

**TAMPA BAY AREA REGIONAL  
TRANSIT AUTHORITY**

**FINANCIAL STATEMENTS**

**YEAR ENDED SEPTEMBER 30, 2022**



CPAs | CONSULTANTS | WEALTH ADVISORS

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## INDEPENDENT AUDITORS' REPORT

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

### Report on the Audit of the Financial Statements

#### **Opinions**

We have audited the accompanying financial statements of the governmental activities and general fund of the Tampa Bay Area Regional Transit Authority (TBARTA), as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise TBARTA's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of the Tampa Bay Area Regional Transit Authority, as of September 30, 2022, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### **Basis for Opinions**

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

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

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

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

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

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

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

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

### **Substantial Doubt about the Entity's Ability to Continue as a Going Concern**

The accompanying financial statements have been prepared assuming that the entity will continue as a going concern. As discussed in Note 11 to the financial statements, the entity's board adopted a plan to wind down and close its operations and this was ratified into legislation on May 26, 2023 and has stated that substantial doubt exists about the entity's ability to continue as a going concern. Management's evaluation of the events and conditions and management's plans regarding these matters are also described in Note 11. The financial statements do not include any adjustments that might result from the outcome of this uncertainty. Our opinions are not modified with respect to this matter.

**Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the budgetary comparison schedule for the general fund, and schedules of TBARTA's proportionate share of the net pension liability and of its contributions-pension plans, as listed on the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

**Supplementary Information**

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

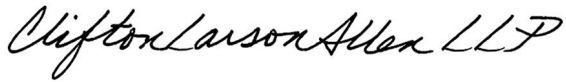
The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing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

The transmittal letter has 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 it.

Board of Directors  
Tampa Bay Area Regional Transit Authority

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated June 21, 2023, on our consideration of the Tampa Bay Area Regional Transit 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 solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Tampa Bay Area Regional Transit Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Tampa Bay Area Regional Transit Authority's internal control over financial reporting and compliance.



**CliftonLarsonAllen LLP**

Tampa, Florida  
June 21, 2023

## Transmittal Letter

June 21, 2023

Cliff Manuel, Jr., Board Chair and  
Members of the Governing Board of Directors of the Tampa Bay Regional Transit Authority and  
Citizens of the Tampa Bay Region

Dear Board Chair, Board Members and Citizens:

We are pleased to submit to you the Annual Financial Report of the Tampa Bay Regional Transit Authority (“TBARTA” or “the Authority”) for the fiscal year ended September 30, 2022.

State law requires that all independent special districts publish each fiscal year a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States of America (GAAP) and audited in accordance with auditing standards generally accepted in the United States of America by a firm of licensed certified public accountants.

This report has been compiled and prepared by the Authority’s management. 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 protect the Authority’s assets from loss, theft, or misuse and to compile enough reliable information for the preparation of the Authority’s financial statements in conformity with GAAP. 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.

CliftonLarsonAllen LLP, a firm of licensed certified public accountants, has audited the Authority’s basic financial statements. 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, 2022, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and any significant estimates made by management; and evaluating the overall financial statement presentation.

The independent auditor concluded, based upon the audit, that there was reasonable basis for rendering an unmodified opinion that the Authority’s financial statements for the fiscal year ended September 30, 2022, are fairly presented in conformity with GAAP.

The Annual Financial Report is presented in three sections: Introductory, Financial and the Regulatory Section. The Introductory section consists of this letter of transmittal that provides an overview of the Authority, economic environment, financial performance and other pertinent financial information.



The Financial Section includes the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), the basic financial statements and notes thereto, and required supplementary information.

The Authority is also required by federal and state regulations to undergo an audit of federally and state funded programs that it administers. The standards governing the Single Audit engagement require the independent auditor to report on the audited government's internal controls and compliance with laws, regulations, contracts and grants applicable to each major federal and state program. The reports related specifically to the Single Audit are within the regulatory section of this document.

### **Profile of the Authority**

**The Tampa Bay Area Regional Transit Authority (TBARTA)** was created to advance regional transportation needs in Hernando, Hillsborough, Manatee and Pasco and Pinellas counties. Our purpose is to plan, develop, fund, implement and operate a regional transit system in the area. Our mission is a world class transit system that connects and moves the Tampa Bay region.

The agency consists of:

- Governing board made up of elected officials, appointed members from around the region, and
- Citizens Advisory Committee (CAC) made up of citizen representatives appointed by the TBARTA Board, and
- Transit Management Committee (TMC) made up of the executive directors of the transit agencies in the region.

### **Officials**

The Authority is governed by a board of directors comprised of eight elected officials, four gubernatorial appointees and the Secretaries for the Florida Department of Transportation Districts 7 and 1. Operating expenses are covered primarily through state funds.

### **Purpose and Delivery**

With the new foundation for TBARTA as outlined by the Legislature in 2017, TBARTA is producing a regional transit development plan that will be the impetus for implementation and operation of mobility improvements and expansion of transportation options in the region. As outlined in our MD&A, staff is committed to continually build on our successes and on continuous improvement as we move forward.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2022**

**Financial Highlights**

As management of the Tampa Bay Area Regional Transit Authority (TBARTA), we offer readers of TBARTA's financial statements this narrative overview and analysis of the financial activities of TBARTA for the fiscal year ended September 30, 2022. The information presented here should be considered in conjunction with the transmittal letter and the financial statements.

The notes are essential to a full understanding of the data contained in the financial statements. This report also presents certain required supplementary information regarding pension.

TBARTA's net position is \$605,908, an increase of \$323,270 from the previous year.

During the year, total revenues were \$3,889,438 versus total expenses of \$3,566,330 in the prior year.

**Overview of the Financial Statements**

The basic financial statements consist of three components: 1) Government-wide financial statements providing information about the activities of TBARTA as a whole; 2) fund financial statements and, 3) notes to the financial statements. In addition to these basic statements, the report also contains other supplemental information in addition to the basic financial statements.

**Government-wide Financial Statements.** The government-wide financial statements are designed to provide a broad overview of TBARTA's finances in a manner similar to a private-sector business. The government-wide statements provide information about TBARTA's financial status as a whole. These statements include details of income during the year and a breakdown by category of expenses for activities and administration of TBARTA. The statements include all assets, deferred inflows, liabilities and deferred inflows using the accrual basis of accounting. This means that all of the current year's revenues and expenses are taken into account regardless of when cash is received or paid.

These two statements report TBARTA's net position and changes in net position. The net position – the difference between assets and deferred outflows and liabilities and deferred inflows – are an important measure of TBARTA's financial health.

**Fund Financial Statements.** The fund statements provide a detailed look at TBARTA's general fund. TBARTA, like all government entities, uses fund accounting to ensure and reflect compliance (or noncompliance) with finance related legal requirements. TBARTA uses one fund, a governmental general fund, which focuses on (1) how cash and other financial assets, that can readily be converted to cash, flow in and out and (2) the balances left at year-end that are available for spending. Consequently, the general fund statements provide a detailed short-term view that indicates whether there are more or fewer financial resources that can be spent in the near future to finance TBARTA's programs. Because this information does not encompass the additional long-term focus of the government-wide statements, a detailed reconciliation provides additional information that explains the relationship (or differences) between the statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2022**

**Net Position**

At September 30, 2022, TBARTA's assets and deferred outflows of resources amounts are greater than the liabilities and deferred inflows of resources by \$605,908.

