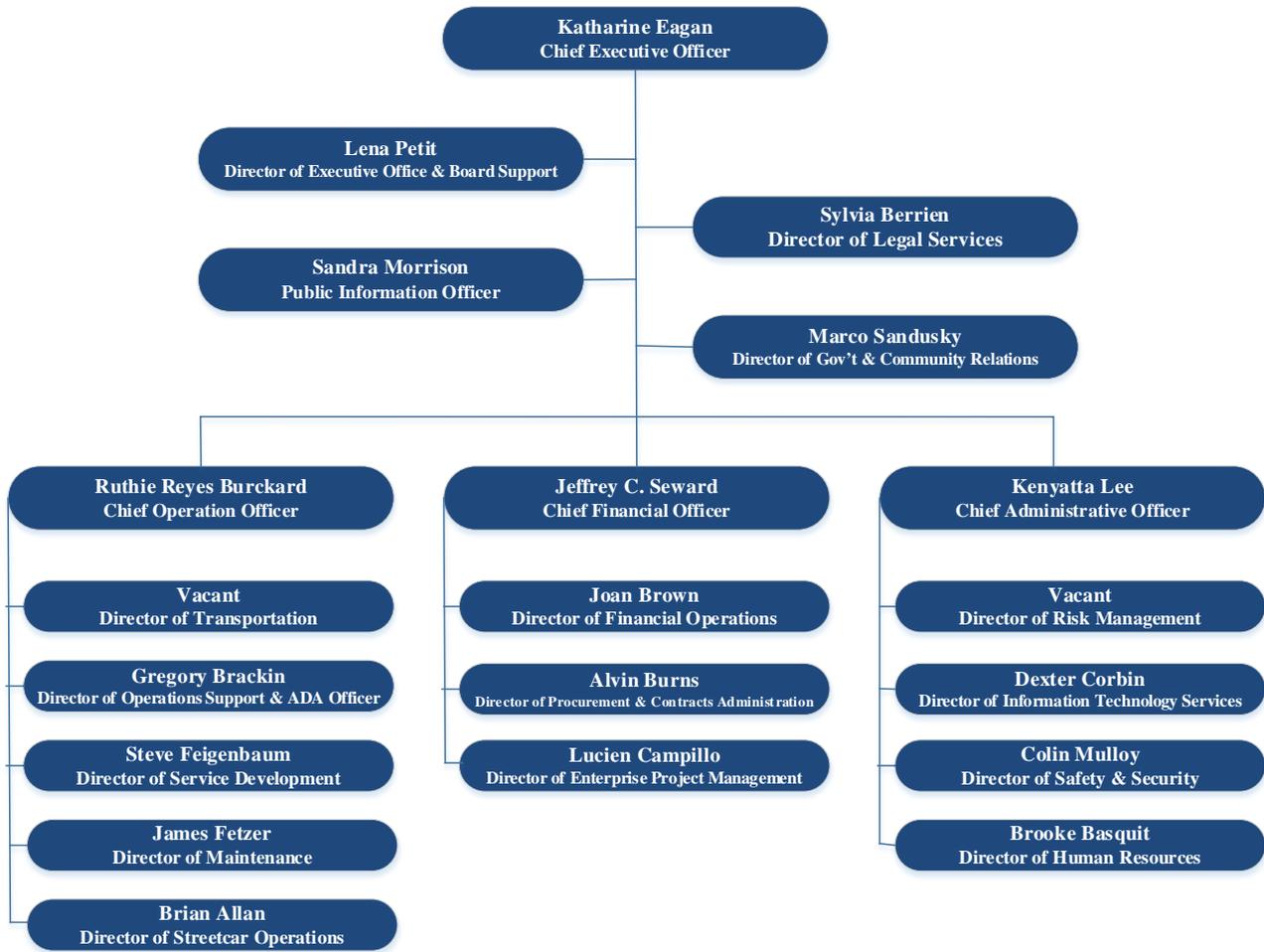
For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

September 30, 2016

Christopher P. Morill

Executive Director/CEO

**ORGANIZATIONAL CHART
(As of September 30, 2017)**



**ELECTED AND APPOINTED OFFICIALS
(As of September 30, 2017)**

Board of Directors – Officers

Commissioner Lesley “Les” Miller, Chairperson
Karen C. Jaroch, Vice Chairperson
Mike Suarez, Secretary

Hillsborough County

Commissioner Lesley “Les” Miller
Commissioner Sandra Murman
Commissioner Patricia Kemp
Mickey Jacob
Stacy White
Wallace Bowers
Karen C. Jaroch

City of Tampa

Bryan L. Crino
Councilperson Mike Suarez
Kathleen Shanahan

State of Florida

C. John Melendez.III
Richard McLain

City of Temple Terrace

Councilperson Cheri Donohue

Chief Executive Officer

Katharine Eagan

General Counsel

David Smith, GrayRobinson

Independent Auditors

Cherry Bekaert LLP

DIRECTORY OF OFFICIALS

APPOINTED OFFICIALS
(As of September 30, 2017)

Katharine Eagan, Chief Executive Officer

Ruthie Reyes-Burckard, Chief Operating Officer

Jeffrey C. Seward, Chief Financial Officer

Kenyatta Lee, Chief Administrative Officer

SECTION II
FINANCIAL SECTION

Report of Independent Auditor

Board of Directors
Hillsborough Transit Authority
Tampa, Florida

Report on the Financial Statements

We have audited the accompanying financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the “Authority”), as of and for the year ended September 30, 2017, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements as listed in the table of contents.

Management’s Responsibility for the Financial Statements

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

Auditor’s Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Hillsborough Transit Authority, as of September 30, 2017, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Prior Period Financial Statements

The financial statements of the Authority as of September 30, 2016, were audited by other auditors whose report dated April 21, 2017, expressed an unmodified opinion on those statements.

Other Matters

Required Supplementary Information

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

Other Information

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

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

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 19, 2018, 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 internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Cherry Bekant LLP

Tampa, Florida
March 19, 2018

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT’S DISCUSSION AND ANALYSIS

The following Management’s Discussion and Analysis (MD&A) of the Hillsborough Transit Authority’s (“the Authority”), a/k/a Hillsborough Area Regional Transit, financial performance provides an overview of the financial activities for the fiscal years ended September 30, 2017 and 2016. Please read it in conjunction with the financial statements, which follow this section.

OVERVIEW OF THE FINANCIAL STATEMENTS

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

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

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

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

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

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

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

FINANCIAL HIGHLIGHTS

- Net position of the Authority decreased by \$10,738,185 or 9.9%, of which \$1,210,334 represents a decrease in the amount invested in capital assets, \$9,954,858 represents a decrease in unrestricted assets and \$427,007 represents an increase in restricted assets.
- The \$9.9 million decrease in unrestricted assets is largely attributable to a \$2.2 million increase in salary expense mostly due to \$1.5 million in bargaining unit contractual salary increases and a \$4.7 million increase in fringe benefits mostly due to a \$1.8 million increase in health claim costs and a \$1.4 million increase in pension expense due to a \$1.0 million increase in HART's state pension proportionate share as required by GASB 68/71. Also attributing to this is a \$1.0 million decrease in passenger revenue due to an 8.4 percent decrease in bus and flex ridership.
- Operating expenses increased by \$6,701,109 or 8.8%. Salary expense increased \$2,209,757 or 6.5%. Fringe benefits increased \$4,735,139 or 25.4%. Fuel and Lubricants cost decreased \$323,701 or 7.4%. Parts and supplies increased \$103,216 or 2.5%. Contracted services increased \$1,914,225 or 47.5%. Claims costs decreased \$1,869,593 or 43.7%. All other expenses decreased \$67,931 due to: increase in utilities expense of \$118,562, decrease in marketing of \$7,447 and a decrease in miscellaneous expenses and expenditures reimbursed by grants of \$179,046.

FY2017 FINANCIAL ANALYSIS OF THE AUTHORITY

Statements of Net Position

- As noted earlier, net position serves as a measurement of the Authority's financial position over a period of time. The Authority's assets exceeded liabilities by \$98,259,812 and \$108,997,997 as of September 30, 2017 and 2016, respectively.
- The largest portion of the Authority's net position each year represents its net investment in capital assets (i.e., land, buildings and improvements, buses, paratransit vans and non-revenue vehicles). The Authority uses these capital assets to provide services to its customers. These assets are not available for spending in future years.
- The Authority's unrestricted net position as of September 30, 2017 was \$9,954,858 lower than September 30, 2016. As described above, this decrease was primarily a result of an increase in salary expense and an increase in health claim costs and pension expense along with a decrease in passenger revenues.
- The Authority's restricted net position represents funds held in escrow for payment of general liability, workers compensation and medical self-insured claims as well as funds from private developers. The Authority's restricted net position as of September 30, 2017 and 2016 is \$1,037,807 and \$610,800 respectively.

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

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

FY2016 FINANCIAL ANALYSIS OF THE AUTHORITY

Statements of Net Position

- The Authority's assets exceeded liabilities by \$108,997,997 and \$118,152,355 as of September 30, 2016 and 2015, respectively.
- The largest portion of the Authority's net position each year represents its net investment in capital assets (i.e., land, buildings and improvements, buses, paratransit vans and non-revenue vehicles). The Authority uses these capital assets to provide services to its customers. These assets are not available for spending in future years.
- The Authority's unrestricted net position as of September 30, 2016 was \$8,956,834 lower than September 30, 2015. This decrease was primarily a result of an increase in salary expense, required booking of state pension expense and claims expense along with a decrease in passenger revenues.
- The Authority's restricted net position represents funds held in escrow for payment of workers compensation and medical self-insured claims as well as funds from private developers. The Authority's restricted net position as of September 30, 2016 and 2015 is \$610,800 and \$700,000 respectively.
- Additional information on the Authority's capital assets can be found in note 4 to the financial statements.

**Table 1
Condensed Statement of Net Position**

	<u>2017</u>	<u>2016</u>	<u>Increase (Decrease)</u>	<u>Percent Change</u>	<u>2015</u>
Assets and deferred outflows of resources:					
Current and other assets	\$ 20,413,608	\$ 26,234,532	\$ (5,820,924)	-22.2%	\$ 31,289,039
Capital assets	121,766,602	124,066,314	(2,299,712)	-1.9%	123,485,181
Deferred outflows of resources	15,993,288	12,704,894	3,288,394	25.9%	4,724,263
Total assets and deferred outflows of resources	<u>158,173,498</u>	<u>163,005,740</u>	<u>(4,832,242)</u>	<u>-3.0%</u>	<u>159,498,483</u>
Liabilities and deferred inflows of resources:					
Current liabilities	9,134,250	8,358,929	775,321	9.3%	8,492,096
Long-term liabilities	48,381,737	44,936,333	3,445,404	7.7%	29,882,678
Deferred inflows of resources	2,397,699	712,481	1,685,218	236.5%	2,971,354
Total liabilities and deferred inflows of resources	<u>59,913,686</u>	<u>54,007,743</u>	<u>5,905,943</u>	<u>10.9%</u>	<u>41,346,128</u>
Net position:					
Net investment in capital assets	121,766,602	122,976,936	(1,210,334)	-1.0%	123,085,260
Restricted	1,037,807	610,800	427,007	69.9%	700,000
Unrestricted	(24,544,597)	(14,589,739)	(9,954,858)	68.2%	(5,632,905)
Total net position	<u>\$ 98,259,812</u>	<u>\$ 108,997,997</u>	<u>\$ (10,738,185)</u>	<u>-9.9%</u>	<u>\$ 118,152,355</u>

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

OPERATING FINANCIAL ACTIVITY OF THE AUTHORITY

Statements of Revenues, Expenses and Changes in Net Position

The Authority operates as a single enterprise fund providing public transportation to the community. User charges, in the form of passenger fares, as a percentage of total operating revenue and non-operating revenue, were 19.6% for FY2017. The cost of providing the remainder of the service was subsidized by ad valorem tax revenue collections and federal, state, and local funding. The Authority's millage rate for the 2017 and 2016 tax year was 0.5000 (the Authority's charter cap).

FY2017 Operating Results Compared to FY2016

FY2017 operating revenues decreased by 5.5% and operating expenses, prior to the recognition of depreciation, increased by 8.8%.

- Passenger fares decreased \$1,007,036 or 6.6% in FY2017, from \$15,155,608 in FY2016 to \$14,148,572 in FY2017 which is attributable to an 8.4% decrease in ridership on our bus and flex service.
- Salaries and wages increased \$2,209,757 or 6.5% in FY2017 over FY2016. \$1,527,946 or 4.5% of this increase were bargaining unit contractual increases. There were also several new senior level positions added as well as gap positions which were vacant for over half of the fiscal year being filled which totaled approximately \$400,000.
- Fringe Benefits increased by \$4,735,139 or 25.4% in FY2017 over FY2016. This is primarily due to a \$1.8 million increase in health claims cost. There was a 10% increase in the per employee per month cost based on the increase in paid claims to covered contracts. Also, total large claims paid which exceeded \$100,000 increased from \$1,350,447 in FY16 to \$2,016,903 in FY17. Also contributing to this increase is the booking of the required pension expense for HART's FRS proportionate share which was \$2,805,758 for FY2017. This is a \$1,032,107 increase over FY2016 proportionate share.
- Fuel and lubricants decreased \$323,704 or 7.4% in FY2017 over FY2016. This was due to a decrease in average diesel fuel cost per gallon from \$1.66 in FY2016 to \$1.62 in FY2017.
- Contract services increased \$1,914,225 or 47.5% in FY2017 over FY2016. A large part of this increase is attributable to the Taxi Voucher Program. This program, which started in January of 2016, is a partnership HART has with Yellow Cab to provide alternative Paratransit Service and has proved to be very popular. HART's FY2017 expense for this program was \$1,196,538 with a ridership of 66,940. Yellow Cab invoices HART monthly for the rides they provide. The cost to HART is \$20 per ride. Professional services fees increased \$295,492 due to \$230,104 in environmental remediation costs for site activities performed by NOVA Engineering and Environmental, LLC. Security services increased \$126,205 due

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

to an increase in patrol service hours at HART's University Area Transit Center and Yukon Transit Center.

- Claims decreased \$1,869,593 or 43.7% in FY2017 over FY2016. Claims settlements and estimated outstanding claims decreased \$640,319 for workers compensation and \$1,247,882 for general liability.
- Ad valorem distributions increased \$2,640,061 or 7.6% in FY2017. This is due to an increase in taxable assessed values from FY2016 to FY2017.
- Federal operating grants increased \$2,516,697 in FY2017 due to additional grant funds being allocated to fund preventative maintenance for bus and non-fixed route service. Federal capital grants increased \$1,539,485 in FY2017 due to fifteen (15) CNG fueled buses for bus service being purchased in FY2017 where as there were no large bus purchases in FY2016. State capital grants decreased \$1,294,668 in FY2017 mostly due to revenues for the Regional Farebox Collections System all being received in FY2016.

FY2016 Operating Results Compared to FY2015

FY2016 operating revenues decreased by 7.5% and operating expenses, prior to the recognition of depreciation, increased by 5.5%.

- Passenger fares decreased \$1,438,208 or 8.7% in FY2016, from \$16,593,816 in FY2015 to \$15,155,608 in FY2016 which is attributable to a 6.1% decrease in ridership on our bus and flex service.
- Salaries and wages increased \$2,276,850 or 7.2% in FY2016 over FY2015 due to a 5% increase in staff count as well as a 3% cost of living increase.
- Fringe Benefits increased by \$1,758,457 or 10.4% in FY2016 over FY2015. This is primarily due to booking the required pension expense for HART's FRS proportionate share which was \$1,773,651 for FY2016.
- Fuel and lubricants decreased \$2,816,981 or 39.1% in FY2016 over FY2015. This was due to a decrease in average diesel fuel cost per gallon from \$2.82 in FY2015 to \$1.66 in FY2016.
- Contract services increased \$733,740 or 22.2% in FY2016 over FY2015. Security services increased \$127,019 due to an increase in our hourly rate along with increased coverage which included adding new shifts and adding a full time fuel lane guard. Facility Repairs & Maintenance increased \$147,518 with contributing factors being an increase in the CNG pumped through the dispensers due to an increase in our CNG fleet; this also includes the cost for the scope of work development of the CNG station operations and maintenance contract. Machine/Equipment Maintenance increased \$85,147 due to core infrastructure on all new hardware. Professional Service Fees increased \$79,627 because of HART's SharePoint implementation and on-going support as well as new time keeping software support.

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

- Claims increased \$1,276,647 or 42.5% in FY2016 over FY2015. Claims settlements and estimated outstanding claims for workers compensation increased \$729,153 and for general liability claims there was an increase of \$912,955.
- Other expenses increased \$809,797 in FY2016 over FY2015. The majority of this increase is coming from the Taxi Voucher Program which started in January 2016 in partnership with Yellow Cab to provide alternative Paratransit Service. This accounted for \$499,310 of this increase. There was an increase of \$111,216 in Tax Collector Commission and Tax Increment Levy expense due to an increase in taxable assessed values.
- Ad valorem distributions increased \$2,470,832 or 7.6% in FY2016. This is due to an increase in taxable assessed values from FY2015 to FY2016.
- Capital grants decreased \$1,577,726 in FY2016. There were no large bus purchases in FY2016 where as there were 20 40' buses received and paid for in FY2015.

HILLSBOROUGH TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS

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

	2017	2016	Increase (Decrease)	Percent Change	2015
Passenger fares	\$ 14,148,572	\$ 15,155,608	\$ (1,007,036)	-6.6%	\$ 16,593,816
Advertising	1,072,635	1,144,644	(72,009)	-6.3%	1,033,518
Other operating revenues	405,193	237,079	168,114	70.9%	116,589
Total operating revenues	<u>15,626,400</u>	<u>16,537,331</u>	<u>-910,931</u>	<u>-5.5%</u>	<u>17,743,923</u>
Salaries and wages	36,305,701	34,095,944	2,209,757	6.5%	31,819,094
Payroll taxes and fringe benefits	23,405,926	18,670,787	4,735,139	25.4%	16,912,330
Fuel and lubricants	4,065,775	4,389,479	-323,704	-7.4%	7,206,460
Parts and supplies	4,281,705	4,178,489	103,216	2.5%	4,150,983
Other Expenses	14,655,597	14,678,896	-23,299	-0.2%	11,937,054
Total operating expenses	<u>82,714,704</u>	<u>76,013,595</u>	<u>6,701,109</u>	<u>8.8%</u>	<u>72,025,921</u>
Operating loss before depreciation	(67,088,304)	(59,476,264)	(7,612,040)	12.8%	(54,281,998)
Depreciation	12,164,514	11,652,527	511,987	4.4%	11,671,433
Operating loss	<u>(79,252,818)</u>	<u>(71,128,791)</u>	<u>(8,124,027)</u>	<u>11.4%</u>	<u>(65,953,431)</u>
Federal, state and local grants	18,549,639	16,002,545	2,547,094	15.9%	16,404,005
State operating rebates - Compressed Natural Gas (CNG)	250,000	-	250,000	0.0%	-
Property tax proceeds	37,509,439	34,869,378	2,640,061	7.6%	32,398,546
Other Income	122,610	60,899	61,711	101.3%	117,491
Total non-operating revenues	<u>56,431,688</u>	<u>50,932,822</u>	<u>5,498,866</u>	<u>10.8%</u>	<u>48,920,042</u>
Loss before capital contributions	(22,821,130)	(20,195,969)	(2,625,161)	13.0%	(17,033,389)
Capital grants	12,018,257	11,941,558	76,699	0.6%	13,519,284
Developer contributed assets	64,688	-	64,688	0.0%	-
Increase (decrease) in net position	<u>\$ (10,738,185)</u>	<u>\$ (8,254,411)</u>	<u>\$ (2,483,774)</u>	<u>30.1%</u>	<u>\$ (3,514,105)</u>
Net position at beginning of year	\$ 108,997,997	\$ 118,152,355	(9,154,358)	-7.7%	\$ 121,666,460
Prior period adjustment	\$ -	\$ (899,947)	899,947	-100.0%	\$ -
Net position at beginning of year, restated	<u>\$ 108,997,997</u>	<u>\$ 117,252,408</u>	<u>(8,254,411)</u>	<u>-7.0%</u>	<u>\$ 121,666,460</u>
Net Position at End of Year	<u>\$ 98,259,812</u>	<u>\$ 108,997,997</u>	<u>(10,738,185)</u>	<u>-9.9%</u>	<u>\$ 118,152,355</u>

Capital Assets and Long-Term Debt Administration

The Authority's net investment in capital assets for the fiscal year ending September 30, 2017 included: land, buildings and improvements, construction in progress, shelters, computer software and hardware, revenue and other vehicles and equipment net of accumulated depreciation. (See Note 4 to the financial statements for more detailed information.)

Specifically:

- The Authority's acquisition of revenue vehicles and related equipment included the purchase of 15 Compressed Natural Gas (CNG) fueled buses for bus service and five (5) CNG fueled demand response vehicles for Paratransit service. The CNG buses were ordered in FY2016 and arrived in FY2017 and the CNG fueled demand response vehicles were ordered and arrived in FY2017. Additionally, two (2) maintenance vehicles were purchased and arrived in FY2017.

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

- Transit Infrastructure improvements included the placement of 13 bus shelters of which 1 was installed by a private developer, 6 were installed by Signal Outdoor Advertising Inc. and 6 were installed by the Authority. Also in FY2017, 29 landing pads were built by the Authority throughout the county.
- The Authority has no long-term or short-term debt. Stringent capital funding and project implementation requirements have enabled the Authority to avoid issuing long-term debt instruments for the construction of capital projects.

CAPITAL ASSETS:

The Authority has invested \$122 million in capital assets (net of accumulated depreciation). Twenty-nine percent of the net investment represents buildings and improvements and 32% of the investment represents revenue vehicles at the close of the fiscal year, September 30, 2017.

Capital Assets, Net of Accumulated Depreciation

	2017	2016	Percent of Total		2015
			2017	2016	
Land	19,040,309	19,040,309	15.6%	15.4%	19,040,309
Construction work in progress	4,469,892	3,378,211	3.7%	2.8%	540,588
Buildings and improvements	35,727,920	38,259,905	29.3%	30.8%	41,223,128
Operating and transit related equipment	7,886,547	9,095,662	6.5%	7.3%	9,738,971
Other equipment, fixtures, and other vehicles	14,411,188	15,179,217	11.8%	12.2%	15,893,520
Computer equipment and software	1,120,100	1,493,112	0.9%	1.2%	847,406
Revenue Vehicles	39,110,646	37,619,898	32.2%	30.3%	36,201,259
Total	121,766,602	124,066,314	100%	100%	123,485,181

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

Economic Factors and Next Year’s Budget and Rates

The Authority’s primary source of funding is ad valorem property taxes. The amended FY2017 budget was based on a .5000 millage rate which is unchanged from FY2016 and represents the Authority’s charter cap.

The HART Board adopted the FY2018 budget on September 25, 2017. The total FY2018 adopted budget is \$99,990,088, which is 2.2% or \$2,224,231 less than the FY2017 amended total budget. The FY2018 adopted operating budget is \$70,567,388, which is 3.0% or \$2,147,978 less than the FY2017 operating budget. The FY2018 adopted capital budget is \$29,422,700, which is .3% or \$76,253 less than the FY2017 capital budget. The FY2018 adopted millage rate remained at .5000. This is budgeted to generate \$40,212,746 of property tax revenues in FY2018.

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

REQUESTS FOR INFORMATION

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

BASIC FINANCIAL STATEMENTS

HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF NET POSITION
SEPTEMBER 30, 2017 AND 2016

	<u>2017</u>	<u>2016</u>
ASSETS		
Current assets		
Cash and cash equivalents-unrestricted (Note 3)	\$ 12,768,003	\$ 10,137,998
Cash and cash equivalents-restricted for medical self-insured, general liability, workers comp and private developers (Note 3)	1,037,807	425,000
Accounts receivable		
Trade and other, net of allowance for uncollectible accounts of \$6,657 in 2017 and \$86,534 in 2016	2,298,457	756,015
Delinquent property tax receivable	62,134	79,845
Federal grants	1,764,141	11,275,149
State grants	315,322	1,623,079
Local grants	155,885	61,215
Inventory of replacement parts and supplies	1,628,946	1,503,769
Prepaid expenses	382,913	372,462
Total current assets	20,413,608	26,234,532
Capital assets		
Land (Note 4)	19,040,309	19,040,309
Construction in progress (Note 4)	4,469,892	3,378,211
Capital assets, net of accumulated depreciation (Note 4)	98,256,401	101,647,794
Total capital assets, net	121,766,602	124,066,314
Total assets	142,180,210	150,300,846
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows on pension and OPEB related amounts	15,993,288	12,704,894
Total deferred outflows of resources (Note 5 & 8)	15,993,288	12,704,894

(Continued)

See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF NET POSITION
SEPTEMBER 30, 2017 AND 2016**

	<u>2017</u>	<u>2016</u>
LIABILITIES		
Current liabilities		
Accounts payable	3,898,479	3,500,875
Accrued expenses	1,468,902	1,088,320
Unearned revenue	5,659	1,946
Self insurance and loss contingencies due within one year (Note 10 & 11)	3,016,930	2,808,134
Environmental remediation due within one year (Note 11 & 13)	207,233	138,136
Compensated absences due within one year (Note 11)	115,127	84,823
Capital lease obligation due within one year (Note 11)	-	306,249
Net pension liability due within one year (Note 5 & 11)	374,957	430,446
Total current liabilities	9,087,287	8,358,929
Long-term liabilities		
Self insurance and loss contingencies (Notes 10 & 11)	5,407,660	6,283,924
Compensated absences (Note 11)	2,735,005	2,438,666
Capital lease obligation (Note 11)	-	479,238
Net pension liability (Note 5 & 11)	39,188,888	34,716,701
Total OPEB liability (Note 8 & 11)	1,097,147	1,017,804
Total long-term liabilities	48,428,700	44,936,333
Total liabilities	57,515,987	53,295,262
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows on pension and OPEB related amounts	2,397,699	712,481
Total deferred inflows of resources (Note 5 & 8)	2,397,699	712,481
NET POSITION		
Net investment in capital assets	121,766,602	122,976,936
Restricted for medical self-insured, general liability, workers comp and private developers (Note 3)	1,037,807	610,800
Unrestricted (Note 12)	(24,544,597)	(14,589,739)
Total net position	\$ 98,259,812	\$ 108,997,997

See accompanying notes to financial statements.

HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

	<u>2017</u>	<u>2016</u>
Operating revenues		
Passenger fares	\$ 14,148,572	\$ 15,155,608
Advertising	1,072,635	1,144,644
Other revenues	405,193	237,079
Total operating revenues	15,626,400	16,537,331
Operating expenses		
Salaries and wages	36,305,701	34,095,944
Payroll taxes, fringe benefits and workers' compensation	23,405,926	18,670,787
Fuel and lubricants	4,065,775	4,389,479
Parts and supplies	4,281,705	4,178,489
Contracted services	5,948,106	4,033,881
Claims	2,407,661	4,277,254
Utilities	1,140,717	1,022,155
Marketing and promotion	346,738	354,185
Other	3,061,563	3,551,218
Operating expenses reimbursed by grants	1,750,812	1,440,203
Total operating expenses before depreciation	82,714,704	76,013,595
Operating (loss) before depreciation	(67,088,304)	(59,476,264)
Depreciation	12,164,514	11,652,527
Operating loss	(79,252,818)	(71,128,791)
Nonoperating revenues (expenses)		
Operating assistance grants		
Federal	12,409,977	9,893,280
State	5,085,689	5,205,625
Local	1,053,973	903,640
State operating rebates - Compressed Natural Gas (CNG)	250,000	-
Property tax proceeds	37,509,439	34,869,378
Investment income	122,610	60,899
Total nonoperating revenues	56,431,688	50,932,822
Net loss before capital contributions	(22,821,130)	(20,195,969)

(Continued)
See accompanying notes to financial statements.

HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

	<u>2017</u>	<u>2016</u>
Net loss before capital contributions	(22,821,130)	(20,195,969)
Capital grants		
Federal	11,283,930	9,744,445
State	562,907	1,857,575
Local	171,420	339,538
Developer contributed assets	<u>64,688</u>	<u>-</u>
Total capital contributions	<u>12,082,945</u>	<u>11,941,558</u>
Increase(Decrease) in net position	(10,738,185)	(8,254,411)
Net position at beginning of year	108,997,997	118,152,355
Prior period adjustment (Note 9)	<u>-</u>	<u>(899,947)</u>
Net position at beginning of year, restated	<u>108,997,997</u>	<u>117,252,408</u>
Net position at end of year	<u>\$ 98,259,812</u>	<u>\$ 108,997,997</u>

See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF CASH FLOW
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

	<u>2017</u>	<u>2016</u>
Cash flows from operating activities		
Cash received from customers	\$ 13,678,766	\$ 16,323,024
Cash paid to employees	(56,111,538)	(51,950,293)
Cash paid to suppliers	(23,340,483)	(20,525,066)
Other receipts	<u>421,674</u>	<u>237,079</u>
Net cash used in operating activities	<u>(65,351,581)</u>	<u>(55,915,256)</u>
 Cash flows from noncapital financing activities		
Operating grants received	28,965,056	15,421,444
Property tax revenues received	<u>37,527,150</u>	<u>34,855,292</u>
Net cash provided by noncapital financing activities	<u>66,492,206</u>	<u>50,276,736</u>
 Cash flows from capital and related financing activities		
Purchase of capital assets	(9,839,908)	(11,425,765)
Capital assistance grants	12,580,648	11,435,057
Capital lease payments	(785,488)	(428,985)
Proceeds from the sale of revenue vehicles	<u>24,325</u>	<u>84,350</u>
Net cash provided by (used in) capital and related financing activities	<u>1,979,577</u>	<u>(335,343)</u>
 Cash flows from investing activities		
Investment income	<u>122,610</u>	<u>60,899</u>
Net cash provided by investing activities	<u>122,610</u>	<u>60,899</u>
 Net change in cash and cash equivalents	3,242,812	(5,912,964)
 Cash and cash equivalents at beginning of year	<u>10,562,998</u>	<u>16,475,962</u>
 Cash and cash equivalents at end of year	<u>\$ 13,805,810</u>	<u>\$ 10,562,998</u>

(Continued)

See accompanying notes to financial statements.

HILLSBOROUGH TRANSIT AUTHORITY
STATEMENTS OF CASH FLOW
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

	<u>2017</u>	<u>2016</u>
Reconciliation of operating expenses in excess of operating revenues to net cash used in operating activities		
Operating loss	\$ (79,252,818)	\$ (71,128,791)
Adjustments to reconcile operating expenses in excess of operating revenues to net cash used in operating activities		
Add back depreciation	12,164,514	11,652,527
Add back pension expense adjustments	2,805,758	1,773,651
Add back OPEB expense adjustments	87,107	129,755
Add net gain/losses on capital assets	16,482	-
(Increase) decrease in accounts receivable	(1,542,442)	22,772
(Increase) decrease in inventories	(125,177)	9,420
(Increase) decrease in prepaid expenses	(10,451)	(48,665)
Increase (decrease) in accounts payable	396,592	1,641,378
Increase (decrease) in accrued expenses	380,582	(1,296,612)
Increase (decrease) in self insurance	(667,468)	1,100,529
Increase (decrease) in environmental remediation	69,097	19,136
Increase (decrease) in accumulated unused compensated absences	<u>326,643</u>	<u>209,644</u>
Total adjustments	<u>13,901,237</u>	<u>15,213,535</u>
Net cash used in operating activities	<u>\$ (65,351,581)</u>	<u>\$ (55,915,256)</u>
Noncash investing, capital or financing transactions		
Developer contributed assets, a noncash capital activity	<u>\$ 64,688</u>	<u>\$ -</u>

See accompanying notes to financial statements.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 1 – ORGANIZATION AND REPORTING ENTITY

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

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

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

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

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

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

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

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

Inventory: Inventory, principally consisting of vehicle replacement parts and operating supplies, is stated at average cost. The average cost of inventory is based on recently received inventory as well as older received inventory.

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

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

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

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

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Compensated Absences: Vacation pay is accrued when earned. Vested or accumulated vacation leave, up to a maximum of 240 hours per employee, is reported as an expense and as a liability. Employees are required to transfer accumulated hours in excess of 240 to the sick leave and/or catastrophic sick leave banks. The Authority allows employees to accumulate unused sick leave which is payable to the employee at retirement or resignation. Eligibility is as follows: Amalgamated Transit Union (ATU), Teamsters and Non-Bargaining receive 50% of their balance if they have over 10 years of service and 100% if they have over 20 years of service. Employees in ATU have a maximum pay out of 600 hours with the exception of 4 employees, who were grandfathered-in and are eligible to receive the amount of hours they were capped at on December 7, 1998.

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

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

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

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

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

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

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

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

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

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

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

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

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

Property tax calendar:

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

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

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

NOTE 3 – CASH, CASH EQUIVALENTS, AND INVESTMENTS

The carrying value of the Authority’s cash, cash equivalents, and investments as of September 30, 2017 and 2016 are as follows:

	<u>2017</u>	<u>2016</u>
Cash, cash equivalents and investments		
Cash on hand	\$ 103,102	\$ 68,134
Demand deposits	4,753,914	2,367,128
Florida State Board of Administration - Florida PRIME	8,018,794	7,702,736
Imprest accounts - Restricted	930,000	425,000
Total cash, cash equivalents, and investments	<u>\$ 13,805,810</u>	<u>\$ 10,562,998</u>

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

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

State Board of Administration (SBA): The SBA manages Florida PRIME, a 2a-7-like pool, carried at an amortized cost. A 2a-7-like pool is not registered with the Securities and Exchange Commission (SEC) as an investment company, but has a policy that it operates in a manner consistent with the SEC's Rule 2a-7 of the Investment Company Act of 1940, which regulates money market funds. Therefore, Florida PRIME operates essentially as a money market fund and the Authority's position in Florida PRIME is considered to be equivalent to its fair value.

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

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

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

At September 30, 2017, there were no redemption fees or maximum transaction amounts, or any other requirements that serve to limit a participant's daily access to 100% of their account value within Florida PRIME.

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

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

Interest Rate Risk: The dollar weighted average days to maturity (WAM) of Florida PRIME at September 30, 2017, is 51 days. The weighted average life (WAL) of Florida PRIME at September 30, 2017, is 80 days. The Authority's investment policy does not set limits for investment maturities. As of September 30, 2017, all of the Authority's excess cash was invested with the State Board of Administration Local Government Surplus Trust Funds Investment Pool.

Foreign Currency Risk: Florida PRIME was not exposed to any foreign currency risk during FY2017.

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 4 – CAPITAL ASSETS

Capital asset activity and balance for the years ending September 30, 2017 and 2016 are summarized below:

Description	Balance Oct. 1, 2016	Additions and Reclasses	Deletions	Balance Sep. 30, 2017
Non-depreciable capital assets				
Land	\$ 19,040,309	\$ -	\$ -	\$ 19,040,309
Construction work in progress *	<u>3,378,211</u>	<u>1,164,850</u>	<u>73,169</u>	<u>4,469,892</u>
Total non-depreciable capital assets	22,418,520	1,164,850	73,169	23,510,201
Depreciable assets				
Buildings and improvements	74,142,063	518,575	24,934	74,635,704
Operating and transit related equipment	32,093,536	188,480	263,644	32,018,372
Other equipment, fixtures, and other vehicles	24,559,302	129,286	45,070	24,643,518
Computer equipment and software	10,582,208	310,666	29,313	10,863,561
Revenue vehicles	<u>84,606,914</u>	<u>7,631,605</u>	<u>3,790,074</u>	<u>88,448,445</u>
Total depreciable capital assets	225,984,023	8,778,612	4,153,035	230,609,600
Less accumulated depreciation				
Buildings and improvements	35,882,158	3,050,560	24,934	38,907,784
Operating and transit related equipment	22,997,874	1,396,154	262,203	24,131,825
Other equipment, fixtures, and other vehicles	9,380,085	897,315	45,070	10,232,330
Computer equipment and software	9,089,096	683,678	29,313	9,743,461
Revenue vehicles	<u>46,987,016</u>	<u>6,136,807</u>	<u>3,786,024</u>	<u>49,337,799</u>
Total accumulated depreciation	<u>124,336,229</u>	<u>12,164,514</u>	<u>4,147,544</u>	<u>132,353,199</u>
Total depreciable assets, net	<u>101,647,794</u>	<u>(3,385,902)</u>	<u>5,491</u>	<u>98,256,401</u>
Total capital assets, net	<u>\$ 124,066,314</u>	<u>\$ (2,221,052)</u>	<u>\$ 78,660</u>	<u>\$ 121,766,602</u>

* The construction work in progress at September 30, 2017 is primarily related to the regional fare collection system, IT infrastructure and the Ybor facility renovations.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 4 – CAPITAL ASSETS (continued)

Description	Balance Oct. 1, 2015	Additions and Reclasses	Deletions	Balance Sep. 30, 2016
Non-depreciable capital assets				
Land	\$ 19,040,309	\$ -	\$ -	\$ 19,040,309
Construction work in progress *	<u>540,588</u>	<u>3,357,123</u>	<u>519,500</u>	<u>3,378,211</u>
Total non-depreciable capital assets	19,580,897	3,357,123	519,500	22,418,520
Depreciable assets				
Buildings and improvements	74,169,330	16,840	44,107	74,142,063
Operating and transit related equipment	31,666,654	792,589	365,707	32,093,536
Other equipment, fixtures, and other vehicles	24,434,499	157,804	33,001	24,559,302
Computer equipment and software	9,471,680	1,204,869	94,341	10,582,208
Revenue vehicles	<u>80,837,284</u>	<u>7,223,935</u>	<u>3,454,305</u>	<u>84,606,914</u>
Total depreciable capital assets	220,579,447	9,396,037	3,991,461	225,984,023
Less accumulated depreciation				
Buildings and improvements	32,946,202	2,980,063	44,107	35,882,158
Operating and transit related equipment	21,927,683	1,435,898	365,707	22,997,874
Other equipment, fixtures, and other vehicles	8,540,979	872,107	33,001	9,380,085
Computer equipment and software	8,624,274	559,163	94,341	9,089,096
Revenue vehicles	<u>44,636,025</u>	<u>5,805,296</u>	<u>3,454,305</u>	<u>46,987,016</u>
Total accumulated depreciation	<u>116,675,163</u>	<u>11,652,527</u>	<u>3,991,461</u>	<u>124,336,229</u>
Total depreciable assets, net	<u>103,904,284</u>	<u>(2,256,490)</u>	<u>-</u>	<u>101,647,794</u>
Total capital assets, net	<u>\$ 123,485,181</u>	<u>\$ 1,100,633</u>	<u>\$ 519,500</u>	<u>\$ 124,066,314</u>

* The construction work in progress at September 30, 2016 is primarily related to the regional fare collection system and the Ybor facility renovations.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS

Background

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

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

The Authority's pension expense totaled \$5,780,649 and \$4,604,988 for both the FRS Pension Plan and HIS Plan for the fiscal year ended September 30, 2017 and 2016, respectively.

Florida Retirement System Pension Plan

Plan Description

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

- *Regular Class* – Members of the FRS who do not qualify for membership in the other classes.
- *Senior Management Service Class (SMSC)* – Members in senior management level positions in state and local governments as well as assistant state attorneys, assistant statewide prosecutors, assistant public defenders, assistant attorneys general, deputy court administrators, assistant capital collateral representatives, and judges of compensation claims. Members of the Elected Officers' Class may elect to withdraw from the FRS or participate in the SMSC in lieu of the Elected Officers' Class.

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

- *Special Risk Class* – Members who are employed as law enforcement officers, firefighters, firefighter trainers, fire prevention officers, state fixed-wing pilots for aerial firefighting surveillance, correctional officers, emergency medical technicians, paramedics, community-based correctional probation officers, youth custody officers (from July 1, 2001, through June 30, 2014), certain health-care related positions within state forensic or correctional facilities, or specified forensic employees of a medical examiner’s office or a law enforcement agency, and meet the criteria to qualify for this class.
- *Special Risk Administrative Support Class* – Former Special Risk Class members who are transferred or reassigned to nonspecial risk law enforcement, firefighting, emergency medical care, or correctional administrative support positions within an FRS special risk-employing agency.
- *Elected County Officers Class (EOC)* – Members who are elected state and county officers and the elected officers of cities and special districts that choose to place their elected officials in this class.

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

Deferred Retirement Option Program (DROP), subject to provisions of Section 121.091, Florida Statutes, permits employees eligible for normal retirement under the FRS Plan to defer receipt of monthly benefit payments while continuing employment with an FRS participating employer. An employee may participate in DROP for a period not to exceed 60 months after electing to participate, except that certain instructional personnel may participate for up to 96 months. During the period of DROP participation, deferred monthly benefits are held in the FRS Trust Fund and accrue interest. The net pension liability does not include amounts for DROP participants, as these members are considered retired and are not accruing additional pension benefits.

Benefits Provided

Benefits under the FRS Plan are computed on the basis of age and/or years of service, average final compensation, and service credit. Credit for each year of service is expressed as a percentage of the average final compensation. For members initially enrolled before July 1, 2011, the average

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

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

Contributions

The Florida Legislature establishes contribution rates for participating employers and employees. Effective July 1, 2011, all FRS Plan members (except those in DROP) are required to make 3% employee contributions on a pretax basis. The employer contribution rates by job class for the periods from October 1, 2016 through June 30, 2017 and from July 1, 2017 through September 30, 2017, respectively, were applied to employee salaries as follows: Regular – 7.52% and 7.92%; Special Risk Administrative Support – 28.06% and 34.63%; Special Risk – 22.57% and 23.27%; Senior Management Service – 21.77% and 22.71%; Elected Officers’ – 42.47% and 45.50%; and DROP participants – 12.99% and 13.26%. These employer contributions rates include the appropriate retirement contribution rate, HIS contribution rate of 1.66% for both 2017 and 2016, administrative/educational fee of 0.06% for both 2017 and 2016 and any applicable UAL rates. The Authority’s contributions to the FRS Plan were \$2,305,879 and \$2,191,784 for the years ended September 30, 2017 and 2016, respectively.

Pension Costs

At September 30, 2017 and 2016, the Authority reported a liability of \$26,230,434 and \$21,178,625, respectively, for its proportionate share of the FRS Plan’s net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by an annual actuarial valuation as of July 1. The Authority’s proportion of the net pension liability was based on the Authority’s contributions received by FRS during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all of FRS’s participating employers. At June 30, 2017, the Authority’s proportion was 0.0887%, which was an increase of 0.0048% from its proportion measured as of June 30, 2016. At June 30, 2016, the Authority’s proportion was 0.0839%, which was a decrease of 0.0037% from its proportion measured as of June 30, 2015.

For the year ended September 30, 2017, the Authority recognized pension expense of \$4,555,527 for its proportionate share of FRS’s pension expense. In addition, the Authority reported its proportionate share of FRS’s deferred outflows of resources and deferred inflows of resources from the following sources:

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 2,407,323	\$ 145,303
Changes in Actuarial Assumptions	8,815,278	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	-	650,057
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	1,047,574	364,224
Authority Contributions Subsequent to the Measurement Date	602,852	-
Total	<u>\$ 12,873,027</u>	<u>\$ 1,159,584</u>

\$602,852 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending September 30, 2018. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year Ended September 30	Amount
2018	\$ 1,547,705
2019	3,804,182
2020	2,655,931
2021	570,515
2022	1,831,139
Thereafter	701,120

For the year ended September 30, 2016, the Authority recognized pension expense of \$3,299,677 for its proportionate share of FRS's pension expense. In addition, the Authority reported its proportionate share of FRS's deferred outflows of resources and deferred inflows of resources from the following sources:

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 1,621,598	\$ 197,187
Changes in Actuarial Assumptions	1,281,243	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	5,474,416	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	572,728	447,002
Authority Contributions Subsequent to the Measurement Date	605,486	-
Total	<u>\$ 9,555,471</u>	<u>\$ 644,189</u>

Actuarial Assumptions

The total pension liability in the July 1, 2017 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.60% per year
Salary Increases	3.25%, Average, Including Inflation
Investment Rate of Return	7.10%, Net of Pension Plan Investment Expense, Including Inflation

Mortality rates were based on the Generational RP-2000 with Projection Scale BB. The actuarial assumptions used in the July 1, 2017 valuation were based on the results of an actuarial experience study completed in 2014 for the period July 1, 2008, through June 30, 2013.

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1%	3.0%	3.0%	1.7%
Fixed Income	18%	4.5%	4.4%	4.2%
Global Equity	53%	7.8%	6.6%	17.0%
Real Estate (Property)	10%	6.6%	5.9%	12.8%
Private Equity	6%	11.5%	7.8%	30.0%
Strategic Investments	12%	6.1%	5.6%	9.7%
Totals	<u>100%</u>			
Assumed Inflation - Mean			2.6%	1.9%

The total pension liability in the July 1, 2016, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.60% per year
Salary Increases	3.25%, Average, Including Inflation 7.60%, Net of Pension Plan Investment Expense,
Investment Rate of Return	Including Inflation

Mortality rates were based on the Generational RP-2000 with Projection Scale BB. The actuarial assumptions used in the July 1, 2016 valuation were based on the results of an actuarial experience study completed in 2014 for the period July 1, 2008, through June 30, 2013.

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Asset Class	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1%	3.0%	3.0%	1.7%
Fixed Income	18%	4.7%	4.6%	4.6%
Global Equity	53%	8.1%	6.8%	17.2%
Real Estate (Property)	10%	6.4%	5.8%	12.0%
Private Equity	6%	11.5%	7.8%	30.0%
Strategic Investments	12%	6.1%	5.6%	11.1%
Totals	<u>100%</u>			
Assumed Inflation - Mean			2.6%	1.9%

Discount Rate

The discount rate used to measure the total pension liability in the July 1, 2017 and 2016 actuarial valuation was 7.10 % and 7.60% respectively for the FRS Plan. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, each of the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Pension Liability Sensitivity

The following presents the Authority's proportionate share of the net pension liability for the FRS Plan for fiscal year 2017, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase in Discount Rate
FRS Plan Discount Rate	6.10%	7.10%	8.10%
Entity's Proportionate Share of the FRS Plan Net Pension Liability (Asset)	\$ 47,475,502	\$ 26,230,434	\$ 8,592,161

The following presents the Authority's proportionate share of the net pension liability for the FRS Plan for fiscal year 2016, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Description	1% Decrease	Current Discount Rate	1% Increase in Discount Rate
FRS Plan Discount Rate	6.60%	7.60%	8.60%
Entity's Proportionate Share of the FRS Plan Net Pension Liability (Asset)	\$ 38,991,283	\$ 21,178,625	\$ 6,351,940

Pension Plan Fiduciary Net Position

Detailed information about the FRS Plan’s fiduciary’s net position is available in a separately-issued FRS Pension Plan and Other State-Administered Systems Comprehensive Annual Financial Report. That report may be obtained through the Florida Department of Management Services website (www.dms.myflorida.com).

Retiree Health Insurance Subsidy Program

Plan Description

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

Benefits Provided

For the fiscal years ended June 30, 2017 and June 30, 2016, eligible retirees and beneficiaries received a monthly HIS payment of \$5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$30 and a maximum HIS payment of \$150 per month, pursuant to Section 112,363, Florida Statutes. To be eligible to receive a HIS Plan benefit, a retiree under a State-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

Contributions

The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal years ended June 30, 2017 and 2016, the contribution rates were 1.66 and 1.66 percent, respectively, of payroll pursuant to section 112.363, Florida Statutes. The Authority contributed 100 percent of its statutorily required contributions for the current and preceding 3 years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative

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

appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled. The Authority's contributions to the HIS Plan were \$669,012 and \$639,553, respectively, for the years ended September 30, 2017 and 2016, respectively.

Pension Costs

At September 30, 2017 and 2016, the Authority reported a liability of \$13,333,411 and \$13,968,522, respectively, for its proportionate share of the HIS Plan's net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by annual actuarial valuations as of July 1. The Authority's proportion of the net pension liability was based on the Authority's contributions received during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all participating employers. At June 30, 2017, the Authority's proportion was 0.1247%, which was an increase of 0.0048% from its proportion measured as of June 30, 2016. At June 30, 2016, the Authority's proportion was 0.1199%, which was an increase of 0.0042% from its proportion measured as of June 30, 2015.

For the year ended September 30, 2017, the Authority recognized pension expense of \$1,225,122 for its proportionate share of HIS's pension expense. In addition, the Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ -	\$ 27,762
Changes in Actuarial Assumptions	1,874,219	1,152,954
Net Difference Between Projected and Actual Earnings on HIS Program Investments	7,394	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	1,029,813	-
Authority Contributions Subsequent to the Measurement Date	171,098	-
Total	<u>\$ 3,082,524</u>	<u>\$ 1,180,716</u>

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

\$171,098 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2017. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

<u>Year Ending June 30</u>	<u>Amount</u>
2018	\$ 429,462
2019	428,063
2020	427,391
2021	339,189
2022	232,416
Thereafter	(125,811)

For the year ended September 30, 2016, the Authority recognized pension expense of \$1,305,311 for its proportionate share of HIS's pension expense. In addition, the Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences Between Expected and Actual Economic Experience	\$ -	\$ 31,815
Changes in Actuarial Assumptions	2,192,016	-
Net Difference Between Projected and Actual Earnings on HIS Program Investments	7,063	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	763,735	-
Authority Contributions Subsequent to the Measurement Date	162,030	-
Total	<u>\$ 3,124,844</u>	<u>\$ 31,815</u>

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 5 – DEFINED BENEFIT PENSION PLANS (continued)

Actuarial Assumptions

The total pension liability in the July 1, 2017, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement.

Inflation	2.60% per year
Salary Increases	3.25%, Average, Including Inflation
Municipal Bond Rate	3.58%

The total pension liability in the July 1, 2016, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement.

Inflation	2.60% per year
Salary Increases	3.25%, Average, Including Inflation
Municipal Bond Rate	2.85%

Mortality rates were based on the Generational RP-2000 with Projection Scale BB. The actuarial assumptions used in the July 1, 2017 and 2016, valuation were based on the results of an FRS actuarial experience study of the FRS Plan in 2014 for the period July 1, 2008, through June 30, 2013.

