



1104 E. Twiggs St.
Tampa FL 33602

**Meeting of the Board of Directors
June 22, 2020 - 1:30 p.m.**

Due to the COVID-19, this meeting of the Tampa Hillsborough Expressway Authority (THEA) Board of Directors is a virtual meeting.

If any person wishes to address the Board, please email your presentation to Sue@Tampa-Xway.com. Presentations must be limited to three (3) minutes. There will also be an opportunity to ask to speak at the beginning of the Virtual Board Meeting. However, if you wish to have a presentation, that must be to THEA offices by 4:00 p.m., June 18, 2020. Email Sue@Tampa-Xway.com.

Any person who decides to appeal any decisions of the Authority with respect to any matter considered at its meeting or public hearing will need a record of the proceedings and, for such purpose, may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based.

I. Call to Order

II. Public Input Presentations

III. Consent Agenda

A. Approval of Minutes of the May 4, 2020 Committees as a Whole Meeting

B. Approval of Minutes of the May 18, 2020 Board of Directors Meeting

C. South Selmon Safety DB Project – Change Order No. 2

D. Task Orders to begin July 1, 2020 –

1. HI-0080 Software Development Support for CCSS Project. \$59,400
2. HI-0096 Software Development Support for upgrade of THEA's in-lane toll systems. \$99,990
3. HI-0031-P-33 GEC Support for FY21, HNTB, \$75,000
4. HI-0037-P-13 GIS Annual Support, HNTB, \$45,000
5. HI-0072-P-16 ITS America Task Force Technical Support, HNTB, \$30,000
6. HI-0072-P-56 CV/AV Annual Support, HNTB, \$100,000
7. HI-0118-P-16 GEC Support, HNTB, \$75,000
8. HI-0118-P-17 Traffic Support, HNTB, \$60,000
9. HI-0122-C-08 Selmon West Extension Design-Build Project Construction Management & CEI Support, HNTB, \$840,000
10. HI-0140-D-08 GEC Procurement Support, HNTB, \$50,000

11. HI-0140-D-09 PM/Review Support, HNTB, \$73,095
12. HI-0140-C-09 CEI Procurement Support (FY21), HNTB, \$51,000
13. HI-0140-C-10 Construction CEI PM Support, HNTB, \$70,000
14. HI-00167-P-06 GEC Support FY21, HNTB, \$165,000
15. HI-0031-P-37 Strategic Planning Support, WSP, \$100,000
16. HI-0031-P-38 CPMP Support FY21, WSP, \$100,000
17. HI-0031-P-59 Strategic Blueprint Traffic Study, RS&H, \$50,000
18. HI-0072-P-55 Emerging Technology Support, Siemens, \$100,000
19. HI-0072-P-23 ITS America TF Joint Partnership, ITS America, \$125,000
20. HI-0082-P-29 Toll Finance Analysis, Stantec, \$120,000
21. HI-0089-P-72 Regional Modeling Support (FDOT), RS&H, \$50,000
22. HI-0141-P-10 Traffic Support & PD&E Scenario Planning, RS&H, \$100,000
23. HI-0161-P-19 - MPO Managed Lanes and Tolling Education, Stantec, \$85,000
24. HI-0161-P-21 Site Development Support, WSP, \$50,000
25. HI-0171-C-02 – RSU Service Contract, Siemens, \$80,000

IV. Discussion/Action Items

A. Audit and Finance Committee – Commissioner Lesley Miller, Chairman

Budget – Fiscal Year 2021 (July 1, 2020 – June 30, 2021) – Attachment – Amy Lettelleir, Esq, Staff

Action: Approval of the FY 2021 (July 1, 2020 to June 30, 2021) Operating Budget

B. General Counsel – Amy Lettelleir

1. Commercial Property Coverage Fiscal Year 2021 – Attachment

Purpose: To obtain Commercial Property Coverage for FY2021

Funding: Operating Budget - \$486,723

Action: Authorization to bind Commercial Property Coverage for FY21

2. Annual Board of Director Officer Elections

- Chairman
- Vice-Chair
- Secretary

C. Planning Committee – Shaun Oxtail, Chairman

1. Adoption of Work Program – Fiscal Year 2020-2025 – Attachment – Bob Frey, AICP

Purpose: This action is to request the Board of Directors to approve the Fiscal Year 2020-2025 Capital Work Program. The Capital Work Program consists of preservation and enhancement projects that will increase the safety, operations, and reliability of the THEA

facilities. The Work Program consists of the existing fiscal year, budget year and four planning years.

Funding: Capital Budget

Action: Approval of the FY 2020-2025 Capital Work Program.

V. Staff Reports

- A. Construction Updates – Jim Drapp
- B. T&R Updates – Stantec
- C. Finance Update – Amy Lettelleir
- D. Public Relations/Communications – Sue Chrzan

VI. Executive Reports

- A. Executive Director – Joe Waggoner
 - B. General Counsel – Amy Lettelleir, Esq.
 - C. Chairman
- Upcoming meetings

VII. Old Business

VIII. New Business

IX. Adjournment

III. Consent Agenda

DRAFT

Tampa-Hillsborough County Expressway Authority Minutes of May 4, 2020 Virtual Board Committees as a Whole Meeting Tampa, Florida 33602

The Tampa-Hillsborough County Expressway Authority held a virtual public meeting at 1:30 p.m. on May 4, 2020. The following were present:

Board: Vincent Cassidy, Chairman
Bennett Barrow, Vice Chairman
FDOT Secretary David Gwynn
Shaun Oxtal

Staff: Joe Waggoner, Amy Lettelleir, Sue Chrzan, Rafael Hernandez, Man Le, Carl Shack, Brian Ramirez, Debbie Northington, Diane Stull, Max Artman
Shari Callahan, Judith Villegas, Julie Aure, Anna Quiñones, Andrew Laflin, Liz Gray, Bob Frey

The following registered to attend the virtual meeting:

Atkins	Tom Knuckey
Ballard Partners	Todd Josko, Carlos Ramos
Bank of America Securities	Doug Draper
CDM Smith	John Melendez
Elie and Accounting Tax	Jean Pierre Elie
HNTB/GEC	Jim Drapp, Al Stewart
J.P. Morgan	Ben Djiounas, Nathaniel Johnson
Patel, Greene & Associates	Laura Herrscher
PFM	Brent Wilder, Hope Scarpinato
Playbook Public Relations	Sally Dee, Sarah Lesch
RS&H	Douglas Reed
Stantec	Rick Gobeille, Phil Eshelman, Pamela Bailey-Campbell
U. S. Army	Alphonso McCall, Sr.
VIBE	Sage Kamiya
Wells Fargo Securities	John Generalli
WGI	Kimberlee DeBosier
WSP	Jeffrey Diemer, Christina Kopp
WTSP	Susan Wilson

Registered to attend and have no company affiliation:

Marie Colon, Tyrone Taylor, Gloria Delgado, Christopher Edge, Jim Calpin, Tabita Erazo, Michael O'Neill, Jose Jimenez, Kierra Benford, Tonya Sandy, Paula Washington, Edilquer Clege, Jason Demitro, Zeid Margarita Gonzalez Alvarez, Yornyn Carrazana, Maria Tamayo

I. Introduction/Workshop Purpose

Meeting was called to order at 1:30 p.m. by Chairman Vince Cassidy. Joe Waggoner then explained the purpose of the meeting was to provide updates to the Board Members. Presentations include operating maintenance and administrative budgets, the work program and current traffic events. The budget would be brought to the Board in June for approval and adoption. Today would be to show the effects of Covid-19 on the future revenue stream. There would be no Action Items, just presentations of information and an opportunity to answer questions and take direction on what will be presented at the June Board Meeting. Mr. Waggoner then introduced Phil Eshelman of Stantec, traffic and revenue engineers, to present a THEA traffic update.

II. Traffic and Revenue Monitoring with the Effects of Covid-19

Mr. Eshelman began his presentation with a summary of the analysis of the current happenings around the state and nation. It was mentioned that Governor DeSantis would begin reopening the state on this date and that the Tampa region also anticipated reopening. THEA's tolled traffic appeared to have hit a floor and was beginning to recover from the 55% loss over the same time in 2019. Lately, there were small increases in week over week comparisons. With revised Covid-19 scenarios, the focus would be on recovery from short to long terms. Mr. Eshelman reviewed the three phases of the federal guidelines of re-opening which would apply to the region. This would include a downward turn of cases and increased testing. There would be a slow return to work in Phase 1 with minimal travel, going on to Phases 2 and 3. There was an appointment of a "Re-Open Florida Task Force," which would oversee Phase 1 of the reopening, starting on May 4. In Phase 1, there would be a 25% capacity for restaurants and retail while bars, movies, salons, and gyms would remain closed. The next phases would have more reopening.

A graph was shown to compare THEA's traffic with other peer toll agencies. The middle line in the graph represented THEA's traffic loss compared to nine other agencies. Traffic comparisons continued with 2019-2020 comparisons, which did show THEA's losses to the 55% loss of year over year, but it also showed a slight inching up in traffic. Mr. Eshelman continued by showing Hillsborough County's Vehicle Miles Traveled (VMT) vs. THEA's traffic. This was calculated by cell phone data and compared to VMT by day to an average January 2020 day and against THEA transactions as another data point.

Mr. Eshelman continued by introducing the University of Washington Covid-19 model, which suggested that Florida has hit its peak cases. On April 30, 2020, the model predicted that the peak cases were on April 19, 2020. The next chart showed the confirmed Covid-19 cases by county on a downward trajectory, which would allow opening to Phase 2. There would be a chance that cases would spike upon re-opening. Depending on the recovery rate, there were three different forecasts – short, medium, and long - of "what if" scenarios. The original forecast had no Covid-19 impact. Since there was an impact, the scenarios were developed. Mr. Eshelman mentioned that employment does drive traffic demands. With Tampa's diverse market, some areas were more at risk of unemployment and some areas were more inclined to teleworking. The presentation was a high-level view. Stantec continue monitoring.

Mr. Eshelman asked if there were any questions. Board Member Shaun Oxtal asked about the three scenarios for recovery and how were they developed. Mr. Oxtal also asked if there was a shorter duration since Phase 1 was starting. Mr. Eshelman explained the short duration scenario included a return to school in August with a little bump at that time. The longer duration was if the “safer at home” was extended through July with slower recovery. It was asked if the state would shut down again but there was no forecast for further shelter in place. There has been discussion of possible scenarios but there is knowledge gained each day. Mr. Oxtal also asked if there was base line of the most likely scenario, as with the mid-base scenario. However, it was still early to define the scenario.

Mr. Eshelman then introduced Stantec’s Mr. Rick Gobeille to further answer the question. It was a standard question but no easy answer. Most agencies picked the mid-duration scenario as a base line with the understanding that the agencies would keep the option open to re-budget on the basis of more available information and current events. The scenario would not be considered a forecast as it would be continually updated. Mr. Gobeille stated that the chart looks very different than the first chart as Florida did hit the floor and there were signs of recovery.

Mr. Oxtal asked at what level does it affect THEA’s bond rating. The long duration is the only one that jeopardizes the covenants when revenue is reduced. The debt service payment would be made in the other scenarios. Mr. Waggoner introduced Ms. Lettelleir to explain further. Ms. Lettelleir said the covenant states THEA needs to work the traffic revenue engineers to set toll rates and not considered as a default. There would be revenues and reserves to cover the debt ratio.

Mr. Gwynn wondered why THEA had a lower budget estimate than say the Turnpike and MDX. FY20 is 13%-14% lower now. Mr. Waggoner could not speak to the other agencies but agreed with the estimates for THEA. Mr. Waggoner said THEA used the mid-duration scenario which meets debt service ratios. The budget that is approved by the Board is a live document and will be updated quarterly to be sure that THEA can continue to meet those ratios and outstanding financial obligations. It was asked if the other agencies use the same fiscal year. Mr. Gwynn said that the Turnpike was and thought MDX would too. Mr. Waggoner considered the forecast for FY21 at 10%-13% lower, to be optimistic, as the recovery would depend on rate of re-employment. It may take longer.

The Chairman asked about MacDill’s stay at home policy, which Mr. Waggoner did not know. Mr. Cassidy thought that could be a significant portion of the 55% drop and if the military staff does return to work, it is not like other companies who would re-evaluate the work from home policy. It was not certain what MacDill’s work force was working from home.

Mr. Gobeille says there is more resiliency in long roads, like the Florida Turnpike with longer distance trips. Experience states that urban, commuter roads, such as the Selmon, typically do not totally return to the pre-status normal. Reasons include companies allowing more employees to work from home due to company’s reevaluating new ways of working from home, thus less traffic on urban roads.

Mr. Barrow, answering the question regarding MacDill’s workforce with information from a Lt. Colonel from MacDill, stated that 50% of MacDill’s staff stayed home and 50% were working on the base during April.

Mr. Waggoner was surprised that MDX was forecasting such strong recovery given the South Florida situation with Covid-19.

III. Finance and Accounting Committee –

At this time, Ms. Amy Lettelleir introduced Andrew Laflin, Acting Finance Director to go over the proposed FY2021 budget. Primary objective was to put together the operating budget for FY21. Mr. Laflin presented a summary comparison between FY20 and FY21. Each slide going forward would be a comparison between FY20 and FY21.

Because of the downturn in current revenue, the toll revenues are projected to be \$78.3 million due to circumstances. Miscellaneous revenue also dropped. The total revenues for FY21 are projected to be at \$80,989,840, while expenses are projected for \$18,833,645.

For revenue, the projected Toll Revenue was based on Stantec's mid-duration figures, with investment income projected to be higher in FY21. Miscellaneous income was projected to be less due to ConAgra moving off its current property and the loss of rent.

Toll operations expenses of \$6.58 million, was sent to THEA by the Florida Department of Transportation (FDOT) in April. These costs were for activity as of December 2019. Some costs were fixed but this was the amount THEA is using to budget. The other costs, such as Toll Collections, Toll System Maintenance and Support, other Toll Operations expenses and contingency expenses were consistent from FY20 to FY21.

The Maintenance Expense projections for FY21 were also slightly less than FY20. Roadway and Facilities with Business Integration Services remained with the same budgeted amounts. There were some projected increases in ITS for small equipment and permitting, otherwise there were decreases for Support Services and Bridge Inspection Services.

For the FY21 Marketing Expenses, the cost reductions were more aggressive in reducing costs by essentially dividing the FY20 budget in half for FY21. This was mainly due to the reduction in revenue the objective was to find ways to aggressively reduce costs, due to the reduction in revenue. As a result, there were cuts in each of the Marketing areas.

The FY21 Administrative/Personnel expense was based on 25 full time employees and two part time paid interns. This showed a reduction of two positions. The Deputy Director of Operations and a Toll Specialist were two open positions not filled in FY20, so it was decided these two positions would not be filled in FY21, due to cost sensitivity.

Mr. Laflin continued with the Administrative/Professional Services for FY21. This budget showed some cuts in Legal and General Engineering Consultant Services and other administrative support. IT support services was increased to allow for some equipment upgrades.

While Administrative Office and Occupancy expenses were mainly consistent between FY20 and FY21, there was a reduction in Other Administrative Support Services such travel, post-secondary education, and professional development. There was an increase in IT Support, including small equipment and maintenance.

The Debt Service Payments show a slight decrease for FY21 due to the sale of Series 2012 Bonds in FY 20 instead of FY21 . Even with the reduction in revenue, THEA is still above its debt service requirements. The proposed FY21 showed a projected Debt Service Coverage Ratio of 1.77 above the required. It is still above the 1.3 required. Revenue less Operating Expenses less \$500,000 shall be sufficient to pay the Annual Debt Service Requirement for Authority's Outstanding Bonds.

At this time, Mr. Waggoner asked that Ms. Lettelleir explain the Debt Service Ration. Ms. Lettelleir continued by stating THEA would defease the 2012C Bonds that would be due on July 1, 2021. THEA would defease these bonds with the help of Bond Counsel and financial advisors to lower the debt service coverage. Ms. Lettelleir continued by stating that THEA did budget for the full FDOT amount with the FY21 budget. THEA should receive an amendment for the first quarter, lowering the payment. FDOT also gave THEA a break in the last few months due to reduced revenue. Any updated information received would be updated in the budget.

With toll collections being down about 40%, that information would be reflected in the FY20 budget. The Chairman asked when the actual FY20 would be available, hopefully before June 30, 2020. Mr. Laflin stated there was ten months of actual data and it could be annualized, with adjustments for the reduction in revenue. An estimated FY20 budget could be presented at the next Board meeting.

IV. THEA Draft Work Program

Bob Frey began the proposed FY21 Work Program. Mr. Frey began his presentation with an overview of the Work Program, which identifies capital projects and resource commitments , provides an annual snapshot of budgeting needs for THEA. The Work Program is based on fiscal years, which begin July 1 and end June 30. It is based on six-years, which include the existing fiscal year, the budget year and four planning years. It is monitored for 30 years by continuing ongoing preservation needs and planned enhancements.