**Tampa Bay Regional Transit Authority – Net Position**

	Governmental Activities		Increase (Decrease)
	2022	2021	
Current and Other Assets	\$ 1,653,326	\$ 1,172,490	\$ 480,836
Capital Assets - Net	90,032	33,020	57,012
Total Assets	<u>1,743,358</u>	<u>1,205,510</u>	537,848
Deferred Outflows of Resources - Pension Related Amounts	<u>510,926</u>	<u>654,324</u>	<u>(143,398)</u>
Accounts Payable	594,552	473,941	120,611
Accrued Liabilities	107,874	93,789	14,085
Unearned Revenue	5,892	98,415	(92,523)
Net Pension Liability	621,492	443,743	177,749
Lease Liability	88,426	-	88,426
Line of Credit	<u>-</u>	<u>-</u>	<u>-</u>
Total Liabilities	<u>1,418,236</u>	<u>1,109,888</u>	<u>308,348</u>
Deferred Inflows of Resources - Pension Related Amounts	<u>230,140</u>	<u>467,308</u>	<u>(237,168)</u>
Net Position			
Invested in Capital Assets	1,606	33,020	(31,414)
Unrestricted	604,302	249,618	354,684
Total Net Position	<u>\$ 605,908</u>	<u>\$ 282,638</u>	<u>\$ 323,270</u>

Increases in accounts payable and current assets can be attributed to significantly fewer payments made to vendors during the fiscal year and is related primarily to more expenses hitting later in the year compared to the prior year. Decreases in expenses and revenues relates to decreases in remaining funds for the project development and environmental grant and the cares grant for the year ended September 30, 2022.

Decrease in unearned revenue relates to expenditures incurred that have been drawn against the advances from Florida Department of Transportation for the Local Transportation Projects/Earmark.

During the year ended September 30, 2022, TBARTA participated in the Florida Retirement System (FRS) for the entire fiscal year, which resulted in the increase in the net pension liability and related amounts noted on the statement of net position. This is TBARTA's third year participating in FRS. FRS is state multiemployer plan administered by the State of Florida.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2022**

**Changes in Net Position**

Revenues relating to TBARTA's operating grants and contributions totaled \$3,889,438 a decrease of \$698,849 from the previous year. The decrease was attributable primarily to the remaining funds to be used for the FHWA Surface Transportation Program and a decrease in state appropriation for the project participation agreement.

Expenses totaled \$3,566,330, a decrease of \$753,582 from the previous year. The decrease is primarily due to the decreased consulting/contracting services for the Project Participation Agreement and a decrease in salaries and wages for the Federal Transit Grant.

**Tampa Bay Area Regional Transit Authority - Changes in Net Position**

	<u>Governmental Activities</u>		Increase (Decrease)
	<u>2022</u>	<u>2021</u>	
<b>REVENUES</b>			
Program Revenue:			
Operating Grants and Contributions	\$ 3,889,438	\$ 4,588,287	\$ (698,849)
General Revenues:			
Miscellaneous	162	361	(199)
Total Revenues	<u>3,889,600</u>	<u>4,588,648</u>	<u>(699,048)</u>
<b>FUNCTIONAL/PROGRAM EXPENSES</b>			
Transportation	<u>3,566,330</u>	<u>4,319,912</u>	<u>(753,582)</u>
Total Functional/Program Expenses	<u>3,566,330</u>	<u>4,319,912</u>	<u>(753,582)</u>
<b>INCREASE IN NET POSITION</b>	323,270	268,736	54,534
Net Position - Beginning of Year	<u>282,638</u>	<u>13,902</u>	<u>268,736</u>
<b>NET POSITION - END OF YEAR</b>	<u>\$ 605,908</u>	<u>\$ 282,638</u>	<u>\$ 323,270</u>

**General Fund**

The focus of TBARTA's general fund is to provide information on near-term inflows, outflows, and balances of expendable resources. Such information is useful in assessing TBARTA's financing requirements. In particular, unassigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

**Capital Asset and Debt Activity**

At September 30, 2022, TBARTA accounted for \$232,427 of capital assets. These assets are primarily used to administer TBARTA's operating activities. During the year ended September 30, 2022, there were disposals of furniture and fixtures of \$3,714 to capital assets.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
SEPTEMBER 30, 2022**

**Budgetary Highlights**

TBARTA's Governing Board approves the annual operating budget. The Governing Board must also approve any required revisions that result in an increase to total expenditures. The budget is maintained at a general fund level. In addition, financial statements, which detail month-to-date and the year-to-date actual versus budgeted expenditure comparisons, are presented to the Governing Board on a periodic basis for review. There were no budget amendments made to the originally adopted budget for the year ended September 30, 2022.

**Economic Factors and the 2022-2023 Budget**

Each year the Board is required to adopt an annual budget before the beginning of the fiscal year. The budget serves as a financial plan in support of the Authority's strategic plan. The FY 2023 operating, and capital budget is \$3,838,422 or 40% less than the FY 2022 budget with the majority of the decrease related to completion of technology studies and the Project Development and Environmental (PD&E) study for the I-275 Regional BRT and the Pinellas Aerial Gondola Feasibility Study.

TBARTA continues to identify projects and funding sources that facilitate the expansion of the vanpool program, related commuter assistance services and transit solutions.

In 2022 there was approximately \$3.1 million in Federal Transit Administration Funding under the grant that will flow to TBARTA through Pinellas Suncoast Transit Authority as the grantee.

**Local Economy:** The regional economy normally enjoys a slightly favorable economic environment compared with other cities in Florida and local indicators point to continued stability. The regional economy has a diverse economic base that includes tourism, agriculture, construction, finance, healthcare, technology, and the Port of Tampa. The region's growth and economic diversity are expected to be the basis for continued health of the local economy in coming years.

**Discontinuation of Operations**

On January 20, 2023, TBARTA's board adopted a plan to wind down and close its operations. HB 155, *Tampa Bay Area Regional Transit Authority* dissolves TBARTA effective June 30, 2024, and requires TBARTA to provide for the discharge of any liabilities, settle and close its affairs, transfer any pending activities such as its vanpool program, close and appropriately dispense any applicable federal or state funds, provide for the distribution of any remaining assets, notify the Department of Economic Opportunity and each entity represented on TBARTA's board that it is dissolved, and forward its records to the Department of State. TBARTA expects to end all operations by December 31, 2023 and use the remaining time until March 31, 2024 to complete any outstanding dissolution tasks. This was signed into law by Governor Ron DeSantis on May 26, 2023. The financial statements do not include any adjustments that might result from the outcome of this uncertainty. There are no plans to continue the operations by management.