Discount Rate

The discount rate used to measure the total pension liability in the July 1, 2017 and 2016 actuarial valuation was 3.58% and 2.85% respectively for the HIS Plan. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

Pension Liability Sensitivity

The following presents the Authority's proportionate share of the net pension liability for the HIS Plan for FY2017, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

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

Description	1% Decrease	Current Discount Rate	1% Increase in Discount Rate
HIS Plan Discount Rate	2.58%	3.58%	4.58%
Authority's Proportionate Share of the HIS Plan Net Pension Liability (Asset)	\$ 15,215,187	\$ 13,333,411	\$ 11,765,995

The following presents the Authority's proportionate share of the net pension liability for the HIS Plan for FY2016, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

Description	1% Decrease	Current Discount Rate	1% Increase in Discount Rate
HIS Plan Discount Rate	1.85%	2.85%	3.85%
Authority's Proportionate Share of the HIS Plan Net Pension Liability (Asset)	\$ 16,025,069	\$ 13,968,522	\$ 12,261,701

Pension Plan Fiduciary Net Position

Detailed information about the HIS Plan's fiduciary's net position is available in a separately-issued FRS Pension Plan and Other State-Administered Systems Comprehensive Annual Financial Report. That report may be obtained through the Florida Department of Management Services website (www.dms.myflorida.com).

NOTE 6 – DEFINED CONTRIBUTION PLAN

The Florida State Board of Administration (SBA) administers the defined contribution plan officially titled the FRS Investment Plan (Investment Plan). The Investment Plan is reported in the SBA's annual financial statements and in the State of Florida Comprehensive Annual Financial Report. As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined benefit plan. Authority employees participating in DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class, Elected County Officers, etc.), as the FRS defined benefit plan. Contributions are directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices. Costs of administering the plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.04 % of payroll and by forfeited benefits of plan members. Allocations to the investment

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

member's accounts during the 2016-17 fiscal year, as established by Section 121.72, Florida Statutes, are based on a percentage of gross compensation, by class, were as follows: Regular class 6.30%, Special Risk Administrative Support class 7.95%, Special Risk class 14.00%, Senior Management Service class 7.67% and County Elected Officers class 11.34%. These allocations include a required employee contribution of 3% of gross compensation for each member class.

For all membership classes, employees are immediately vested in their own contributions and are vested after 1 year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Non-vested employer contributions are placed in a suspense account for up to 5 years. If the employee returns to FRS-covered employment within the 5-year period, the employee will regain control over their account. If the employee does not return within the 5-year period, the employee will forfeit the accumulated account balance. For the years ended September 30, 2017 and 2016, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to the Authority.

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

The Authority's Investment Plan pension expense totaled \$423,205 and \$398,720 for the years ended September 30, 2017 and 2016, respectively. Employee contributions to the Investment Plan totaled \$147,089 and \$140,901 for the years ended September 30, 2017 and 2016, respectively.

NOTE 7 – OTHER PENSION PLANS

Deferred Compensation Plan: All full time employees, with the exception of ATU members, are eligible to participate in the Authority's Deferred Compensation Plan. Employees will choose from two available plans. The deferred compensation plan is governed by the Internal Revenue Code (IRC) 457 savings plan authorized by Congress. Under the plan, an employee contributes a set sum each pay period to an investment account in the employee's name. Deferred compensation is a voluntary, payroll-deducted retirement program which offers the opportunity of setting aside a portion of income on a pre-tax basis and investing those monies into one or more funds selected by the employee. Contributions to the investment account are made out of pretax income and the earnings of the account are not taxed until they are withdrawn, usually at retirement. In an effort to encourage employees to save for their retirement, the company will match the employee's contribution dollar for dollar up to the equivalent of three and one-half (3 ½) percent of the

**HILLSBOROUGH TRANSIT AUTHORITY
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NOTE 7 – OTHER PENSION PLANS (continued)

employee's salary on an annual basis. The Authority's contribution for FY2017 was \$412,537, for FY2016 was \$258,823 and for FY2015 was \$230,969. The increase in FY2017 is a result of ATU employees now being eligible to participate per their new contract. This contribution is included in the payroll taxes, fringe benefits and workers' compensation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position.

City of Tampa Pension Plan: The Authority is required by the City of Tampa to pay retirement benefits to employees that transitioned from the City to the Authority on March 1, 1980, but chose to remain in the City of Tampa Pension Fund. The Authority's contribution for FY2017 was \$73,430, for FY2016 was \$90,039, and for FY2015 was \$94,486. This contribution is included in the payroll taxes, fringe benefits, and workers' compensation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position.

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

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

Plan Description

The Authority administers the Hillsborough Area Regional Transit Post-Retirement Medical Plan. The plan is a single-employer defined benefit healthcare plan and does not issue a separate financial statement. The plan provides medical insurance benefits to its employees and their eligible dependents. In accordance with Section 112.0801 of the Florida Statutes, because the Authority provides a medical plan to active employees of the Authority and their eligible dependents, the Authority is also required to provide retirees with the opportunity to participate in the plan. Retirees and their dependents are charged the full premium for coverage through the plan. The benefits are covered by a comprehensive medical plan which includes hospital, medical, vision and prescription coverage and is provided through Cigna. The number of participating retirees purchasing health insurance coverage from the Authority in both FY2017 and FY2016 were 6.

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

Eligibility

Employees are eligible to continue the group insurance coverage after retirement for themselves, their spouses and dependent children provided that employees who were hired prior to 2011 and retired at age 52 with at least 6 years of service or retired at age 60 with at least 30 years of service. Employees who were hired on or after 2011 and who retire at 55 with at least 8 years of service or who retire at age 60 with at least 30 years of service. The surviving spouses and dependent children who are covered under any of HART sponsored health plans do not have the right to continue coverage upon the death of the HART employee/retiree.

Participant Data

The actuarial valuation was based on personnel information as of October 1, 2016. Following are some of the pertinent characteristics from the personnel data as of that date. Both age and service have been determined using years and months as of the valuation date.

Active Participants	
Number	807
Average Age	48
Average Service	8
Inactive Participants	
Retirees	6
Average Age	64
Covered Spouses	0
Average Age	N/A
Surviving Spouses	0
Average Age	<u>N/A</u>
Total Participants	<u>813</u>

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

Contributions

Eligible Pre 65/Post 65 retirees have two option plans to choose from of which they contribute 100% of the premiums. Below are the contribution rates:

<u>Tier</u>	2016 Retiree Premium Paid Monthly - Option 1
Retiree Only	\$715.42
Retiree + Spouse	\$1,287.76
Retiree + Child(ren)	\$1,502.39
Family	\$2,110.50

<u>Tier</u>	2016 Retiree Premium Paid Monthly - Option 2
Retiree Only	\$812.99
Retiree + Spouse	\$1,463.38
Retiree + Child(ren)	\$1,707.28
Family	\$2,398.32

Actuarial Assumptions

The total OPEB liability was determined by an actuarial valuation as of October 1, 2016 using the following actuarial assumptions:

Inflation	2.50%	
Salary Increases	4.50%	
Discount Rate as of September 30, 2016	3.06%	(based on the municipal bond rate)
Discount Rate as of September 30, 2017	3.64%	(based on the municipal bond rate)

Health Care Participation Rate
Future Retirees

The assumption was made that 30% of current active employees not yet age 65 would elect coverage by retirement age and 0% of current active employees age 65 and over would elect coverage by retirement age.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

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

Health Care Cost Trend Rates	Year	Medical w/Rx	
		Pre-65	65+
	2016	7.40%	7.40%
	2017	7.00%	7.00%
	2018	6.70%	6.70%
	2019	7.20%	7.20%
	2020	6.90%	6.90%
	2021	6.60%	6.60%
	2022	6.30%	6.30%
	2023	5.80%	5.80%
	2024	5.50%	5.50%
	2025	5.00%	5.00%
	& later	5.00%	5.00%

Mortality Rates - Healthy & Disabled Base table: Aggregate 2006 base rates from the RP-2014 mortality study.

Projection: Mortality rates are projected generationally from 2006 using Scale MP-2015

Changes in Assumptions or Other Inputs Since Prior Measurement Date

Method Changes

There have been no method changes in the financial accounting valuation since the prior year. Full actuarial valuations are required every other year and the most recent full actuarial valuation was used to produce the fiscal year 2016 results. This year is the “roll forward” year and as a result, this year’s report relies substantially on the results of the prior actuarial valuation.

Assumption Changes

The financial accounting valuation reflects the following assumption changes:

- The discount rate was changed from 3.06% as of September 30, 2016, to 3.64% as of September 30, 2017.

Total OPEB Liability

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

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

so that the cost with respect to service accrued from date of hire is recognized as a level percentage of pay each year. The normal cost is equal to the prorated cost for the year of valuation. Since this is a single employer benefit plan and does not have a special funding situation, it is required to recognize a liability equal to the total OPEB liability. Shown below are details regarding the total OPEB liability for the Measurement Period from October 1, 2016 to September 30, 2017:

<u>Description</u>	<u>Total OPEB Liability</u>
Balance Recognized at 9/30/2016 (Based on 9/30/2016 Measurement Date)	\$ 1,017,804
Changes Recognized for the Fiscal Year:	
Service Cost	111,561
Interest on the Total OPEB Liability	33,711
Changes of Benefit Terms	-
Differences Between Expected and Actual	17,633
Changes of Assumptions	(27,727)
Benefit Payments	(55,835)
Net Changes	<u>79,343</u>
Balance Recognized at 9/30/2017 (Based on 9/30/2017 Measurement Date)	<u>\$ 1,097,147</u>

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

For the year ended September 30, 2017, the Authority recognized OPEB expense of \$142,942. In addition the Authority reported deferred outflow of resources and deferred inflow of resources from the following sources:

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences Between Actual and Expected Experience	\$ 15,765	\$ 32,609
Assumption Changes	21,972	24,790
Total	<u>\$ 37,737</u>	<u>\$ 57,399</u>

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

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

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

Year Ending December 31:		
2018	\$	(2,330)
2019	\$	(2,330)
2020	\$	(2,330)
2021	\$	(2,330)
2022	\$	(2,330)
Thereafter	\$	(8,012)

For the year ended September 30, 2016, the Authority recognized OPEB expense of \$135,715. In addition the Authority reported deferred outflow of resources and deferred inflow of resources from the following sources:

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Actual and Expected Experience	\$ -	\$ 36,477
Assumption Changes	24,579	-
Total	\$ 24,579	\$ 36,477

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

Year Ending December 31:		
2017	\$	(1,261)
2018	\$	(1,261)
2019	\$	(1,261)
2020	\$	(1,261)
2021	\$	(1,261)
Thereafter	\$	(5,593)

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

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

Interest Rate Sensitivity

The following table illustrates the impact of interest rate sensitivity on the total OPEB liability for fiscal year ended September 30, 2017:

	1% Decrease 2.64%	Current Rate 3.64%	1% Increase 4.64%
Total OPEB Liability	\$1,144,169	\$1,097,147	\$1,047,371

The following table illustrates the impact of interest rate sensitivity on the total OPEB liability for fiscal year ended September 30, 2016:

	1% Decrease 2.06%	Current Rate 3.06%	1% Increase 4.06%
Total OPEB Liability	\$1,059,148	\$1,017,804	\$972,701

Healthcare Cost Trend Sensitivity

The following table illustrates the impact of healthcare cost trend sensitivity on the total OPEB Liability for fiscal year ended September 30, 2017:

	1% Decrease (6.20% decreasing to 4.00%)	Trend Rate (7.20% decreasing to 5.00%)	1% Increase (8.20% decreasing to 6.00%)
Total OPEB Liability	\$973,724	\$1,097,147	\$1,240,350

The following table illustrates the impact of healthcare cost trend sensitivity on the total OPEB Liability for fiscal year ended September 30, 2016:

	1% Decrease (6.00% decreasing to 4.00%)	Trend Rate (7.00% decreasing to 5.00%)	1% Increase (8.00% decreasing to 6.00%)
Total OPEB Liability	\$905,199	\$1,017,804	\$1,148,100

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 9 – CHANGE IN ACCOUNTING PRINCIPLE

During the year ended September 30, 2016, the Authority adopted GASB Statement No. 75, *Accounting and Financial Reporting for Other Post-Employment Benefits*. This pronouncement required the restatement of the September 30, 2015, net position as follows:

Net Position, September 30, 2015, as Previously Reported	\$	118,152,355
Cumulative effect of Application of GASB 75, Net OPEB Liability		(899,947)
Net Position, September 30, 2015, as Restated	\$	117,252,408

NOTE 10 – SELF INSURANCE AND LOSS CONTINGENCIES

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

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

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

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

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

Property Damage Insurance Coverage: The Authority has an insurance policy for property damage with a \$25,000 deductible per occurrence for all perils; with a three percent Total Insured Value (TIV) subject to a minimum of \$34,000 for named wind storms.

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 10 – SELF INSURANCE AND LOSS CONTINGENCIES (continued)

The liability as of September 30, 2017, was \$8,424,590, as of September 30, 2016 it was \$9,092,058, and as of September 30, 2015, it was \$7,991,529. These are based on the requirements of GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*, which requires liability for claims to be reported if information prior to the issuance of the financial statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated.

Changes in the claims liability amount:

<u>Description</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Beginning balance	\$9,092,058	\$7,991,529	\$7,693,334
Current year claims and changes in estimates	7,499,900	9,156,101	9,418,049
Claims payments	(8,167,368)	(8,055,572)	(9,119,854)
Ending balance	<u>\$8,424,590</u>	<u>\$9,092,058</u>	<u>\$7,991,529</u>
 Amount due within one year	 <u>\$3,016,930</u>	 <u>\$2,808,134</u>	 <u>\$3,337,878</u>

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 11 – CHANGES IN LONG-TERM LIABILITIES

Long-term liability activity for the years ended September 30, 2017 and September 30, 2016:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>	<u>More than One Year</u>
<u>Balance at September 30, 2017</u>						
Self insurance and loss contingencies	\$ 9,092,058	\$ 7,499,900	\$ 8,167,368	\$ 8,424,590	\$ 3,016,930	\$ 5,407,660
Environmental remediation	138,136	207,233	138,136	207,233	207,233	-
Compensated absences	2,523,489	2,850,132	2,523,489	2,850,132	115,127	2,735,005
Capital lease obligation	785,487	-	785,487	-	-	-
Net pension liability	35,147,147	4,416,698	-	39,563,845	374,957	39,188,888
Total OPEB liability	<u>1,017,804</u>	<u>162,905</u>	<u>83,562</u>	<u>1,097,147</u>	<u>-</u>	<u>1,097,147</u>
Total long-term liabilities	<u>\$ 48,704,121</u>	<u>\$ 15,136,868</u>	<u>\$ 11,698,042</u>	<u>\$ 52,142,947</u>	<u>\$ 3,714,247</u>	<u>\$ 48,428,700</u>
<u>Balance at September 30, 2016</u>						
Self insurance and loss contingencies	\$ 7,991,529	\$ 9,156,101	\$ 8,055,572	\$ 9,092,058	\$ 2,808,134	\$ 6,283,924
Environmental remediation	119,000	138,136	119,000	138,136	138,136	-
Compensated absences	2,313,845	2,602,076	2,392,432	2,523,489	84,823	2,438,666
Capital lease obligation	399,921	919,011	533,445	785,487	306,249	479,238
Net pension liability	23,122,094	12,025,053	-	35,147,147	430,446	34,716,701
Total OPEB liability	<u>-</u>	<u>1,017,804</u>	<u>-</u>	<u>1,017,804</u>	<u>-</u>	<u>1,017,804</u>
Total long-term liabilities	<u>\$ 33,946,389</u>	<u>\$ 25,858,181</u>	<u>\$ 11,100,449</u>	<u>\$ 48,704,121</u>	<u>\$ 3,767,788</u>	<u>\$ 44,936,333</u>

NOTE 12 – UNRESTRICTED AND RESTRICTED NET POSITION

The Authority's unrestricted net position as of September 30, 2017 was (\$24,544,597), and as of September 30, 2016 was (\$14,589,739). The Authority's restricted net position as of September 30, 2017 was \$1,037,807, and as of September 30, 2016 was \$610,800.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 13 – COMMITMENTS AND CONTINGENCIES

Legacy Contamination

The HART Fleet Maintenance Facility operates as the primary administrative, maintenance, parking, and fueling facility for HART bus operations. Historically, there have been six (6) areas designated by environmental regulators at the Environmental Protection Commission of Hillsborough County (EPC) office as Areas of Concern (AOC) at the site due to various environmental releases. Three of these AOC's have been closed and are no longer active, while three remain active at the present date and continue to have unresolved environmental impacts at the facility. A summary of the remaining AOC's is as follows:

- AOC-1: Fueling area of the Main Shop (leak from a former underground fuel line located between a former underground storage tank (UST) and dispenser – reported in April 1985).
- AOC-1a: Former UST farm (two diesel discharges in the amount of three-hundred thirty three (333) and one-hundred nine (109) gallons during fuel delivery operations - reported in February 1988 and December 2003, respectively).
- AOC-2: Service bay area located within the Main Shop (leak from a former Above Ground Storage tank (AST) containing automatic transmission fluid (ATF) and system leakages associated with the hydraulic lift cylinders) – October 1995.

The activities to be continued at AOC's 1 & 1a are per the direction of the EPC's comment letter dated April 17, 2014. Historically, passive remediation via an absorbent sock has been conducted at Monitoring Well MW-7R, which is located within the AOC 1/AOC 2 footprint. However, in agreement with EPC these activities were suspended in FY17 as very little to no free product was being recovered. HART is now proactively reviewing closure options for AOC's 1 & 1a.

On January 2, 2013, HART entered into a Consent Order with EPC (Enforcement Case #09-24925) in which HART agreed to assess and remediate AOC-2. HART began to conduct activities in AOC 2 in March 2013. At the conclusion of these efforts, reports were submitted to EPC detailing results of the activities and providing recommendations for moving forward. EPC responded to the AOC-2 report in a comment letter dated August 19, 2013. In these letters, EPC recommended that assessment and remediation activities continue at AOC-2.

The Authority entered into a contract (Contract VC-000522) on November 10, 2015 with NOVA Engineering and Environmental, LLC. (NOVA) to perform all site activities related to Enforcement Case #09-24925. The contract has a base performance period of two (2) years and three (3) one-year options to continue the contract for a total of five (5) years and not-to-exceed amount of \$1,727,661. The contract contains negotiated fees for hourly rates and labor burden.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 13 – COMMITMENTS AND CONTINGENCIES (continued)

On March 3, 2017, on behalf of HART, NOVA submitted a Site Assessment Report Addendum (SARA) for AOC-2. Addendums are appended to the original Site Assessment Report (SAR) for the purpose of updating the history and results of investigation/remedial activities at contaminated sites. The report was reviewed and approved by EPC on April 2, 2017. In the approval, EPC requested that HART continue routine product recovery at monitor wells MW-11R, MW-13R and MW-11 (Old), all of which are located in AOC 2. Further, it was requested that those wells not containing free product be analyzed for the presence of total recoverable petroleum hydrocarbons (TRPH).

HART has continued the requested product recovery and site assessment activities at AOC 2 in the interim and will continue to update EPC on a quarterly basis via a Free Product Recovery Report.

Petroleum Discharge Discovered on January 17, 2017

On January 17, 2017, an estimated five-hundred (500) gallons of diesel fuel was released from an AST into a tank farm built on a concrete structure and onto an adjacent asphalt paved area. Local environmental regulators were notified of the spill, which was of a reportable quantity. On February, 7, 2017, in accordance with regulations, via letter, EPC notified HART that a formal site assessment (SA) must be conducted and that written confirmation of the initiation of the SA shall be submitted within 60 days of the dated letter. Additionally and in accordance with regulations, within 270 days of the discovery of discharge/contamination a SAR shall be submitted to EPC. After submittal of the SAR, additional requirements for cleanup of the contamination may apply.

On March 16, 2017, on behalf of HART, NOVA submitted an Emergency Source Removal Report (ESRR) to EPC and on October 12, 2017 submitted a SAR for the January 17, 2017 release. EPC responded to the SAR report in a comment letter dated October 16, 2017. In this letter, EPC stated that the above referenced discharge “does not have a Florida Department of Environmental Protection (FDEP) Petroleum Restoration Program (PRP)-assigned score” and recommended that HART request the FDEP PRP to score the discharge, which might help in deciding future closure options. HART is currently pursuing a FDEP PRP assigned score and possible closure options.

Environmental investigations/assessments can be dynamic in nature. Specifically, at this current time there are a number of unknowns related to both the short-term and long-term liability associated with the environmental contamination at the HART 21st Avenue facility. While the aforementioned total contract value is \$1,727,661, the only investigation/assessment costs that can be reasonably estimated for FY 2018 (year three of contract period of performance) is \$207,233 which are associated with the specific activities described below.

**HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
YEARS ENDING SEPTEMBER 30, 2017 AND 2016**

NOTE 13 – COMMITMENTS AND CONTINGENCIES (continued)

Year three (3) services/activities include but are not limited to the following:

1. Project planning and routine project management;
2. Site Assessment Report Addendum (response to comments) for diesel discharge on 1/17/17;
3. Low-Scored Site Initiative (LSSI) closure for diesel discharge (1/17/17) using engineering controls/ no deed restriction;
4. Limited Contamination Assessment Report (LCAR) investigation of AOC 1/1a area including Site Rehabilitation Funding Allocation (SRFA) support activities;
5. Identify remaining “phantom wells” and properly abandon unusable wells and document;
6. Quarterly summary reports for AOC-2 product recovery activities/recommendations;
7. Meetings with EPC to discuss on-going activities/path forward/closure options;
8. Coordinate and address corrective actions for 1/17/17 diesel discharge; and
9. Contingent/miscellaneous/ unanticipated tasks during FY18.

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

NOTE 14 – SUBSEQUENT EVENTS

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

REQUIRED SUPPLEMENTARY INFORMATION

HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY

Florida Retirement System Pension Plan	2017	2016	2015	2014
Authority's Proportion of the Net Pension Liability	0.088678260%	0.083875483%	0.087636522%	0.084919178%
Authority's Proportionate Share of the Net Pension Liability	\$ 26,230,434	\$ 21,178,625	\$ 11,319,432	\$ 5,181,319
Authority's Covered-Employee Payroll	\$ 34,349,769	\$ 32,152,579	\$ 28,576,273	\$ 27,170,675
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Its Covered-Employee Payroll	76.36%	65.87%	39.61%	19.07%
Plan Fiduciary Net Position as a Percentage of the total Net Pension Liability	83.89%	84.88%	92.00%	96.09%

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

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

Retiree Health Insurance Subsidy Program	2017	2016	2015	2014
Authority's Proportion of the Net Pension Liability	0.124699170%	0.119854302%	0.115730222%	0.111865048%
Authority's Proportionate Share of the Net Pension Liability	\$ 13,333,411	\$ 13,968,522	\$ 11,802,662	\$ 10,459,655
Authority's Covered-Employee Payroll	\$ 39,250,189	\$ 37,260,356	\$ 35,063,188	\$ 33,294,462
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Its Covered-Employee Payroll	33.97%	37.49%	33.66%	31.42%
Plan Fiduciary Net Position as a Percentage of the total Net Pension Liability	1.64%	0.97%	0.50%	0.99%

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF CONTRIBUTIONS**

Florida Retirement System Pension Plan	2017	2016	2015	2014
Contractually Required Contribution	\$ 2,305,879	\$ 2,191,784	\$ 2,120,448	\$ 1,920,319
Contributions in Relation to the Contractually Required Contribution	\$ (2,305,879)	\$ (2,191,784)	\$ (2,120,448)	\$ (1,920,319)
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -
Authority's Covered-Employee Payroll	\$ 34,937,134	\$ 33,369,552	\$ 28,972,948	\$ 27,298,037
Contributions as a Percentage of Covered Employee Payroll	6.60%	6.57%	7.32%	7.03%

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

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

Retiree Health Insurance Subsidy Program	2017	2016	2015	2014
Contractually Required Contribution	\$ 669,012	\$ 639,553	\$ 480,410	\$ 382,210
Contributions in Relation to the Contractually Required Contribution	\$ (669,012)	\$ (639,553)	\$ (480,410)	\$ (382,210)
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -
Authority's Covered-Employee Payroll	\$ 39,797,742	\$ 38,767,502	\$ 35,487,167	\$ 33,795,904
Contributions as a Percentage of Covered Employee Payroll	1.68%	1.65%	1.35%	1.13%

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

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

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF CHANGES IN OPEB
YEARS ENDING SEPTEMBER 30, 2016 AND 2015**

	Fiscal Year Ended	
	9/30/2017	9/30/2016
Total OPEB Liability		
Service Cost	\$111,561	\$100,373
Interest Cost	33,711	36,603
Changes of Benefit Terms	-	-
Differences Between Expected and Actual Experiences	17,633	(40,345)
Changes of Assumptions	(27,727)	27,186
Benefit Payments	(55,835)	(5,960)
Net Change in Total OPEB Liability	79,343	117,857
Total OPEB Liability (Beginning)	1,017,804	899,947
Total OPEB Liability (Ending)	<u>\$1,097,147</u>	<u>\$1,017,804</u>
Covered-employee payroll	\$26,113,584	\$24,565,983
Total OPEB liability as a percentage of covered-employee payroll	4.20%	4.14%

Notes to Schedule:

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

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

- The discount rate was changed from 3.06% as of September 30, 2016, to 3.64% as of September 30, 2017.