The two programs, Preservation and Enhancements are broken down into four categories: roadway, ITS, tolls, and facilities. The project phases include planning, design, right-of-way, and construction, all consistent with Florida Department of Transportation planning projects. Mr. Frey presented the total six-year FY21 proposed cost summary as \$941,155,000 with preservation, such as upkeep at \$29,581,000 and enhancements, such as capacity, performance, and safety at \$911,974,000. Mr. Frey continued with the proposed FY21 comparison to the adopted FY202. There three differences, the first being a \$104.6 million total change in the FYs 20-25 between the adopted FY20 program and the proposed. FY21 program. There would be \$58.5 million of unexpended FY19 toll project funds rolled into the future years and finally, there would be \$46.1 million of added funds in the proposed FY21 program.

Mr. Frey explained four projects from FY19 would be rolled forward totaling \$52.8 million, which account for 90% of the \$58.4 million mentioned previously. The projects are re-scheduled preservation program work, the Selmon West Extension, the South Selmon safety project and major capital reserve.

The added funds in the Work Program include scope adjustments and new projects of \$28.2 million. The scope adjustments included the Selmon East Phase 1 and the South Selmon

Capacity Project, which includes the noise walls from Whiting to the South Selmon West Extension. Two other new projects totaling \$17 million. include the Selmon System Technology upgrade, which includes a grant pursuit and a CV Real World Test Site. The CV Pilot project ends on September 30 and THEA is working to expand the project with USDOT and FDOT as an \$8.5 million project. There is a project to utilize the I-4 connector and other options that would require working with FDOT.

Mr. Waggoner summarized the presentation by stating that there would be constant reviewing of the budgets and plans so that what is presented is prudent and achievable. Still in the mix was the 2012A bond sale of approximately \$192 million, which would be ready after June.

At this time, Mr. Cassidy asked if there were any further comments from the Board Members. Mr. Barrow stated that the presentation was good with the information presented. Mr. Cassidy continued by mentioning a City of Tampa City Council meeting where THEA was referenced as a partner to help solve traffic issues by at least one city council member. Mr. Waggoner said he would be happy to speak with Mayor Castor or the Chairman of the City Council to see how THEA could assist.

Mr. Cassidy also wanted to know if there had been any complaints about racing. Ms. Sue Chrzan mentioned there have been reports from Gandy Bridge and the Expressway and those reports were turned over to the city as the incidents were enforcement issues.

Mr. Barrow complimented Mr. Laflin on his presentation and the information presented. Mr. Cassidy also mention that there were traffic correlations with Phase 1. Mr. Waggoner has reported that traffic is increasing. There were companies that would return people to work and there were those who were reevaluating. Mr. Waggoner stated that remote working is working well for THEA and he was planning on expenditures to make it better. This was all a good trial for potential hurricane times. Mr. Waggoner was asked about masks for THEA workers and if they would be required. We will be developing our reopening plan in the next months. Mr. Gwynn mentioned that only about 20% of the FDOT District 7 staff was working in the office and FDOT was preparing for the next phase. Masks were not required unless there could not be social distancing. The masks were provided.

VII. ADJOURNMENT

There being no further business to come before the Board Committee Meetings as a Whole, the Chairman adjourned the meeting 2:26 p.m.

APPROVED: _____
Chairman: Vincent J. Cassidy

ATTEST: _____
Vice Chair: Bennett Barrow

DATED THIS 4th DAY OF May 2020

DRAFT

Tampa-Hillsborough County Expressway Authority
Minutes of May 18, 2020 Virtual Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a virtual public meeting at 1:31 p.m. on May 18, 2020 based in the Authority's Transportation Management Center, 1104 E. Twiggs Street, Tampa, Florida. The following were virtually present:

BOARD:

Vincent Cassidy, Chairman
Bennett Barrow, Vice Chairman
Danny Alvarez, Secretary
Shaun Oxtal, Member
FDOT D-7 Secretary David Gwynn, Member

STAFF:

Joe Waggoner, Amy Lettelleir, Robert Frey, Sue Chrzan, Rafael Hernandez, Man Le, Max Artman, Carl Shack, Brian Ramirez, Julie Aure, Shari Callahan, Diane Stull, Judith Villegas. Ellizabeth Gray, Anna Quiñones, Andrew Laflin, Debbie Northington

The following registered to attend the virtual meeting:

ATKINS
BALLARD PARTNERS
BRYANT MILLER OLIVE
CDM SMITH
GEC-HNTB CORP.
HUD
ICS GROUP, LLC
KIMLEY-HORN
PFM FINANCIAL ADVISORS
PLAYBOOK PR:
SUMMIT ENGINEERING
TRANSPORTATION POLICY
CONSULTANTS LLC
VISTRA COMMUNICATIONS
WELLS FARGO SECURTIES
WGI
WSP

Bob Gates
Todd Josko, Carlos Ramos
Duane Draper, Alecia Ingram
John Melendez
Jim Drapp, Al Stewart, MacKenzie Clark
David Olson
Denisse Betancourt
Michael Garau
Brent Wilder, Hope Scarpinato
Sally Dee, Sarah Lesch, Kamila Khasanova
Jay Segalia

Stephen Reich
Darren Alfonso
John Generalli
Glenn Havinoviski
Christina Kopp

Registered to attend but have no company affiliation:

Yanet Aleman, Marqus Evans, Ingrid Hernandez, Sharonda McKnight, Christian Malespin, Linda Rivers, Alexis Santiago

CALL TO ORDER

Chairman Vincent Cassidy called the meeting to order at 1:31 p.m. There were no public presentations.

CONSENT AGENDA

Before the approval of the consent agenda, the Chairman asked the Board Members if there were any items which should be stricken from the Consent Agenda. At that time, it was requested that the second Task Order be considered separately.

The Chairman then continued with the Consent Agenda approvals.

A. Approval of the Minutes of the March 9, 2020 Committees as a Whole Meeting

B. Approval of the Minutes of the April 6, 2020 Board Meeting

C. Task Orders –

Twiggs St. Design Build CEI Procurement and Construction Support, \$90,000 (CPMP HI-140 C-05)

The Chairman called for a motion to approve the Consent Agenda consisting of the first two items and the first task order, which was made by Mr. Barrow and seconded by Mr. Alvarez. There was no discussion. All Members voted to approve the Meeting Minutes and the first Task Order of the Consent Agenda. The motion carries.

The second task order consisting of the Meridian DMC Properties Real Estate Support with Holland and Knight and a contract not to exceed \$50,000 was then considered. Mr. Bob Frey was asked to explain this Task Order in more detail. Mr. Frey explained this was to help determine what would be done when the flour mill did finally vacate. Secretary Gwynn expressed concern regarding the \$750 per hour rates. Holland and Knight's Washington DC office is the only offices to do this type of work and they did work with THEA before with Bus Toll Lanes. Mr. Frey stated that the services would not exceed the contract amount of \$50,000. There was also a list of attorneys and respective rates. Those with more emerging technologies did have a higher rate as did those with other specialized experience. Mr. Frey also explained that THEA would control with whom the agency worked within Holland and Knight and that the level of worked matched the expertise.

The Chairman called for a motion to approve the Task Order, which was made by Mr. Barrow and seconded by Secretary Gwynn. Being no further discussion, a vote was taken and was two in favor and three against. The motion did not pass, and Mr. Frey was asked to bring the Task Order back to the Board with further clarification.

DISCUSSION/ACTION ITEMS

Reversible Express Lanes (REL) Construction of Aesthetic Lighting Contract – Judith Villegas, Staff

The Chairman asked the Board members if each had received the supplemental information send by Mr. Waggoner. All responded yes. Ms. Judith Villegas then stated the purpose of the project was to provide construction and installation of the decorative pier and bridge lighting on the REL bridge and began to review the supplemental information. The Selmon Expressway's current lighting system consists of fixtures on concrete slabs near the base of the piers. The lighting system is nearing its end of life and lighting is inconsistent in various areas. The new design concept places the fixtures on mounting brackets at the top of the piers. The fixtures will be fitted with LED lights which will be controlled from the TMC.

Operational costs will be reduced with the new lighting system. The long-lasting LEDs will require less maintenance and reduce power consumption and the new location will make the wiring, mounting brackets and light fixtures inaccessible to prevent the vandalism THEA has dealt with along sections of the Selmon.

The new design will allow the Authority to provide complete, consistent lighting to areas which are currently lacking such as areas over the Bypass Canal, other water crossings and along other sections of the Selmon near 22nd Street and along Adamo Drive approaching Channelside. Highway Safety Devices has expressed great enthusiasm to start this project. They have estimated this project to provide 45 jobs for the next year and will procure major materials from Florida and Georgia.

At this point, the Chairman declared the Board should have already read the narrative and asked that Ms. Villegas continue with the item.

[Per Mr. Waggoner, the balance of the narrative was to be included in the minutes and follows: This lighting system would enhance the driver and pedestrian experience along the Expressway, including enhancing lighting along the east end of the Selmon Greenway to enhancing visibility and security . With the ability to control and monitor from the TMC, this project has the potential to be a signature feature of the Expressway and possibly gain national attention during future major events in the Tampa Bay area.

The proposed contract value is \$8.48M. We estimate total costs of \$3.0M - \$3.5M in labor, and \$3.5M - \$4.0M of materials purchased locally and American made materials. The only item the contractor did not know the source of was the luminaires which they are acquiring from a supplier in Georgia. Because most of the bid items are F&I (Furnished and installed), we do not know exactly how much is labor and how much is material costs.]

Ms. Villegas continued that the cost of \$8,842,716 would be from the Capital Budget. Two bids were received and it was requested that the Board approve the selection of Highway Safety Devices and authorize and direct the staff to negotiate and execute a contract with Highway Safety Devices in the amount of \$8,482,716 which is the Base Bid plus the Bid Alternative, for construction and installation of decorative pier and bridge lighting on the REL bridge structure. The Base Bid includes the installation of all elements of illuminating the bridge piers, while the Bid Alternate includes additional lighting fixtures and wiring for illuminating the superstructure. Contract execution is subject to final review and approval of THEA's General Counsel.

The Chairman asked for a motion to approve and Mr. Oxtal so moved, and Mr. Barrow seconded the motion. There was some discussion.

At that time, Mr. Oxtal thanked THEA for the additional information and shared that it was an important project which will create local jobs and the major parts would be made in Florida and Georgia. Mr. Barrow said that the safety to pedestrians, while creating jobs and giving back to the support of the community was important. Secretary Gwynn mentioned there have been a number of similar projects, such as the Sunshine Skyway, and they were well received in the community with assets that could be used for different things. The Chairman thought it was a tough project at face value but was thankful for the work which will benefit many in the community.

With no further discussion, a vote was taken, and the motion passed.

Consultant Support for the Procurement of Customer Service and Toll Collections Services – Rafael Hernandez, Staff

Mr. Hernandez began the presentation with some background on the project. In April of 2016, the Board approved the hiring of ETAN for third party customer service and toll collections service, with the process going live in October of 2016. Through March 2020, there has been \$25 million in revenue collected.

The contract is approaching the end of the fifth year and THEA would like to utilize an existing miscellaneous support contract with Milligan Partners (Consultant) to support the procurement of a new vendor to provide the same Customer and Toll Collection services. In March 2018, Milligan, helped THEA update the business operations for the utilization of CCSS. The Consultant's work would include the following project phases; bid package preparation, proposal evaluation support, and implementation oversight. The cost of \$196,212 would be from the Operating Budget.

Mr. Hernandez requested the Board to authorize the THEA staff to issue a task order for Milligan Partners to support THEA's procurement of a new vendor to provide Customer Service and Toll Collection services in the amount not to exceed \$196,212. The Task Order Execution is subject to final review and approval of THEA's General Counsel.

Chairman Cassidy asked for a motion to approve. Mr. Oxtal moved, and Mr. Barrow seconded the motion. There were questions for discussion.

Mr. Barrow expressed some concerns on the high billing amount and asked about Milligan Partners. Mr. Hernandez stated that Milligan was a specialized group of consultants, helping toll agencies draft policies for many back-office operations. Milligan works with other tolling agencies in Florida as well as Texas. It is well-versed in emerging technologies, including connected vehicles, and policy design with an expertise in back-office business rules. As previously stated, Milligan was initially engaged in a push-button contract to help with CCSS in March 2018. Secretary Gwynn asked if the rates were fully loaded, to which Mr. Hernandez replied they were.

With no further discussion, the vote was taken, and the motion passed.

INFORMATIONAL ITEM

Joint Participation Agreement (JPA) – Bob Frey, Staff

Mr. Frey stated this was for the Board's information regarding the Joint Participation Agreement and the Florida Department of Transportation (FDOT). On May 6, 2020, the Tampa Hillsborough Expressway Authority executed a JPA with the FDOT to include the installation of a mast arm signal at the intersection of Nebraska Avenue and Twiggs Street. The agreement also includes updating the pedestrian signals and ITS communication connections. This construction will all be completed during the Twiggs Street Improvements Design-Build Project. Mr. Frey also stated THEA has many such agreements with FDOT and other agencies. This was just one example of such a project. No action was required.

STAFF REPORT

CV Pilot Update – Bob Frey, Staff

Mr. Frey continued with an update, to the Board, on the CV Pilot project. This project is coming to an end on September 30, 2020.

The funding partners for the CV Pilot Project were THEA, the US Department of Transportation (USDOT) and Florida's Department of Transportation (FDOT). The technical and operations partners included the City of Tampa, HART, the University of South Florida's Center for Urban Transportation Research (CUTR), Brandmotion, HNTB, Siemens and SiriusXM.

THEA recruited about 1,200 commuters to participate in the CV Project. Mr. Frey said THEA also partnered with the TECO Line Streetcar System to install the technology in nine streetcars and with ten HART public transit vehicles. There are currently 44 Roadside Units (RSUs), which will expand due to an adjacent project. The current RSUs currently spot cover about 70% of the Tampa Downtown area. Mr. Frey showed two maps which pinpointed the RSU locations, the first showing 84% came through the REL onto Meridian. The second map showed the 52% on REL to Twiggs and Courthouse area.

The next slide showed two different maps. One was the Basic Safety Messages (BSMs) generated by cars on the REL and the other showed a heat map depicting the peak hours of 7:00 a.m. to 8:00 a.m. The heat map was generated by analyzing speed data from the BSMs. Data was analyzed and reported at 1-minute intervals over a 24-hour period.

Mr. Frey went on to explain the travel time distributions and network frequency. There was an average of 1.7 million BSUs per day and .9 million from RSUs. The slides showed the travel patterns during the peak periods in the morning and afternoon, day in and day out, with a drop on the weekends. Mr. Frey mentioned that 270 participants per hour create the data and what is happening. The system was one of the few in the world to do so.

Before continuing, Mr. Frey noted that it could not be said that the following would happen in all situations, but the data observations presented were actual observations generated by the CV Pilot Project. The system warned of 14 wrong way drivers on an expressway off ramp. The streetcars

warned nine drivers of an impending crash. In February 2020, 1,280 speed advisories were issued to 538 equipped vehicles to reduce morning backups and improve flow into downtown Tampa. On an average workday, out of 325 cars in the study area, ten drivers in older vehicles without technology are warned of possible collisions, due to cars ahead stopping too quickly. Finally, in an April 25, 2020 demonstration, as there was no actual data, it was shown that warnings could be provided to drivers of potential pedestrian/auto crashes outside the driver's sightline. Mr. Frey stated, this data had been given to USDOT for its case with the FCC to continue the technology for the bandwidth to continue.

Mr. Frey also shared future technology projects with the Board beyond September 2020. First, was the CV Pilot 2 where THEA, partnered with USDOT, would continue the operation of the CV Pilot and work to measure the benefits and identify any issues. Honda, Toyota, and Hyundai committed to working with THEA on CV technology through its dealerships. Mr. Frey mentioned an I-4 frame integration, in a 50-50 partnership with FDOT. District 7 would be the project manager of the project which would, using the I-4 connector, integrate the CV Pilot onto I-4. This would create a real-world CV corridor from Tampa to Orlando. This CV corridor would be able to measure benefits and issues. Mr. Frey thanked District 7 Secretary Gwynn for his support of the program. Finally, a grant would also be issued to deploy connected technology using a mix of existing technology, such as DMS and satellite radio and CVs at ramps and other areas of potential high conflict.

The Chairman had some questions for Mr. Frey regarding before and after data in conjunction with the Tampa Police Department, particularly with the wrong-way drivers. Mr. Alvarez also asked if there was a way to identify the wrong way drivers to find out more information, such as the time of day and how long it took to turn around. Mr. Frey stated that privacy was built into the review council and therefore the names and such information could not be revealed. There would be a survey sent to all participants as follow up on this program. Mr. Frey explained that CUTR was putting together a performance measure document and that would be a further presentation when completed. Mr. Waggoner also stated that crash data could be obtained from other sources.

The Chairman also suggested this data should be a press release item for THEA.

EXECUTIVE REPORTS

A. Executive Director (*Joe Waggoner*)

Mr. Waggoner presented the Contract Renewal and Expiration Report. There were two contracts up for renewal, the first being with the Road Rangers. It was the last year and THEA planned to move ahead with the renewal. The second contract was with Kisinger, Campo for miscellaneous design and was in its second of three years. Mr. Waggoner stated that THEA would also move ahead with that contract. This was the notice of intent to the Board these contracts would be renewed.