**Requests for Information**

This financial report is designed to provide a general overview of Tampa Bay Area Regional Transit Authority's finances. Questions concerning budgets, long-term financial planning, future debt issuances, or questions related to the management of TBARTA's operations should be addressed to the Executive Director:

David Green  
4902 Eisenhower Blvd, Suite 207  
Tampa, FL 33634

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
STATEMENT OF NET POSITION  
SEPTEMBER 30, 2022**

**ASSETS**

Cash	\$ 791,341
Due from Federal and State Agencies	861,985
Capital Assets, Net	90,032
Total Assets	1,743,358

**DEFERRED OUTFLOW OF RESOURCES - PENSION RELATED AMOUNTS**

510,926

**LIABILITIES**

Accounts Payable	594,552
Accrued Liabilities	20,469
Accrued Compensated Absences	87,405
Unearned Revenue	5,892
Lease Payable	88,426
Net Pension Liability	621,492
Total Liabilities	1,418,236

**DEFERRED INFLOW OF RESOURCES - PENSION RELATED AMOUNTS**

230,140

**NET POSITION**

Net Investment in Capital Assets	1,606
Unrestricted	604,302
Total Net Position	\$ 605,908

See accompanying Notes to Financial Statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

<u>Functions/Programs</u>	<u>Expenses</u>	<u>Program Revenues</u> Operating Grants and Contributions	<u>Net (Expense) Revenue and Changes in Net Position</u>
Primary Government:			
Governmental Activities:			
Transportation	\$ 3,566,330	\$ 3,889,438	\$ 323,108
Total Governmental Activities	<u>\$ 3,566,330</u>	<u>\$ 3,889,438</u>	<u>323,108</u>
	General Revenues:		
	Miscellaneous		162
	Total General Revenues		<u>162</u>
	<b>CHANGE IN NET POSITION</b>		323,270
	Net Position - Beginning of Year		<u>282,638</u>
	<b>NET POSITION END OF YEAR</b>		<u><u>\$ 605,908</u></u>

See accompanying Notes to Financial Statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
BALANCE SHEET – GENERAL FUND  
SEPTEMBER 30, 2022**

**ASSETS**

Cash	\$ 791,341
Due from Federal and State Agencies	<u>861,985</u>
Total Assets	<u><u>\$ 1,653,326</u></u>

**LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES**

**LIABILITIES**

Accounts Payable	\$ 594,552
Accrued Wages and Benefits	20,469
Unearned Revenue	5,892
Total Liabilities	<u>620,913</u>

**DEFERRED INFLOWS OF RESOURCES**

Unavailable Revenues	<u>377,593</u>
	377,593

**FUND BALANCES**

Unassigned	<u>654,820</u>
Total Fund Balances	<u><u>654,820</u></u>

Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u><u>\$ 1,653,326</u></u>
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See accompanying Notes to Financial Statements.



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
RECONCILIATION OF THE GENERAL FUND BALANCE SHEET TO  
THE GOVERNMENT-WIDE STATEMENT OF NET POSITION  
SEPTEMBER 30, 2022**

<b>Total Fund Balances - General Fund</b>	\$	654,820
<p>Amounts reported for governmental activities in the statement of net position are different because:</p>		
Capital assets used in governmental activities are not financial resources and therefore are not reported in the general fund.		90,032
Deferred outflows of resources related to net pension liabilities do not have a current financial resources focus, and therefore are not recognized in the governmental fund statements.		510,926
Certain grant-related receivables are not available to pay for current period expenditures and therefore are reported as deferred inflows of resources in the general fund.		377,593
Deferred inflows of resources related to net pension liabilities do not have a current financial resources focus, and therefore are not recognized in the governmental fund statements.		(230,140)
Certain liabilities are not due and payable in the current period and, therefore, are not reported in the funds.		
Lease Payable		(88,426)
Compensated Absences		(87,405)
Net Pension Liability		(621,492)
<b>Total Net Position - Governmental Activities</b>	<b>\$</b>	<b><u>605,908</u></b>

See accompanying Notes to Financial Statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN  
FUND BALANCE – GENERAL FUND  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

**REVENUES**

Federal and State Grants	\$ 3,398,178
Local Contributions	550,000
Miscellaneous Revenues	162
Total Revenues	<u>3,948,340</u>

**EXPENDITURES**

Current:	
Transportation	3,415,130
Debt Service:	
Principal	18,437
Interest	887
Capital Outlay	103,422
Total Expenditures	<u>3,537,876</u>

**OTHER FINANCING SOURCES**

Lease Proceeds	103,422
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**NET CHANGE IN FUND BALANCE**

513,886

Fund Balance - Beginning of Year

140,934

**FUND BALANCE - END OF YEAR**

\$ 654,820

See accompanying Notes to Financial Statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES,  
AND CHANGES IN FUND BALANCE – GENERAL FUND TO THE  
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES  
YEAR ENDED SEPTEMBER 30, 2022**

<b>Net Change in Fund Balance - Total General Fund</b>	\$	513,886
Capital outlays are reported as expenditures in the general fund, however, in the statement of activities, the cost of assets is allocated over their estimated useful lives and reported as depreciation expense.		103,422
Depreciation		(49,851)
Total		53,571
The issuance of long term debt (leases) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. This amount is the net effect of these differences in the treatment of lease payments.		
Lease Proceeds		(103,422)
Principal Payments on Leases		18,437
Total Long Term Debt		(84,985)
In the statement of activities, the cost of compensated absences is measured by the amounts earned during the year, while in the general fund expenditures are recognized based on the amounts actually paid for leave used. This is the net amount of compensated absences paid in excess of amounts earned in the current period.		(16,483)
Pension related expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds.		(83,979)
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the general fund.		(58,740)
<b>Change in Net Position of Governmental Activities</b>	<b>\$</b>	<b>323,270</b>

See accompanying Notes to Financial Statements.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**SEPTEMBER 30, 2022**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Organization**

The Tampa Bay Area Regional Transit Authority (TBARTA) was created on July 1, 2007, pursuant to the authority of Section 343.92, Florida Statutes to advance regional transportation needs in Hernando, Hillsborough, Manatee and Pasco and Pinellas counties. Our purpose is to plan, develop, fund, implement and operate a regional transit system in the area. Our mission is a world class transit system that connects and moves the Tampa Bay region.

The basic operations of TBARTA are financed primarily through grants from the state, federal government, and local county contributions.

**Reporting Entity**

In evaluating how to define TBARTA for financial reporting purposes, management has considered all potential component units. The decision to include a potential component unit in the reporting entity was made by applying certain criteria consisting of manifestation of oversight responsibility including: financial accountability; appointment of a voting majority; imposition of will; financial benefit to or burden on a primary organization; financial accountability as a result of fiscal dependency; potential for dual inclusion; and organizations included in the reporting entity although the primary organization is not financially accountable. Based upon the application of these criteria, no potential component units were identified.

**Basis of Presentation**

The financial statements of TBARTA have been prepared in conformity with GAAP as applied to governmental units. Government Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles in the United States of America. The more significant of the government's accounting policies are described below.

**Government-Wide Financial Statements**

The government-wide financial statements include the statement of net position and a statement of activities.