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

OTHER SUPPLEMENTAL INFORMATION

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2017**

<u>GRANTOR / PROGRAM TITLE</u>	<u>Federal CFDA Number</u>	<u>Federal Grant Number</u>	<u>FY 2017 Program Expenditures</u>	<u>FY 2017 Transfers to Subrecipients</u>
<i>Direct federal grantor awards</i>				
<i>U.S. Department of Transportation - Federal Transit Administration</i>				
<i>Capital Investment Grants</i>				
21st Avenue Facility Upgrade	20.500	FL-04-0020	\$ 56,455	\$ -
State of Good Repair HM Rehab/Renov	20.500	FL-04-0167	79,492	-
Fixed Guideway Funds	20.500	FL-05-0112	42,328	-
Total Federal Transit Capital Investment Grants			178,275	-
<i>Urbanized Area Formula Program</i>				
FY15 Urbanized Area Formula Program	20.507	FL-2016-049	88,037	-
FY16 Urbanized Area Formula Program	20.507	FL-2017-068	2,099,610	-
Surface Transportation Block Program	20.507	FL-2017-070	7,312,855	-
FY17 Urbanized Area Formula Program	20.507	FL-2017-106	12,281,271	-
FY05 Urbanized Area Formula Program	20.507	FL-90-X538	31,439	-
FY06 Urbanized Area Formula Program	20.507	FL-90-X584	31,479	-
FY10 Urbanized Area Formula Program	20.507	FL-90-X714	24,255	-
FY11 Urbanized Area Formula Program	20.507	FL-90-X752	55,615	-
FY13 Urbanized Area Formula Program	20.507	FL-90-X801	116,059	-
FY14 Urbanized Area Formula Program	20.507	FL-90-X831	239,973	-
STP Funds Bus Purchases	20.507	FL-95-X070	6,675	-
Total Urbanized Area Formula Program			22,287,268	-
<i>U.S. Department of Transportation - Federal Transit Administration</i>				
<i>State of Good Repair Grants Program</i>				
State of Good Repair Fixed Guideway	20.525	FL-2016-022	149,870	-
State of Good Repair Fixed Guideway	20.525	FL-2016-062	360,473	-
Total State of Good Repair Grants Program			510,343	-
<i>Total Bus & Bus Facilities Formula Program</i>				
Bus Formula Grant	20.526	FL-2017-086	2,495	-
Bus Formula Grant	20.526	FL-2017-107	337,121	-
Bus Formula Grant	20.526	FL-34-0040	321,250	-
Total Bus & Bus Facilities Formula Program			660,866	-
Total Federal Transit Cluster	20.500, 20.507, 20.525, 20.526		23,636,752	-
Total Direct Federal Grantor Awards			\$ 23,636,752	\$ -

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2017**

Pass-through federal grantor awards

Florida Department of Transportation (pass through from the Federal Transit Administration)

Enhanced Mobility of Seniors and Individuals with Disabilities HART #ARG03	20.513	435974-19401	\$	24,608	\$	-
Enhanced Mobility of Seniors and Individuals with Disabilities HART #G0053	20.513	437547-19401		32,547		-
Total Pass Through Federal Assistance				57,155		-
 Total Expenditures of Federal Awards			\$	23,693,907	\$	-

(Continued)

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

**HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2017**

<u>GRANTOR / PROGRAM TITLE</u>	<u>State CSFA Number</u>	<u>State Project Number</u>	<u>FY 2017 Program Expenditures</u>
<i>Direct state financial assistance</i>			
<i>State of Florida Department of Transportation</i>			
Public Transit Block Grant Program FY16	55.010	402251-18416	\$ 39,941
Public Transit Block Grant Program FY17	55.010	402251-18417	4,638,080
			<u>4,678,021</u>
Public Transit Service Development Program. Brandon Ext Bus Service (46)	55.012	435211-18401	25,443
Public Transit Service Development Program. First & Last Mile Access- Hyperlink	55.012	438839-18401	45,686
			<u>71,129</u>
Transit Corridor Development Program. New Tampa/S.Pasco Cnty Exp (51X)	55.013	420741-18408	8,814
Transit Corridor Development Program. New Tampa/S.Pasco Cnty Exp (51X)	55.013	420741-18409	175,164
Transit Corridor Development Program. Pasco/Lutz Express (20X)	55.013	430322-18403	128,563
Transit Corridor Development Program. Pasco/Lutz Express (20X)	55.013	430322-184043	16,854
			<u>329,395</u>
Travel Trainer HART #ARG03	N/A	435974-19401	3,076
Travel Trainer HART #G0053	N/A	437547-19401	4,068
			<u>7,144</u>
Total state grantor awards			<u>\$ 5,085,689</u>
Total Expenditures of Federal Awards and State Financial Assistance			<u>\$ 28,779,596</u>

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

HILLSBOROUGH TRANSIT AUTHORITY
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND STATE FINANCIAL ASSISTANCE
YEAR ENDING SEPTEMBER 30, 2017

NOTE 1 – BASIS OF PRESENTATION

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

NOTE 2 – CONTINGENCIES

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

NOTE 3 – INDIRECT COSTS

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

SECTION III

STATISTICAL SECTION

Note: The statistical section contains “Unaudited” data.

STATISTICAL SECTION

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

Financial Trends

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

Revenue Capacity

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

Demographic and Economic Information

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

Operating Information

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

Note: The statistical section contains "Unaudited" data.

Statistical Section

Financial Trends

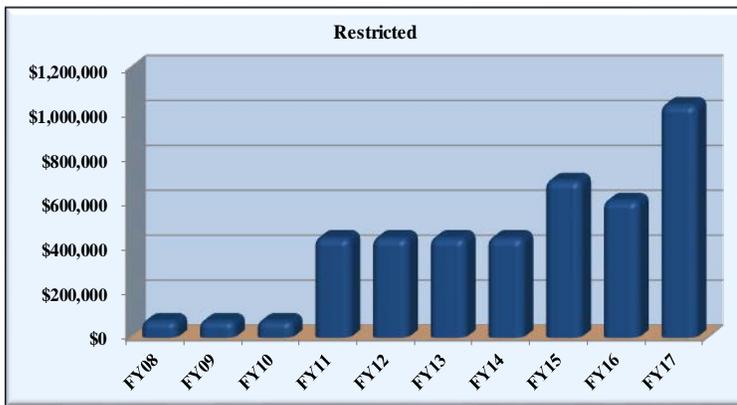
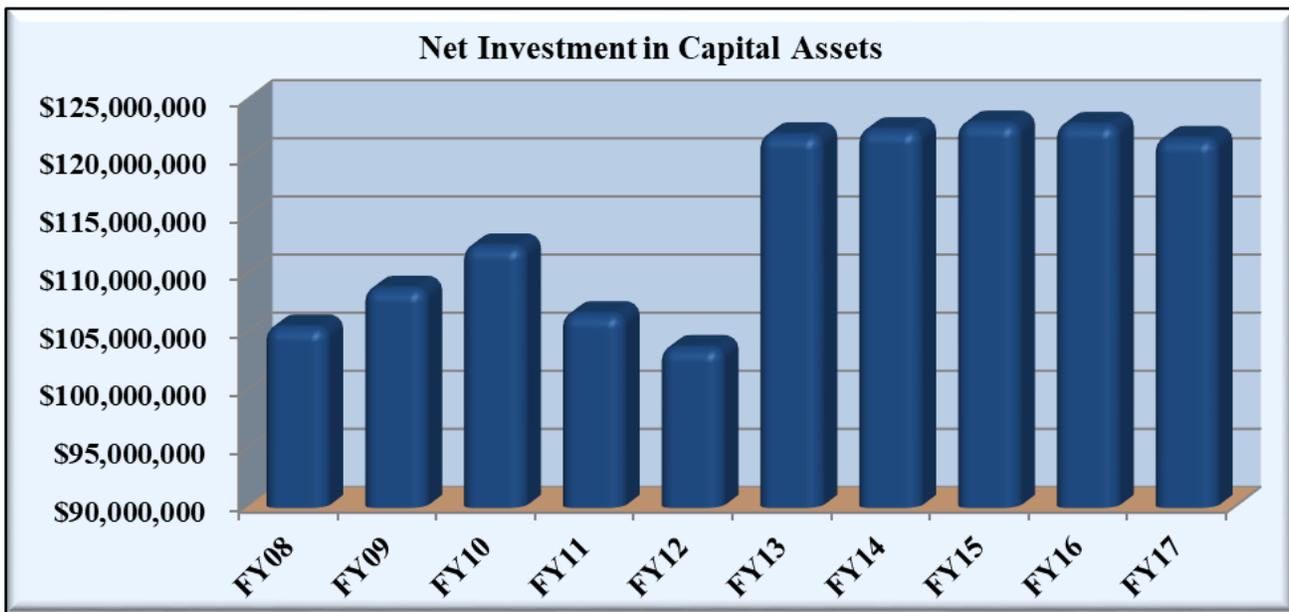
- Net Position by Component (FY2008 to FY2017)
- Statement of Assets, Liabilities, & Net Position (FY2008 to FY2012)
- Statement of Assets, Liabilities, & Net Position (FY2013 to FY2017)
- Statement of Revenues, Expenses, & Changes in Net Position (FY2008 to FY2012)
- Statement of Revenues, Expenses, & Changes in Net Position (FY2013 to FY2017)

Note: The statistical section contains “Unaudited” data.

**NET POSITION BY COMPONENT
FY2008 to FY2017**

	FY2008	FY2009	FY2010	FY2011	FY2012
NET POSITION					
Net Investment in Capital Assets	\$105,544,503	\$108,873,525	\$112,522,829	\$106,688,130	\$103,777,430
Restricted	\$75,000	\$75,000	\$75,000	\$445,000	\$445,000
Unrestricted	\$23,233,715	\$25,278,184	\$22,399,252	\$19,884,546	\$22,952,856
Total Net Position	\$128,853,218	\$134,226,709	\$134,997,081	\$127,017,676	\$127,175,286

	FY2013	FY2014	FY2015	FY2016	FY2017
NET POSITION					
RESTATED					
Net Investment in Capital Assets	\$122,087,138	\$122,526,409	\$123,085,260	\$122,976,936	\$121,766,602
Restricted	\$445,000	\$445,000	\$700,000	\$610,800	\$1,037,807
Unrestricted	\$24,894,805	(\$1,304,949)	(\$5,632,905)	(\$14,589,739)	(\$24,544,597)
Total Net Position	\$147,426,943	\$121,666,460	\$118,152,355	\$108,997,997	\$98,259,812



Note: The statistical section contains "Unaudited" data.

STATEMENT OF ASSETS, LIABILITIES, & NET POSITION					
FY2008 to FY2012					
	FY2008	FY2009	FY2010	FY2011	FY2012
ASSETS					
Current Assets:					
Cash & Cash Equivalents-Unrestricted	\$23,676,922	\$29,641,047	\$23,907,978	\$16,954,969	\$20,887,852
Cash & Cash Equivalents-Restricted	\$75,000	\$75,000	\$75,000	\$75,000	\$445,000
Investments	\$4,791,902	\$486,270	\$484,306	\$411,717	\$424,845
Accounts Receivable:					
Trade Receivable, net	\$1,252,591	\$771,353	\$845,932	\$857,651	\$780,427
Delinquent Property Tax Receivable	\$0	\$0	\$0	\$0	\$239,002
Federal Grants Receivable	\$3,970,942	\$5,347,731	\$9,608,332	\$10,970,747	\$5,961,187
State Grants Receivable	\$187,955	\$203,459	\$112,192	\$144,701	\$4,436,569
Local Grants Receivable	\$385,557	\$503,355	\$155,133	\$1,005,681	\$2,596,166
Inventory of Parts & Supplies	\$1,597,191	\$1,556,352	\$1,488,164	\$1,565,934	\$1,541,486
Prepaid Expenses	\$750,535	\$610,974	\$757,197	\$598,952	\$560,824
Total Current Assets	\$36,688,595	\$39,195,541	\$37,434,234	\$32,585,352	\$37,873,358
Long Term Assets:					
Land	\$13,509,257	\$13,509,257	\$13,509,257	\$13,509,257	\$15,416,271
Construction in Progress	\$2,054,526	\$1,415,649	\$4,246,423	\$3,638,382	\$9,319,239
Capital Assets, net	\$89,980,720	\$93,948,619	\$94,767,149	\$89,540,491	\$79,041,920
Total Long Term Assets	\$105,544,503	\$108,873,525	\$112,522,829	\$106,688,130	\$103,777,430
Total Assets	\$142,233,098	\$148,069,066	\$149,957,063	\$139,273,482	\$141,650,788
DEFERRED OUTFLOWS					
Deferred Outflows on pension and OPEB related amounts	\$0	\$0	\$0	\$0	\$0
LIABILITIES					
Current Liabilities:					
Accounts Payable	\$4,292,322	\$4,266,091	\$4,821,432	\$2,445,335	\$3,973,641
Accrued Expenses	\$885,576	\$1,533,626	\$1,654,361	\$1,426,195	\$1,652,953
Unearned Revenue	\$1,109,475	\$873,278	\$915,457	\$946,917	\$726,836
Self-Insurance & Contingency	\$1,366,233	\$2,421,860	\$1,446,816	\$1,767,455	\$2,541,207
Environmental Remediation	\$0	\$0	\$0	\$0	\$122,883
Compensated Absences	\$100,000	\$141,000	\$220,000	\$180,000	\$127,000
Capital Lease Obligation	\$0	\$0	\$0	\$0	\$0
Net Pension Liability	\$0	\$0	\$0	\$0	\$0
Net OPEB Liability	\$0	\$0	\$0	\$0	\$0
Total Current Liabilities	\$7,753,606	\$9,235,855	\$9,058,066	\$6,765,902	\$9,144,520
Long Term Liabilities:					
Self-Insurance & Contingency	\$3,425,669	\$2,340,140	\$3,560,184	\$3,153,448	\$2,731,011
Environmental Remediation	\$0	\$0	\$0	\$0	\$209,691
Compensated Absences	\$2,200,605	\$2,266,362	\$2,341,732	\$2,336,456	\$2,390,280
Capital Lease Obligation	\$0	\$0	\$0	\$0	\$0
Net Pension Liability	\$0	\$0	\$0	\$0	\$0
Net OPEB Liability	\$0	\$0	\$0	\$0	\$0
Total Long Term Liabilities	\$5,626,274	\$4,606,502	\$5,901,916	\$5,489,904	\$5,330,982
Total Liabilities	\$13,379,880	\$13,842,357	\$14,959,982	\$12,255,806	\$14,475,502
DEFERRED INFLOWS					
Deferred Inflows on pension and OPEB related amounts	\$0	\$0	\$0	\$0	\$0
NET POSITION					
Net Investment in Capital Assets	\$105,544,503	\$108,873,525	\$112,522,829	\$106,688,130	\$103,777,430
Restricted	\$75,000	\$75,000	\$75,000	\$445,000	\$445,000
Unrestricted	\$23,233,715	\$25,278,184	\$22,399,252	\$19,884,546	\$22,952,856
Total Net Position	\$128,853,218	\$134,226,709	\$134,997,081	\$127,017,676	\$127,175,286

Note: The statistical section contains "Unaudited" data.

STATEMENT OF ASSETS, LIABILITIES, & NET POSITION
FY2013 to FY2017

	FY2013	FY2014	FY2015	FY2016	FY2017
ASSETS					
RESTATED					
Current Assets:					
Cash & Cash Equivalents-Unrestricted	\$22,012,439	\$20,711,606	\$15,775,962	\$10,137,998	\$12,768,003
Cash & Cash Equivalents-Restricted	\$445,000	\$445,000	\$700,000	\$425,000	\$1,037,807
Investments	\$232,135	\$0	\$0	\$0	\$0
Accounts Receivable:					
Trade Receivable, net	\$1,166,770	\$683,225	\$778,787	\$756,015	\$2,298,457
Delinquent Property Tax Receivable	\$62,276	\$39,591	\$65,759	\$79,845	\$62,134
Federal Grants Receivable	\$6,746,845	\$11,195,043	\$11,667,050	\$11,275,149	\$1,764,141
State Grants Receivable	\$463,334	\$175,814	\$146,098	\$1,623,079	\$315,322
Local Grants Receivable	\$7,216,827	\$437,953	\$318,397	\$61,215	\$155,885
Inventory of Parts & Supplies	\$1,401,416	\$1,471,430	\$1,513,189	\$1,503,769	\$1,628,946
Prepaid Expenses	\$659,289	\$377,293	\$323,797	\$372,462	\$382,913
Total Current Assets	\$40,383,646	\$35,536,955	\$31,289,039	\$26,234,532	\$20,413,608
Long Term Assets:					
Land	\$18,260,818	\$18,260,818	\$19,040,309	\$19,040,309	\$19,040,309
Construction in Progress	\$20,033,244	\$16,523,147	\$540,588	\$3,378,211	\$4,469,892
Capital Assets, net	\$85,679,116	\$88,481,029	\$103,904,284	\$101,647,794	\$98,256,401
Total Long Term Assets	\$123,973,178	\$123,264,994	\$123,485,181	\$124,066,314	\$121,766,602
Total Assets	\$164,356,824	\$158,801,949	\$154,774,220	\$150,300,846	\$142,180,210
DEFERRED OUTFLOWS					
Deferred Outflows on pension and OPEB related amounts	\$462,335	\$2,515,349	\$4,724,263	\$12,704,894	\$15,993,288
LIABILITIES					
Current Liabilities:					
Accounts Payable	\$5,476,526	\$2,517,083	\$1,866,153	\$3,500,875	\$3,898,479
Accrued Expenses	\$2,024,834	\$1,991,514	\$2,384,932	\$1,088,320	\$1,468,902
Unearned Revenue	\$826,607	\$181,703	\$177,300	\$1,946	\$5,659
Self-Insurance & Contingency	\$2,518,300	\$3,826,224	\$3,337,878	\$2,808,134	\$3,016,930
Environmental Remediation	\$282,427	\$49,708	\$119,000	\$138,136	\$207,233
Compensated Absences	\$190,000	\$246,000	\$82,432	\$84,823	\$115,127
Capital Lease Obligation	\$0	\$0	\$73,949	\$306,249	\$0
Net Pension Liability	\$0	\$371,057	\$450,452	\$430,446	\$374,957
Net OPEB Liability	\$0	\$0	\$0	\$0	\$46,963
Total Current Liabilities	\$11,318,694	\$9,183,289	\$8,492,096	\$8,358,929	\$9,134,250
Long Term Liabilities:					
Self-Insurance & Contingency	\$3,233,700	\$3,867,110	\$4,653,651	\$6,283,924	\$5,407,660
Environmental Remediation	\$0	\$0	\$0	\$0	\$0
Compensated Absences	\$2,377,487	\$2,366,586	\$2,231,413	\$2,438,666	\$2,735,005
Capital Lease Obligation	\$0	\$0	\$325,972	\$479,238	\$0
Net Pension Liability	\$0	\$15,269,917	\$22,671,642	\$34,716,701	\$39,188,888
Net OPEB Liability	\$0	\$0	\$0	\$1,017,804	\$1,050,184
Total Long Term Liabilities	\$5,611,187	\$21,503,613	\$29,882,678	\$44,936,333	\$48,381,737
Total Liabilities	\$16,929,881	\$30,686,902	\$38,374,774	\$53,295,262	\$57,515,987
DEFERRED INFLOWS					
Deferred Inflows on pension and OPEB related amounts	\$0	\$8,963,936	\$2,971,354	\$712,481	\$2,397,699
NET POSITION					
Net Investment in Capital Assets	\$122,087,138	\$122,526,409	\$123,085,260	\$122,976,936	\$121,766,602
Restricted	\$445,000	\$445,000	\$700,000	\$610,800	\$1,037,807
Unrestricted	\$24,894,805	(\$1,304,949)	(\$5,632,905)	(\$14,589,739)	(\$24,544,597)
Total Net Position	\$147,426,943	\$121,666,460	\$118,152,355	\$108,997,997	\$98,259,812

Note: The statistical section contains "Unaudited" data.

STATEMENT OF REVENUES, EXPENSES, & CHANGES IN NET POSITION					
FY2008 to FY2012					
	FY2008	FY2009	FY2010	FY2011	FY2012
OPERATING REVENUES :					
Passenger Fare Revenues	\$12,127,912	\$12,197,462	\$12,409,955	\$13,373,978	\$14,187,514
Advertising Revenues	\$554,270	\$591,970	\$724,964	\$718,919	\$770,772
Other Revenues	\$583,170	\$253,357	\$576,924	\$338,586	\$76,325
Total Operating Revenues	\$13,265,352	\$13,042,789	\$13,711,843	\$14,431,483	\$15,034,611
OPERATING EXPENSES :					
Salaries & Wages	\$25,831,068	\$27,331,650	\$28,976,002	\$28,472,681	\$27,633,742
Fringe Benefits	\$11,961,942	\$14,150,767	\$14,875,779	\$14,616,889	\$12,774,304
Fuel & Oil	\$5,294,121	\$6,422,888	\$5,332,088	\$6,240,003	\$7,367,311
Parts & Supplies	\$3,532,298	\$3,638,090	\$3,543,504	\$2,870,170	\$2,941,767
Purchased Services	\$2,851,526	\$3,174,271	\$3,296,307	\$3,492,770	\$2,952,228
Insurance	\$3,136,144	\$1,958,376	\$2,310,511	\$2,267,192	\$1,745,966
Utilities	\$887,666	\$1,027,030	\$756,763	\$701,272	\$681,797
Marketing & Printing	\$666,462	\$1,027,373	\$713,228	\$524,863	\$493,667
Other Expenses	\$2,369,100	\$2,893,627	\$2,060,172	\$1,810,233	\$2,029,073
Expenses Reimbursed by Grants	\$1,079,616	\$3,737,612	\$3,865,188	\$3,607,225	\$3,732,246
Total Operating Expenses	\$57,609,943	\$65,361,684	\$65,729,542	\$64,603,298	\$62,352,101
Total Operating Gain (Loss)	(\$44,344,591)	(\$52,318,895)	(\$52,017,699)	(\$50,171,815)	(\$47,317,490)
Depreciation Expense	\$9,335,084	\$11,482,036	\$13,394,583	\$12,862,670	\$12,292,280
Net Operating Gain (Loss)	(\$53,679,675)	(\$63,800,931)	(\$65,412,282)	(\$63,034,485)	(\$59,609,770)
NON-OPERATING REVENUES :					
Federal Operating Grants	\$4,445,445	\$8,922,111	\$8,566,909	\$11,314,093	\$11,456,242
State Operating Grants	\$3,694,543	\$3,669,407	\$3,937,879	\$4,065,891	\$4,689,055
Local Operating Grants	\$1,475,375	\$1,257,145	\$1,365,858	\$1,281,761	\$817,880
Property Tax Proceeds	\$37,228,885	\$35,325,400	\$31,626,091	\$28,277,219	\$30,028,084
Interest Revenue	\$736,964	\$86,189	\$290,111	\$136,840	\$189,196
Total Non-Operating Revenues	\$47,581,212	\$49,260,252	\$45,786,848	\$45,075,804	\$47,180,457
Gain (Loss) before Capital Grants	(\$6,098,463)	(\$14,540,679)	(\$19,625,434)	(\$17,958,681)	(\$12,429,313)
CAPITAL GRANT REVENUES :					
Federal Capital Grants	\$13,486,392	\$16,746,036	\$19,717,043	\$7,145,036	\$6,816,240
State Capital Grants	\$424,348	\$170	\$38,139	\$313,277	\$280,489
Local Capital Grants	(\$2,083)	\$3,167,964	\$640,624	\$2,520,963	\$5,365,203
Developer Contributed Assets	\$0	\$0	\$0	\$0	\$124,991
Total Capital Contribution Revenue	\$13,908,657	\$19,914,170	\$20,395,806	\$9,979,276	\$12,586,923
Increase (Decrease) in Net Position	\$7,810,194	\$5,373,491	\$770,372	(\$7,979,405)	\$157,610
Net Position, Beginning Year	\$121,043,024	\$128,853,218	\$134,226,709	\$134,997,081	\$127,017,676
Net Position, End of the Year	\$128,853,218	\$134,326,709	\$134,997,081	\$127,017,676	\$127,175,286

Note: The statistical section contains "Unaudited" data.