B. General Counsel (*Amy Lettelleir, Esq.*)

There was no report. Chairman Cassidy asked about revenue to which Ms. Lettelleir replied that it was still down about 40%. There was no other information requested.

C. Chairman (*Vincent Cassidy*)

The Chairman asked Mr. Waggoner if traffic was rebounding. Mr. Waggoner stated there was a gradual increase of about 20% in the last month. Also, weekend traffic was also increasing. The previous weekend's traffic was only down about 33% where in previous weekends, the traffic was down 40-50%.

There would be no need for the upcoming June Committees as a Whole Meeting. The Chairman also stated that the upcoming June Board meeting would also be a Zoom meeting. The Chairman also wondered if the THEA meeting times should be changed to allow all the Board Members to attend. Mr. Waggoner stated he would check into the Hillsborough County Emergency Committee meeting times and if needed change the times.

V. ADJOURNMENT

With no further business to come before the Board, Chairman Cassidy adjourned the meeting at 2:09 p.m.

APPROVED: _____
Chairman: Vincent J. Cassidy

ATTEST: _____

DATED THIS 18th DAY of May 2020

South Selmon Safety DB Project- Change Order No. 2

Granite has accepted THEA's offer of Two Hundred Fifty-Five Thousand Four Hundred Forty Seven Dollars and sixteen cents (\$255,447.16) with 25 non-compensable contract days to resolve the following outstanding contract claims issues. This amount was reached following extensive negotiations. Granite's initial request was for over \$1.17M and 30 Non-compensable days. The terms of the settlement of issues are as follows:

- 1) Interpretation / Application of FDM in design
 - a. Granite will not pursue cost of additional asphalt
 - b. Granite will not pursue cost of additional barrier wall (going from 0-variable to essentially all variable)
- 2) Miscellaneous Asphalt Repairs during cross slope correction
 - a. Granite will not pursue cost or time of performing structural asphalt repairs
- 3) Drainage Betterments
 - a. THEA will pay \$255,447.16 and 25 contract days
- 4) Median Barrier Wall Design Modification
 - a. HNTB/THEA will formally approve the design modification for the median barrier wall
 - b. HNTB/THEA will formally approve all subsequent plan revisions to the RFC set
- 5) Cross Slope Change Order
 - a. THEA will not pursue a credit for a portion of the asphalt work performed under the approved change order

Original Bid-	\$ 15,160,000.00	
Change Order No, 1	\$ 628,650.00	4.15% of original bid
Change Order No. 2-	\$ 255,447.16	1.68% of original bid
Total Changes to date-	\$ 884,097.16	5.83% of original bid

Updated Total Contract Amount- \$16,044,097.16

III. D.

Task Orders to begin July 1, 2020

- 1.** HI-0080 Software Development Support for CCSS Project. \$59,400
- 2.** HI-0096 Software Development Support for upgrade of THEA's in-lane toll systems. \$99,990
- 3.** HI-0031-P-33 GEC Support for FY21, HNTB, \$75,000
- 4.** HI-0037-P-13 GIS Annual Support, HNTB, \$45,000
- 5.** HI-0072-P-16 ITS America Task Force Technical Support, HNTB, \$30,000
- 6.** HI-0072-P-56 CV/AV Annual Support, HNTB, \$100,000
- 7.** HI-0118-P-16 GEC Support, HNTB, \$75,000
- 8.** HI-0118-P-17 Traffic Support, HNTB, \$60,000
- 9.** HI-0122-C-08 Selmon West Extension Design-Build Project Construction Management & CEI Support, HNTB, \$840,000
- 10.** HI-0140-D-08 GEC Procurement Support, HNTB, \$50,000
- 11.** HI-0140-D-09 PM/Review Support, HNTB, \$73,095
- 12.** HI-0140-C-09 CEI Procurement Support (FY21), HNTB, \$51,000
- 13.** HI-0140-C-10 Construction CEI PM Support, HNTB, \$70,000
- 14.** HI-00167-P-06 GEC Support FY21, HNTB, \$165,000
- 15.** HI-0031-P-37 Strategic Planning Support, WSP, \$100,000
- 16.** HI-0038-P-38 CPMP Support FY21, WSP, \$100,000
- 17.** HI-0031-P-59 Strategic Blueprint Traffic Study, RS&H, \$50,000
- 18.** HI-0072-P-55 Emerging Technology Support, Siemens, \$100,000
- 19.** HI-0072-P-23 ITS America TF Joint Partnership, ITS America, \$125,000
- 20.** HI-0082-P-29 Toll Finance Analysis, Stantec, \$120,000
- 21.** HI-0089-P-72 Regional Modeling Support (FDOT), RS&H, \$50,000
- 22.** HI-0141-P-10 Traffic Support & PD&E Scenario Planning, RS&H, \$100,000
- 23.** HI-0161-P-19 - MPO Managed Lanes and Tolling Education, Stantec, \$85,000
- 24.** HI-0161-P-21 Site Development Support, WSP, \$50,000
- 25.** HI-0171-C-02 – RSU Service Contract, Siemens, \$80,000



Infotect Design Solutions
 P.O. Box 89157
 Tampa, FL 33689-0402
 www.infotectdesign.com

June 1, 2020

Tampa-Hillsborough Expressway Authority
 Rafael Hernandez
 Director of Toll Operations
 1104 E. Twiggs Street Suite 300
 Tampa, FL 33602

Statement of Work

Infotect Design Solutions, Inc. (Infotect) is pleased to provide a statement of work to Tampa-Hillsborough Expressway Authority (THEA) for:

Software Engineering services to support THEA's in-lane systems implementation (AET).

On-site web application development services

The work tasks are detailed as:

- Miscellaneous software development and support
- Database/Server administration
- Report building and revenue transaction analysis
- Additional tasks as directed by THEA supervisory staff

Infotect will provide a resource with the following skills:

- At least 3 years of linux development experience
- At least 3 years of with Apache, PHP (LAMP) experience
- At least 3 years of MySQL database experience
- A valid driver's license and ability for travel within the state of Florida

THEA will provide:

- All computer software and hardware tools required to execute tasks
- A suitable physical work environment
- Reimbursement within 30 days for standard travel expenses

Pricing

Task	Bill Rate	Qty	Ext. Cost
On-site Programmer (AET)	\$90	1111	\$99,990

Travel expenses will not exceed \$10,000 per year

This statement of work is subject to agreed upon terms and conditions



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June 1, 2020

Tampa-Hillsborough Expressway Authority
 Rafael Hernandez
 Director of Toll Operations
 1104 E. Twiggs Street Suite 300
 Tampa, FL 33602

Statement of Work

Infotect Design Solutions, Inc. (Infotect) is pleased to provide a statement of work to Tampa-Hillsborough Expressway Authority (THEA) for:

Software Engineering services to support THEA's Tolling Operational Back-Office System with the Florida CCSS.

On-site web application development services

The work tasks are detailed as:

- Miscellaneous software development and support
- Database/Server administration
- Report building and revenue transaction analysis
- Additional tasks as directed by THEA supervisory staff

Infotect will provide a resource with the following skills:

- At least 3 years of linux development experience
- At least 3 years of with Apache, PHP (LAMP) experience
- At least 3 years of MySQL database experience
- A valid driver's license and ability for travel within the state of Florida

THEA will provide:

- All computer software and hardware tools required to execute tasks
- A suitable physical work environment
- Reimbursement within 30 days for standard travel expenses

Pricing

Task	Bill Rate	Qty	Ext. Cost
On-site Programmer (CCSS)	\$90	660	\$59,400

Travel expenses will not exceed \$10,000 per year

This statement of work is subject to agreed upon terms and conditions

HNTB PR 20200XXX

HI-0031 P-33

2020-2021 Strategic Planning GEC Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff and THEA's Strategic Plan Consultant in the development/implementation of the Strategic Plan. This task work order is for Strategic Planning Support Services from 7/1/20 - 6/30/21.

Scope

Provide Strategic Plan Support as required to assist THEA Staff and THEA's Strategic Plan Consultant in the development/implementation of the Strategic Plan. Anticipated work includes providing engineering, administrative, and operational data, and input and analyses necessary to assist with the development and implementation of the Strategic Plan.

III. D. 3.

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority				HNTB PR 20200XXX																		
GEC CONTRACT NO. HNTB PR 20200XXX				2020-2021 Strategic Planning GEC Support (7/1/20 - 6/30/21)																		
HI-0031 P-33																						
PRIME CONSULTANT: HNTB Corporation																						
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate		
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity			
Strategic Planning & Development Review		4	\$524.52	60	\$7,501.20	60	\$5,326.80	60	\$3,849.60	72	\$3,611.52	72	\$2,988.00	36	\$1,338.12	25	\$592.25	389	\$25,732.01	\$66.15		
Total Man Hours		4	\$524.52	60	\$7,501.20	60	\$5,326.80	60	\$3,849.60	72	\$3,611.52	72	\$2,988.00	36	\$1,338.12	25	\$592.25	389	\$ 25,732.01	\$66.15		
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$25,732.01				
Cost Elements & Additives																						
(a) 2.84 Multiplier																		\$73,078.91				
Direct Expenses		7.51%		\$ 1,932.47		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$73,078.91		
(d) Direct Reimbursables																		\$1,932.47				
Total Project Cost:																		\$75,011.38				
Maximum Limiting Amount:																		\$50,000.00				

HNTB PR 20200XXX

HI-0037 P-13

2020 - 2021 GIS Pilot Projects Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to meet the requirements of THEA to support, update and maintain the Geographical Information Database (GIS) for GIS Pilot Projects. Services from 7/1/20 - 6/30/21.

Scope

HNTB is to support THEA by updating the Geographical Information Database (GIS) that has been created to inventory the THEA maintained and permitted stormwater facilities and ITS infrastructure and any other infrastructure THEA requests for inclusion. Services include working with THEA staff and the ITS field personnel to accurately record the infrastructure in the GIS database. HNTB will maintain the database and update on a regular periodic basis as coordinated with THEA. HNTB will export the GIS data in a format compatible with Google Earth for the THEA staff to utilize. Efforts include management for the task, coordination meetings, field inspections as needed.

III. D. 4.

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION:	Tampa-Hillsborough Expressway Authority				HNTB PR 20200XXX																	
GEC CONTRACT NO.	HNTB PR 20200XXX				2020 - 2021 GIS Pilot Projects Support (7/1/20 - 6/30/21)																	
	HI-0037 P-13																					
PRIME CONSULTANT:	HNTB Corporation																					
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate		
		Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Man Hours	Hourly Rate \$	Manhours By Activity	Salary Cost By Activity			
GIS Support		0	\$0.00	8	\$1,000.16	8	\$710.24	20	\$1,283.20	24	\$1,203.84	20	\$830.00	20	\$743.40	9	\$213.21	109	\$5,984.05	\$54.90		
Total Man Hours	Total Salary (MHxHR)	0	\$0.00	8	\$1,000.16	8	\$710.24	320	\$1,283.20	320	\$1,203.84	20	\$830.00	20	\$743.40	9	\$213.21	109	\$ 5,984.05	\$54.90		
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$5,984.05				
Cost Elements & Additives																						
(a) 2.84 Multiplier																		\$16,994.70				
Direct Expenses			7.51%		\$ 449.40	SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$16,994.70		
(d) Direct Reimbursables																		\$449.40		\$17,444.10		
Subconsultant- KCA (SBE)																		\$25,000.00		\$25,000.00		
Total Project Cost:																		\$42,444.10				
Maximum Limiting Amount:																		\$42,436.00				

HNTB PR 20200XXX

HI-00072 P-16

ITS America Technical Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering support to meet the requirements of THEA to maintain and coordinate membership in the ITS America committee to support THEA's AV/CV & ITS activities.

Scope

Services to be performed include:

1. Assist THEA staff as required for membership activities in the ITS America national committee to support THEA's AV/CV & ITS programs.
2. Assist THEA staff in preparing for and attending ITS America national committee meetings to support THEA's AV/CV & ITS programs.

Services from 7/1/20 - 6/30/21.

III. D. 5.

SUMMARY FEE SHEET																				
ATTACHMENT "A"																				
HNTB PR 20200XXX																				
ITS America Technical Support (7/1/20 - 6/30/21)																				
HNTB Corporation																				
ACTIVITY		Sr. Technical Advisor		Project Manager Sr. Proj. Eng.		Chief. Eng./Planner/ Designer		Sr. Engineer/ Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate		
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	By Activity	Salary Cost By Activity			
Committee Support			\$0.00		\$0.00	70	\$6,214.60	60	\$3,849.60		\$0.00		\$0.00	10	\$236.90	140	\$10,301.10	\$73.58		
Total Man Hours		Total Salary [(MHxHR)]		0	\$0.00	0	\$0.00	70	\$6,214.60	60	\$3,849.60	0	\$0.00	0	\$0.00	10	\$236.90	140	\$10,301.10	\$73.58

HNTB PR 20200XXX

HI-0072 P-56

Automated Connected Vehicle Legislation Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering support to meet the requirements of THEA to identify and evaluate existing and proposed local, state and national legislation that would impact THEA's AV/CV & ITS activities. Also will monitor for potential NOFO's, BAA's and other Federal grants.

Scope

Services to be performed include:

1. Assist THEA staff in identifying and evaluating existing and proposed local, state and national legislation that would impact THEA's AV/CV & ITS programs.

Services from 7/1/20 - 6/30/21.

SUMMARY FEE SHEET																			
								ATTACHMENT "A"											
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority						HNTB PR 20200XXX											
GEC CONTRACT NO.		HNTB PR 20200XXX		Automated Connected Vehicle Legislation Support (7/1/20 - 6/30/21)															
HI-0072 P-56																			
PRIME CONSULTANT:		HNTB Corporation																	
ACTIVITY		Sr. Technical Advisor		Project Manager Sr. Proj. Eng.		Chief. Eng./Planner/ Designer		Sr. Engineer/ Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate	
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity		
		48	\$6,294.24	72	\$9,001.44	80	\$7,102.40	80	\$5,132.80	80	\$3,320.00	80	\$2,973.60	20	\$473.80	460	\$34,298.28	\$74.56	
Automated Connected Vehicle Legislative Support																			
Total Man Hours		Total Salary [[(MHxHR)]]		48	\$6,294.24	72	\$9,001.44	80	\$7,186.08	80	\$5,132.80	80	\$3,320.00	80	\$2,973.60	20	\$473.80	460	\$34,298.28

III. D. 7.

HNTB PR 20200XXX

HI-0118 P-16

2020-2021 Waterfront District Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff on Waterfront District activities. This task work order is for Waterfront District Support Services from 7/1/20 - 6/30/21.

Scope

Provide Waterfront District Support as required to assist THEA Staff. Anticipated work includes providing engineering, administrative, and operational data, and input and analyses necessary to assist with the development and implementation of the Waterfront District.

III. D. 7.

SUMMARY FEE SHEET																				
ATTACHMENT "A"																				
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority				HNTB PR 20200XXX														
GEC CONTRACT NO.		HNTB PR 20200XXX				2020-2021 Waterfront District Support (7/1/20 - 6/30/21)														
HI-0118 P-16																				
PRIME CONSULTANT:		HNTB Corporation																		
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity	
Waterfront District Support		8	\$1,049.04	48	\$6,000.96	48	\$4,261.44	80	\$5,132.80	80	\$4,012.80	80	\$3,320.00	36	\$1,338.12	26	\$615.94	406	\$25,731.10	\$63.38
Total Man Hours		8	\$1,049.04	48	\$6,000.96	48	\$4,261.44	80	\$5,132.80	80	\$4,012.80	80	\$3,320.00	36	\$1,338.12	26	\$615.94	406	\$ 25,731.10	\$63.38
		Basic Activities Maximum Limiting Fees (Salary Costs)																		\$25,731.10
		Cost Elements & Additives																		
		(a) 2.84 Multiplier																		\$73,076.32
Direct Expenses		7.51%		\$ 1,932.41		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$73,076.32
		(d) Direct Reimbursables																		\$1,932.41
		Total Project Cost:																		\$75,008.73
		Maximum Limiting Amount:																		\$75,000.00

HNTB PR 202000XX

HI-0118 P-17

2020-2021 Waterfront District Traffic Engineering & Modeling Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff on Waterfront District traffic activities. This task work order is for Waterfront District Traffic Engineering & Modeling Support Services from 7/1/20 - 6/30/21.

Scope

Provide Waterfront District Traffic Engineering & Modeling Support as required to assist THEA Staff. Anticipated work includes providing engineering, administrative, and operational data, and input and analyses necessary to assist with the development and implementation of the Waterfront District.