The government-wide statements are prepared using the economic resources measurement focus and the accrual basis of accounting. This differs from the way governmental fund financial statements are prepared. Therefore, governmental fund financial statements include a reconciliation with brief explanations to better identify the relationship between the government-wide statements and the statements for governmental funds.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**SEPTEMBER 30, 2022**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Fund Financial Statements**

The accounts of TBARTA are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts. Currently, TBARTA only utilizes a general fund to track its operations. The general fund is reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Generally, revenues are considered available when they are collected within the current period or within 60 days after the end of the fiscal year. Expenditures are recorded when the related fund liability is incurred, except for compensated absences, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in the general fund.

TBARTA funds certain programs by a combination of specific cost-reimbursement grants, other grants, and other revenues. When both restricted and unrestricted resources are available for use, it is TBARTA's policy to use restricted resources first, then unrestricted as needed.

TBARTA reports the following major governmental fund:

*General Fund* – This fund is used to account for the accumulation and expenditure of resources used for general purposes of TBARTA and do not require the establishment of any other type of fund.

**Use of Estimates**

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Significant items subject to estimates and assumptions include depreciation and pension related amounts. Actual amounts could differ from those estimates.

**Capital Assets**

Capital assets are carried at historical cost. Minimum capitalization costs are \$1,000 for all asset categories. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend an assets' life is not capitalized. Depreciation of capital assets is computed using the straight-line method over the estimated useful lives of the assets, generally 3 to 10 years.

**Compensated Absences**

Vacation pay can be accumulated by an employee up to 240 hours and is payable, if not used, upon termination. Senior management service or selected exempt service employee may accumulate vacation up to 480 hours rather than 240 hours and is payable.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Pensions**

In the statements of net position, liabilities are recognized for the TBARTA'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 Florida Retirement System (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.

**Deferred Outflows/Inflows of Resources**

In addition to assets, the statement of net 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/expenditure) until then. The deferred outflows of resources reported in the TBARTA's statement of net position are related to the TBARTA's participation in the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as increases in pension expense in future years.

In addition to liabilities, the statements of net position report 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 TBARTA's statement of net position are related to the TBARTA's participation in the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as reductions in postemployment benefit expense and pension expense in future years.

TBARTA recorded certain receivables that were not available to pay for current period expenditures and certain amounts received for which the time requirement has not been met as deferred inflows of resources in the general fund as of September 30, 2022.

**Revenue Recognition**

Under the modified accrual basis, revenues are recognized in the accounting period when they become measurable and available. Revenues are generally considered available when they are received in cash (unless legally restricted to some future period) or when earned and expected to be collected soon enough after yearend to pay liabilities of the current period (i.e. within 60 days of the end of the current fiscal period).

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Net Position**

Net position in government-wide financial statements are classified as net investment in capital assets, restricted, and unrestricted. Net investments in capital assets represents the total capital assets, net of debt issued in the acquisition of these assets and net of depreciation. Restricted net position represents constraints on resources that are either externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or imposed by law through state statute. Unrestricted net position represents the balance that is not restricted for specific purposes or invested in capital assets.

**Adoption of New Accounting Standards**

In June 2017, the Governmental Accounting Standards Board (GASB) issued GASB Statement No. 87, *Leases*. This standard requires the recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and as inflows of resources or outflows of resources recognized based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this standard, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources.

TBARTA adopted the requirements of the guidance effective October 1, 2021 and has elected to apply the provisions of this standard to the beginning of the period of adoption.

**NOTE 2 CASH**

Custodial credit risk is defined as the risk that, in the event of bank failure, TBARTA's deposits may not be returned. All cash deposits are in financial institutions whose deposits are insured by the Federal Deposit Insurance Corporation (FDIC) up to \$250,000. Any amount above this amount is collateralized pursuant to Chapter 280, Florida Statutes, which obligates all participating institutions to reimburse the governmental entity for the loss, in the event of default by a participating financial institution (a qualified public depository).

As of September 30, 2022, the carrying amounts of TBARTA's deposits were \$791,341 and the bank balance was \$813,277.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**SEPTEMBER 30, 2022**

**NOTE 3 CAPITAL ASSETS**

A summary of changes in capital assets is as follows:

	Balance October 1, 2021	Additions	Deletions	Balance September 30, 2022
Governmental Activities:				
Capital Assets being Depreciated:				
Computer Software and Equipment	\$ 96,927	\$ -	\$ -	\$ 96,927
Office Equipment	7,180	-	-	7,180
Furniture and Fixtures	25,171	-	(3,714)	21,457
Right-to-use Leased Building*	-	103,422	-	103,422
Right-to-use Leased Equipment*	3,441	-	-	3,441
Total	132,719	103,422	(3,714)	232,427
Less: Accumulated Depreciation for:				
Computer Software and Equipment	(81,390)	(15,538)	-	(96,928)
Office Equipment	(3,112)	(1,436)	-	(4,548)
Furniture and Fixtures	(11,756)	(3,577)	3,714	(11,619)
Right-to-use Leased Building*	-	(27,579)	-	(27,579)
Right-to-use Leased Equipment*	-	(1,721)	-	(1,721)
Total	(96,258)	(49,851)	3,714	(142,395)
Total Capital Assets Being Depreciated, Net	\$ 36,461	\$ 53,571	\$ -	\$ 90,032

\*Restated for GASB 87

**NOTE 4 LONG-TERM LIABILITIES**

The following is a summary of the changes in long-term liabilities for the year ended September 30, 2022:

	Balance October 1, 2021	Additions	Deletions	Balance September 30, 2022	Due Within One Year
Accrued Compensated Absences	\$ 70,922	\$ 18,946	\$ (2,463)	\$ 87,405	\$ 85,092
Lease Liability*	3,441	103,422	(18,437)	88,426	88,426
	\$ 74,363	\$ 122,368	\$ (20,900)	\$ 175,831	\$ 173,518

\*Restated for GASB 87



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 5 LEASES**

**Lessee Arrangements**

TBARTA leases assets for various terms under certain agreements that meet the definition of a lease under GASB Statement No. 87 – *Leases*.

Leases entered into by TBARTA are included as other financing sources and capital outlay expenditures in the Statement of Revenues, Expenditures, and Changes in Fund Balance in the year of inception. Payments made in accordance with the lease terms are report as debt service expenditures in the Statement of Revenues, Expenditures, and Changes in Fund Balance as they are incurred.

During the year ended September 30, 2022, TBARTA entered into leases in the amount of \$106,863. During the year ended September 30, 2022, TBARTA's principal and interest payments on leases totaled \$19,324.

Total future minimum lease payments under lease agreements are as follows:

	Governmental Activities		Total
	Principal	Interest	
2023	\$ 88,426	\$ 1,573	\$ 89,999

Right-to-use assets acquired through outstanding leases are shown below, by underlying asset class.

	Governmental Activities
Equipment	\$ 103,422
Buildings	3,441
Less: accumulated amortization	(29,300)
	\$ 77,563

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 6 FUND BALANCE AND SPENDING POLICY**

Governments are required to classify fund balance in governmental funds as nonspendable, restricted, committed, assigned, and unassigned.