STATEMENT OF REVENUES, EXPENSES, & CHANGES IN NET POSITION					
FY2013 to FY2017					
	FY2013	FY2014	FY2015	FY2016	FY2017
OPERATING REVENUES:					
	RESTATED				
Passenger Fare Revenues	\$15,536,071	\$16,420,800	\$16,593,816	\$15,155,608	\$14,148,572
Advertising Revenues	\$770,830	\$903,308	\$1,033,518	\$1,144,644	\$1,072,635
Other Revenues	(\$15,031)	\$392,061	\$116,589	\$237,079	\$405,193
Total Operating Revenues	\$16,291,870	\$17,716,169	\$17,743,923	\$16,537,331	\$15,626,400
OPERATING EXPENSES:					
Salaries & Wages	\$28,866,836	\$30,141,573	\$31,819,094	\$34,095,944	\$36,305,701
Fringe Benefits	\$12,783,267	\$13,960,033	\$16,912,330	\$18,670,787	\$23,405,926
Fuel & Oil	\$8,118,427	\$8,139,358	\$7,206,460	\$4,389,479	\$4,065,775
Parts & Supplies	\$3,621,651	\$3,415,413	\$4,150,983	\$4,178,489	\$4,281,705
Purchased Services	\$3,442,716	\$2,971,681	\$3,300,141	\$4,033,881	\$5,948,106
Insurance	\$2,738,407	\$4,528,743	\$3,000,607	\$4,277,254	\$2,407,661
Utilities	\$693,489	\$710,147	\$761,274	\$1,022,155	\$1,140,717
Marketing & Printing	\$391,819	\$313,093	\$339,870	\$354,185	\$346,738
Other Expenses	\$1,802,389	\$1,778,298	\$2,741,421	\$3,551,218	\$3,061,563
Expenses Reimbursed by Grants	\$3,070,237	\$1,595,894	\$1,793,741	\$1,440,203	\$1,750,812
Total Operating Expenses	\$65,529,238	\$67,554,233	\$72,025,921	\$76,013,595	\$82,714,704
Total Operating Gain (Loss)	(\$49,237,368)	(\$49,838,064)	(\$54,281,998)	(\$59,476,264)	(\$67,088,304)
Depreciation Expense	\$11,635,161	\$10,578,252	\$11,671,433	\$11,652,527	\$12,164,514
Net Operating Gain (Loss)	(\$60,872,529)	(\$60,416,316)	(\$65,953,431)	(\$71,128,791)	(\$79,252,818)
NON-OPERATING REVENUES:					
Federal Operating Grants	\$11,410,293	\$11,508,660	\$10,726,311	\$9,893,280	\$12,409,977
State Operating Grants	\$5,351,617	\$5,295,505	\$4,906,810	\$5,205,625	\$5,085,689
Local Operating Grants	\$812,018	\$1,273,864	\$770,884	\$903,640	\$1,053,973
State Operating rebates-CNG	\$0	\$0	\$0	\$0	\$250,000
Property Tax Proceeds	\$28,603,229	\$30,171,450	\$32,398,546	\$34,869,378	\$37,509,439
Interest Revenue	\$101,034	\$20,823	\$84,466	\$60,899	\$122,610
Total Non-Operating Revenues	\$46,278,191	\$48,270,302	\$48,887,017	\$50,932,822	\$56,431,688
Gain (Loss) before Capital Grants	(\$14,594,338)	(\$12,146,014)	(\$17,066,414)	(\$20,195,969)	(\$22,821,130)
CAPITAL GRANT REVENUES:					
Federal Capital Grants	\$15,801,857	\$6,759,290	\$13,088,152	\$9,744,445	\$11,283,930
State Capital Grants	\$300,171	\$730,031	\$89,406	\$1,857,575	\$562,907
Local Capital Grants	\$18,708,777	\$1,907,899	\$341,726	\$339,538	\$171,420
Developer Contributed Assets	\$35,190	\$36,408	\$33,025	\$0	\$64,688
Total Capital Contribution Revenue	\$34,845,995	\$9,433,628	\$13,552,309	\$11,941,558	\$12,082,945
Increase (Decrease) in Net Position	\$20,251,657	(\$2,712,386)	(\$3,514,105)	(\$8,254,411)	(\$10,738,185)
Net Position, Beginning Year	\$127,175,286	\$124,378,846	\$121,666,460	\$117,252,408	\$108,997,997
Net Position, End of the Year *	\$147,426,943	\$121,666,460	\$118,152,355	\$108,997,997	\$98,259,812

Note: The statistical section contains “Unaudited” data.

Statistical Section

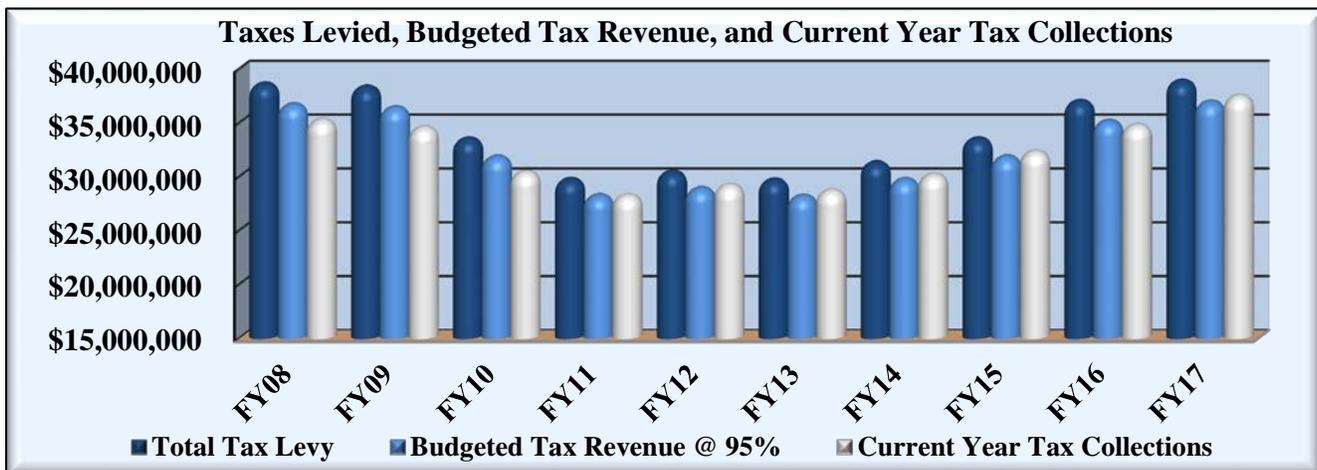
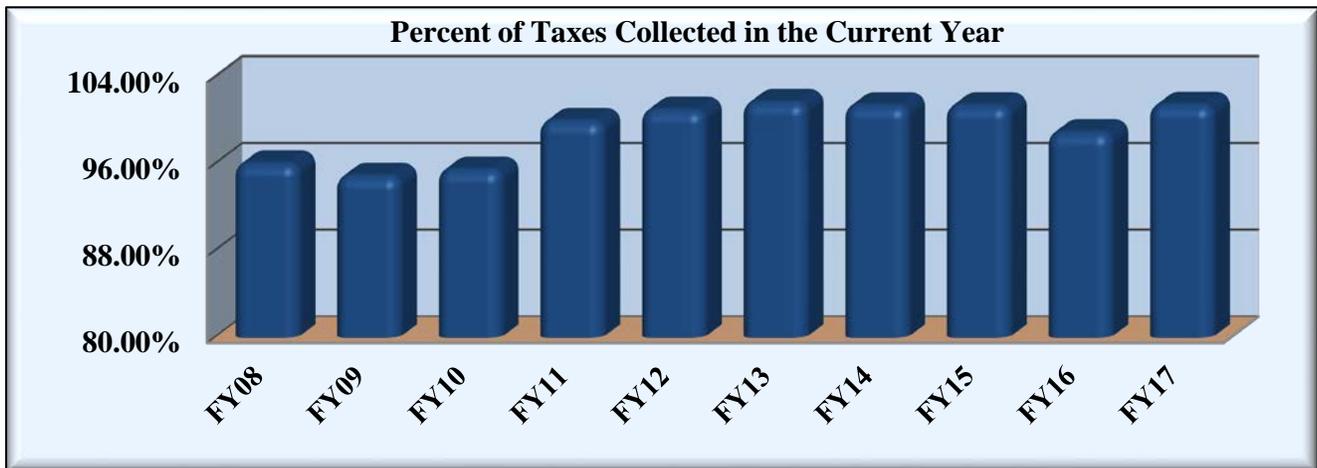
Revenue Capacity

- Hillsborough Transit Authority, Property Tax Levies and Collections (FY2008 to FY2017)
- Hillsborough County, FL, Taxable Assessed Value and Actual Value of Property (FY2002 to FY2017)
- Single Family Taxable Values and Levies (2003 to 2018)
- Millage Rates (2008 to 2017)
- Taxable Sales (2002 to 2017)
- Revenues by Source (FY2008 to FY2017)
- Property Tax Revenue Used for Operations (FY2008 to FY2017)

Note: The statistical section contains “Unaudited” data.

**HILLSBOROUGH TRANSIT AUTHORITY
PROPERTY TAX LEVIES AND COLLECTIONS
FY2008 to FY2017**

Fiscal Year	Total Tax Levy	Budgeted Tax Revenue @ 95%	Current Year Tax Collections	Percent of Current Year to Budget	Other Net Collections during the Year	Total Collections	Percent of Total Collections to Tax Levy	Millage Rate
FY2008	\$38,604,589	\$36,674,360	\$35,228,933	96.06%	\$1,999,952	\$37,228,885	96.44%	0.4495
FY2009	\$38,322,358	\$36,406,240	\$34,547,599	94.89%	\$2,161,227	\$36,708,826	95.79%	0.4682
FY2010	\$33,504,979	\$31,829,730	\$30,393,544	95.49%	\$1,604,511	\$31,998,055	95.50%	0.4682
FY2011	\$29,736,439	\$28,249,617	\$28,242,205	99.97%	\$191,504	\$28,433,709	95.62%	0.4682
FY2012	\$30,418,828	\$28,897,887	\$29,184,561	100.99%	\$354,946	\$29,539,507	97.11%	0.5000
FY2013	\$29,680,363	\$28,196,345	\$28,677,987	101.71%	\$101,968	\$28,779,955	96.97%	0.5000
FY2014	\$31,293,062	\$29,728,409	\$30,145,483	101.40%	\$48,651	\$30,194,134	96.49%	0.5000
FY2015	\$33,519,856	\$31,843,863	\$32,292,256	101.41%	\$80,123	\$32,372,379	96.58%	0.5000
FY2016	\$36,989,171	\$35,139,712	\$34,762,497	98.93%	\$92,795	\$34,855,292	94.23%	0.5000
FY2017	\$38,872,885	\$36,929,241	\$37,465,915	101.45%	\$61,234	\$37,527,149	96.54%	0.5000



Note: The statistical section contains "Unaudited" data.

HILLSBOROUGH COUNTY, FLORIDA TAXABLE ASSESSED VALUE AND ACTUAL VALUE OF TAXABLE PROPERTY 2002 to 2017

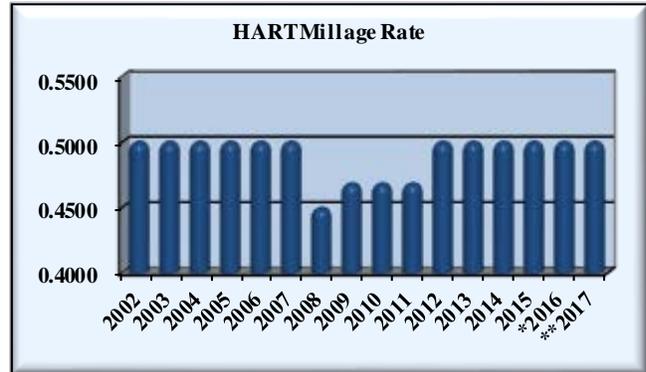
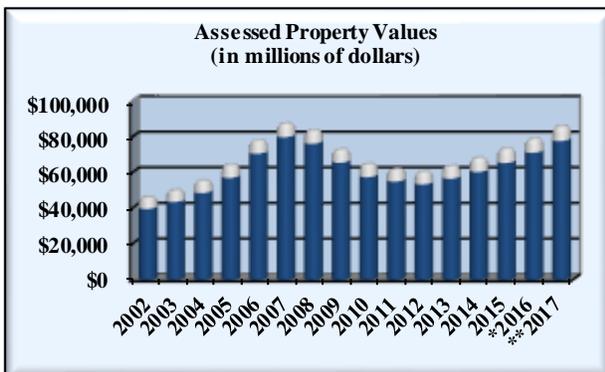
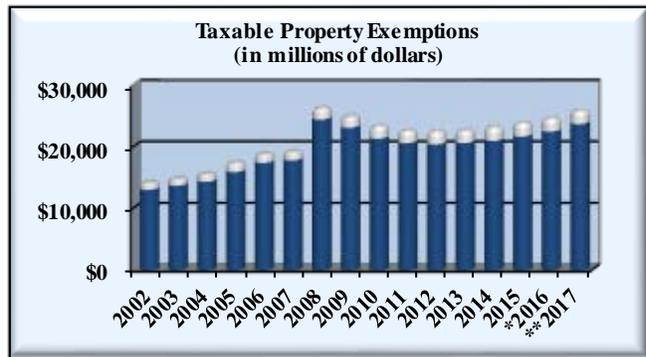
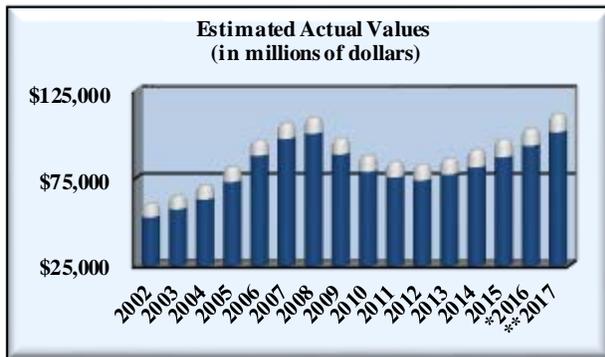
Year	Estimated Actual Value*		Exemptions*		Assessed Value*		HART's
	Real Property	Personal Property	Real Property	Personal Property	Real Property	Personal Property	Millage Rate
2002	\$52,950	\$7,440	\$13,090	\$1,170	\$39,860	\$6,270	0.5000
2003	\$57,521	\$7,479	\$13,761	\$1,146	\$43,760	\$6,333	0.5000
2004	\$63,183	\$8,011	\$14,398	\$1,281	\$48,785	\$6,730	0.5000
2005	\$73,192	\$8,643	\$15,972	\$1,549	\$57,220	\$7,094	0.5000
2006	\$88,280	\$8,774	\$17,445	\$1,455	\$70,835	\$7,319	0.5000
2007	\$97,915	\$8,988	\$17,866	\$1,432	\$80,049	\$7,556	0.5000
2008	\$100,896	\$9,120	\$24,489	\$1,905	\$76,407	\$7,215	0.4495
2009	\$88,961	\$9,195	\$23,168	\$1,899	\$65,793	\$7,296	0.4682
2010	\$79,075	\$9,227	\$21,393	\$2,106	\$57,682	\$7,121	0.4682
2011	\$75,837	\$8,925	\$20,676	\$2,077	\$55,161	\$6,848	0.4682
2012	\$74,037	\$9,073	\$20,466	\$2,153	\$53,571	\$6,920	0.5000
2013	\$77,492	\$9,048	\$20,700	\$2,092	\$56,792	\$6,956	0.5000
2014	\$81,602	\$10,066	\$21,066	\$2,238	\$60,536	\$7,828	0.5000
2015	\$87,373	\$10,203	\$21,742	\$2,281	\$65,631	\$7,922	0.5000
2016	\$93,915	\$9,942	\$22,549	\$2,220	\$71,366	\$7,722	0.5000
**2017	\$101,712	\$10,376	\$23,773	\$2,221	\$77,939	\$8,155	0.5000

Notes: * Values in millions

**2017 Preliminary

Source:

Hillsborough County Tax Collector

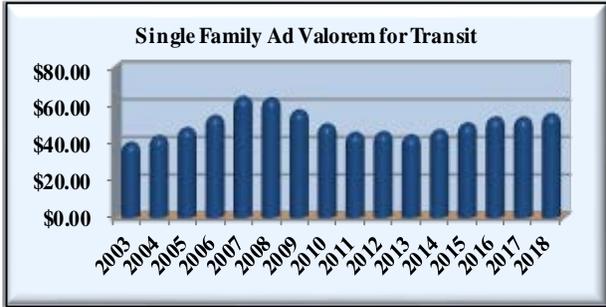
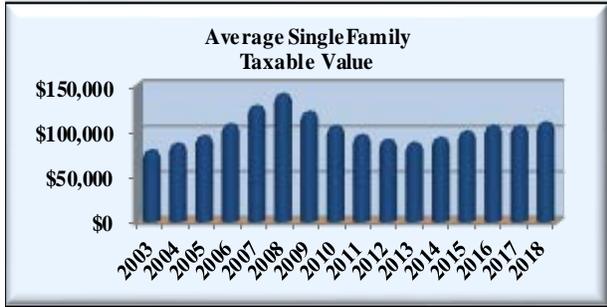
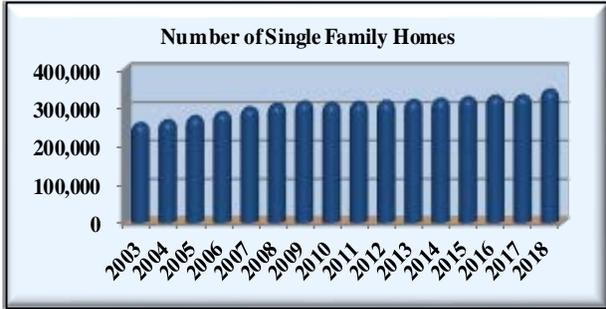
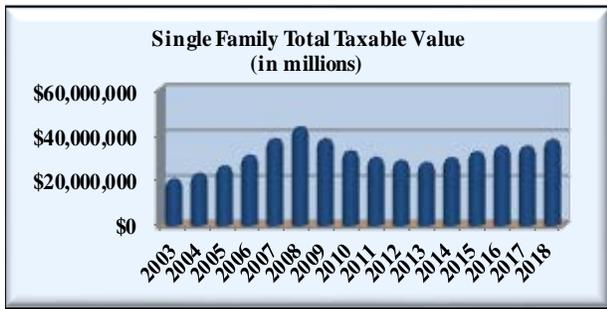


Note: The statistical section contains "Unaudited" data.

**HILLSBOROUGH COUNTY, FLORIDA
SINGLE FAMILY TAXABLE VALUES AND LEVIES
2002 to 2017**

Fiscal Year	Tax Year	Single Family Taxable Values (000's)	Number of Homes	Single Family Average Value	Percent Change	HART's Millage Rate	Single Family Ad Valorem	Percent Change
2003	2002	\$20,394,689	258,306	\$78,956		0.5000	\$39.48	
2004	2003	\$22,934,737	265,749	\$86,302	9.3%	0.5000	\$43.15	9.3%
2005	2004	\$26,138,771	276,114	\$94,667	9.7%	0.5000	\$47.33	9.7%
2006	2005	\$30,915,682	287,179	\$107,653	13.7%	0.5000	\$53.83	13.7%
2007	2006	\$38,181,152	298,969	\$127,709	18.6%	0.5000	\$63.85	18.6%
2008	2007	\$43,386,630	308,253	\$140,750	10.2%	0.4495	\$63.27	-0.9%
2009	2008	\$38,109,677	314,397	\$121,215	-13.9%	0.4682	\$56.75	-10.3%
2010	2009	\$32,798,590	310,967	\$105,473	-13.0%	0.4682	\$49.38	-13.0%
2011	2010	\$29,953,254	313,022	\$95,691	-9.3%	0.4682	\$44.80	-9.3%
2012	2011	\$28,528,801	315,514	\$90,420	-5.5%	0.5000	\$45.21	0.9%
2013	2012	\$27,669,609	318,074	\$86,991	-3.8%	0.5000	\$43.50	-3.8%
2014	2013	\$29,759,828	321,275	\$92,630	6.5%	0.5000	\$46.32	6.5%
2015	2014	\$32,413,326	325,307	\$99,639	7.6%	0.5000	\$49.82	7.6%
2016	2015	\$34,873,178	329,101	\$105,965	6.3%	0.5000	\$52.98	6.3%
2017	2016	\$34,943,064	330,519	\$105,722	-0.2%	0.5000	\$52.86	-0.2%
2018	2017	\$37,817,808	345,207	\$109,551	3.6%	0.5000	\$54.78	3.6%

Source:
Hillsborough County Property Appraiser
Preliminary Assessment Rolls Reports for Tax Years 2002 to 2017 (or HART Fiscal Years 2003 to 2018)

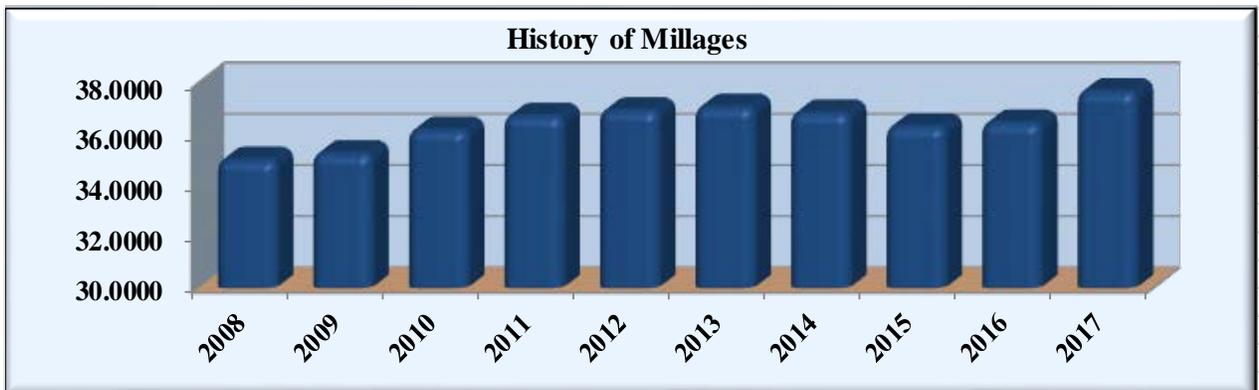


Note: The statistical section contains "Unaudited" data.

**HILLSBOROUGH COUNTY, FLORIDA
MILLAGE RATES
2008 to 2017**

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
District School Board:										
Local Required Effort	4.7840	5.3040	5.4440	5.3440	5.6650	5.6290	5.4420	5.1050	4.6580	4.6580
Discretionary Local	0.5100	0.4980	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480	0.7480
Supplemental Discretionary	0.2290	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Debt Service	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Capital Improvements	2.0000	1.7500	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000
Total District School Board	7.5230	7.7770	7.6920	7.5920	7.9130	7.8770	7.6900	7.3530	6.9060	6.9060
Other County-Wide:										
Board of County Commissioners	5.8050	5.8043	5.8027	5.8011	5.7995	5.7978	5.7960	5.7943	5.7322	5.7322
Tampa Port Authority	0.1982	0.1950	0.1925	0.1900	0.1900	0.1850	0.1750	0.1550	0.1550	0.1550
Children's Board	0.4634	0.5000	0.5000	0.5000	0.5000	0.5000	0.4828	0.4599	0.4589	0.4589
S.W. Florida River Water Mgt.	0.3866	0.3866	0.3866	0.3770	0.3928	0.3928	0.3818	0.3488	0.3488	0.3317
Total Other County-Wide	6.8532	6.8859	6.8818	6.8681	6.8823	6.8756	6.8356	6.7580	6.6949	6.6778
Total County-Wide	14.3762	14.6629	14.5738	14.4601	14.7953	14.7526	14.5256	14.1110	13.6009	13.5838
Non County-Wide:										
Public Library Service	0.6083	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583	0.5583
Municipal Service Tax	4.3755	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745	4.3745
Parks & Recreation (Unincorporated)	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259	0.0259
Independent Special Districts:										
SWFWMD										
Alafia River Basin	0.2163	0.2163	0.2163	0.2163	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hillsborough River Basin	0.2547	0.2547	0.2421	0.2300	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
N.W. Hillsborough River Basin	0.2421	0.2421	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Transit Authority	0.4495	0.4682	0.4682	0.4682	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Tampa Palms C.D.D.	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Municipalities:										
Tampa	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326	5.7326
Plant City	4.1653	4.1653	4.7157	4.7157	4.7157	4.7157	4.7157	4.7157	4.7157	5.7157
Temple Terrace	4.5692	4.5692	5.2829	5.9500	6.2500	6.4300	6.4300	6.3050	6.9550	7.2050
Grand Total Millages	35.0156	35.2700	36.1903	36.7316	36.9523	37.0896	36.8626	36.3230	36.4629	37.6958

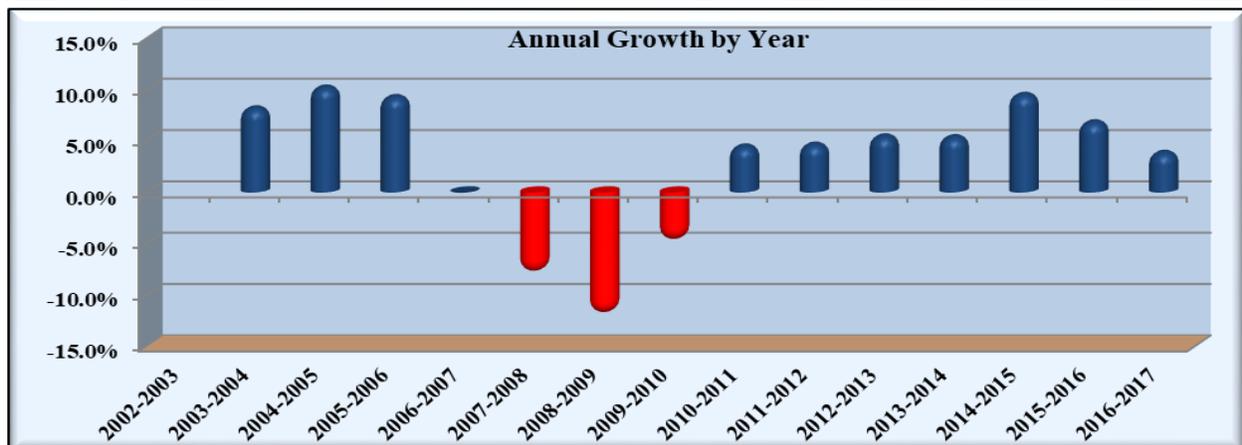
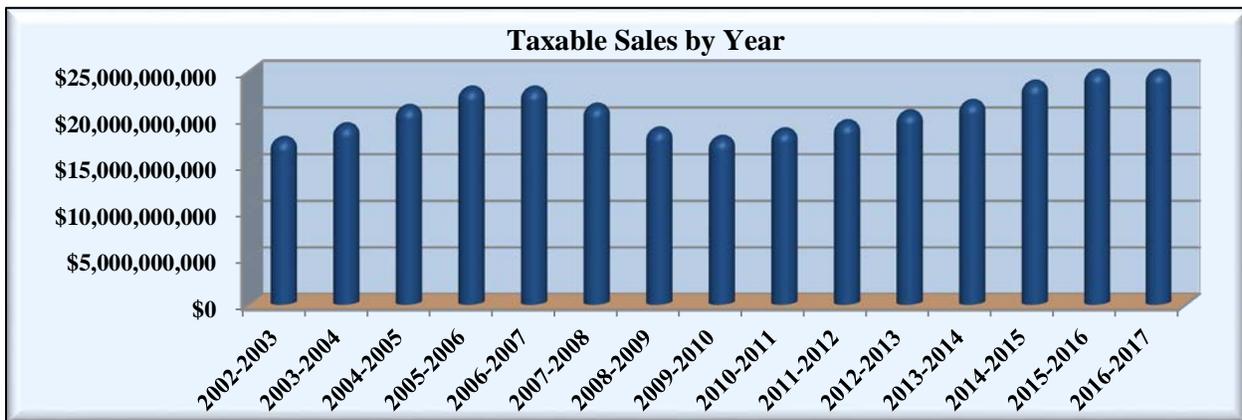
Source:
Hillsborough Tax Collector



Note: The statistical section contains "Unaudited" data.