III. D. 8.

SUMMARY FEE SHEET																				
ATTACHMENT "A"																				
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority				HNTB PR 202000XX																
GEC CONTRACT NO. HNTB PR 202000XX				2020-2021 Waterfront District Traffic Engineering & Modeling Support (7/1/20 - 6/30/21)																
HI-0118 P-17																				
PRIME CONSULTANT: HNTB Corporation																				
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity	
Waterfront District Support		8	\$1,049.04	40	\$5,000.80	40	\$3,551.20	64	\$4,106.24	64	\$3,210.24	48	\$1,992.00	36	\$1,338.12	14	\$331.66	314	\$20,579.30	\$65.54
Total Man Hours		8	\$1,049.04	40	\$5,000.80	40	\$3,551.20	64	\$4,106.24	64	\$3,210.24	48	\$1,992.00	36	\$1,338.12	14	\$331.66	314	\$ 20,579.30	\$65.54
Total Salary [(MHxHR)]		8	\$1,049.04	40	\$5,000.80	40	\$3,551.20	64	\$4,106.24	64	\$3,210.24	48	\$1,992.00	36	\$1,338.12	14	\$331.66	314	\$ 20,579.30	\$65.54
		Basic Activities Maximum Limiting Fees (Salary Costs)																		\$20,579.30
		Cost Elements & Additives																		
		(a) 2.84 Multiplier																		\$58,445.21
Direct Expenses		7.51%		\$ 1,545.51		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$58,445.21
		(d) Direct Reimbursables																		\$1,545.51
		Total Project Cost:																		\$59,990.72
		Maximum Limiting Amount:																		\$60,000.00

HNTB PR 202000XX

**Selmon West Extension Design-Build Project Construction
Management & CEI Support (7/1/20-4/30/21)**

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and management support to meet the requirements of THEA to provide Construction Management and CEI support, plans review services, coordination with other project stakeholders, meeting attendance, supervision and QA/QC support for the Selmon West Extension Design-Build project.

Scope

Services to be performed include:

1. Assist THEA staff in Construction Management Support for the Selmon West Extension project. Including NCE, RFI, FDC & Shop Drawing reviews.
2. Assist THEA staff in CEI Management support for the Selmon West Extension project.
3. Assist THEA staff in coordination with FDOT, COT, utilities and others for the Selmon West Extension project.
4. Assist THEA attending and holding meetings for the Selmon West Extension project.
5. Providing Supervision and QA/QC services for the Selmon West Extension project.

Subconsultants- Tierra (SBE), Geotechnical Support (\$95,000)
Omni (SBE), Utilities Support (\$5,000)
KCA (SBE), CEI Management Support (\$30,000)

Direct Expenses- (\$18,291)

SBE Participation- 15.48%

Services from 7/1/20 - 4/30/21.

III. D. 9.

[illegible]

HNTB PR 20200XXX

HI-0140 D-08

Twiggs Street DB Procurement Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide design build procurement support to meet the requirements of THEA to design and construct the Twiggs Street Improvements project.

Scope

Services to be performed include:

1. Assist THEA staff in preparing the scope, RFP and advertisement and reviewing the proposals for the Twiggs Street Improvements project.
2. Coordinate with THEA contracts staff throughout the process.
3. Provide Project Management and Quality Control support throughout the process.

7/1/20 - 12/30/21.

III. D. 10.

SUMMARY FEE SHEET																							
ATTACHMENT "A"																							
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority				HNTB PR 20200XXX																	
GEC CONTRACT NO.		HNTB PR 20200XXX				Twiggs Street DB Procurement Support (7/1/20 - 6/30/21)																	
HI-0140 D-08																							
PRIME CONSULTANT:		HNTB Corporation																					
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate			
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity				
Twiggs Street DB Procurement Support			\$0.00	40	\$5,000.80	40	\$3,551.20	48	\$3,079.68	48	\$2,407.68	40	\$1,660.00	27	\$1,003.59	19	\$450.11	262	\$17,153.06	\$65.47			
Total Man Hours		Total Salary [(MHxHR)]		0	\$0.00	40	\$5,000.80	40	\$3,551.20	48	\$3,079.68	48	\$2,407.68	40	\$1,660.00	27	\$1,003.59	19	\$450.11	262	\$ 17,153.06	\$65.47	
														Basic Activities Maximum Limiting Fees (Salary Costs)				\$17,153.06					
														Cost Elements & Additives									
														(a) 2.84 Multiplier				\$48,714.69					
Direct Expenses		7.51%		\$ 1,288.19		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$48,714.69			
														(d) Direct Reimbursables				\$1,288.19					
														Total Project Cost:				\$50,002.89					
														Maximum Limiting Amount:				\$50,000.00					

HNTB PR 20200XXX

HI-0140 D-09

2020-2021 Twiggs Street DB PM/Review Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide design review and Project Management support to meet the requirements of THEA to design and construct the Twiggs Street Improvements project.

Scope

Services to be performed include:

1. Assist THEA staff in reviewing the plans for the Twiggs Street Improvements project.
2. Coordinate with THEA contracts staff throughout the process.
3. Provide Project Management and Quality Control support throughout the process.

Services from 7/1/2020 - 6/30/2021.

III. D. 11.

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority		HNTB PR 20200XXX																				
GEC CONTRACT NO. HNTB PR 20200XXX		2020-2021 Twiggs Street DB PM/Review Support (7/1/20 - 6/30/21)																				
HI-0140 D-09																						
PRIME CONSULTANT: HNTB Corporation																						
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate		
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity			
Twiggs Street DB PM/Review Support			\$0.00	60	\$7,501.20	72	\$6,392.16	60	\$3,849.60	80	\$4,012.80	39	\$1,618.50	33	\$1,226.61	20	\$473.80	364	\$25,074.67	\$68.89		
Total Man Hours		Total Salary [(MHxHR)]		0	\$0.00	60	\$7,501.20	72	\$6,392.16	60	\$3,849.60	80	\$4,012.80	39	\$1,618.50	33	\$1,226.61	20	\$473.80	364	\$ 25,074.67	\$68.89

**HNTB PR 20200XXX
HI-140 C-09**

**2020-2021 Twiggs DB CEI Procurement Support (7/1/20 - 6/30/21)
Scope Of Services**

Purpose & Need

With their small in-house staff, THEA requires support to provide design review, and Project Management support to meet the requirements of THEA to procure CEI services to support construction of the Twiggs Street Improvements project.

Scope

Services to be performed include:

1. Assist THEA staff in obtaining CEI for the Twiggs Street Improvements project.
2. Coordinate with THEA contracts staff throughout the process.
3. Prepare RFB, review proposals and assist with the contract negotiations process.

Services from 7/1/20 - 6/30/21.

III. D. 12

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority				HNTB PR 20200XXX																
GEC CONTRACT NO.		HNTB PR 20200XXX				2020-2021 Twiggs DB CEI Procurement Support (7/1/20 - 6/30/21)																
HI-140 C-09																						
PRIME CONSULTANT:		HNTB Corporation																				
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate		
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity			
Twiggs DB CEI Procurement Support		5	\$655.65	24	\$3,000.48	40	\$3,551.20	48	\$3,079.68	64	\$3,210.24	48	\$1,992.00	40	\$1,486.80	22	\$521.18	291	\$17,497.23	\$60.13		
Total Man Hours		5	\$655.65	24	\$3,000.48	40	\$3,551.20	48	\$3,079.68	64	\$3,210.24	48	\$1,992.00	40	\$1,486.80	22	\$521.18	291	\$ 17,497.23	\$60.13		
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$17,497.23				
Cost Elements & Additives																						
(a) 2.84 Multiplier																		\$49,692.13				
Direct Expenses		7.51%		\$ 1,314.04		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$49,692.13		
(d) Direct Reimbursables																		\$1,314.04				
Total Project Cost:																		\$51,006.18				
Maximum Limiting Amount:																		\$51,000.00				

HNTB PR 20200XXX

HI-0140 C-10

2020-2021 Twiggs DB Const/CEI PM Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide oversight and Project Management support to meet the requirements of THEA to provide CEI services to support construction of the Twiggs Street Improvements project.

Scope

Services to be performed include:

1. Assist THEA staff in overseeing CEI for the Twiggs Street Improvements project.
2. Coordinate with THEA contracts staff throughout the process.
3. Prepare Project Management services during the design build/construction process.

Services from 7/1/20 - 6/30/21.

III. D. 13.

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority				HNTB PR 20200XXX																		
GEC CONTRACT NO. HNTB PR 20200XXX				2020-2021 Twiggs DB Const/CEI PM Support (7/1/20 - 6/30/21)																		
HI-0140 C-10																						
PRIME CONSULTANT: HNTB Corporation																						
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate		
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity			
Twiggs DB Const/CEI PM Support			\$0.00	64	\$8,001.28	72	\$6,392.16	80	\$5,132.80	40	\$2,006.40	24	\$996.00	24	\$892.08	25	\$592.25	329	\$24,012.97	\$72.99		
Total Man Hours		Total Salary [(MHxHR)]		0	\$0.00	64	\$8,001.28	72	\$6,392.16	80	\$5,132.80	40	\$2,006.40	24	\$996.00	24	\$892.08	25	\$592.25	329	\$ 24,012.97	\$72.99
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$24,012.97				
Cost Elements & Additives																						
(a) 2.84 Multiplier																		\$68,196.83				
Direct Expenses		7.51%		\$ 1,803.37		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$68,196.83		
(d) Direct Reimbursables																		\$1,803.37				
Total Project Cost:																		\$70,000.21				
Maximum Limiting Amount:																		\$70,000.00				

HNTB PR 20200XXX

2020-2021 E Selmon Improv Design Review & Mgmnt Support (7/1/20 - 6/30/21)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide design review, and Project Management support to meet the requirements of THEA to design and construct the East Selmon Improvements project.

Scope

Services to be performed include:

1. Assist THEA staff in reviewing the plans for the East Selmon Improvements project.
2. Coordinate with THEA contracts staff throughout the process.
3. Provide Project Management and Quality Control support throughout the process.

Services from 7/1/2020 - 6/30/2021.

III. D. 14.

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority				O-00416-XXX																		
GEC CONTRACT NO: HNTB PR 20200XXX		2020-2021 E Selmon Improv Design Review & Mgmnt Support (7/1/20 - 6/30/21)																				
PRIME CONSULTANT: HNTB Corporation																						
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate		
		Man Hours	Hourly Rate \$ 131.13	Man Hours	Hourly Rate \$ 125.02	Man Hours	Hourly Rate \$ 88.78	Man Hours	Hourly Rate \$ 64.16	Man Hours	Hourly Rate \$ 50.16	Man Hours	Hourly Rate \$ 41.50	Man Hours	Hourly Rate \$ 37.17	Man Hours	Hourly Rate \$ 23.69	Manhours By Activity	Salary Cost By Activity			
E Selmon Improv Design Review & Mgmnt Support		61	\$7,998.93	90	\$11,251.80	90	\$7,990.20	100	\$6,416.00	150	\$7,524.00	200	\$8,300.00	110	\$4,088.70	128	\$3,032.32	929	\$56,601.95	\$60.93		
Total Man Hours		Total Salary [(MHxHR)]		61	\$7,998.93	90	\$11,251.80	90	\$7,990.20	100	\$6,416.00	150	\$7,524.00	200	\$8,300.00	110	\$4,088.70	128	\$3,032.32	929	\$ 56,601.95	\$60.93
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$56,601.95				
Cost Elements & Additives																						
(a) 2.84 Multiplier																		\$160,749.54				
Direct Expenses		7.51%		\$ 4,250.81		SUBTOTAL (Cost Elements applied to Basic Activities Fee):												\$160,749.54				
(d) Direct Reimbursables																		\$4,250.81				
Total Project Cost:																		\$165,000.34				
Maximum Limiting Amount:																		\$165,000.00				

Tampa Hillsborough Expressway Authority
Task Work Order: Strategic Blueprint Support
SCOPE OF WORK
6/9/20

Overview

The Tampa Hillsborough Expressway Authority (THEA) adopted the Strategic Blueprint in May 2015, to guide and set the strategic direction of the Authority. Following adoption of the strategic plan, THEA has initiated the implementation of the plan through a multi-faceted delivery schedule to implement strategic projects and programs consistent with the goals and objectives. Initiatives across the agency have built upon operational and financial excellence; positioned THEA as a leader in regional transportation; strengthened customer, community, and stakeholder relations; and prepared THEA's staff and Board for future expansion.

General Management Services

Services

WSP will continue to provide support services to THEA to assist with planning and technical work efforts related to the implementation of the Strategic Blueprint. As part of the Strategic Plan implementation, consultant assistance may include, but not be limited to:

- Continued support of activities driving THEA strategic goals and objectives
- Monitoring of agency status in achieving Strategic Blueprint goals and initiatives
- Review and support of legislative issues, funding opportunities and grant pursuits
- Agency and stakeholder involvement, coordination and technical support to assist in THEA's activities in membership organizations, committees and regional organizations
- Strategic Planning and coordination activities with public and private stakeholders related to strategic project initiatives
- Advisory support services to assist in organizational needs and development
- Engineering, planning, and technical analysis
- Potential market research and land development reviews
- Project analysis support and public engagement

The Consultant will attend staff and Board meetings, as well as agency and stakeholder meetings as requested. WSP will develop materials for meetings with the Board, public, and stakeholders as needed. Specific materials may include, but not be limited to fact sheets and handouts, presentations, displays, mapping, reports, and any other materials needed for technical or Board meetings, public engagement, and stakeholder coordination. In addition to production, work efforts may relate to technical and planning review of projects, operational and prioritization processes, and a projects plan.

The Consultant will manage appropriate project administrative, financial coordination, progress reports, and invoicing. Project management and control services for the project team will be performed, including sub-consultant management.

Schedule

The anticipated Period of Performance start date for the tool development is July 1, 2020 and expected to terminate June 30, 2021 to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

III. D. 15.

Task Work Order: 1
 Project Manager: Bob Frey
 Contract Number: P-00819-WSP
 Project Description: Strategic Blue Print Support
 Completion Date:

Tasks		Staff Classification								Staff Hours by Activity	Burdened Cost by Activity	Average Rate by Activity
		Chief Planner	Project Manager	Chief Engineer	Senior Planner	Planner	Engineer					
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM		\$270.89	\$308.40	\$246.96	\$167.25	\$86.99	\$141.20					
1	Strategic Blueprint Implementation Support											
	Research & Documentation	50			75	100	50			275	\$41,847.25	
	Coordination & Stakeholder Engagement	50	50		75	100				275	\$50,207.25	
3	PROJECT MANAGEMENT & COORDINATION											
	Project Management/Consultation/Oversight		24							24	\$7,401.60	
											\$0.00	
	Total Staff Hours by Classification	100	74	0	150	200	50	0	0	0		
	Total Staff Cost (Unburdened) by Classification	\$9,593.00	\$8,081.54	\$0.00	\$8,884.50	\$6,162.00	\$2,465.00	\$0.00	\$0.00	\$0.00	574	\$99,456.10

SALARY RELATED COSTS:		\$99,456.10
OVERHEAD:	134.58%	
Fixed Fee	36.00%	
FCCM (Facilities Capital Cost Money):	0.53%	
EXPENSES @11.28%		\$0.00
SALARY RELATED SUBTOTAL:		\$99,456.10
Survey (Field - if by Prime)		\$0.00
SUBTOTAL PRIME:		\$99,456.10
Sub consultant:		\$0.00
Sub consultant:		\$0.00
Sub consultant:		\$0.00
SUBTOTAL ESTIMATED FEE:		\$99,456.10
Optional Services		\$0.00
GRAND TOTAL ESTIMATED FEE:		\$99,456.10

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM & WORK PROGRAM SUPPORT
SCOPE OF WORK
6/9/20

Overview

The Tampa Hillsborough Expressway Authority (THEA) adopted the Strategic Blueprint in May 2015, to guide and set the strategic direction of the agency. THEA has been working through a multi-faceted delivery schedule to develop a program of projects, balanced with financial feasibility, strategic messaging, and communications. As part of this, THEA has developed a Work Program to prioritize project investments, with a plan for existing financial year, 5-year planning commitments, and needs over 30 years. THEA has transitioned its Work Program of capital projects into a web-based database to maintain the project and financial data

General CPMP Management Services

WSP worked through the functional specifications of the CPMP Tool with THEA and developed a custom web-based, database-driven tool. The tool provides support for ongoing operations and maintenance programs, enhancements, and major capacity programs and projects that the agency plans to execute; in coordination with THEA staff, GEC, and project consultants. The CPMP Tool will continue to support outputs for both the six-year adopted portion for agency financial commitment, as well as planning level 30-year forecasts.

WSP will continue to support THEA with the Tool during budgetary and fiscal year close-out and roll over, periodic updates to expenditures, provide additional customizations to enhance the tool, and support the hosting of the web-based database for the year. This will provide technical support as database testing and system functional enhancements are continually updated and integrated.

I. Comprehensive Project Management Program System Support

The Consultant will provide continued technical support for the CPMP Tool. This will include development specifications and tool refinement, as well as general support for the database tool.