- Nonspendable – amounts that cannot be spent either because they are in nonspendable form or because they are legally or contractually required to be maintained intact.
- Restricted – includes amounts restricted by enabling legislation.
- Committed – includes amounts that can only be used for specific purposes as imposed by formal action of the Board of Directors, which is the highest level of decision-making authority. Commitments of fund balances may only be removed or changed by taking the same type of action formally used to commit the amount, which is by resolution.
- Assigned – amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Under the TBARTA's adopted policy, the Executive Director may assign amounts for specific purposes.
- Unassigned – includes amounts that have not been assigned to other funds or restricted, committed, or assigned to a specific purpose within the General Fund.

TBARTA has implemented fund balance and spending policies to clearly define the process for tracking the various classifications of fund balance. The policy states when an expenditure is incurred in which restricted, committed, assigned, or unassigned amounts are available to be used, TBARTA will first use restricted amounts, then committed amounts, then assigned amounts, and finally unassigned amounts.

**NOTE 7 CONTINGENT LIABILITY**

TBARTA is subject to financial and compliance audits by grantor agencies to determine compliance with grant funding requirements. In the event the expenditures would be disallowed, repayment could be required. Government grants require the fulfillment of certain conditions as set forth by applicable laws, rules, and regulations and in the grant agreements. Failure to fulfill the conditions could result in the return of funds to the grantor. It is management's opinion that no material liabilities will result from any such review by the grantor.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN**

In fiscal year 2019, TBARTA became a member of the Florida Retirement System (FRS). The Florida Retirement System (FRS) was created by 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. 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 TBARTA 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. An annual comprehensive 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 at:

[www.dms.myflorida.com/workforce\\_operations/retirement/publications/annual\\_reports](http://www.dms.myflorida.com/workforce_operations/retirement/publications/annual_reports).

TBARTA's aggregate pension expense totaled \$141,042 for the fiscal year ended September 30, 2022.

**Florida Retirement System Pension Plan**

**A. 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. The general classes of membership applicable to TBARTA are as follows:

Regular Class – Members of the FRS who do not qualify for membership in the other classes.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**A. Plan Description (Continued)**

Employees enrolled in the FRS Plan prior to July 1, 2011, vest at six years of creditable service and employees enrolled in the FRS Plan on or after July 1, 2011, vest at eight 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 four 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.

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.

**B. 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 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 class to which the member belonged when the service credit was earned. Members are eligible for in-line-of-duty or regular disability and survivors' benefits. The following chart shows the percentage value for each year of service credit earned.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**B. Benefits Provided (Continued)**

<u>Class, Initial Enrollment, and Retirement Age/Years of Service</u>	<u>Percent Value</u>
Regular Class Members Initially Enrolled before July 1, 2011	
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 years or more of Service	1.68
Regular Class Members Initially Enrolled on or after July 1, 2011	
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

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% 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% determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3%. FRS Plan members initially enrolled on or after July 1, 2011, will not have a cost-of-living adjustment after retirement.

**C. 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 in the tables below were applied to employee salaries to determine monthly contributions. TBARTA's contributions to the FRS Plan were \$46,770 for the year ended September 30, 2022.

**Contribution Rate - Employer 2022**

<u>Job Class</u>	<u>October 1, 2021- June 30, 2022</u>	<u>July 1, 2022- September 30, 2022</u>
Regular	10.82 %	11.91 %
DROP Participants	18.34	18.60
Above rates include HIS Plan subsidy of:	1.66	1.66

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**D. Pension Costs**

At September 30, 2022, TBARTA reported a liability of \$431,093 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. TBARTA's proportion of the net pension liability was based on TBARTA'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, 2021, TBARTA's proportion was 0.001158601%, which is a decrease of 0.000563570% of its proportion measured as of June 30, 2021.

For the year ended September 30, 2022, TBARTA recognized pension expense of \$107,029 for its proportionate share of FRS's pension expense. In addition, TBARTA reported its proportionate share of FRS's deferred outflows of resources and deferred inflows of resources from the following sources:

**FRS Deferred Inflows/Outflows - 2022**

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences Between Expected and Actual		
Economic Experience	\$ 20,474	\$ -
Changes in Actuarial Assumptions	53,091	-
Net Difference Between Projected and		
Actual Earnings on Pension Plan Investments	28,465	-
Changes in Proportion and Differences Between		
Entity Contributions and Proportionate Share		
of Contributions	226,647	126,545
Entity Contributions Subsequent to the		
Measurement Date	12,101	-
Total	<u>\$ 340,778</u>	<u>\$ 126,545</u>

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**D. Pension Costs (Continued)**

\$12,101 reported as deferred outflows of resources related to pensions resulting from TBARTA 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 September 30, 2023. 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 Ended September 30,</u>	<u>Amount</u>
2023	\$ 71,167
2024	55,803
2025	27,442
2026	57,904
2027	(10,184)
Total	<u>\$ 202,132</u>

**E. Actuarial Assumptions**

The total pension liability in the July 1, 2022 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Valuation Date	July 1, 2022
Measurement Date	June 30, 2022
Inflation per Year	2.40 %
Salary Increases, Including Inflation	3.25 %
Investment Rate of Return Net of Pension Plan	
Investment Expense, Including Inflation	6.70 %
Actuarial Cost Method	Individual Entry Age

Mortality rates for the July 1, 2022 valuation were based on PUB-2010 base table varies by member and sex, projected generationally with scale MP 2018. The actuarial assumptions used in the July 1, 2022 valuation were based on the results of an actuarial experience study for the period July 1, 2013, through June 30, 2018.

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:

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**E. Actuarial Assumptions (Continued)**

**FRS Investment Rate of Return – 2022**

<u>Asset Class</u>	Target Allocation	Annual Arithmetic Return	Compound Annual (Geometric) Return	Standard Deviation
Cash	1.0 %	2.6 %	2.6 %	1.1 %
Fixed Income	19.8	4.4	4.4	3.2
Global Equity	54.0	8.8	7.3	17.8
Real Estate	10.3	7.4	6.3	15.7
Private Equity	11.1	12.0	8.9	26.3
Strategic Investments	3.8	6.2	5.9	7.8
Total	<u>100.0 %</u>			
Assumed Inflation - Mean			2.4	1.3

**F. Discount Rate**

The discount rate used to measure the total pension liability was 6.70% for the FRS Plan, which was a decrease of .1% from June 30, 2021. 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.

**G. Pension Liability Sensitivity**

The following presents TBARTA's proportionate share of the net pension liability for the FRS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what TBARTA'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:

**FRS Pension Liability Sensitivity – 2022**

<u>Description</u>	One Percent Decrease in Discount Rate	Current Discount Rate	One Percent Increase in Discount Rate
FRS Plan Discount Rate	5.70%	6.70%	7.70%
Entity's Proportionate Share of the FRS Plan Net Pension Liability (Asset)	\$ 745,545	\$ 431,093	\$ 168,173



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Florida Retirement System Pension Plan (Continued)**

**H. 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 Annual Comprehensive Financial Report. That report may be obtained through the Florida Department of Management Services website at:

[www.dms.myflorida.com/workforce\\_operations/retirement/publications/annual\\_reports](http://www.dms.myflorida.com/workforce_operations/retirement/publications/annual_reports).