HILLSBOROUGH COUNTY, FLORIDA TAXABLE SALES 2002 to 2017					
State Fiscal Year	Hillsborough Taxable Sales	Annual Growth	Half Cent	Full Cent	Seven Cent
2002-2003	\$17,819,659,768		\$89,098,299	\$178,196,598	\$1,247,376,184
2003-2004	\$19,276,344,901	8.2%	\$96,381,725	\$192,763,449	\$1,349,344,143
2004-2005	\$21,243,082,621	10.2%	\$106,215,413	\$212,430,826	\$1,487,015,783
2005-2006	\$23,213,834,873	9.3%	\$116,069,174	\$232,138,349	\$1,624,968,441
2006-2007	\$23,207,999,348	0.0%	\$116,039,997	\$232,079,993	\$1,624,559,954
2007-2008	\$21,377,893,474	-7.9%	\$106,889,467	\$213,778,935	\$1,496,452,543
2008-2009	\$18,831,222,537	-11.9%	\$94,156,113	\$188,312,225	\$1,318,185,578
2009-2010	\$17,929,543,843	-4.8%	\$89,647,719	\$179,295,438	\$1,255,068,069
2010-2011	\$18,730,240,925	4.5%	\$93,651,205	\$187,302,409	\$1,311,116,865
2011-2012	\$19,600,504,529	4.6%	\$98,002,523	\$196,005,045	\$1,372,035,317
2012-2013	\$20,668,297,980	5.4%	\$103,341,490	\$206,682,980	\$1,446,780,859
2013-2014	\$21,779,534,595	5.4%	\$108,897,673	\$217,795,346	\$1,524,567,422
2014-2015	\$23,846,559,173	9.5%	\$119,232,796	\$238,465,592	\$1,669,259,142
2015-2016	\$25,472,830,434	6.8%	\$127,364,152	\$254,728,304	\$1,783,098,130
2016-2017	\$26,452,915,372	3.8%	\$132,264,577	\$264,529,154	\$1,851,704,076

Source:
Florida Department of Revenue



Note: The statistical section contains "Unaudited" data.

REVENUES BY SOURCE					
FY2008 to FY2017					
	FY2008	FY2009	FY2010	FY2011	FY2012
GENERAL FUND REVENUES:					
Passenger Fare Revenues	\$12,127,912	\$12,197,462	\$12,409,955	\$13,373,978	\$14,187,514
Property Tax Proceeds	\$37,228,885	\$35,325,400	\$31,626,091	\$28,277,219	\$30,028,084
Advertising Revenues	\$554,270	\$591,970	\$724,964	\$718,919	\$770,772
Interest Revenues	\$736,964	\$86,189	\$290,111	\$136,840	\$189,196
Other Income (Loss)	<u>\$583,170</u>	<u>\$253,357</u>	<u>\$576,924</u>	<u>\$338,586</u>	<u>\$76,325</u>
Total General Funds	<u>\$51,231,201</u>	<u>\$48,454,378</u>	<u>\$45,628,045</u>	<u>\$42,845,542</u>	<u>\$45,251,891</u>
OPERATING GRANT REVENUES:					
Federal Operating Grants	\$4,445,445	\$8,922,111	\$8,566,909	\$11,314,093	\$11,456,242
State Operating Grants	\$3,694,543	\$3,669,407	\$3,937,879	\$4,065,891	\$4,689,055
Local Operating Grants	<u>\$1,475,375</u>	<u>\$1,257,145</u>	<u>\$1,365,858</u>	<u>\$1,281,761</u>	<u>\$817,880</u>
Total Operating Grants	<u>\$9,615,363</u>	<u>\$13,848,663</u>	<u>\$13,870,646</u>	<u>\$16,661,745</u>	<u>\$16,963,177</u>
CAPITAL GRANT REVENUES:					
Federal Capital Grants	\$13,486,392	\$16,746,036	\$19,717,043	\$7,145,036	\$6,816,240
State Capital Grants	\$424,348	\$170	\$38,139	\$313,277	\$280,489
Local Capital Grants	(\$2,083)	\$3,167,964	\$640,624	\$2,520,963	\$5,365,203
Developer Contributed Assets	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$124,991</u>
Total Capital Revenues	<u>\$13,908,657</u>	<u>\$19,914,170</u>	<u>\$20,395,806</u>	<u>\$9,979,276</u>	<u>\$12,586,923</u>
Total Revenue	<u>\$74,755,221</u>	<u>\$82,217,211</u>	<u>\$79,894,497</u>	<u>\$69,486,563</u>	<u>\$74,801,991</u>

	FY2013	FY2014	FY2015	FY2016	FY2017
GENERAL FUND REVENUES:					
Passenger Fare Revenues	\$15,536,071	\$16,420,800	\$16,593,816	\$15,155,608	\$14,148,572
Property Tax Proceeds	\$28,603,229	\$30,171,450	\$32,398,546	\$34,869,378	\$37,509,439
Advertising Revenues	\$770,830	\$903,308	\$1,033,518	\$1,144,644	\$1,072,635
Interest Revenues	\$101,034	\$20,823	\$84,466	\$60,899	\$122,610
Other Income (Loss)	<u>(\$15,031)</u>	<u>\$392,061</u>	<u>\$116,589</u>	<u>\$237,079</u>	<u>\$405,193</u>
Total General Funds	<u>\$44,996,133</u>	<u>\$47,908,442</u>	<u>\$50,226,935</u>	<u>\$51,467,608</u>	<u>\$53,258,449</u>
OPERATING GRANT REVENUES:					
Federal Operating Grants	\$11,410,293	\$11,508,660	\$10,726,311	\$9,893,280	\$12,409,977
State Operating Grants	\$5,351,617	\$5,295,505	\$4,906,810	\$5,205,625	\$5,335,689
Local Operating Grants	<u>\$812,018</u>	<u>\$1,273,864</u>	<u>\$770,884</u>	<u>\$903,640</u>	<u>\$1,053,973</u>
Total Operating Grants	<u>\$17,573,928</u>	<u>\$18,078,029</u>	<u>\$16,404,005</u>	<u>\$16,002,545</u>	<u>\$18,799,639</u>
CAPITAL GRANT REVENUES:					
Federal Capital Grants	\$15,801,857	\$6,759,290	\$13,088,152	\$9,744,445	\$11,283,930
State Capital Grants	\$300,171	\$730,031	\$89,406	\$1,857,575	\$562,907
Local Capital Grants	\$18,708,777	\$1,907,899	\$341,726	\$339,538	\$171,420
Developer Contributed Assets	<u>\$35,190</u>	<u>\$36,408</u>	<u>\$33,025</u>	<u>\$0</u>	<u>\$64,688</u>
Total Capital Revenues	<u>\$34,845,995</u>	<u>\$9,433,628</u>	<u>\$13,552,309</u>	<u>\$11,941,558</u>	<u>\$12,082,945</u>
Total Revenue	<u>\$97,416,056</u>	<u>\$75,420,099</u>	<u>\$80,183,249</u>	<u>\$79,411,711</u>	<u>\$84,141,033</u>

Notes:

See following page for notes and definitions.

Note: The statistical section contains “Unaudited” data.

Notes:

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

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

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

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

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

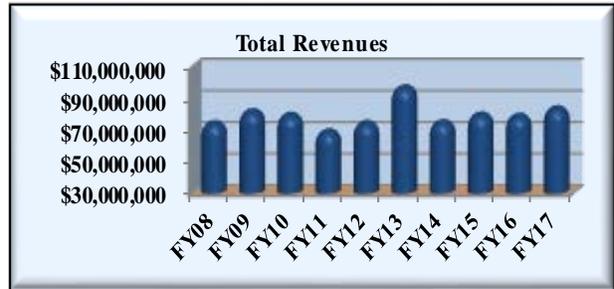
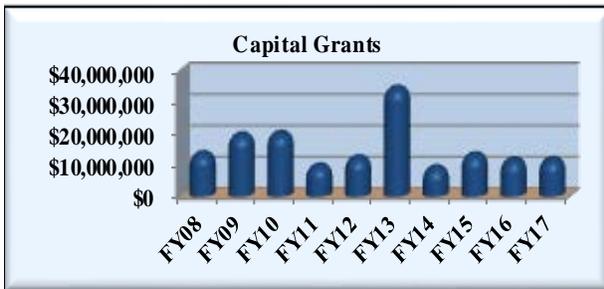
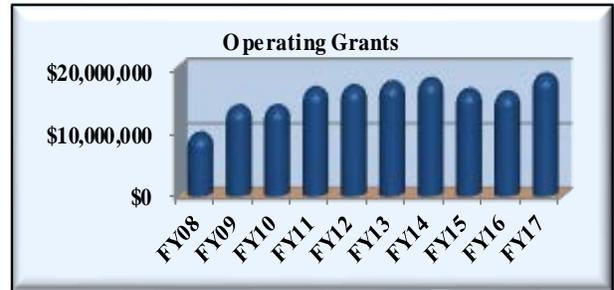
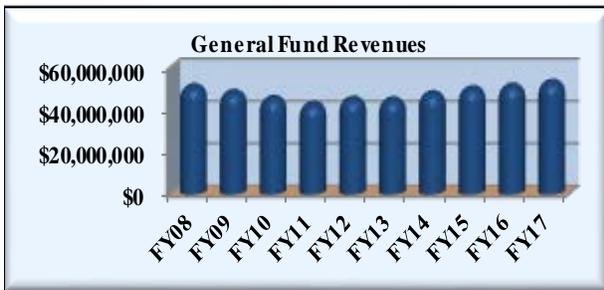
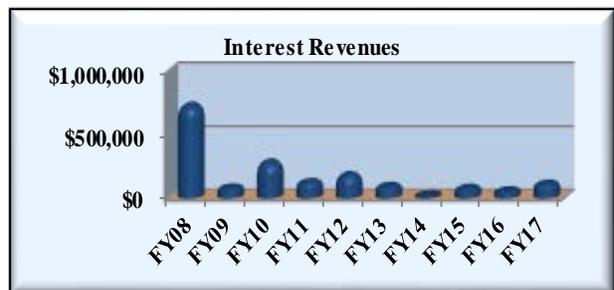
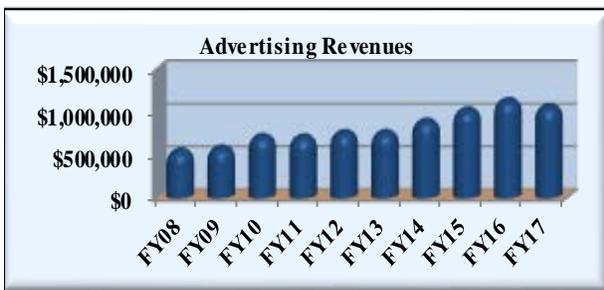
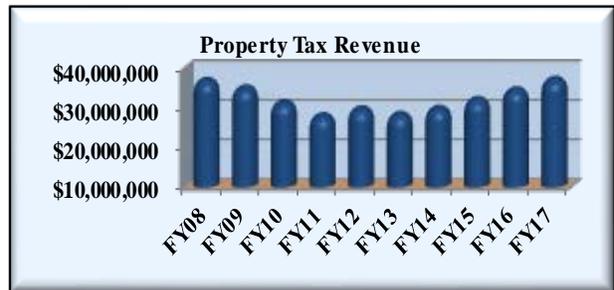
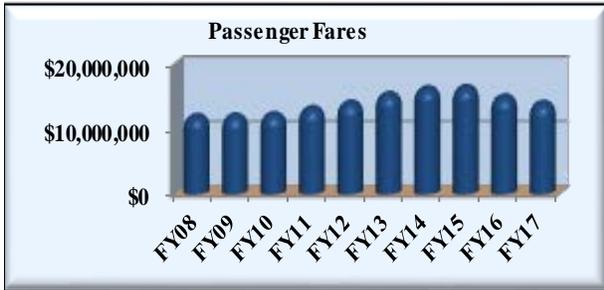
Operating Grant Revenues are revenues earned related to operating activities. The sources of these revenues are Federal, State and Local government agencies. These revenues are earned at the time of the activity and are reimbursed to HART after the fact.

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

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

Note: The statistical section contains “Unaudited” data.

**REVENUES BY SOURCE
FY2008 to FY2017**



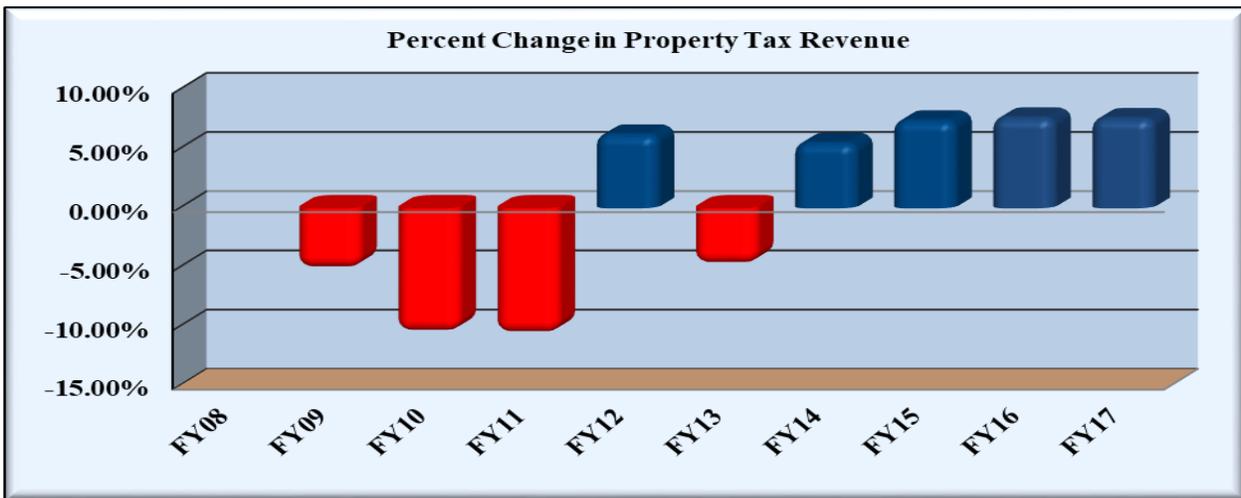
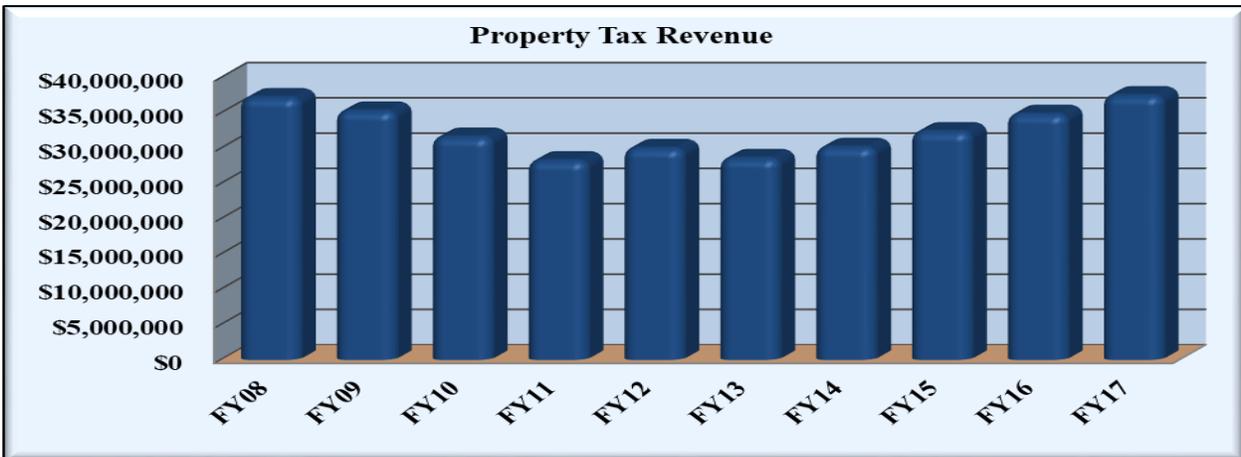
Note: The statistical section contains "Unaudited" data.

**PROPERTY TAX REVENUE USED FOR OPERATIONS
FY2008 to FY2017**

Fiscal Year	Property Tax Revenue	Percent Change	Bus & Paratransit Revenue	Percent of Total	Millage Rate
FY2008	\$37,228,885		\$58,635,646		0.4495
FY2009	\$35,325,400	-5.11%	\$60,285,496	58.60%	0.4682
FY2010	\$31,626,091	-10.47%	\$57,490,242	55.01%	0.4682
FY2011	\$28,277,219	-10.59%	\$57,450,769	49.22%	0.4682
FY2012	\$30,028,084	6.19%	\$60,703,030	49.47%	0.5000
FY2013	\$28,603,229	-4.75%	\$61,170,429	46.76%	0.5000
FY2014	\$30,171,450	5.48%	\$64,504,989	46.77%	0.5000
FY2015	\$32,398,546	7.38%	\$65,181,172	49.71%	0.5000
FY2016	\$34,869,378	7.63%	\$65,930,367	52.89%	0.5000
FY2017	\$37,509,439	7.57%	\$70,374,803	53.30%	0.5000

Notes:

Bus & Paratransit Revenue is total Operating Revenues to include fares, ad valorem, advertising, interest, operating grant revenue and other misc less Streetcar Revenues which includes fares, operating grant revenues and other misc revenues.



Note: The statistical section contains "Unaudited" data.

Statistical Section

Demographic and Economic Information

- Hillsborough County, Demographic and Economic Statistics (2002 to 2016)
- Principal Employers (2007 and 2016)

Note: The statistical section contains “Unaudited” data.

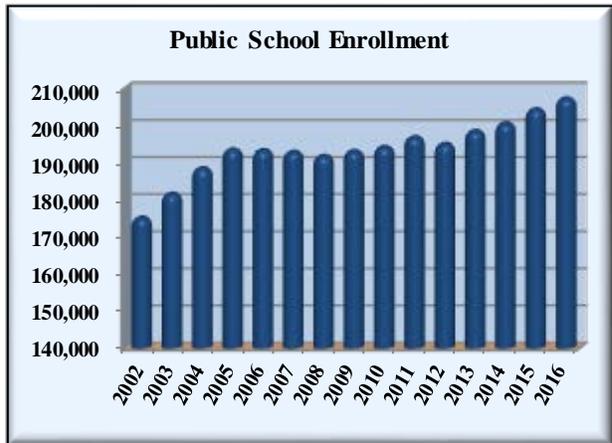
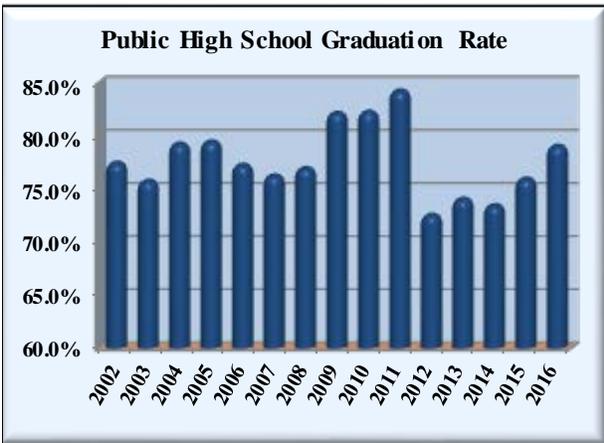
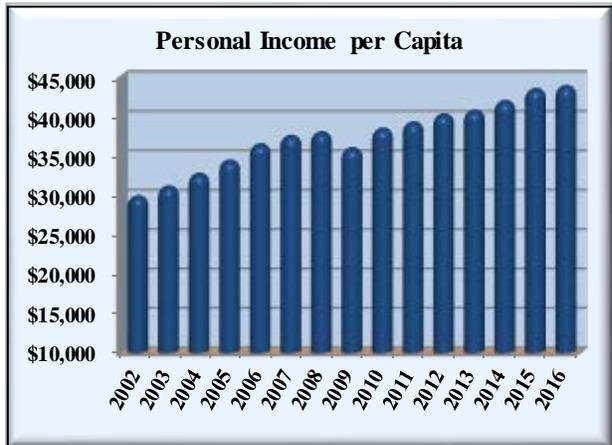
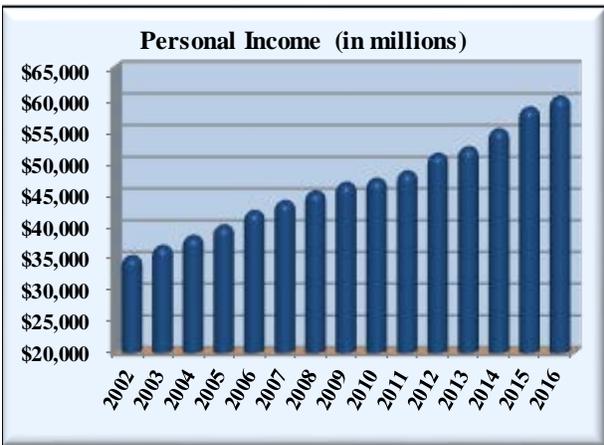
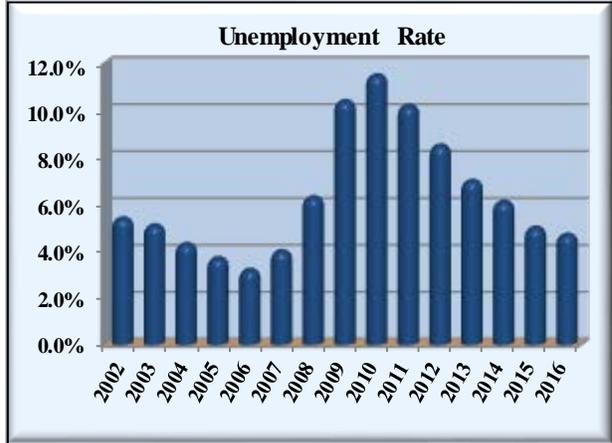
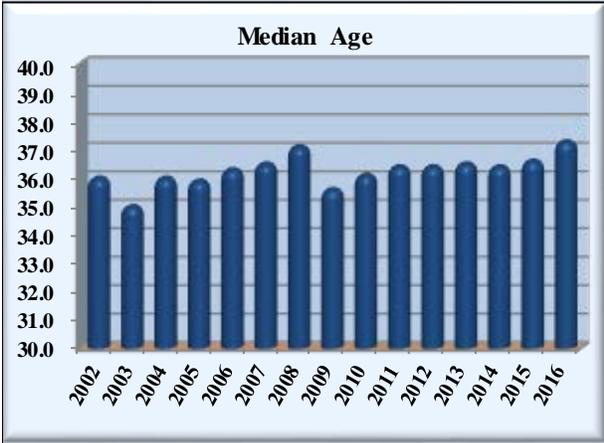
**HILLSBOROUGH COUNTY, FLORIDA
DEMOGRAPHIC AND ECONOMIC STATISTICS
2002 to 2016**

Year	Population	Median Age	Unemployment Rate	Personal Income (millions)	Personal Income (per capita)	Public High School Graduation Rate	Total Public School Enrollment
2002	1,054,860	36.0	5.4%	\$35,135	\$29,807	77.5%	175,305
2003	1,077,462	35.0	5.1%	\$36,763	\$31,045	75.8%	181,755
2004	1,108,225	36.0	4.3%	\$38,338	\$32,662	79.3%	188,610
2005	1,143,154	35.9	3.7%	\$39,993	\$34,343	79.5%	193,669
2006	1,171,826	36.3	3.2%	\$42,277	\$36,417	77.3%	193,480
2007	1,184,686	36.5	4.0%	\$43,827	\$37,473	76.3%	193,062
2008	1,196,773	37.1	6.3%	\$45,364	\$37,923	77.0%	191,965
2009	1,214,050	35.6	10.4%	\$46,692	\$35,914	82.2%	193,239
2010	1,233,900	36.1	11.5%	\$47,336	\$38,382	82.3%	194,353
2011	1,269,354	36.4	10.2%	\$48,477	\$39,180	84.3%	197,001
2012	1,277,746	36.4	8.5%	\$51,284	\$40,206	72.6%	195,198
2013	1,291,578	36.5	7.0%	\$52,321	\$40,680	74.1%	198,659
2014	1,316,298	36.4	6.1%	\$55,156	\$41,902	73.5%	200,684
2015	1,349,050	36.6	5.0%	\$58,569	\$43,435	76.0%	204,491
2016	1,350,910	37.3	4.7%	\$60,283	\$43,803	79.1%	207,469
	(A)	(A)	(B)	(B)	(C)	(D)	(E)

Sources:
A. United States Census Bureau, American Fact Finder
B. Bureau of Labor Statistics, Florida Department of Economic Opportunity
C. Bureau Economic Analysis, U.S. Department of Commerce
D. Hillsborough County District School
E. Hillsborough County District School

Note: The statistical section contains “Unaudited” data.