Database Customizations

Several customizations are recommended to further refine the tool's specifications for THEA's use long-term. Additional customizations may be directed by THEA throughout the duration of the project. The various customizations cooperatively identified with THEA include:

- Scenario Planning
 - Strategic Project Programming
 - Addition of Additional Funding Methods
 - Addition of Project Delivery Methods
- Additional Reports (As Needed)
 - To be defined by THEA Executive Leadership

System Updates and Ongoing Data Integration



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM & WORK PROGRAM SUPPORT

SCOPE OF WORK

6/9/20

WSP will provide technical assistance as any systematic updates are required. Minor database adjustments to better accommodate data inputs and display formats may be implemented and supported. WSP will support data entry efforts as needed related to task order detail, project information, and schedules in close coordination with THEA Project Management. This will include continued oversight and management of the CPMP and project meetings as needed to support the program. As financial data or project information needs to be updated, the Consultant will continue ongoing support.

Continued Comprehensive Project Management Program Policy Development

The CPMP continues to be an evolving tool to respond to THEA's operational and administrative needs. Therefore, Business Rules and a User's Manual were developed. These documents need to be continually updated to reflect the current state of the CPMP tool and reflect the rules of use within THEA. WSP will support THEA on the update of the User's Manual and development of the CPMP Business Rules based on functional updates applied to the CPMP and related processes.

II. Comprehensive Project Management Program Hosting

WSP will host the THEA database CPMP Tool as technical testing and modifications are conducted. WSP maintains a state-of-the-art hosting facility designed to serve a range of website platforms including high-availability database applications, e-commerce, streaming media, and client hosted sites. WSP combines a core team of IT professionals, 24-hour help desk support seven days a week, and fully redundant system infrastructure to deliver high quality and performance service.

WSP maintains the highest standard for information security practices. The co-located servers are protected by the latest patches, a managed firewall, network monitoring, intrusion detection, and other security measures. Access to these systems is strictly enforced. Applications containing sensitive data require authentication prior to access and can use Secure Sockets Layer (SSL) technology upon request. The data center is served by multiple connections to redundant Tier I providers, and is staffed 24/7 by qualified system engineers. Data is backed up daily on multiple servers and stored off-site on tape by long-term storage professionals and end users are supported by a U.S. Toll-Free 24/7 Help Desk.

Work Program Development Support

THEA's 6-year Work Program is developed through the CPMP and is updated and approved annually by THEA's Board. The Consultant will provide assistance to THEA during their internal development process for the Work Program. The Consultant will be responsible for the compilation of and production of Project Manager Books during the month of February. These Books will provide Project Managers a snapshot of project status in terms of schedule, scope, and funding to begin to determine potential required changes during the annual Work Program Development Cycle.



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM & WORK PROGRAM SUPPORT

SCOPE OF WORK

6/9/20

The Consultant will support THEA staff during internal Work Program development meetings with Project Managers. The Consultant will be responsible for making any required updates to projects in the CPMP. A change log will be developed and maintained by the consultant to track any changes made during Project Manager meetings. The change log will reflect any reasoning and justifications for project changes. These meetings are viewed as an iterative process which will require multiple meetings with individual Project Managers, and require the development of multiple versions of Project Manager Books as the development process continues.

It is expected that a majority of project changes will be completed by late March for initial review by Executive leadership. As requested, the Consultant will be responsible for producing any summary financial documentation for review by THEA's Chief Financial Officer and Executive Director during this time.

I. Work Program Document Support

The Consultant will provide additional staff support in the development of the Work Program Documents. THEA produces a series of Work Program related documents that include the Capital Projects Summary which is made available to outside agency stakeholders, Board Adopted Work Program, and Inventory Projects Work Program.

The Consultant will be responsible for updating the layout, text, infographics, financials, and images to reflect updates to the Work Program documents from the previous year. Additionally, the consultant will provide support to the update Project Investment Forms (PIFs). Updates to PIFs may include project description, purpose and need, status, and updated project maps. The Consultant will provide THEA with drafts of the three documents, and will incorporate any additional updates identified by THEA.

Upon approval by THEA of the draft documents, the Consultant will finalize the documents and provide to THEA in hard copy format for distribution internally and externally. Additionally, the documents will be provided in electronic format PDF for display on THEA's website for public viewing.

Schedule

The anticipated Period of Performance start date for the tool development is July 1, 2020 and expected to terminate June 30, 2021 to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

III. D. 16

Task Work Order: 1
 Project Manager: Bob Frey
 Contract Number: P-00819-WSP
 Project Description: CPMP & Work Program Support
 Completion Date:

Tasks		Staff Classification								Staff Hours by Activity	Burdened Cost by Activity	Average Rate by Activity
		Senior Computer Programmer	Project Manager	Chief Engineer	Senior Planner	Planner	Engineer					
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM		\$172.63	\$308.40	\$246.96	\$167.25	\$86.99	\$141.20					
1	CPMP Support											
	Database Customizations	230			20	40				290	\$46,529.50	
	Database Hosting & Support	30								30	\$5,178.90	
2	Work Program Support											
	Work Program Development & Review Meetings		10		80	100				190	\$25,163.00	
	Work Program Document Update		10		40	100				150	\$18,473.00	
3	PROJECT MANAGEMENT & COORDINATION											
	Project Management/Consultation/Oversight		12							12	\$3,700.80	
											\$0.00	
	Total Staff Hours by Classification	260	32	0	140	240	0	0	0	672	\$99,045.20	
	Total Staff Cost (Unburdened) by Classification	\$15,893.80	\$3,494.72	\$0.00	\$8,292.20	\$7,394.40	\$0.00	\$0.00	\$0.00			

SALARY RELATED COSTS:	\$99,045.20
OVERHEAD:	134.58%
Fixed Fee	36.00%
FCCM (Facilities Capital Cost Money):	0.53%
EXPENSES @11.28%	\$0.00
SALARY RELATED SUBTOTAL:	\$99,045.20
Survey (Field - if by Prime)	\$0.00
SUBTOTAL PRIME:	\$99,045.20
Sub consultant:	\$0.00
Sub consultant:	\$0.00
Sub consultant:	\$0.00
SUBTOTAL ESTIMATED FEE:	\$99,045.20
Optional Services	\$0.00
GRAND TOTAL ESTIMATED FEE:	\$99,045.20

Tampa Hillsborough Expressway Authority**SCOPE OF SERVICES
For
Strategic Planning & Blueprint Traffic Support****I. Purpose**

The Tampa Hillsborough Expressway Authority (THEA) requires the professional services of a Consultant for general transportation planning services and traffic support. The scope of services for this work order shall include the professional services described below in Section II

II. Services to be Provided

The Consultant shall conduct miscellaneous transportation planning and traffic analysis support on an as-needed basis for THEA with focus on but not limited to the East Hillsborough County Region.

Tasks may include:

- Development of Project Traffic
- Project Traffic Analysis
- Geographical Information System (GIS) Support
- Traffic Data Collection
- Traffic Operational Analysis Reviews
- Other Miscellaneous Transportation Planning Services
- Coordination with Partner Agencies
- Meeting Attendance

III. Schedule

The Consultant shall provide the support services outlined in this Scope of Services consistent with the schedule established by THEA for each planning task.

SUMMARY FEE SHEET

ATTACHMENT "A"

PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority
MISC PLANNING AND TRAFFIC SERVICES CONTRACT NO. P-00819-RSH

RS&H Task Work Order #5
Strategic Planning & Blueprint Traffic Support

PRIME CONSULTANT: **RS&H**

ACTIVITY	Chief Engineer		Project Manager		Senior Engineer		Sr. Project Engineer		Engineer		Project Planner		Planner		Secretary/Clerical		TOTAL		Avg. Hourly Rate
	Man Hours	Loaded Hourly Rate \$	Man Hours	Loaded Hourly Rate \$	Man Hours	Loaded Hourly Rate \$	Man Hours	Loaded Hourly Rate \$	Man Hours	Loaded Hourly Rate \$	Man Hours	Loaded Hourly Rate \$	Man Hours	Loaded Hourly Rate \$	Man Hours	Loaded Hourly Rate \$	Manhours By Activity	Salary Cost By Activity	
Transportation Planning Support		\$0.00	80	\$18,102.40		\$0.00	60	\$11,180.40	80	\$9,644.80		\$0.00	82	\$10,417.28	6	\$498.66	308	\$49,843.54	\$161.83
Total																			
Man Hours																			
Total Loaded Salary [(MHxHR)]	0	0	80	\$18,102.40	0	0	60	\$11,180	80	9,645	0	0	82	\$10,417.28	6	499	308	\$49,843.54	

Loaded Rates Include:
Home Office Overhead Rate: 174.86%
FCCM Rate: 0.185%
Operating Margin: 26%
Expenses: 6.19%

Total Project Cost: **\$49,843.54**

Exhibit C ~ Scope of Services**Contract P-00719-SMI**

Services to be provided by the Consultant may include, but are not limited to the following:

- Emerging technologies
 - Software Application Development
 - Specifications Development and Review
 - Research and Analysis
 - Strategic Support related to National Trends, Legal and Policy Development, and Rulemaking related to Technologies and Implementation
 - Purchasing and Cost Estimate Support for Purchasing Assets, Software and Technology
- Connected Vehicle (CV) Technology
 - Planning, Design and/or Deployment of Vehicle to Infrastructure (V2I)
 - Software Development
 - Systems Engineering and Integration
 - Design Specifications and Review
- Automated/Autonomous Vehicle (AV) Technology
 - Vehicle Development and Technology
 - Modeling and Planning
 - Deployment and Integration Testing
 - Design Specifications and Review
 - Standards Development
- ITS and Smart Traffic Management
 - Modeling, Specifications Development and Review
 - Speed Harmonization
 - Data Security and Infrastructure Cybersecurity
 - Communications Technology and Security
- Mobility as a Service (MaaS) or Mobility on Demand (MoD)
 - On-demand Modeling
 - Service Development
 - Planning, Designing and Assessing Deployment Designs

- Smart Infrastructure and Applications, including but not limited to:
 - Smart Lighting
 - Smart Pavement/Paint
 - Smart Infrastructure Resiliency
- Data Analytics and Financial Strategies
 - Data Analysis and Analytic support for Policy, Planning and Investment
 - Public-Private Partnership Development Support
 - Innovative Financing Mechanisms for Innovative Technologies/Projects
 - Financial Modeling Tools for Return on Investment

Exhibit D. THEA ELOI Emerging Markets (Siemens)

For Tampa-Hillsborough Expressway Authority
Date of Estimate: June 1, 2020
Estimated Period of Project: July 1, 2020 to June 30, 2021



Labor (Key Staff)

Rate	293.74	273.05	217.48	259.48	135.78	210.03	250.43	178.32	136.60				
	Project Manager (SIE)	Deputy Project Manager (F&P)	Senior Technical Analyst (SIE)	Senior Systems Engineer - CV (SIE)	Systems Engineer - CV (SIE)	Data Scientist Digital Labs (SIE)	Technical Architect (SIE)	Senior Technical Analyst (F&P)	Junior Technical Analyst (F&P)	Total Hours	Travel	Other Costs (Printing, Misc)	Total Cost
1. Kick-off and Brainstorming Workshops, Project Management	16	0	0	24	0	0	0	0	0	40	\$ 1,000.00		\$ 11,927.36
Data gathering, input for internal Siemens stakeholders	8			8									\$ 4,425.76
Consultant planning meeting (HTNB, Siemens and THEA)	4			8									\$ 3,250.80
Other stakeholder meetings to discuss project work	4			8									\$ 3,250.80
2. I-SIG Showcase in Support of CV and OEMs for THEA CV Expansion	12	0	4	48	8	0	48	0	0	120	\$ 1,000.00		\$ 30,956.72
Develop plan to showcase I-SIG as CV application within THEA	4		4	16			8						\$ 8,200.00
Programming and configuration for new approach	4			16	8		32						\$ 14,426.64
Final description outlining approach for media showcase	4			16			8						\$ 7,330.08
3. Grant writing support (ATCMTD, FTA, ITS4US)	24	0	0	56	0	0	0	0	0	80	\$ 800.00		\$ 22,380.64
Workshops and Outlining of Concepts	8			16									\$ 6,501.60
Written deliverables for submission to the program management	8			24									\$ 8,577.44
Estimation of budget and scope elements	8			16									\$ 6,501.60
4. ITS Smart Traffic Management and Multimodal Analysis	32	8	0	24	16	32	0	16	32	160	\$ 800.00		\$ 34,729.36
Data analysis and analytic support for policy, planning and investment	4					16							\$ 4,535.44
Innovative financing mechanisms for innovative projects	4			16	16								\$ 7,499.12
Pedestrian/scooter safety technology in CV	4	4						8	16				\$ 5,879.32
Multimodal Hub simulation and conceptualization	4	4						8	16				\$ 5,879.32
New ideas to support IBTTA pilots	8			8									\$ 4,425.76
Ad-hoc traffic management / digital concepts for emerging markets	8					16							\$ 5,710.40
Total Hours / Labor Only	84	8	4	152	24	32	48	16	32	400			\$ 96,394.08
Travel/Other Misc											\$ 3,600.00		\$ 3,600.00
Total Costs including Travel													\$ 99,994.08

Rate Breakdown should includes overhead; operating margin; & FCCM.

Labor (Potential Support Staff Depending on Task Order)

Senior Advisor (F&P)	\$ 332.18
Senior Systems Engineer - ATMS (SIE)	\$ 269.87
Systems Engineer - ATMS (SIE)	\$ 136.78
Technical Writer (SIE)	\$ 190.94
Commercial CPM (SIE)	\$ 229.12
Visual Communication and Support (F&P)	\$ 133.73
Administrative Support (F&P)	\$ 126.67

Connected and Automated Vehicle Deployer Task Force

Mission Statement

The Mission of the Connected and Automated Vehicle (CAV) Deployer Task Force is to provide a setting for CAV deployers to meet to openly discuss deployment challenges, successes, lessons learned, and other relevant information that other deployments can benefit from.

Deliverables produced in association with this task force will help to inform CAV deployers about ongoing activities and progress in CAV technology, applications, and deployments, and service as a resource that can be leveraged to help those actively deploying (or planning to deploy) CAVs.

Eligible Members

Public agencies who have active deployments ongoing. (Note: An agency may choose to designate their CAV consultant to participate. The consultant would strictly represent the interests of the agency.)

Meetings

Meetings are held once a quarter at the Intelligent Transportation Society of America (ITSA) headquarters. Meetings may also be held at ITSA's Annual Meeting and the ITS World Congress. In person meetings will primarily cover the following:

Project-specific discussion:

- Review of the current status of each represented project: Each participating organization will present about the current status of their project – what has been done in the last quarter, what changes/updates were made, what has been accomplished, what is actively being worked on or considered, etc.
- Challenges and lessons learned: Members will highlight some of the challenges that have been faced within the past quarter – what was difficult and what advice or insights can be offered as a result. This discussion will loosely consist of two parts:
 - Presentation of challenges: explaining specific recent/ongoing issues
 - Group discussion/brainstorming of ways to mitigate problems faced
- Next steps: Members will discuss next steps in their projects

Key topic discussion:

- Each meeting, there will be a highlighted topic. (This topic can be selected by ITSA or in discussion with / via a survey of participating members.) Topics could, for example, focus on: data use, system security, targeted applications, local partnership foundation, community outreach gaps, etc.
- ITSA (or another dedicated facilitator) will prepare topic-specific discussion questions to guide discussion and breakout groups to examine and provide insight into the topic—current state of practice, challenges, and needs/recommendations.

Potential Deliverables

CAV Deployer Updates and Insights (quarterly publication):

- This publication will cover highlights from the quarterly meetings – providing key takeaways regarding the status of current projects, challenges, next steps, and the key topics of the quarter. See previous page for an outline of meeting content. * (Visually, this publication could be similar to MODA’s Insights publications.)
- Each member will also come to quarterly meetings with an “updates & summary” document (1-pager, back/front) about their project that can be promoted along with the meeting takeaways.
- The meeting takeaways and project update documents will be packaged together, and shared/promoted across ITSA’s network so that others can gain awareness of and learn from the ongoing CAV work of the Taskforce members.

CAV News: Partnerships, Pilots, & Policies (monthly publication):

- This publication, like Mobility Rush, will offer monthly snapshots of some of the latest developments related to CAVs and CAV deployments.
- This document, produced once a month, will connect readers to news about how CAV technology and systems are actively evolving across the country (and world) – highlighting a range of news stories (regarding CAV technology: partnerships, pilots, policies, etc.) and highlighting a couple recent stories of note.

CAV Dive (monthly publication):

- This publication will take a “dive” into an ongoing/active topic of interest to CAV deployment and/or deployers – highlighting a key issue, discussing ways that this topic is being addressed currently, and exploring how recent innovation, integration, and/or collaboration could help to move the topic forward.
- CAV Dive topics may be selected based on topics of interest mentioned in meetings with the Task Force, and/or based on re-occurring (“trending”) news items that present potential to impact/influence the deployment of CAV technology.
- This publication can be leveraged to help inform subsequent task force discussions. It can also serve as an informative asset to those looking to learn more about CAV deployment moving forward.