**Retiree Health Insurance Subsidy Program**

**A. 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.

**B. Benefits Provided**

For the fiscal year ended September 30, 2022, 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.

**C. 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, 2022, the contribution rate was 1.57% of payroll pursuant to section 112.363, Florida Statutes. TBARTA contributed 100% of its statutorily required contributions for the current year. 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 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. TBARTA's contributions to the HIS Plan were \$10,297 for the year ended September 30, 2022.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**D. Pension Costs**

At September 30, 2022, TBARTA reported a liability of \$190,399 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. TBARTA's proportion of the net pension liability was based on TBARTA'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, 2022, TBARTA's proportion was 0.001797643%, which was a decrease of 0.000759340% as of June 30, 2021.

For the year ended September 30, 2022, TBARTA recognized pension expense of \$34,014 for its proportionate share of HIS's pension expense. In addition, TBARTA reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

**HIS Deferred Inflows/Outflows – 2022**

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences Between Expected and Actual		
Economic Experience	\$ 5,779	\$ 838
Changes in Actuarial Assumptions	10,914	29,455
Net Difference Between Projected and		
Actual Earnings on Pension Plan Investments	276	-
Changes in Proportion and Differences Between		
Entity Contributions and Proportionate Share		
of Contributions	150,504	73,302
Entity Contributions Subsequent to the		
Measurement Date	2,675	-
Total	<u>\$ 170,148</u>	<u>\$ 103,595</u>

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**D. Pension Costs (Continued)**

\$2,675 reported as deferred outflows of resources related to pensions resulting from TBARTA contributions to the HIS Subsidy Program subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2022. 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 Ended September 30,</u>	<u>Amount</u>
2023	\$ 20,973
2024	22,443
2025	23,377
2026	15,980
2027	(11,646)
Total	<u>\$ 63,878</u>

**E. Actuarial Assumptions**

The total pension liability in the July 1, 2022, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Valuation Date	July 1, 2021
Measurement Date	June 30, 2022
Inflation per Year	2.40 %
Salary Increases, Including Inflation	3.25 %
Municipal Bond Rate	3.54 %

Mortality rates were based on Generational PUB-2000 with Projection Scale MP-2018. The actuarial assumptions used in the July 1, 2021 valuation was based on the results of an actuarial experience study of the FRS Pension Plan for the period July 1, 2013 through June 30, 2018.

**F. Discount Rate**

The discount rate used to measure the total pension liability was 3.54% for the HIS Plan, which was a 1.38% increase from the 2.16% rate as of June 30, 2021. 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.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**G. Pension Liability Sensitivity**

The following presents TBARTA's proportionate share of the net pension liability for the HIS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what TBARTA'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:

**HIS Pension Liability Sensitivity - 2022**

<u>Description</u>	<u>One Percent Decrease in Discount Rate</u>	<u>Current Discount Rate</u>	<u>One Percent Increase in Discount Rate</u>
HIS Plan Discount Rate	2.54%	3.54%	4.54%
Entity's Proportionate Share of the HIS Plan Net Pension Liability (Asset)	\$ 217,832	\$ 190,399	\$ 167,699

**H. 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 Annual Comprehensive Financial Report. That report may be obtained through the Florida Department of Management Services website at: [www.dms.myflorida.com/workforce\\_operations/retirement/publications](http://www.dms.myflorida.com/workforce_operations/retirement/publications).

**I. Summary**

The aggregate amount of net pension liability, deferred inflows of resources, deferred outflows of resources, and pension expense for TBARTA's defined benefit pension plans are summarized below. These liabilities are typically liquidated by the individual funds in which the employee's costs are associated.

<u>Description</u>	<u>FRS Plan</u>	<u>HIS Plan</u>	<u>Total</u>
Net Pension Liability	\$ 431,093	\$ 190,399	\$ 621,492
Deferred Outflows of Resources Related to Pensions	340,778	170,148	510,926
Deferred Inflows of Resources Related to Pensions	126,545	103,595	230,140
Pension Expense	74,571	59,939	134,510

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**J. 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 Annual Comprehensive 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. TBARTA 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 plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.06% of payroll and by forfeited benefits of plan members.

For all membership classes, employees are immediately vested in their own contributions and are vested after one 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. Nonvested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. For the year ended September 30, 2022, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to TBARTA.

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.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
SEPTEMBER 30, 2022**

**NOTE 8 DEFINED BENEFIT PENSION PLAN (CONTINUED)**

**Retiree Health Insurance Subsidy Program (Continued)**

**J. Defined Contribution Plan (Continued)**

TBARTA's Investment Plan pension expense totaled \$27,638 for the year ended September 30, 2022. Employee contributions to the Investment Plan totaled \$7,663 the year ended September 30, 2022.

**NOTE 9 ECONOMIC DEPENDENCY**

TBARTA is economically dependent upon annual agreements and grants from the Florida Department of Transportation. For the year ended September 30, 2022, the Florida Department of Transportation (FDOT) provided the majority of TBARTA's operating revenues. Due to the discontinuation of TBARTA's operations on December 31, 2023, the Florida Department of Transportation will no longer be providing funding after September 30, 2023.

**NOTE 10 RISK MANAGEMENT**

TBARTA is exposed to various risk of loss related to torts, thefts of assets, errors and omissions, and natural disasters. TBARTA provides surety bond coverage and insured for other risks of loss. There is no significant reduction in insurance coverage from the prior year. The insurance settlements have not exceeded TBARTA's insurance coverage in any of the prior three fiscal years.

**NOTE 11 DISCONTINUATION OF OPERATIONS**

On January 20, 2023, TBARTA's board adopted a plan to wind down and close its operations. HB 155, *Tampa Bay Area Regional Transit Authority* dissolves TBARTA effective June 30, 2024, and requires TBARTA to provide for the discharge of any liabilities, settle and close its affairs, transfer any pending activities such as its vanpool program, close and appropriately dispense any applicable federal or state funds, provide for the distribution of any remaining assets, notify the Department of Economic Opportunity and each entity represented on TBARTA's board that it is dissolved, and forward its records to the Department of State. TBARTA expects to end all operations by December 31, 2023 and use the remaining time until March 31, 2024 to complete any outstanding dissolution tasks. This was signed into law by Governor Ron DeSantis on May 26, 2023. The financial statements do not include any adjustments that might result from the outcome of this uncertainty. There are no plans to continue the operations by management.