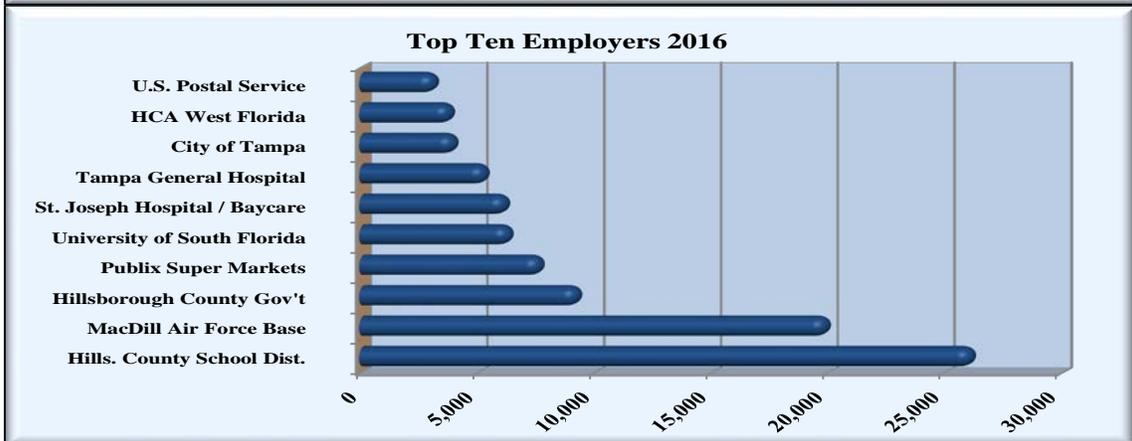
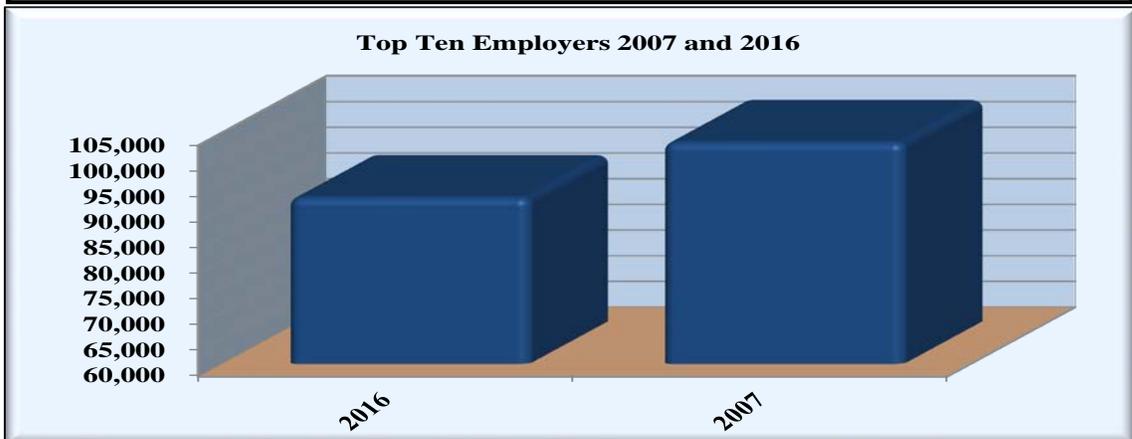
**HILLSBOROUGH COUNTY, FLORIDA
DEMOGRAPHIC AND ECONOMIC STATISTICS
2002 to 2016**



Note: The statistical section contains "Unaudited" data.

HILLSBOROUGH COUNTY, FLORIDA PRINCIPAL EMPLOYERS 2007 and 2016					
	2016 Rank	2016	2016 Percentage to Total	2007	2007 Percentage to Total
Hills. County School Dist.	1	26,195	28.4%	25,487	24.7%
MacDill Air Force Base	2	19,978	21.6%	12,000	11.6%
Hillsborough County Gov't	3	9,331	10.1%	10,886	10.6%
Publix Super Markets	4	7,732	8.4%	-	-
University of South Florida	5	6,398	6.9%	11,607	11.3%
St. Joseph Hospital / Baycare	6	6,243	6.8%	5,242	5.1%
Tampa General Hospital	7	5,378	5.8%	-	-
City of Tampa	8	4,040	4.4%	-	-
HCA West Florida	9	3,886	4.2%	-	-
U.S. Postal Service	10	3,197	3.4%	-	-
Verizon Communications Corporation		-	-	14,000	13.6%
Tampa International Airport		-	-	7,760	7.5%
James A Haley Veterans Hospital		-	-	5,900	5.7%
JP Morgan Chase		-	-	5,237	5.1%
Verizon Information Technologies		-	-	5,000	4.8%
Grand Totals		92,378	100.0%	103,119	100.0%

*Source:
State of Florida , Department of Labor & Employment Statistics*



Note: The statistical section contains "Unaudited" data.

Statistical Section

Operating Information

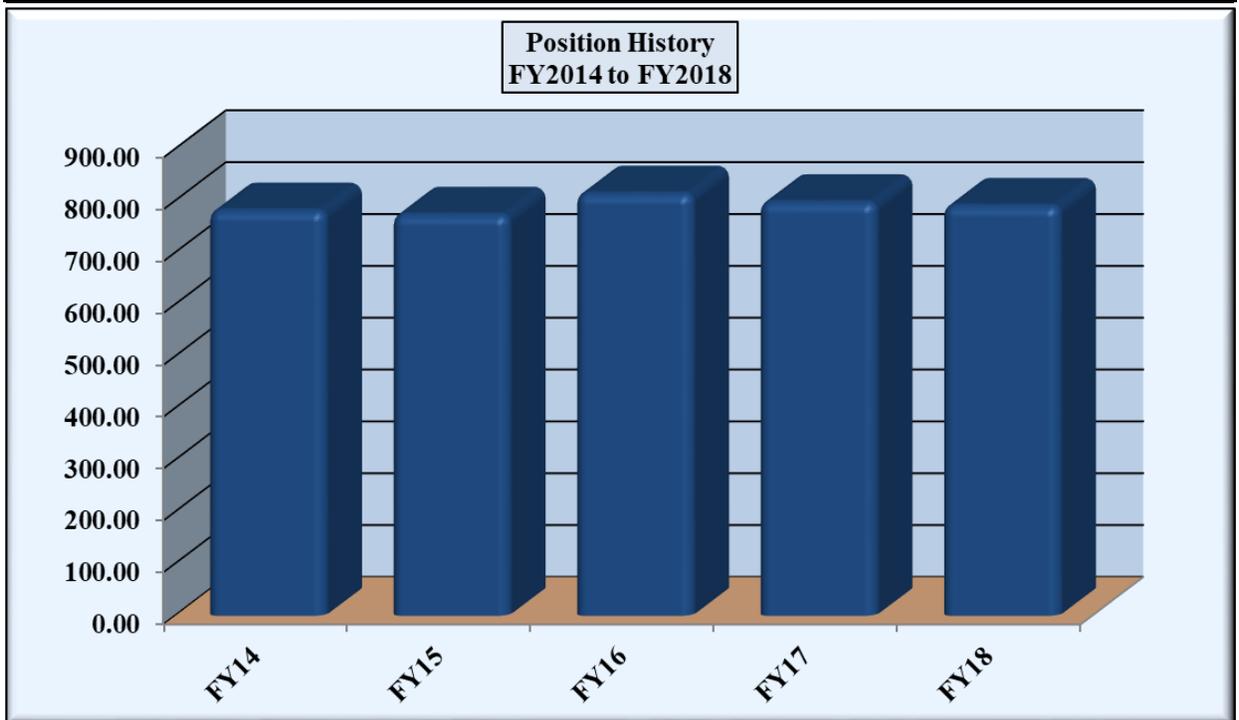
- Miscellaneous HART Statistics
- Staffing – Position Count by Unit (FY2014 to FY2018)
- Bus Service Trends (FY2008 to FY2017)
- Paratransit Service Trends (FY2008 to FY2017)
- Streetcar Service Trends (FY2008 to FY2017)
- Expenses by Program (FY2008 to FY2017)

Note: The statistical section contains “Unaudited” data.

MISCELLANEOUS HART STATISTICS	
Date Authority Created	October 3, 1979
Date Authority Began Operations	March 1980
Form of Government	Board of Directors, Chief Executive Officer
Board of Directors	12
Total Square Miles	1,266 square miles
Type of Tax Support	Property Tax
Property Tax (Millage/Rate) (2015 Adopted Budget)	.5 mil (0.50)
Services	Fixed Route = 29 local routes, 1 MetroRapid route, 6 express routes, 6 limited express routes. 100% wheelchair/bicycle accessible buses and vans Flex Service = 5 Flex routes Paratransit = Door-to-door van services for disabled persons Streetcar = Streetcar service operated and maintained under contract to Tampa Historic Streetcar, Inc. (THS)
Bus Stops / Shelters	3053 bus stops; 374 shelters maintained by the Authority; 418 shelters maintained by a vendor
Transit Fleet	Fixed Route and Flex Service: 189 buses and vans Paratransit: 61 vans Streetcar: 10
Facilities	<ul style="list-style-type: none"> ◦ 21st Avenue Operations and Maintenance Facility ◦ 21 park-and-ride lots ◦ 2 transit centers (Marion Transit Center and University Area Transit Center) ◦ 7 transfer centers (Britton Plaza, Westshore Plaza, Northwest Hillsborough, West Tampa, Netp@rk, Yukon, Westfield Shoppingtown Brandon) ◦ Marion Street Transit Parkway ◦ Ybor Station (streetcar operations, streetcar maintenance facility, and administrative staff) ◦ Dick Greco/Southern Transportation Plaza

Note: The statistical section contains “Unaudited” data.

STAFFING - POSITION COUNT BY UNIT						
UNIT	FY 2014 Actual	FY 2015 Actual	FY 2016 Actual	FY 2017 Actual	FY 2018 Projected	FY 2018 Incr (Decr) FY2017
Unit Totals						
ATU	614.00	597.50	628.50	606.00	600.50	(5.50)
Teamster	47.00	52.00	49.00	49.00	49.00	0.00
Non-Bargaining	121.25	125.00	137.50	143.50	142.00	(1.50)
Total Positions	<u>782.25</u>	<u>774.50</u>	<u>815.00</u>	<u>798.50</u>	<u>791.50</u>	<u>(7.00)</u>



Note: The statistical section contains “Unaudited” data.

HILLSBOROUGH TRANSIT AUTHORITY					
TREND OF BUS SERVICE					
FY2008 to FY2012					
	FY2008	FY2009	FY2010	FY2011	FY2012
STATISTICS					
Total Miles	8,037,598	8,449,218	8,773,546	8,830,998	8,432,411
Revenue Miles	7,108,885	7,421,599	7,737,640	7,789,008	7,477,638
Total Hours	606,240	622,366	651,550	655,135	630,109
Revenue Hours	568,232	581,600	608,091	611,417	586,224
Vehicle Trips	514,979	532,415	552,195	563,687	546,065
Ridership	12,044,758	11,638,548	12,270,211	13,351,052	14,314,610
Positions	624.0	654.0	679.0	684.0	655.8
REVENUES					
Passenger Fares	\$11,203,410	\$11,277,703	\$11,540,266	\$12,450,523	\$13,224,477
Ad Valorem	\$35,425,385	\$34,550,487	\$30,580,985	\$25,653,762	\$27,327,502
Operating Grant Revenues	\$7,203,373	\$10,235,930	\$10,562,407	\$14,062,335	\$14,829,001
Other Revenues	\$1,874,404	\$919,153	\$1,590,168	\$1,187,695	\$1,035,955
Total Operating Revenues	\$55,706,572	\$56,983,273	\$54,273,826	\$53,354,315	\$56,416,935
EXPENSES					
Total Operating Expenses	\$51,415,314	\$56,505,604	\$56,158,598	\$55,024,475	\$52,871,104
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$6.40	\$6.69	\$6.40	\$6.23	\$6.27
Operating Cost per Revenue Mile	\$7.23	\$7.61	\$7.26	\$7.06	\$7.07
Ridership per Revenue Mile	1.69	1.57	1.59	1.71	1.91
Operating Cost per Rider	\$4.27	\$4.86	\$4.58	\$4.12	\$3.69
Average Fare per Rider	\$0.93	\$0.97	\$0.94	\$0.93	\$0.92
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	21.8%	20.0%	20.5%	22.6%	25.0%

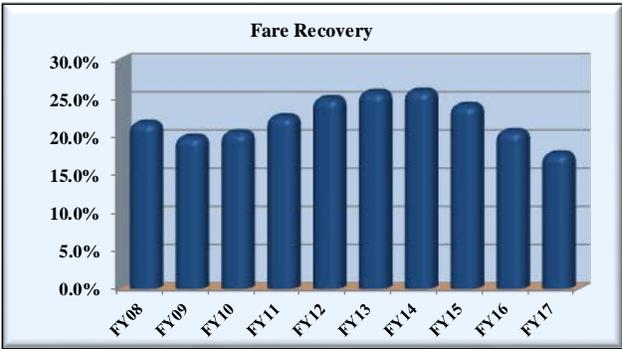
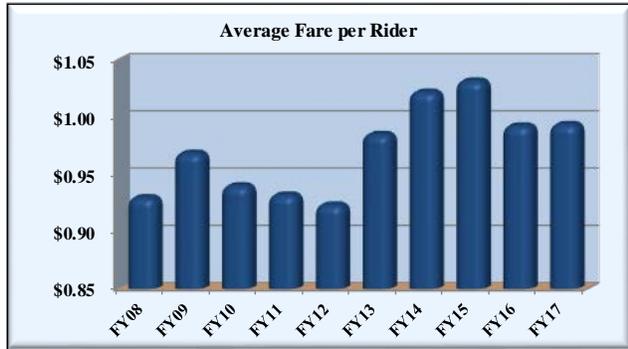
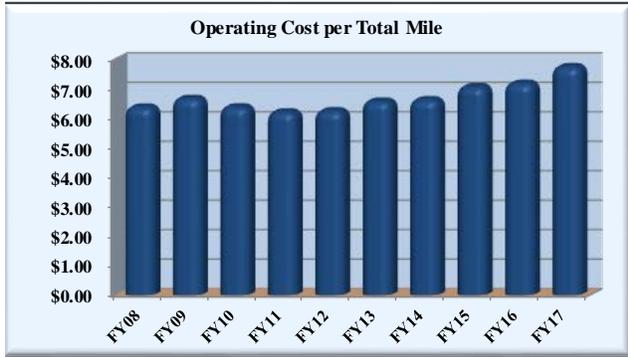
Note: The statistical section contains “Unaudited” data.

HILLSBOROUGH TRANSIT AUTHORITY					
TREND OF BUS SERVICE					
FY2013 to FY2017					
	FY2013	FY2014	FY2015	FY2016	FY2017
STATISTICS					
Total Miles	8,516,695	8,908,643	9,052,316	9,378,111	9,294,792
Revenue Miles	7,594,914	7,961,048	8,078,542	8,400,733	8,324,037
Total Hours	645,804	678,449	686,304	703,706	696,251
Revenue Hours	602,876	635,945	646,097	661,137	656,116
Vehicle Trips	552,869	574,636	581,113	604,196	599,725
Ridership	14,732,525	15,056,967	15,003,289	14,081,260	12,901,178
Positions	670.5	679.3	676.5	698.0	684.0
REVENUES					
Passenger Fares	\$14,517,590	\$15,393,039	\$15,484,564	\$13,981,071	\$12,825,045
Ad Valorem	\$25,574,942	\$26,815,634	\$29,583,129	\$31,576,314	\$33,967,084
Operating Grant Revenues	\$15,402,438	\$15,825,431	\$14,238,190	\$13,477,832	\$14,898,215
Other Revenues	\$856,438	\$1,264,650	\$1,219,233	\$1,465,920	\$1,599,991
Total Operating Revenues	\$56,351,408	\$59,298,754	\$60,525,116	\$60,501,137	\$63,290,335
EXPENSES					
Total Operating Expenses	\$56,195,624	\$59,204,422	\$64,165,322	\$67,549,582	\$72,191,976
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$6.60	\$6.65	\$7.09	\$7.20	\$7.77
Operating Cost per Revenue Mile	\$7.40	\$7.44	\$7.94	\$8.04	\$8.67
Ridership per Revenue Mile	1.94	1.89	1.86	1.68	1.55
Operating Cost per Rider	\$3.81	\$3.93	\$4.28	\$4.80	\$5.60
Average Fare per Rider	\$0.99	\$1.02	\$1.03	\$0.99	\$0.99
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	25.8%	26.0%	24.1%	20.7%	17.8%
<i>Note :</i>					
<i>Total bus operating expenses include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses which are not directly attributable to paratransit or streetcar. It does not include operating expenses reimbursed by grants or depreciation.</i>					



Note: The statistical section contains “Unaudited” data.

**HILLSBOROUGH TRANSIT AUTHORITY
TREND OF BUS SERVICE
FISCAL YEARS 2008 to 2017**



Note: The statistical section contains “Unaudited” data.

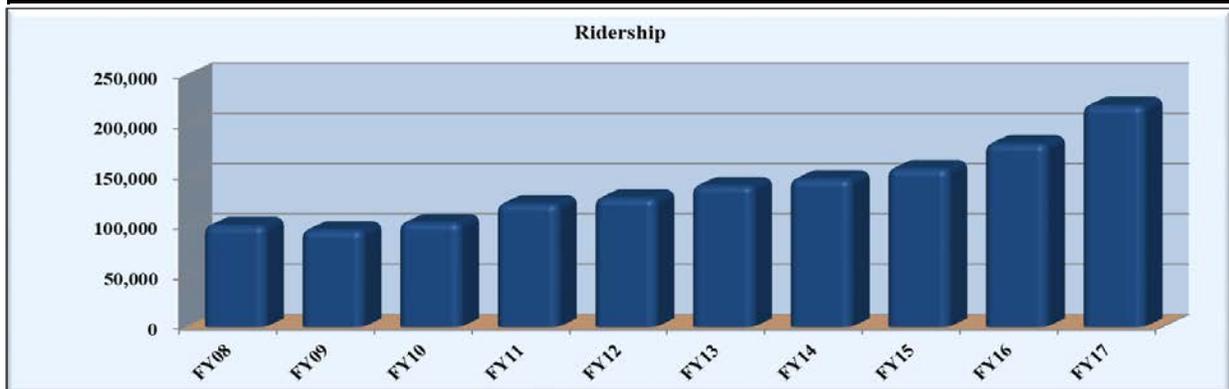
HILLSBOROUGH TRANSIT AUTHORITY TREND OF PARATRANSIT SERVICE FY2008 to FY2012					
	FY2008	FY2009	FY2010	FY2011	FY2012
STATISTICS					
Total Miles	1,235,785	1,217,037	1,299,813	1,407,700	1,418,818
Revenue Miles	1,063,657	1,003,087	1,104,180	1,218,100	1,226,759
Total Hours	77,484	80,837	88,070	95,666	95,102
Revenue Hours	64,182	66,180	69,837	77,565	78,600
Vehicle Trips	92,363	88,788	92,907	106,800	113,912
Ridership	101,426	97,044	104,378	123,077	128,780
Positions	48.0	56.0	58.0	59.0	66.0
REVENUES					
Passenger Fares	\$294,202	\$275,331	\$301,398	\$314,275	\$392,903
Ad Valorem	\$1,803,500	\$774,913	\$1,045,106	\$2,623,457	\$2,700,582
Operating Grant Revenues	\$834,372	\$2,251,980	\$1,871,381	\$1,158,469	\$1,192,296
Other Revenues	\$0	\$0	\$1,501	\$253	\$314
Total Operating Revenues	\$2,932,074	\$3,302,224	\$3,219,386	\$4,096,454	\$4,286,095
EXPENSES					
Total Operating Expenses	\$2,996,917	\$3,121,805	\$3,712,329	\$4,096,454	\$4,286,095
PERFORMANCE RATIOS					
Operating Cost per Total Mile	\$2.43	\$2.57	\$2.86	\$2.91	\$3.02
Operating Cost per Revenue Mile	\$2.82	\$3.11	\$3.36	\$3.36	\$3.49
Ridership per Revenue Mile	0.10	0.10	0.09	0.10	0.10
Operating Cost per Rider	\$29.55	\$32.17	\$35.57	\$33.28	\$33.28
Average Fare per Rider	\$2.90	\$2.84	\$2.89	\$2.55	\$3.05
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	9.8%	8.8%	8.1%	7.7%	9.2%

Note: The statistical section contains “Unaudited” data.

HILLSBOROUGH TRANSIT AUTHORITY TREND OF PARATRANSIT SERVICE FY2013 to FY2017					
	FY2013	FY2014	FY2015	FY2016	FY2017
STATISTICS					
Total Miles	1,451,139	1,664,147	1,593,096	1,745,008	1,972,566
Revenue Miles	1,253,168	1,438,299	1,387,828	1,538,575	1,741,816
Total Hours	104,730	108,904	108,920	141,802	113,010
Revenue Hours	84,429	90,492	93,469	123,641	96,861
Vehicle Trips	124,442	134,488	141,198	167,318	206,914
Ridership	141,219	147,828	158,090	182,883	220,922
Positions	75.0	86.0	79.0	99.0	88.0
REVENUES					
Passenger Fares	\$530,893	\$562,749	\$545,456	\$604,772	\$773,229
Ad Valorem	\$3,028,287	\$3,355,816	\$2,815,417	\$3,293,064	\$3,542,355
Operating Grant Revenues	\$1,259,472	\$1,287,491	\$1,294,931	\$1,531,073	\$2,768,455
Other Revenues	\$368	\$179	\$252	\$321	\$429
Total Operating Revenues	\$4,819,020	\$5,206,235	\$4,656,056	\$5,429,230	\$7,084,468
EXPENSES					
Total Operating Expenses	\$4,819,020	\$5,206,235	\$4,656,056	\$5,429,230	\$7,084,468
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$3.32	\$3.13	\$2.92	\$3.11	\$3.59
Operating Cost per Revenue Mile	\$3.85	\$3.62	\$3.35	\$3.53	\$4.07
Ridership per Revenue Mile	0.11	0.10	0.11	0.12	0.13
Operating Cost per Rider	\$34.12	\$35.22	\$29.45	\$29.69	\$32.07
Average Fare per Rider	\$3.76	\$3.81	\$3.45	\$3.31	\$3.50
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	11.0%	10.8%	11.7%	11.1%	10.9%

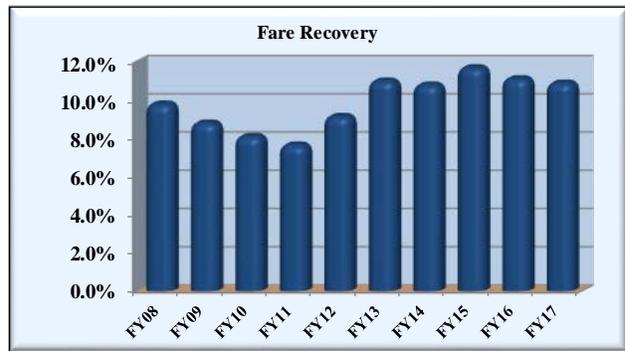
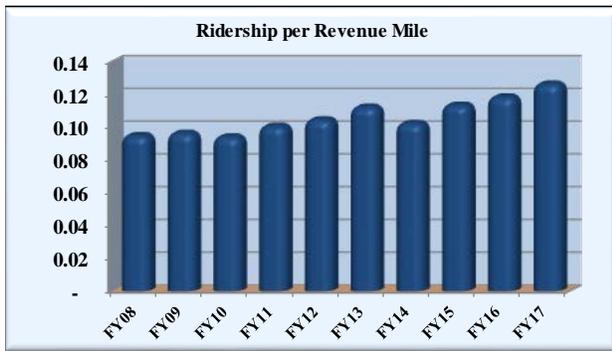
Note :

Total paratransit operating expenses include those expenses directly attributable to paratransit service which include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses. It does not include operating expenses reimbursed by grants or depreciation.