Keeping Pace with CAV (website/one-stop resource):

- This online resource would house all of the above mentioned deliverables, provide a one-stop place for users to learn about Task Force updates and ongoing pilots (with links connecting to the official projects’ webpages), and offer guidelines outlining key considerations (issues, steps, needs, etc.) for those interested in exploring or pursuing CAV deployment.
- Related webinars, ITSA events, and other related resources may also be posted here if/when they benefit the Taskforce and mission of this CAV toolkit.

Task Force Composition

The task force could include a Chair, Vice Chair and members. A formal facilitator will manage the meetings. It is expected that USDOT will have an advisory role. While consultants are not directly allowed to participate, it is proposed the Chair be a consultant who can facilitate the discussions and activities without representing any one particular agency.

A proposed Task Force structure and membership is shown below

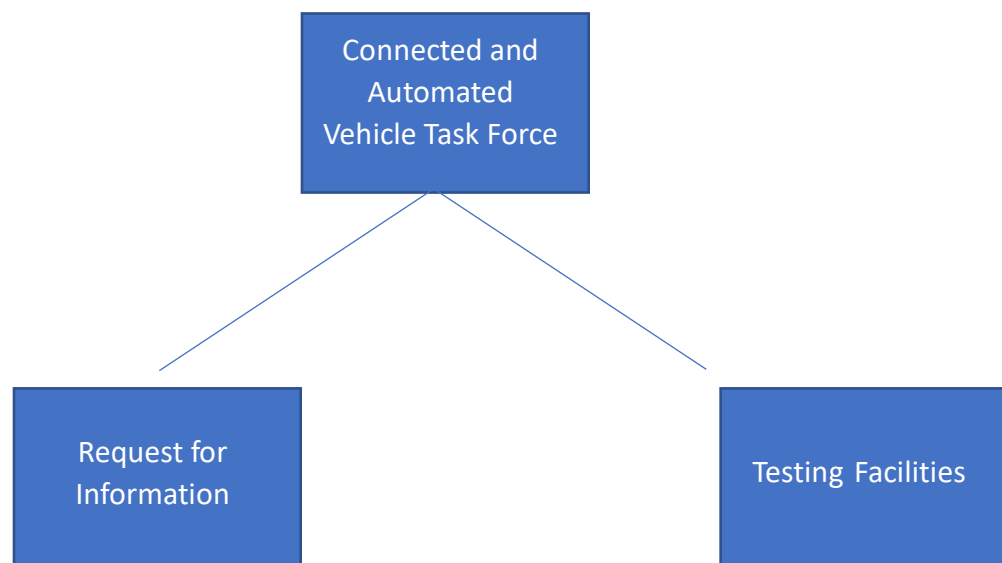
Chair: TBD

Vice Chair: TBD

Facilitator: ITS America (proposed)

Proposed Members:

1. Tampa Hillsborough Expressway Authority (THEA)
2. New York City
3. Wyoming DOT
4. Florida DOT
5. Georgia DOT
6. Ohio Turnpike
7. Michigan DOT
8. Maricopa County
9. Utah DOT
10. Pennsylvania DOT
11. Texas DOT
12. Minnesota DOT



HI-0072-P-23

ITS America TF Joint Partnership – Additional Details

Below you will find the estimated cost we have scoped out which would enable us to complete the deliverables that we outlined as part of the work plan. We estimate the level of effort to be:

- Approximately \$125,000 for a 12-month period. This cost estimate reflects the level of effort (approximately 1,040 labor hours) we think it would take to complete the deliverables we previously discussed (attached).

1 – Now until June 30, 2020 – THEA will support the development of the task force/committee through staff time and a media event.

2 – July 1, 2020 forward – THEA will support up with staff time to assist in the operating of the task force/committee, attendance at meetings as needed, and up to \$125k annually to assist ITS America (billed monthly based on expenses)

EXHIBIT A**HI-0082-P-29 / WORK ORDER # 2016-5****PROJECT/TASK, SCOPE OF WORK, SCHEDULE AND COMPENSATION**

In accordance with the Traffic and Revenue Consulting Services Agreement between the Tampa-Hillsborough Expressway Authority ("THEA"), and Stantec, ("Stantec"), dated as of January 1, 2016, the following describes the Project/Task, Scope of Work, Schedule, Payment Terms and Special Terms and Conditions to support THEA with traffic and revenue services.

THEA ID#: HI-0082-P-29

THEA Authorized Representative: Bob Frey

Address: 1104 East Twiggs Street, Suite 300 Tampa, FL 33602

Telephone No.: 813-272-6740

Jacobs Authorized Representative: Richard Gobeille

Address: 777 S Harbour Island Boulevard Suite 600, Tampa, FL. 33602-5729

Telephone No.: 973-900-7080

1. **Project/Task:** The purpose of this work order is to provide analyses and documentation supporting the Tampa-Hillsborough Expressway Authority (THEA) under standard annual traffic and revenue services and support of special projects. The standard annual services include revenue sufficiency certificate, toll index report, and the annual report. These standard annual services are preceded by the review of previous forecasts and development of new annual forecasts based on the most recently available data. Special projects support will be under an ad-hoc basis as various program support needs arise during the 2021 fiscal year.
2. **Scope of Work/Services:** The scope of work for this task shall include the following tasks:
 1. Review and development of traffic and toll revenue forecasts
 - a. Data collection
 - i. Update database of T&R on the Selmon Expressway
 - ii. Socioeconomic data for the region
 - iii. Transportation improvement programs in the region (including THEA)
 - iv. Previous T&R forecasts for the Selmon Expressway
 - v. COVID-19 impacts on traffic and revenue as applicable
 - b. Update of forecasting models

- i. Based on data collected and previous forecast results a revised outline for the forecasting model will be developed
 - ii. Toll rates for future years will be developed based on THEA policy
 - iii. T&R model will be developed based on outline
 - iv. Initial forecasts will be developed
 - c. QA/QC and sensitivity testing
 - i. Full QA/QC of the T&R model will be conducted at senior level as well as detailed level
 - ii. Sensitivity testing around independent variables will be conducted and reviewed
 - iii. Final T&R forecasting model will be developed
 - d. Development of final annual forecasts
- 2. Revenue Sufficiency Certificate
 - a. Define coverage requirements
 - b. Collect needed cost estimates from THEA and review
 - c. Compare projected gross revenues from T&R forecasts against costs
 - d. Review needed toll rates to meet coverage levels (if needed)
 - e. Develop draft and final Revenue Sufficiency Certificate
 - f. QA/QC of analysis and documentation
- 3. Toll Index Report
 - a. Define coverage requirements
 - b. Collect needed costs estimates from THEA and review
 - c. Compare projected gross revenues from T&R forecasts against costs
 - d. Review needed toll rates to meet coverage levels (if needed)
 - e. Develop draft and final Toll Index Report
 - f. QA/QC of analysis and documentation
- 4. Annual Report
 - a. Data collection as needed (that was not collected for previous tasks)
 - b. Development of outline of Annual Report
 - c. Production of draft report
 - d. QA/QC of analysis and documentation
- 5. Support of Special Projects – in this task, ad-hoc T&R and toll operations analysis will be conducted to support THEA's multiple programs and initiatives. These could include the following type of work:
 - a. Impact of revised capital program on T&R
 - b. Level of service analyses
 - c. Toll rate analyses
 - d. Value pricing
 - e. Parking analyses
 - f. Transit related analyses
 - g. Strategic tolling analyses
 - h. Operational analyses

This work will be engaged through discussion with THEA and the needs to support the Special Project at which time it will be fully scoped, scheduled and budgeted within this Task Work Order

Project Management will cover overall task order oversight and monthly invoicing of labor and expenses.

There are 6 person meetings (either 3 meetings for 2 people or 6 meetings for 1 person, or some combination therein) in Tampa budgeted under this Task Work Order which includes both time and expenses to attend the meeting. These will be charged only as a function of the needs of the Task Work Order.

3. **Schedule:** This Task Work Order will be for the full fiscal year of 2021, from Notice to Proceed (NTP) to June 30, 2021. Final schedules for deliverables will be determined as the data and needs of THEA arise.
4. **Compensation:** Stantec's compensation for this work shall be billed as follows: Stantec will invoice the THEA based on actual hours worked in the designated staffing categories as stipulated in the Agreement. This task will not exceed the fee of \$120,000. This is a not-to-exceed figure. Attachment A provides a detailed breakdown of the estimate by subtask, staff category and estimated direct expenses.
5. **Terms and Conditions:** The terms and conditions of the Agreement referenced above shall apply to this Work Order.
6. **Acceptance.** Acceptance of the terms of this Exhibit A (Work Order) is acknowledged by the signatures of the authorized representatives on the Authorization cover sheet.

Attachment A

**THEA Task Work Order #5
Stantec Cost Estimate**

Work Task	Senior Principal	Project Manager	Sr. T&R Modeler (QA/QC)	Sr. Planner	Jr. Engineer	
Billing Rate	\$300.00	\$230.00	\$300.00	\$175.00	\$120.00	
Review and Development of T&R Forecasts	8	36	8	40	40	132
Revenue Sufficiency Certificate	2	8	2	12	16	40
Toll Index Report	2	8	2	12	16	40
Annual Report	2	16	4	24	24	70
Support of Special Projects	40	40	20	80	80	260
Project Management		12				12
Travel & Meetings	20	20				40
Total Hours	74	140	36	168	176	594
Total Labor Fee	\$22,200	\$32,200	\$10,800	\$29,400	\$21,120	\$115,720
Estimated Out-of-pocket Expenses						
Copies, Fed-Ex, Travel etc.						
						\$4,280
Total						\$120,000

Tampa Hillsborough Expressway Authority

**SCOPE OF SERVICES
For
Sketch Planning
Regional Modeling Support**

I. Purpose

The Tampa Hillsborough Expressway Authority (THEA) requires the professional services of a Consultant for general transportation planning services and modeling support. The scope of services for this work order shall include the professional services described below in Section II

II. Services to be Provided

The Consultant shall conduct miscellaneous transportation planning and regional travel demand modeling support on an as-needed basis for THEA including, but not limited to, the following services:

- Development of Project Traffic
- Travel Demand Modeling Support
- Geographical Information System (GIS) Support
- Traffic Data Collection
- Traffic Operational Analysis and Reviews
- Other Miscellaneous Transportation Planning Services
- Coordination with Partner Agencies
- Meeting Attendance

III. Schedule

The Consultant shall provide the support services outlined in this Scope of Services consistent with the schedule established by THEA for each planning task.

SUMMARY FEE SHEET

ATTACHMENT "A"

PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority
MISC PLANNING AND TRAFFIC SERVICES CONTRACT NO. P-00819-RSH

RS&H Task Work Order #4
Regional Modeling Support

PRIME CONSULTANT: **RS&H**

ACTIVITY	Chief Engineer		Project Manager		Senior Engineer		Sr. Project Engineer		Engineer		Project Planner		Planner		Secretary/Clerical		TOTAL		Avg.
	Man Hours	Loaded Hourly Rate	Man Hours	Loaded Hourly Rate	Man Hours	Loaded Hourly Rate	Man Hours	Loaded Hourly Rate	Man Hours	Loaded Hourly Rate	Man Hours	Loaded Hourly Rate	Man Hours	Loaded Hourly Rate	Man Hours	Loaded Hourly Rate	Manhours	Salary Cost	
		\$ 280.11		\$ 226.28		\$ 218.42		\$ 186.34		\$ 120.56		\$ 161.27		\$ 127.04		\$ 83.11	By Activity	By Activity	
Transportation Planning Support		\$0.00	80	\$18,102.40		\$0.00	60	\$11,180.40	80	\$9,644.80		\$0.00	82	\$10,417.28	6	\$498.66	308	\$49,843.54	\$161.83
Total	Total Loaded Salary																		
Man Hours	[(MHxHR)]																		
	0	0	80	\$18,102.40	0	0	60	\$11,180	80	9,645	0	0	82	\$10,417.28	6	499	308	\$49,843.54	

Loaded Rates Include:
Home Office Overhead Rate: 174.86%
FCCM Rate: 0.185%
Operating Margin: 26%
Expenses: 6.19%

Total Project Cost: **\$49,843.54**

Tampa Hillsborough Expressway Authority**SCOPE OF SERVICES
For
Traffic Support & PD&E Scenario Planning****I. Purpose**

The Tampa Hillsborough Expressway Authority (THEA) requires the professional services of a Consultant for general transportation planning services and traffic support. The scope of services for this work order shall include the professional services described below in Section II

II. Services to be Provided

The Consultant shall conduct transportation planning and traffic analyses in order to provide scenario planning support and maintain and update the Comprehensive Downtown Tampa Traffic Analysis to THEA. Ongoing tasks may include:

- Develop and Update Travel Demand Forecasts
- Development and Update of Project Traffic
- Conduct demand and traffic analyses to assess various project scenarios and their impact on surrounding areas
- Update of Project Traffic Analysis
- Traffic Data Collection
- Develop presentations of results for THEA staff and partner agencies
- Coordination with Partner Agencies
- Meeting Attendance

III. Schedule

The Consultant shall provide the support services outlined in this Scope of Services consistent with the schedule established by THEA for each planning task.

SUMMARY FEE SHEET

ATTACHMENT "A"

III. D. 22

PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority
MISC PLANNING AND TRAFFIC SERVICES CONTRACT NO. P-00819-RSH

RS&H Task Work Order #6
Traffic Analysis & PD&E Scenario Planning

PRIME CONSULTANT: RS&H

ACTIVITY		Chief Engineer		Project Manager		Senior Engineer		Sr. Project Engineer		Engineer		Project Planner		Planner		Secretary/Clerical		TOTAL		Avg. Hourly Rate
		Man Hours	Loaded Hourly Rate \$ 280.11	Man Hours	Loaded Hourly Rate \$ 226.28	Man Hours	Loaded Hourly Rate \$ 218.42	Man Hours	Loaded Hourly Rate \$ 186.34	Man Hours	Loaded Hourly Rate \$ 120.56	Man Hours	Loaded Hourly Rate \$ 161.27	Man Hours	Loaded Hourly Rate \$ 127.04	Man Hours	Loaded Hourly Rate \$ 83.11	Manhours	Salary Cost	
																		By Activity	By Activity	
Transportation Planning Support			\$0.00	160	\$36,204.80		\$0.00	120	\$22,360.80	160	\$19,289.60		\$0.00	164	\$20,834.56	12	\$997.32	616	\$99,687.08	\$161.83
Total	Total Loaded Salary																			
Man Hours	[(MxHR)]	0	0	160	\$36,204.80	0	0	120	\$22,361	160	19,290	0	0	164	\$20,834.56	12	997	616	\$99,687.08	

Loaded Rates Include:
Home Office Overhead Rate: 174.86%
FCCM Rate: 0.185%
Operating Margin: 26%
Expenses: 6.19%

Total Project Cost: \$99,687.08

EXHIBIT A**HI-0161-P-19 / WORK ORDER # 2016-6****PROJECT/TASK, SCOPE OF WORK, SCHEDULE AND COMPENSATION**

In accordance with the Traffic and Revenue Consulting Services Agreement between the Tampa-Hillsborough Expressway Authority ("THEA"), and Stantec, ("Stantec"), dated as of January 1, 2016, the following describes the Project/Task, Scope of Work, Schedule, Payment Terms and Special Terms and Conditions to support THEA with toll policy and traffic and revenue services.

THEA ID#: HI-0161-P-19

THEA Authorized Representative: Bob Frey

Address: 1104 East Twiggs Street, Suite 300 Tampa, FL 33602

Telephone No.: 813-272-6740

Jacobs Authorized Representative: Richard Gobeille

Address: 777 S Harbour Island Boulevard Suite 600, Tampa, FL. 33602-5729

Telephone No.: 973-900-7080

1. **Project/Task:** The purpose of this work order is to provide analyses and documentation supporting the Tampa-Hillsborough Expressway Authority (THEA) in the analysis of toll policies including the presentation of managed lane concepts to stakeholders and support of special projects. Both tasks will be as needed during the course of fiscal year 2021.
2. **Scope of Work/Services:** The scope of work for this task shall include the following tasks:
 1. MPO Managed Lane Presentations and Tolling Education – in this task policies for managed lanes and other types of toll facilities will be analyzed and presented to stakeholders. It is envisioned the following tasks would take place:
 - a. Review current and potential future toll systems in Tampa
 - b. Review best practices nationwide
 - c. Collect data on various aspects of toll systems
 - d. Present results as needed
 2. Support of Special Projects – in this task, ad-hoc T&R and toll operations analysis will be conducted to support THEA's multiple programs and initiatives. These could include the following type of work:
 - a. Impact of revised capital program on T&R
 - b. Level of service analyses

- c. Toll rate analyses
- d. Value pricing
- e. Parking analyses
- f. Transit related analyses
- g. Strategic tolling analyses
- h. Operational analyses

This work will be engaged through discussion with THEA and the needs to support the Special Project at which time it will be fully scoped, scheduled and budgeted within this Task Work Order

Project Management will cover overall task order oversight and monthly invoicing of labor and expenses.