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN  
FUND BALANCE – BUDGET AND ACTUAL – GENERAL FUND  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance Favorable (Unfavorable)
<b>REVENUES</b>				
Federal and State Grants	\$ 3,674,388	\$ 3,674,388	\$ 3,398,178	\$ (276,210)
Local Contributions	550,000	550,000	550,000	-
Miscellaneous Revenues	20,000	20,000	162	(19,838)
Total Revenues	<u>4,224,388</u>	<u>4,224,388</u>	<u>3,948,340</u>	<u>(276,210)</u>
<b>EXPENDITURES</b>				
Current:				
Transportation	\$3,838,422	\$3,838,422	3,415,130	423,292
Principal	-	-	18,437	(18,437)
Interest	-	-	887	(887)
Capital Outlay	-	-	103,422	(103,422)
Total Expenditures	<u>3,838,422</u>	<u>3,838,422</u>	<u>3,537,876</u>	<u>300,546</u>
<b>OTHER FINANCING SOURCES</b>				
Lease Proceeds	-	-	103,422	103,422
<b>NET CHANGE IN FUND BALANCE</b>	<u>\$ 385,966</u>	<u>\$ 385,966</u>	513,886	<u>\$ 127,758</u>
Fund Balance - Beginning of Year			<u>140,934</u>	
<b>FUND BALANCE - END OF YEAR</b>			<u>\$ 654,820</u>	

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY – PENSION PLANS  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

**Florida Retirement System Pension Plan  
Last Ten Fiscal Years\***

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
TBARTA's Proportion of the Net Pension Liability	0.0000116%	0.0017222%	0.0000137 %	0.0003296%
TBARTA's Proportionate Share of the Net Pension Liability	\$ 431,093	\$ 130,091	\$ 593,706	\$ 113,521
TBARTA's Covered Payroll	\$ 816,386	\$ 905,422	\$ 889,096	\$ 186,928
TBARTA's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	52.81 %	14.37 %	66.78 %	60.73 %
Plan Fiduciary Net Position as a percentage of the total Pension Liability	82.89 %	96.40 %	78.85 %	84.26 %

\* The Amounts Presented for the 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, TBARTA will present information for only the year for which information is available.

**Retiree Health Insurance Subsidy Program  
Last Ten Fiscal Years\***

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
TBARTA's Proportion of the Net Pension Liability	0.0000180%	0.0000256%	0.0000256 %	0.0005600%
TBARTA's Proportionate Share of the Net Pension Liability	\$ 190,399	\$ 313,652	\$ 312,726	\$ 62,526
TBARTA's Covered Payroll	\$ 816,386	\$ 905,422	\$ 889,096	\$ 186,928
TBARTA's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	23.32%	34.64%	35.17%	33.45%
Plan Fiduciary Net Position as a Percentage of the total Pension Liability	4.81 %	3.56 %	3.00 %	2.15%

\* The Amounts Presented for the 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, TBARTA will present information for only the year for which information is available.



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF CONTRIBUTIONS – PENSION PLANS  
FOR THE YEAR ENDED SEPTEMBER 30, 2022**

**Florida Retirement System Pension Plan  
Last Ten Fiscal Years\***

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Contractually Required Contribution	\$ 46,770	\$ 66,412	\$ 48,730	\$ 20,970
Contributions in Relation to the Contractually Required Contribution	(46,770)	(66,412)	(48,730)	(20,970)
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
 TBARTA's Covered Payroll	 \$ 655,241	 \$ 1,101,566	 \$ 1,095,723	 \$ 379,759
Contributions as a Percentage of Covered Payroll	7.14 %	6.03 %	4.45 %	5.52 %

\* 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, TBARTA will present information for only the year for which information is available.

**Retiree Health Insurance Subsidy Program  
Last Ten Fiscal Years\***

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Contractually Required Contribution	\$ 10,297	\$ 14,855	\$ 14,989	\$ 6,304
Contributions in Relation to the Contractually Required Contribution	(10,297)	(14,855)	(14,989)	(6,304)
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
 TBARTA's Covered Payroll	 \$ 655,241	 \$ 1,101,566	 \$ 1,095,723	 \$ 379,759
Contributions as a Percentage of Covered Payroll	1.57 %	1.35 %	1.37 %	1.66 %

\* 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, TBARTA will present information for only the year for which information is available.



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

Board of Directors  
Tampa Bay Area Regional 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 governmental activities and the general fund of Tampa Bay Area Regional Transit Authority (TBARTA), as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise TBARTA's basic financial statements, and have issued our report thereon dated June 21, 2023.

***Report on Internal Control Over Financial Reporting***

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

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

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

***Report on Compliance and Other Matters***

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

***Purpose of this Report***

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the 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.



**CliftonLarsonAllen LLP**

Tampa, Florida  
June 21, 2023



**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH REQUIREMENTS  
FOR EACH MAJOR FEDERAL PROGRAM AND STATE PROJECT, REPORT ON INTERNAL  
CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE AND 10.550, RULES  
OF THE AUDITOR GENERAL OF THE STATE OF FLORIDA**

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

**Report on Compliance for Each Major Federal Program and State Project**

***Opinion on Each Major Federal Program and State Project***

We have audited Tampa Bay Area Regional Transit Authority's (TBARTA) compliance with the types of compliance requirements identified as subject to audit 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 each of TBARTA's major federal programs and state projects for the year ended September 30, 2022. TBARTA's major federal programs and state projects are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

In our opinion, TBARTA complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs and state projects for the year ended September 30, 2022.

***Basis for Opinion on Each Major Federal Program and State Project***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); 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 for Local Governmental Entity Audits. Our responsibilities under those standards and the Uniform Guidance and Chapter 10.550 are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

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

***Responsibilities of Management for Compliance***

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

***Auditors' Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on TBARTA's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance, and Chapter 10.550 will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about TBARTA's compliance with the requirements of each major federal program and state project as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance, and Chapter 10.550, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the TBARTA's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the TBARTA's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance and Chapter 10.550, but not for the purpose of expressing an opinion on the effectiveness of the TBARTA's internal control over compliance. Accordingly, no such opinion is expressed.

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

**Report on Internal Control Over Compliance**

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of 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 Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