Note: The statistical section contains "Unaudited" data.

**HILLSBOROUGH TRANSIT AUTHORITY
TREND OF PARATRANSIT SERVICE
FISCAL YEARS 2008 to 2017**



Note: The statistical section contains “Unaudited” data.

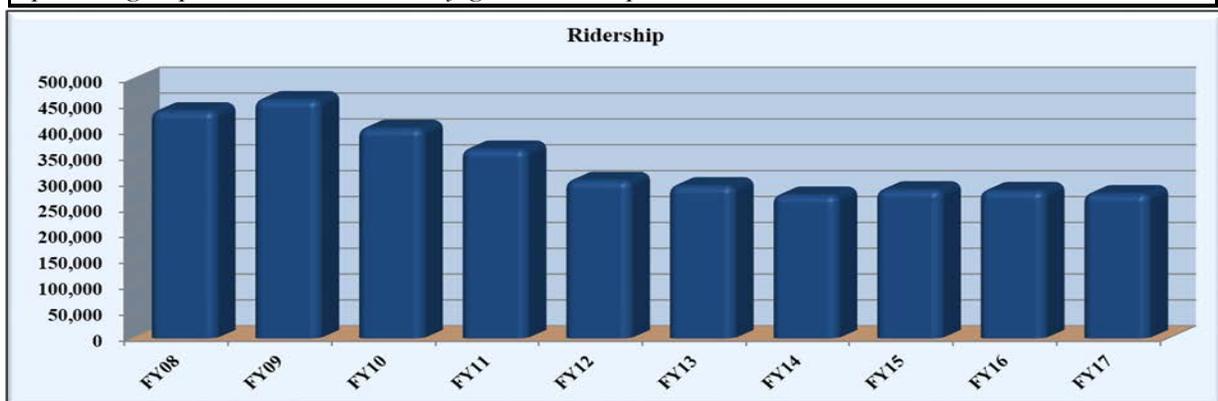
HILLSBOROUGH TRANSIT AUTHORITY					
TREND OF STREETCAR SERVICE					
FY2008 to FY2012					
	FY2008	FY2009	FY2010	FY2011	FY2012
STATISTICS					
Total Miles	82,032	74,913	71,411	76,598	67,621
Revenue Miles	81,856	74,604	71,395	76,471	67,599
Total Hours	16,209	14,650	13,919	14,463	12,634
Revenue Hours	16,090	14,572	13,845	14,385	12,561
Vehicle Trips	36,445	33,053	31,570	30,921	26,733
Ridership	440,738	462,461	407,011	366,808	306,247
Positions	29.0	25.0	24.0	24.0	17.0
REVENUES					
Passenger Fares	\$630,300	\$644,428	\$568,291	\$609,180	570,134
Ad Valorem	\$0	\$0	\$0	\$0	0
Operating Grant Revenues	\$1,577,618	\$1,360,753	\$1,436,858	\$1,440,941	941,880
Other Revenues	\$0	\$12,363	\$330	\$6,397	24
Total Operating Revenues	\$2,207,918	\$2,017,544	\$2,005,479	\$2,056,518	1,512,038
EXPENSES					
Total Operating Expenses	\$2,118,096	\$1,996,663	\$1,993,427	\$1,875,144	\$1,462,656
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$25.82	\$26.65	\$27.91	\$24.48	\$21.63
Operating Cost per Revenue Mile	\$25.88	\$26.76	\$27.92	\$24.52	\$21.64
Ridership per Revenue Mile	5.38	6.20	5.70	4.80	4.53
Operating Cost per Rider	\$4.81	\$4.32	\$4.90	\$5.11	\$4.78
Average Fare per Rider	\$1.43	\$1.39	\$1.40	\$1.66	\$1.86
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	29.8%	32.3%	28.5%	32.5%	39.0%

Note: The statistical section contains “Unaudited” data.

HILLSBOROUGH TRANSIT AUTHORITY TREND OF STREETCAR SERVICE FY2013 to FY2017					
	FY2013	FY2014	FY2015	FY2016	FY2017
STATISTICS					
Total Miles	66,779	66,611	67,041	67,156	73,183
Revenue Miles	66,757	66,587	67,018	67,134	72,666
Total Hours	12,476	12,446	12,525	12,547	13,659
Revenue Hours	12,404	12,373	12,463	12,475	13,576
Vehicle Trips	26,400	26,334	26,504	28,921	28,760
Ridership	295,916	277,806	288,131	286,685	280,601
Positions	16.5	17.0	19.0	18.0	19.0
REVENUES					
Passenger Fares	487,588	465,012	567,297	569,765	550,298
Ad Valorem	0	0	0	0	0
Operating Grant Revenues	912,018	965,107	870,884	993,640	1,132,969
Other Revenues	27	51,363	11,587	(23,619)	18
Total Operating Revenues	1,399,633	1,481,482	1,449,768	1,539,786	1,683,285
EXPENSES					
Total Operating Expenses	\$1,444,357	\$1,547,682	\$1,410,802	\$1,594,582	\$1,687,448
KEY OPERATING INDICATORS					
Operating Cost per Total Mile	\$21.63	\$23.23	\$21.04	\$23.74	\$23.06
Operating Cost per Revenue Mile	\$21.64	\$23.24	\$21.05	\$23.75	\$23.22
Ridership per Revenue Mile	4.43	4.17	4.30	4.27	3.86
Operating Cost per Rider	\$4.88	\$5.57	\$4.90	\$5.56	\$6.01
Average Fare per Rider	\$1.65	\$1.67	\$1.97	\$1.99	\$1.96
Percentage of Passenger Fare to Operating Cost (Fare Recovery)	33.8%	30.0%	40.2%	35.7%	32.6%

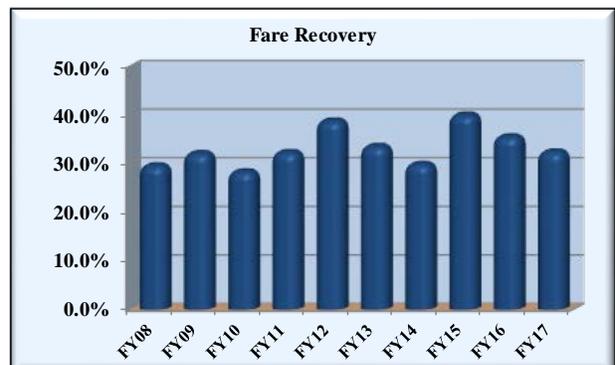
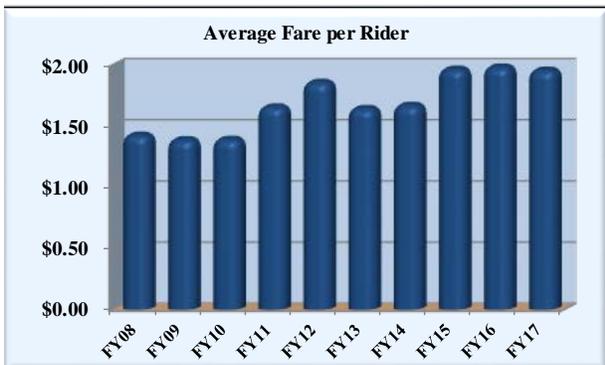
Note :

Total streetcar operating expenses include those expenses directly attributable to streetcar service which include salaries, fringes, fuel & lubricants, parts & supplies, contracted services, claims, utilities, marketing and other miscellaneous expenses. It does not include operating expenses reimbursed by grants or depreciation.



Note: The statistical section contains "Unaudited" data.

**HILLSBOROUGH TRANSIT AUTHORITY
TREND OF STREETCAR SERVICE
FISCAL YEARS 2008 to 2017**



Note: The statistical section contains “Unaudited” data.

HILLSBOROUGH TRANSIT AUTHORITY EXPENSES BY PROGRAM FY2008 to FY2017					
	FY2008	FY2009	FY2010	FY2011	FY2012
OPERATING EXPENSES :					
Bus Operations	\$35,351,332	\$40,569,547	\$41,255,611	\$40,685,080	\$39,786,453
Paratransit Operations	\$2,996,917	\$3,121,805	\$3,712,329	\$4,096,459	\$4,286,094
Streetcar Operations	\$2,118,096	\$1,996,663	\$1,993,427	\$1,875,144	\$1,462,658
Administration & Other	\$15,422,058	\$15,333,861	\$14,305,866	\$13,763,729	\$12,472,179
Op. Exp Reimb by Grants	<u>\$1,079,616</u>	<u>\$3,737,612</u>	<u>\$3,865,188</u>	<u>\$3,607,225</u>	<u>\$3,732,246</u>
Total Operating Expenses	\$56,968,019	\$64,759,488	\$65,132,421	\$64,027,637	\$61,739,630
Depreciation Expense	\$9,335,084	\$11,482,036	\$13,394,583	\$12,862,670	\$12,292,280
Total Expenses	<u>\$66,303,103</u>	<u>\$76,241,524</u>	<u>\$78,527,004</u>	<u>\$76,890,307</u>	<u>\$74,031,910</u>

	FY2013	FY2014	FY2015	FY2016	FY2017
OPERATING EXPENSES : RESTATED					
Bus Operations	\$41,650,103	\$37,347,689	\$42,664,566	\$44,182,428	\$47,715,002
Paratransit Operations	\$4,819,020	\$5,206,235	\$4,656,056	\$5,429,230	\$7,084,468
Streetcar Operations	\$1,444,357	\$1,547,682	\$1,410,802	\$1,594,582	\$1,687,448
Administration & Other	\$14,545,520	\$21,856,733	\$21,500,756	\$23,367,153	\$24,476,974
Op. Exp Reimb by Grants	<u>\$3,070,237</u>	<u>\$1,595,894</u>	<u>\$1,793,741</u>	<u>\$1,440,203</u>	<u>\$1,750,812</u>
Total Operating Expenses	\$65,529,238	\$67,554,233	\$72,025,921	\$76,013,596	\$82,714,704
Depreciation Expense	<u>\$11,635,161</u>	<u>\$10,578,252</u>	<u>\$11,671,433</u>	<u>\$11,652,527</u>	<u>\$12,164,514</u>
Total Expenses	<u>\$77,164,399</u>	<u>\$78,132,485</u>	<u>\$83,697,354</u>	<u>\$87,666,123</u>	<u>\$94,879,218</u>

Notes:

Bus Operations are those functions and related cost for Bus and Flex Service. These functions include: Vehicle Operators, Maintenance Tech's, Scheduling, Customer Service, Support and Supervisory Personnel.

Paratransit Operations are those functions and related cost for Paratransit Service. These functions include: Vehicle Operators, Maintenance Techs, Scheduling, Customer Service, Support and Supervisory Personnel along with Administrative and Contract Services which directly support Paratransit Operations.

Streetcar Operations are those functions and related cost for Streetcar Service. These functions include: Vehicle Operators, Maintenance Tech's, and Supervisory Personnel along with Administrative and Contract Services which directly support Streetcar Operations.

Administrative & Other are those support functions and related cost which support the whole organization which do not already directly support Paratransit and Streetcar. These functions include: Executive, Finance, Human Resource, Information Technology, Procurement, Marketing, Legal, Risk Management, Insurance Costs, and Other Overhead Costs.

Operating Expense reimbursed by Grants are costs which are grant funded but are not classified as capital assets and need to be recognized as operating costs.

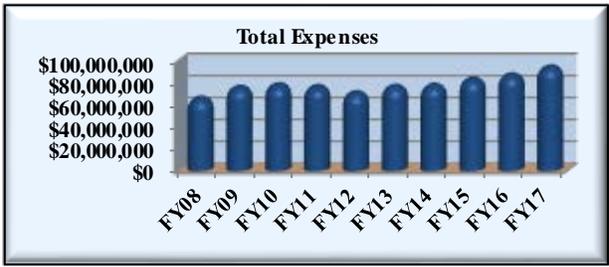
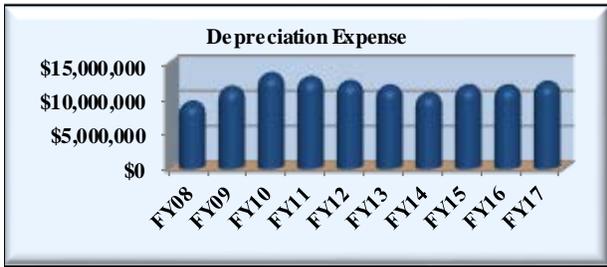
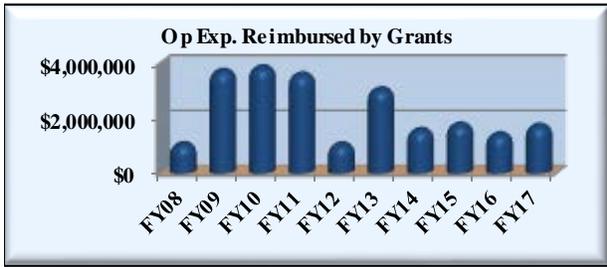
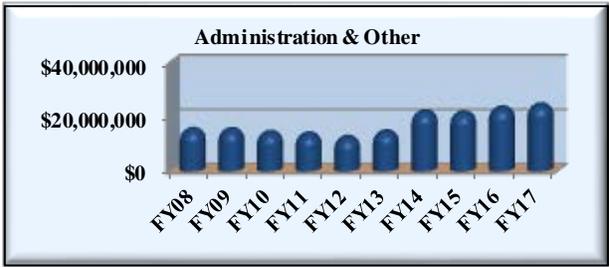
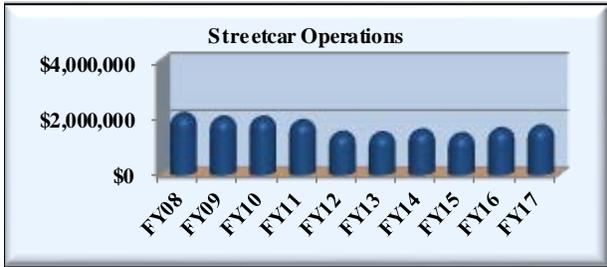
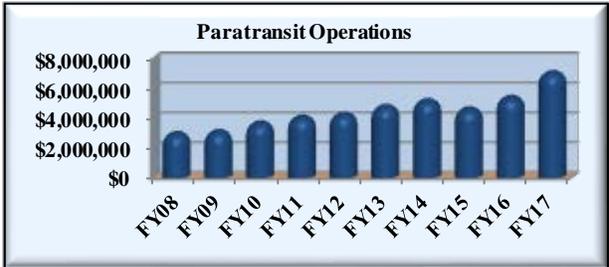
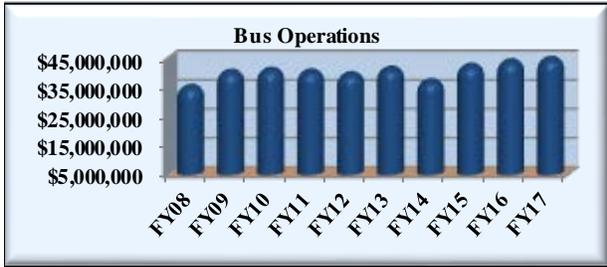
Total Operating Costs include: Bus, Paratransit & Streetcar operations and Administrative & Other functions.

Depreciation Expense is the straight-line amortization of capitalized assets.

Total Expenses include all cost listed above.

Note: The statistical section contains "Unaudited" data.

**HILLSBOROUGH TRANSIT AUTHORITY
EXPENSES BY PROGRAM
FY2008 to FY2017**



Note: The statistical section contains "Unaudited" data.

SECTION IV

COMPLIANCE REPORTS

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

Board of Directors
Hillsborough Transit Authority
Tampa, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") as of and for the years ended September 30, 2017, and the related notes to the financial statements, which collectively comprise the Authority's financial statements, and have issued our report thereon dated March 19, 2018.

Internal Control Over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We did identify certain a deficiency in internal control, as described in the accompanying schedule of findings and questioned costs, as finding 2017-001, which we consider to be a significant deficiency.

Compliance and Other Matters

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

Authority's Response to Finding

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

Purpose of this Report

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

A handwritten signature in black ink that reads "Cherry Bekant LLP". The signature is written in a cursive style.

Tampa, Florida
March 19, 2018

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

Board of Directors
Hillsborough Transit Authority
Tampa, Florida

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

We have audited the Hillsborough Transit Authority's, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* and the requirements described in the Florida Department of Financial Services, *State Projects Compliance Supplement* that could have a direct and material effect on its major federal programs and state financial assistance projects for the year ended September 30, 2017. The Authority's major federal programs and state financial assistance projects are identified in the summary of the auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditor's Responsibility

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

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

Opinion on Each Major Federal Program and State Financial Assistance Project

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal programs and state financial assistance projects for the year ended September 30, 2017.

Report on Internal Control over Compliance

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

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

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

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

Handwritten signature of Cherry Bekant LLP in cursive script.

Tampa, Florida
March 19, 2018

HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED SEPTEMBER 30, 2017

Part I – Summary of Auditor’s Results

Financial Statement Section

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

Material weakness(es) identified? yes x no

Significant deficiency(ies) identified not considered to be material weakness(es)? x yes none reported

Noncompliance material to financial statements noted yes x no

Federal Awards Programs and State Projects Section

Internal control over major programs:

Material weakness(es) identified? yes x no

Significant deficiency(ies) identified not considered to be material weakness(es)? yes x none reported

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

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200 516(a) and Chapter 10.550 yes x no

Identification of major federal programs and state projects:

Federal programs:

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

State projects:

CSFA Numbers	Name of Project
55.010	Public Transit Block Grant Program

HILLSBOROUGH TRANSIT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)

YEAR ENDED SEPTEMBER 30, 2017

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

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

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



Hillsborough Area Regional Transit Authority

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

March 19, 2018

Cherry Bekaert LLP
401 East Jackson Street
Suite 1200
Tampa, FL 33602

RE: 2017-001 Significant Deficiency Internal Control over the Preparation of the Schedule of Expenditures of Federal Award and State Financial Assistance (SEFASFA) FY2017

Dear Sir/Madam:

During the Single Audit process, staff of Cherry Bekaert questioned the inclusion of a Florida Department of Transportation (FDOT) grant award, funding the Premium Transit Feasibility Study, on the SEFASFA, as there was no CSFA or CFDA program number referenced to dictate the testing criteria. HART staff consequently ascertained from FDOT that the award was not subject to the Single Audit requirements and removed the grant from the SEFASFA prior to publication in the CAFR. Had the award been included on the published SEFASFA it would have resulted in an overstatement of grant funds reported as expenditures of state financial assistance in the amount of \$562,907.

HART accepts full responsibility for ensuring that the documents provided during the Single Audit process are accurate. In the case of this particular State award, this was the first grant of this nature awarded to HART. HART staff erred on the side of caution and included the expenses even though there were no CSFA or CFDA numbers referenced on the Joint Participation Agreement (JPA). While the management of the award followed the normal due diligence and internal controls HART grant staff applies to other FDOT awards, it should not have been treated as such for annual reporting purposes.

HART accepts the findings and recommendations of Cherry Bekaert LLP and offers the following Corrective Action to avoid any future errors in reporting State Assistance:

HART will rely on the first page of the Joint Participation Agreement for the appropriate CSFA and/or CFDA program number to determine if the award is subject to Single Audit requirements. If those program numbers are not referenced or if N/A is indicated, the assistance will not be included in the annual SEFASFA.

Respectfully,

A handwritten signature in blue ink, appearing to read "Lucien Campillo", is written over the word "Respectfully,".

Lucien Campillo
Interim Chief Financial Officer

HILLSBOROUGH TRANSIT AUTHORITY

SUMMARY SCHEDULE OF PRIOR YEAR AUDIT FINDINGS

YEAR ENDED SEPTEMBER 30, 2017

Major Federal Programs

Finding 2016-001: Contractor Certified Payrolls

Federal Program Information U.S. Department of Transportation – Federal Transit Administration Federal Transit Cluster: CFDA# 20.500 – Federal Transit Capital Investment Grants; CFDA# 20.507 – Federal Transit Formula Grants Grant Award Numbers: FL-04-0020, FL-90-X519, FL-90-X538, FL-90-X588, FL-90-X714, FL-95-X014, FL-95-X014-01

Finding: The Authority is responsible for establishing and maintaining internal controls over the Wage Rate Requirements Cross-Cutting Section within the OMB Compliance Supplement stipulates that all laborers and mechanics employed by contractors and subcontractors to work on construction contracts in excess of \$2,000 financed by Federal assistance funds must be paid wages not less than those established for the locality of the project (prevailing wage rates) by the Department of Labor. The Authority shall verify that contractors and subcontractors are paying the appropriate wage rates to their employees who are entitled to prevailing wages under the Davis-Bacon Act. In previous fiscal years, the Authority's certified payrolls were either missing or incomplete (did not contain necessary signatures for certification) for specific weeks selected for testing for a general contractor and four subcontractors.

Status: Implemented. The Authority has established a Project Management Office staffed by individuals who are trained and qualified to perform and oversee these tasks and activities. All projects that adhere to the Davis Bacon requirements will be routed to the Project Management Office to be reviewed to ensure that all required forms are submitted and filled out correctly.

Independent Auditor's Management Letter

Board of Directors
Hillsborough Transit Authority
Tampa, Florida

Report on the Financial Statements

We have audited the financial statements of the Hillsborough Transit Authority, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority"), as of and for the year ended September 30, 2017, and have issued our report thereon dated March 19, 2018.

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; Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance); and Chapter 10.550, Rules of the Auditor General.

Other Reporting Requirements

We have issued our Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Report of Independent Auditor on compliance for Each Major Federal Program and State Financial Assistance Project and on Internal Control over Compliance Required by the Uniform Guidance and Chapter 10.550, Rules of the Auditor General of the State of Florida; Schedule of Findings and Questioned Costs; and Report of Independent Accountant on Compliance with Local Government Investment Policies, regarding compliance in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated March 19, 2018, 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. Corrective actions have been taken to address findings and recommendations made in the preceding financial audit report.

Official Title and Legal Authority

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

Financial Condition and Management

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

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

Section 10.554(1)(i)2., Rules of the Auditor General, requires that we communicate any recommendations to improve financial management. Our current year finding and recommendation is listed in Appendix A to this Management Letter.

Annual Financial Report

Section 10.554(1)(i)5.b. and 10.556(7), Rules of the Auditor General, require us to apply appropriate procedures and communicate the results of our determination as to whether the annual financial report for the Authority for the fiscal year ended September 30, 2017, filed with the Florida Department of Financial Services pursuant to Section 218.32(1)(a), Florida Statutes, is in agreement with the annual financial audit report for the fiscal year ended September 30, 2017. In connection with our audit, we determined that these two reports were in agreement.

Additional Matters

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

Purpose of this Letter

The purpose of this management letter is to communicate certain matters prescribed by Chapter 10.550, Rules of the Auditor General. Accordingly, this management letter is not suitable for any other purpose.

Cherry Bekant LLP

Tampa, Florida
March 19, 2018

HILLSBOROUGH TRANSIT AUTHORITY

APPENDIX A - RECOMMENDATIONS TO IMPROVE FINANCIAL MANAGEMENT

YEAR ENDED SEPTEMBER 30, 2017

2017-002 Cash Account Reconciliations

Criteria: The Authority is required to maintain imprest accounts with its third party administrators that process health benefits and workers' compensation claims. These separate bank accounts are to be continually replenished to a minimum fixed amount, and use of available funds is restricted to payment of claims and other related expenses.

Condition: These accounts were not reconciled as of September 30, 2017.

Cause: Because these accounts were continually replenished, the Authority did not properly evaluate the need to perform regular reconciliation activities on these accounts.

Effect: Through our audit procedures we identified an understatement of the health benefits imprest account balance in the amount of \$237,517, which were subsequently adjusted through a post-closing entry upon discovery.

Recommendation: We recommend that all cash accounts, including the imprest accounts described above, be reconciled on a periodic basis, at least annually.

Management's Response: HART concurs with the recommendation.

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

Board of Directors
Hillsborough Transit Authority
Tampa, Florida

We have examined the Hillsborough Transit Authority's, a/k/a Hillsborough Area Regional Transit Authority, or HART (the "Authority") compliance with the local government investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2017. Management of the Authority is responsible for the Authority's compliance with the specified requirements. Our responsibility is to express an opinion on the Authority's compliance with the specified requirements based on our examination.

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

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

In our opinion, the Authority complied, in all material respects, with the local investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2017.

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



Tampa, Florida
March 19, 2018



Hillsborough Area Regional Transit Authority

Tampa, Florida

HARTinfo Line 813-254-4278 • TDD 813-626-9158
www.goHART.org