There are 3 person meetings in Tampa budgeted under this Task Work Order which includes both time and expenses to attend the meeting. These will be charged only as a function of the needs of the Task Work Order.

3. **Schedule:** This Task Work Order will be for the full fiscal year of 2021, from Notice to Proceed (NTP) to June 30, 2021. Final schedules for deliverables will be determined as the data and needs of THEA arise.
4. **Compensation:** Stantec's compensation for this work shall be billed as follows: Stantec will invoice the THEA based on actual hours worked in the designated staffing categories as stipulated in the Agreement. This task will not exceed the fee of \$85,000. This is a not-to-exceed figure. Attachment A provides a detailed breakdown of the estimate by subtask, staff category and estimated direct expenses.
5. **Terms and Conditions:** The terms and conditions of the Agreement referenced above shall apply to this Work Order.
6. **Acceptance.** Acceptance of the terms of this Exhibit A (Work Order) is acknowledged by the signatures of the authorized representatives on the Authorization cover sheet.

Attachment A

**THEA Task Work Order #6
Stantec Cost Estimate**

Work Task	Senior Principal	Project Manager	Sr. T&R Modeler (QA/QC)	Sr. Planner	Jr. Engineer	
Billing Rate	\$300.00	\$230.00	\$300.00	\$175.00	\$120.00	
Managed Lane Analysis	8	36	8	40	40	132
Support of Special Projects	40	40	20	80	80	260
Project Management		8				8
Travel & Meetings	10	10				20
Total Hours	58	94	28	120	120	420
Total Labor Fee	\$17,400	\$21,620	\$8,400	\$21,000	\$14,400	\$82,820
Estimated Out-of-pocket Expenses						
Copies, Fed-Ex, Travel etc.						\$2,180
Total						\$85,000

Tampa Hillsborough Expressway Authority
Task Work Order: Mobility Hub Concept Support
SCOPE OF WORK
6/10/20

Overview

Through the Meridian Ultimate Parcel Strategy Project, the Tampa Hillsborough Expressway Authority (THEA) evaluated the potential for future uses of excess ROW along Meridian Avenue in downtown Tampa. Based on the THEA's Strategic Blueprint goals and objectives, a mobility hub concept was identified as the project most closely aligned with the agency's mission. Downtown Tampa continues to undergo dynamic changes with a multitude of public and private sector entities physically shaping downtown's future. THEA seeks support in monitoring, coordinating, and supporting various studies and developments that will impact mobility hub operations. Furthermore, these efforts will be utilized to further refine the Meridian Ultimate vision and ensure that the site and surrounding development accommodates the transportation needs of the City and region.

General Management Services

Services

Development & Planning Study Coordination

Multiple planning studies and developments located in downtown Tampa are currently underway or planned including those undertaken by THEA, City of Tampa, Florida Department of Transportation (FDOT), and Private Stakeholders. In order to quickly and efficiently assess the impacts of these efforts on the mobility hub concept, THEA requires the professional services of an on-call General Planning Consultant to provide technical support.

The Consultant may support THEA in the review of THEA planning studies; as well as the review and impacts related to other studies by local governments, Metropolitan Planning Organizations (MPOs), the (FDOT), local governments, private developers, and consultants of other agencies.

The Consultant may provide technical review of design and/or construction plans to ensure that they are consistent with adopted plans and planning efforts and that they comply with appropriate policies, standards, and guidelines of communities, governments and agencies, and multimodal planning requirements.

Potential stakeholders include:

- Florida Department of Transportation
- City of Tampa
- Hillsborough County
- Hillsborough MPO
- TBARTA
- Port Tampa Bay
- Strategic Property Partners
- Private Developers

- Others as Needed

Strategic Policy Guidance

WSP will continue to provide support services to THEA to assist with planning and technical work efforts related to the implementation of the mobility hub concept. Efforts may include but are not limited to:

- Review and support funding opportunities and grant pursuits
- Planning and coordination activities with public and private stakeholders related to mobility hub integration
- Project analysis support for stakeholder and public engagement

The Consultant will attend staff and Board meetings, as well as agency and stakeholder meetings as requested. WSP will develop materials for meetings with the Board, public, and stakeholders as needed.

The Consultant will manage appropriate project administrative, financial coordination, progress reports, and invoicing. Project management and control services for the project team will be performed, including sub-consultant management.

Schedule

The anticipated Period of Performance start date for the tool development is July 1, 2020 and expected to terminate June 30, 2021 to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order: 1
 Project Manager: Bob Frey
 Contract Number: P-00819-WSP
 Project Description: DMC Concept Support
 Completion Date:

Tasks		Staff Classification								Staff Hours by Activity	Burdened Cost by Activity	Average Rate by Activity
		Chief Planner	Project Manager	Chief Engineer	Senior Planner	Planner	Engineer					
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM		\$270.89	\$308.40	\$246.96	\$167.25	\$86.99	\$141.20					
1	General Services											
	Deveopment & Planning Study Coordianation	15	10		40	30	20			115	\$19,271.05	
	Strategic Policy Guidance	30	10		40	30	19			129	\$23,193.20	
3	PROJECT MANAGEMENT & COORDINATION											
	Project Management/Consultation/Oversight		24							24	\$7,401.60	
	Total Staff Hours by Classification	45	44	0	80	60	39	0	0	0		
	Total Staff Cost (Unburdened) by Classification	\$4,316.85	\$4,805.24	\$0.00	\$4,738.40	\$1,848.60	\$1,922.70	\$0.00	\$0.00	\$0.00	268	\$49,865.85

SALARY RELATED COSTS:		\$49,865.85
OVERHEAD:	134.58%	
Fixed Fee	36.00%	
FCCM (Facilities Capital Cost Money):	0.53%	
EXPENSES @11.28%		\$0.00
SALARY RELATED SUBTOTAL:		\$49,865.85
Survey (Field - if by Prime)		\$0.00
SUBTOTAL PRIME:		\$49,865.85
Sub consultant:		\$0.00
Sub consultant:		\$0.00
Sub consultant:		\$0.00
SUBTOTAL ESTIMATED FEE:		\$49,865.85
Optional Services		\$0.00
GRAND TOTAL ESTIMATED FEE:		\$49,865.85



THEA USDOT Pilot Project

Roadside CV Support 0171-C-02

Version 1

Note

This document and its contents are highly confidential and contain trade secrets belonging to Siemens. In receiving this document, you agree that the reproduction or disclosure of this document or any part of its contents to any third party is not permitted without the express written consent of Siemens.

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

Name	Wendy Tao Intelligent Traffic Systems 9225 Bee Cave Rd, Bldg B, Ste 101 Austin, TX 78733
Telephone	415.246.2822
E-mail	wendy.tao@siemens.com
Date	June 10, 2020

Dear Mr. Frey:

Thank you for the opportunity to propose this scope of work for ongoing maintenance of the USDOT Connected Vehicle Pilot project extension beginning on July 1, 2020 and ending on June 30, 2021. Siemens is pleased to provide basic RSU service for the THEA RSUs located on the THEA right-of-way and I-4 connector. The scope will include the following:

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

Assumptions:

1. Local stock of spare RSUs and Power Injectors from (65) purchased during project Phase 2
2. Concert Master Server software updates deferred to later area-wide projects
3. Updates for installed RSUs deferred to later area-wide projects to match new installations

Total Task Order Value is a not to exceed of \$80,000.

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

With kind regards,



Wendy Tao
Mobility Operating Systems

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1 Background

1.1 Project Background

The USDOT THEA Connected Vehicle Pilot Project began in 2015 with Phase 1 Planning, proceeding through the completion Phase 2 Design / Build and currently in Phase 3 Research that is scheduled to end in September 30, 2020. After September 30, 2020, THEA will only continue the RSU services (i.e. roadside CV support) for the RSUs on the THEA right-of-way and I-4 connector.

1.2 Project Objective

This is a basic service contract to maintain the health of the roadside CV infrastructure and allows for on-call service to furnish labor, materials, equipment and supervision to perform proposed services.

1.3 Siemens ITS

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

2 Proposed Solution

2.1 Project Area

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

2.2 Included Task Group: Continued planned Siemens remote maintenance tasks

2.2.1 Scheduled Weekly Tasks with Concert Master System Maintenance

Weekly tasks performed by Siemens ITS Engineering Staff remotely from Austin TX:

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

2.2.2 Weekly Open and Closed Issue Reports

- Add Service Cases for unexpected observations
- Short call with stakeholders of newly opened and closed service cases
- Distribute weekly report of Open and Closed service cases to THEA and stakeholders

2.2.3 Scheduled Monthly Tasks with Concert Master System Maintenance

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

- Log into Concert screen of the Master Server
- Run RSU status report for inclusion in the monthly SOMS report
- Restart the Master Server
- Restart each Virtual Machine (VM) operating on the Master Server
- Verify correct bootup of the entire system
- Inspect system logs for boot-up errors and unexpected warnings
- Inspect the available disk space of hard drives and solid-state drives
- Delete unneeded and temporary cached files to insure adequate available disk space for the expected data volume to be collected in the upcoming month.
- Clear all RSUs event logs (Status=Green) without interrupting RSU operation
- Begin another monthly RSU event log
- Archive data files for CUTR, such as CSV data is not deleted (until September 30, 2020 only)
- Distribute monthly SOMS report to THEA for USDOT (until September 30, 2020 only)

2.3 Included Task Group: Continued unplanned Siemens service support

2.3.1 Unplanned issue resolution and diagnostics

- Remote support to configure replacement RSUs by trained THEA staff
- Return and investigation of replaced equipment at Austin TX headquarters
- Systems engineering hours to investigate and dispose of Open Service Cases
- Provision of an estimate to replace faulty RSUs

Note: services limited to dollars available, with remainder reported in a monthly invoice

2.4 Excluded Tasks

2.4.1 Scheduled Daily Tasks by THEA staff

Daily tasks performed by trained THEA staff (Siemens no longer performing the below):

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

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

- *Stock of RSUs and Power over Ethernet Injectors is maintained at THEA*
- *Stock of cellular SIM cards is maintained at THEA*
- *Installation of SIM cards into RSUs is performed by THEA per Siemens training*
- *RSU installation is performed by THEA per Siemens training with Siemens remote support or estimated separately based on unplanned issue resolution in 2.3.1.*
- *RSU IP addresses to controllers is performed by City of Tampa with Siemens remote support*

3 Estimated Costs with Ad-Hoc Traffic Services Support

Based on discussions with and guidance from THEA, the cost estimates are shown below. Monthly costs can be extended on a per-month basis.

Item	Price/Mo	Total
Planned maintenance of Master Server per SOMS		
2.2.1 Scheduled Weekly Tasks with Concert Master System Maintenance	5,250	63,000
2.2.2 Weekly Open and Closed Issue Reports		
2.2.3 Scheduled Monthly Tasks with Concert Master System Maintenance		
Unplanned engineering support for RSUs and software applications		
2.3.1 Unplanned issue resolution and diagnostics (Not To Exceed)	N/A	17,000
Total 12 months (from July 1 – June 30)		\$80,000

IV. Discussion/Action Items

IV. A.

Budget Fiscal Year 2021

July 1, 2020 – June 30, 2021



Tampa-Hillsborough County Expressway Authority

Annual Operating Budget
Fiscal Year 2021

Tampa-Hillsborough County Expressway Authority
Annual Operating Budget for the Fiscal Year Ended June 30, 2021
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Tampa-Hillsborough County Expressway Authority
Annual Operating Budget for the Fiscal Year Ended June 30, 2021

SUMMARY

An annual operating budget has been prepared for Tampa Hillsborough County Expressway Authority (Authority) for the fiscal year ended June 30, 2021. Management has estimated the amounts for all revenue sources, consisting of toll revenues, investment income, and other miscellaneous revenues. Management has also estimated amounts to be used for annual operations, including toll operations, maintenance, marketing, and administrative expenses as well as debt service payments.

Basis of Accounting: Amounts have been budgeted using the accrual basis of accounting, in which revenues are recognized in the period when earned and expenses are recognized when they are incurred. This general purpose framework is based on accounting principles generally accepted in the United States of America (i.e., U.S. GAAP). However, the following items have been omitted from this annual operating budget document, which represents a departure from U.S. GAAP:

- Annual depreciation on buildings and improvements, furniture and equipment, and vehicles
- Annual amortization of bond premiums, discounts, and deferred inflows and outflows of resources relating to debt refunding
- Change in fair value of investments
- Preservation costs, such as road resurfacing and restriping

The estimates used to prepare this budget document are based on expected conditions and its expected course of actions. There will usually be differences between the budget and actual results because events and circumstances frequently do not occur as expected and those differences may be material.

Tampa-Hillsborough County Expressway Authority
Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Budget Summary: As depicted in the summary statement below, for fiscal year 2021, budgeted revenues are \$60,556,195 higher than budgeted expenses. This budgeted excess can be used to fulfill debt service requirements, fund new and existing capital projects, and build reserves for future projects and other obligations.

	FY '20 Budget Final	FY '21 Budget Proposed
Toll Revenues	95,219,000	78,300,000
Other Revenues	865,301	440,302
Investment Income	2,084,699	2,250,000
Total Revenues	98,169,000	80,990,302
 Toll Operations	 7,680,328	 8,399,525
Maintenance	4,687,500	4,659,995
Marketing	625,000	312,500
Administration - Personnel	4,270,374	3,799,232
Administration - Professional Services	1,320,460	1,179,000
Administration - Office Expenses	756,456	689,850
Total Expenses	19,340,118	19,040,101
 Debt Service - Principal & Interest	 38,526,328	 35,135,398

Revenue

Tampa-Hillsborough County Expressway Authority Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Revenues: For the fiscal year 2021 budget, the Authority's primary source of revenue, or approximately 96%, consists of toll collections on its Expressway system. Other revenues include investment income and other revenues derived from non-operating sources, such as parking and lease revenue. The decrease in budgeted revenues in fiscal year 2021 compared to fiscal year 2020 is due to the COVID-19 pandemic and its anticipated impact on toll collections due to reduced traffic on the Expressway system.

Table 1 below represents a comparison of budgeted revenue for fiscal year 2020 final adopted budget and fiscal year 2021 proposed budget.

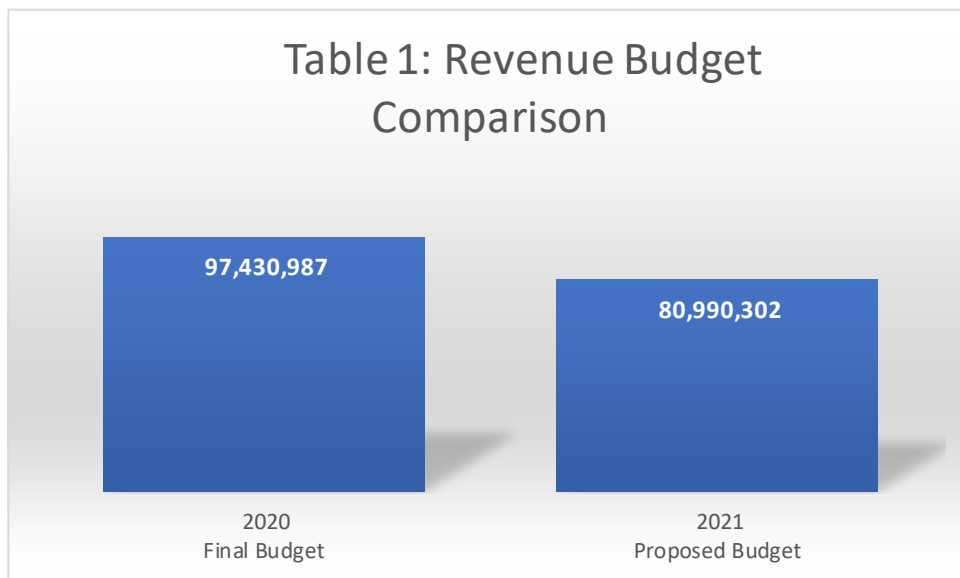
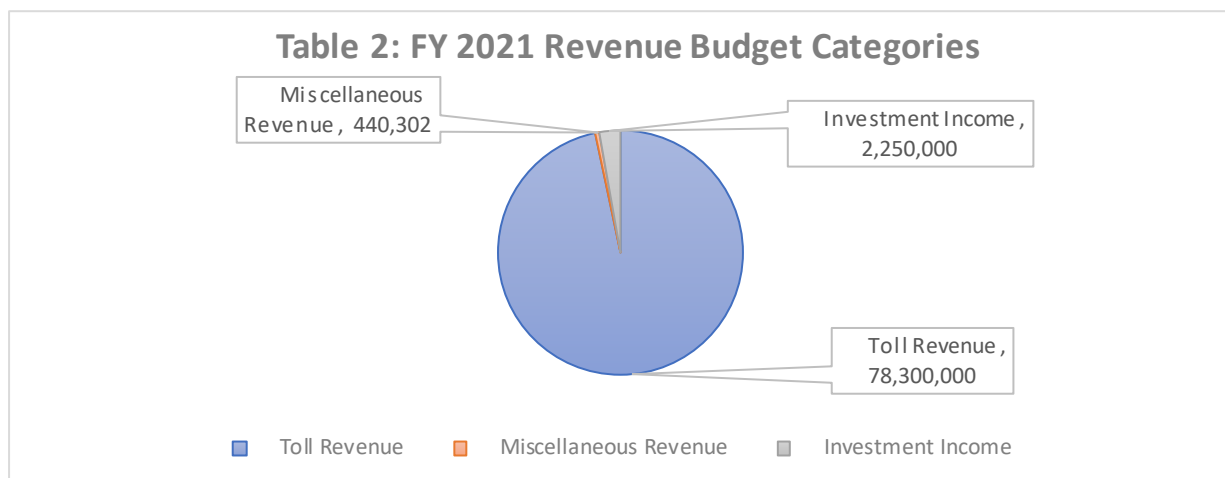


Table 2 presents the categories comprising total budgeted revenues of the Authority for fiscal year 2021.