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

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



**CliftonLarsonAllen LLP**

Tampa, Florida  
June 21, 2023

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE  
SEPTEMBER 30, 2022**

Federal Grantor/Pass through Grantor/ Program or Cluster Title	Federal Assistance Listing Number	Pass-Through Entity Identifying Number	Expenditures	Passed Through To Subrecipients
<b>FEDERAL TRANSIT CLUSTER</b>				
<b>U.S. Department of Transportation</b>				
<i>Federal Transit - Formula Grants (Urbanized Area Formula Program):</i>				
<i>Indirect Program:</i>				
Pinellas Suncoast Transit Authority				
FY 2014-2018 Section 5307 - Capital & Operating Funds	20.507	FL-2019-015-00	\$ 413,358	\$ -
<i>Direct Program:</i>				
COVID-19 FY 2020 CARES ACT Funding Grant Operating Services	20.507	FL-2020-102-00	719,787	-
Total Federal Transit Cluster			<u>1,133,145</u>	<u>-</u>
<b>HIGHWAY PLANNING AND CONSTRUCTION CLUSTER</b>				
<b>U.S. Department of Transportation</b>				
<i>Highway Planning and Construction (Federal-Aid Highway Program)</i>				
<i>Indirect Program:</i>				
Florida Department of Transportation				
FHWA Surface Transportation Program	20.205	G1466	550,862	-
FHWA Surface Transportation Program	20.205	G1467	131,250	-
Total Highway Planning and Construction Cluster			<u>682,112</u>	<u>-</u>
Total Expenditures of Federal Awards			<u><b>\$ 1,815,257</b></u>	<u><b>\$ -</b></u>
State Grantor	CSFA	Grant or		
Grantor/Program title	Number	Contract	Expenditures	Passed Through
		Number		To Subrecipients
<b>Florida Department of Transportation</b>				
<i>Direct Program:</i>				
Commuter Assistance/Rideshare Grants	55.007	G1178	\$ 181,900	\$ -
Commuter Assistance/Rideshare Grants	55.007	G1H89	87,611	-
Total CSFA			<u>269,511</u>	<u>-</u>
Local Transportation Projects/Earmark	55.039	G1C04	232,400	-
Local Transportation Projects/Earmark	55.039	G1C05	333,225	-
Total CSFA			<u>565,625</u>	<u>-</u>
Total Expenditures of State Financial Assistance			<u><b>\$ 835,136</b></u>	<u><b>\$ -</b></u>

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
AND STATE FINANCIAL ASSISTANCE  
SEPTEMBER 30, 2022**

**NOTE 1 BASIS OF PRESENTATION**

The accompanying schedule of expenditures of federal awards and state financial assistance includes all federal and state grant activity of TBARTA and is presented on the modified accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of 2 CFR 200 *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and Chapter 10.550 of the Rules of the Auditor General. Therefore, some amounts presented in this schedule may differ from amounts presented of or used in the preparation of the financial statements.

**NOTE 2 INDIRECT COST RATE**

TBARTA has not elected to use the 10 percent de minimus cost rate allowed under the Uniform Guidance.



## **SCHEDULE OF FINDINGS AND QUESTIONED COSTS**

**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED SEPTEMBER 30, 2022**

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**Section I – Summary of Auditors’ Results**

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**Financial Statements**

1. Type of auditors’ report issued: Unmodified
2. Internal control over financial reporting:
- Material weakness(es) identified? \_\_\_\_\_ yes        x   no
  - Significant deficiency(ies) identified? \_\_\_\_\_ yes        x   none reported
3. Noncompliance material to financial statements noted? \_\_\_\_\_ yes        x   no

**Federal Awards**

1. Internal control over major federal programs:
- Material weakness(es) identified? \_\_\_\_\_ yes        x   no
  - Significant deficiency(ies)? \_\_\_\_\_ yes        x   none reported
2. Type of auditors’ report issued on compliance for major federal programs: Unmodified
3. Any audit findings disclosed that are required to be reported in accordance 2 CFR 200.516(a)? \_\_\_\_\_ yes        x   no

**Identification of Major Federal Programs**

**ALN Number(s)**

20.507

**Name of Federal Program or Cluster**

Federal Transit Cluster

Dollar threshold used to distinguish between Type A and Type B programs:

\$   750,000  

Auditee qualified as low-risk auditee?

\_\_\_\_\_ yes        x   no



**TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)  
YEAR ENDED SEPTEMBER 30, 2022**

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***Section II – Financial Statement Findings***

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Our audit did not disclose any matters required to be reported in accordance with *Government Auditing Standards*.

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***Section III– Findings and Questioned Costs – Major Federal Programs***

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Our audit did not disclose any matters required to be reported in accordance with 2 *CFR 200.516(a)*.



## MANAGEMENT LETTER

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

### **Report on the Financial Statements**

We have audited the financial statements of the Tampa Bay Area Regional Transit Authority (TBARTA), as of and for the fiscal year ended September 30, 2022, and have issued our report thereon dated June 21, 2023.

### ***Auditors' Responsibility***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance); and Chapter 10.550, Rules of the Florida Auditor General.

### ***Other Reports and Schedules***

We have issued our Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Independent Auditors' Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance; Schedule of Findings and Questioned Costs; and Independent Accountants' Report on an examination conducted in accordance with *AICPA Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated June 21, 2023, should be considered in conjunction with this management letter.

### ***Prior Audit Findings***

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report. There were no prior year findings.

### ***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. See Note 1 in the notes to the financial statements.

### **Financial Condition and Management**

Sections 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 TBARTA has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and to identify the specific condition(s) met. In connection with our audit, we determined that TBARTA did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b. and 10.556(8), Rules of the Auditor General, we applied financial condition assessment procedures for TBARTA. It is management's responsibility to monitor TBARTA's financial condition, and our financial condition assessment was based in part on representations made by management and 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. In connection with our audit, we did not have any such recommendations.

### **Special District Component Units**

Section 10.554(1)(i)5.c., Rules of the Auditor General, requires, if appropriate, that we communicate the failure of a special district that is a component unit of a county, municipality, or special district, to provide the financial information necessary for proper reporting of the component unit within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. TBARTA does not have any component units.

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)6, Rules of the Auditor General, the District reported (We do not express an opinion or provide any assurance on the following information):

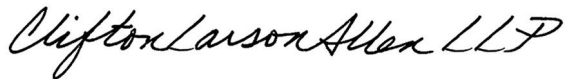
- a. The total number of district employees compensated in the last pay period of the district's fiscal year as: five.
- b. The total number of independent contractors to whom nonemployee compensation was paid in the last month of the district's fiscal year as: zero.
- c. All compensation earned by or awarded to employees, whether paid or accrued, regardless of contingency as: \$793,662.
- d. All compensation earned by or awarded to nonemployee independent contractors, whether paid or accrued, regardless of contingency as: \$0.
- e. Each construction project with a total cost of at least \$65,000 approved by the district that is scheduled to begin on or after October 1 of the fiscal year being reported, together with the total expenditures for such project as: \$0.
- f. A budget variance based on the budget adopted under Section 189.016(4), Florida Statutes, before the beginning of the fiscal year being reported if the district amends a final adopted budget under Section 189.016(6), Florida Statutes, as: See page 35 of the financial statements.

**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 note any such findings.

**Purpose of this Letter**

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, the board of directors, and applicable management, and is not intended to be and should not be used by anyone other than these specified parties.



**CliftonLarsonAllen LLP**

Tampa, Florida  
June 21, 2023



## INDEPENDENT ACCOUNTANTS' REPORT

Board of Directors  
Tampa Bay Area Regional Transit Authority  
Tampa, Florida

We have examined Tampa Bay Area Regional Transit Authority's (TBARTA), compliance with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2022. Management of TBARTA is responsible for TBARTA's compliance with the specified requirements. Our responsibility is to express an opinion on TBARTA'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 TBARTA complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether TBARTA complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the engagement.

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

In our opinion, TBARTA complied, in all material respects, with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2022.

This report is intended solely for the information and use of TBARTA and the Auditor General, State of Florida, and is not intended to be, and should not be, used by anyone other than these specified parties.

*CliftonLarsonAllen LLP*

**CliftonLarsonAllen LLP**

Tampa, Florida  
June 21, 2023