Expenses

Tampa-Hillsborough County Expressway Authority Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Toll Operations - Toll operations consist of the following components:

- Direct expenses relating to toll collections, including but not limited to transaction processing costs, transponder costs, payment card fees, and image review services
- Maintenance and support of the toll system, including software licensing fees and other software application costs
- Other toll operations expenses, primarily consisting of the cost of operating Open Road Tolling (ORT) services

Table 1 below represents a comparison of budgeted toll operations expenses for fiscal year 2020 final adopted budget and fiscal year 2021 proposed budget.

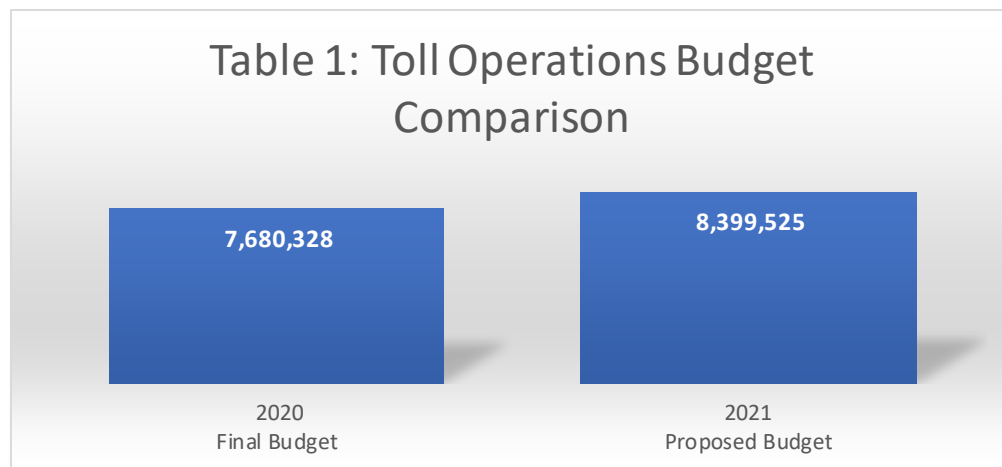
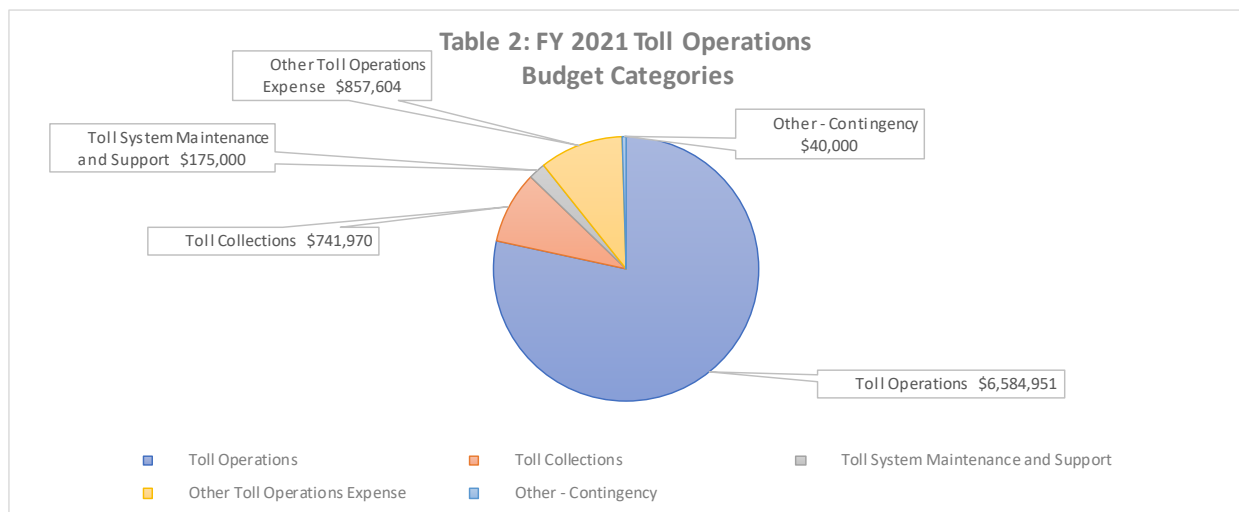


Table 2 presents the categories comprising total budgeted toll operations expenses of the Authority for fiscal year 2021.



Tampa-Hillsborough County Expressway Authority Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Maintenance — Maintenance expenses consist of the following components:

- Maintenance on the roadways and related facilities
- Beautification of the Expressway system and Meridian Avenue, such as landscaping & hardscaping activities
- Intelligent Transportation System (ITS) and other related expenses, including spare parts, tools, and small equipment
- Maintenance Support Services (environmental monitoring and permitting)
- Renewal and replacement activities, consisting of pavement resurfacing and cleaning
- Bridge inspection services provided by Florida Department of Transportation (FDOT)
- Bridge, property, and business interruption services

Table 1 below represents a comparison of budgeted maintenance expenses for fiscal year 2020 final adopted budget and fiscal year 2021 proposed budget.

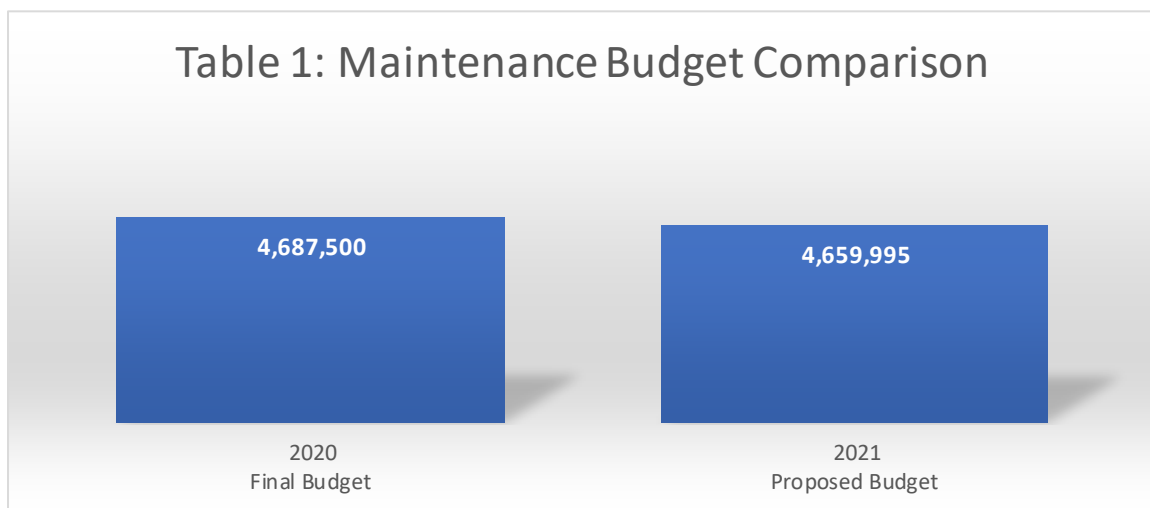
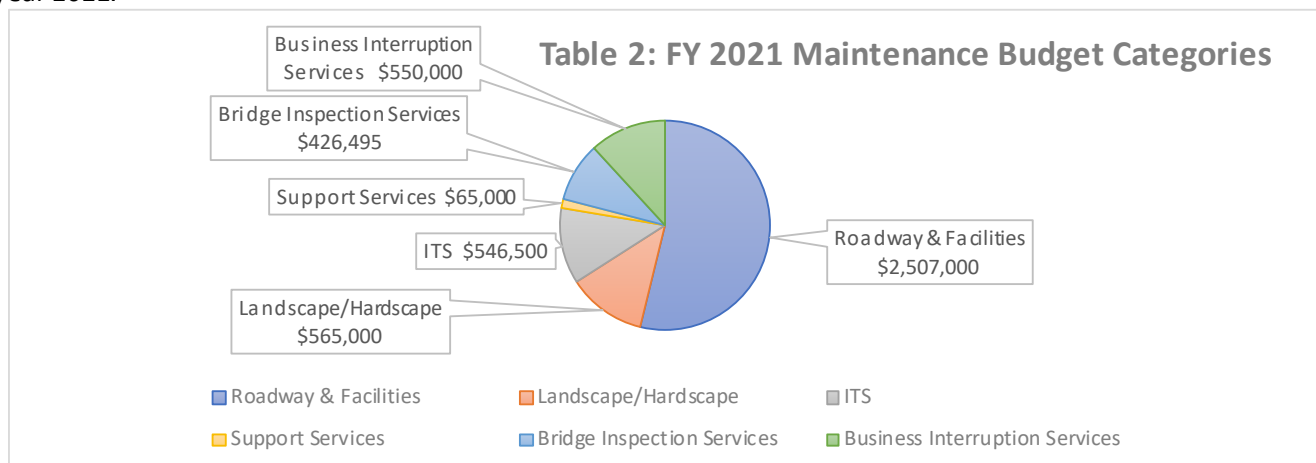


Table 2 presents the categories comprising total budgeted maintenance expenses of the Authority for fiscal year 2021.



Tampa-Hillsborough County Expressway Authority Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Marketing — Marketing expenses consist of 1) outsourced communications and other marketing services 2) production costs associated with the Authority's Annual Report 3) managing the Authority's website 4) memberships with chambers and other associations 5) purchase of SunPass Minis and dissemination costs, such as postage 6) sponsorships and hosting special events

Table 1 below represents a comparison of budgeted marketing expenses for fiscal year 2020 final adopted budget and fiscal year 2021 proposed budget.

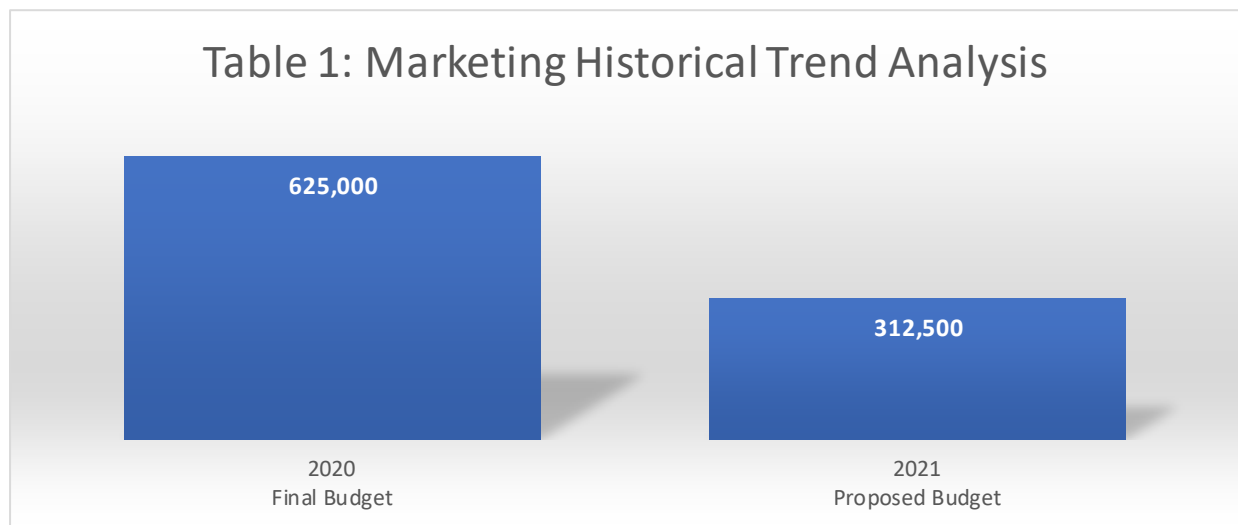
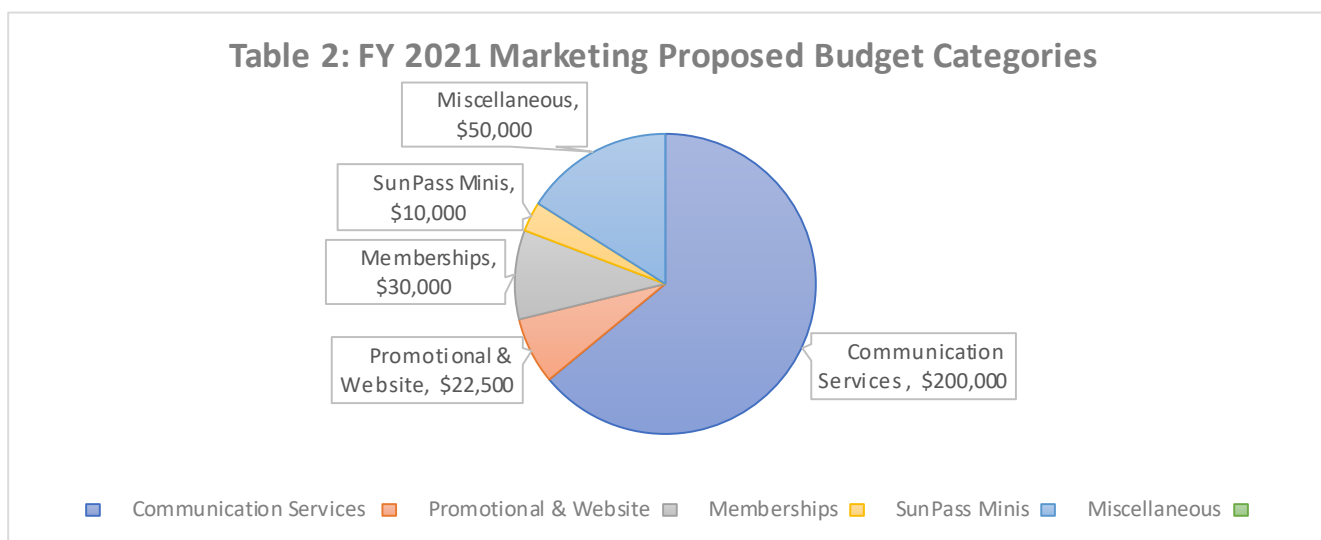


Table 2 presents the categories comprising total budgeted marketing expenses of the Authority for fiscal year 2021.



Tampa-Hillsborough County Expressway Authority
Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Administration: Personnel — Personnel expenses consist of salaries, payroll taxes, and benefits for all of the Authority's employees. There are twenty-five (25) full-time budgeted positions, plus two part-time internship positions, budgeted for fiscal year 2021.

Table 1 below represents a comparison of the Authority's budgeted salaries, taxes and benefits expenses for fiscal year 2020 final adopted budget and fiscal year 2021 proposed budget..

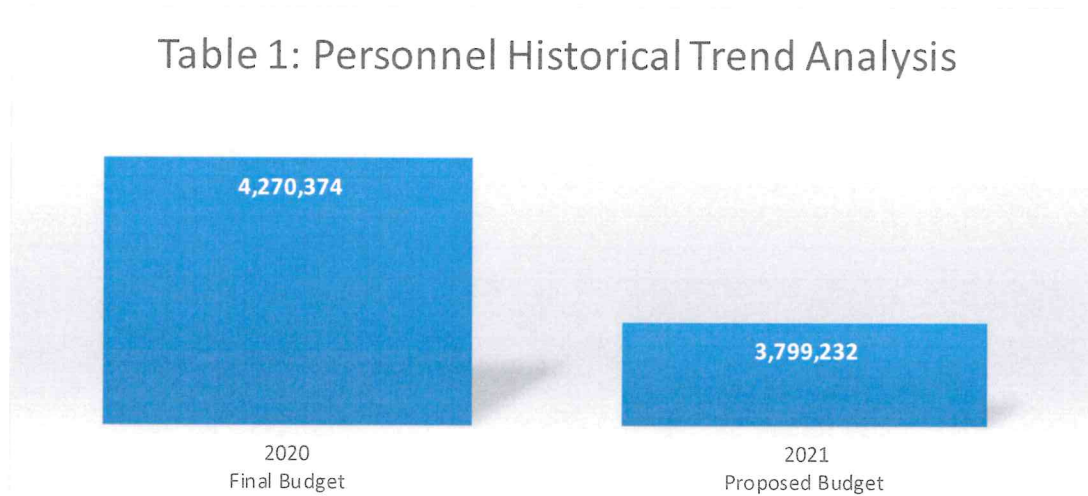
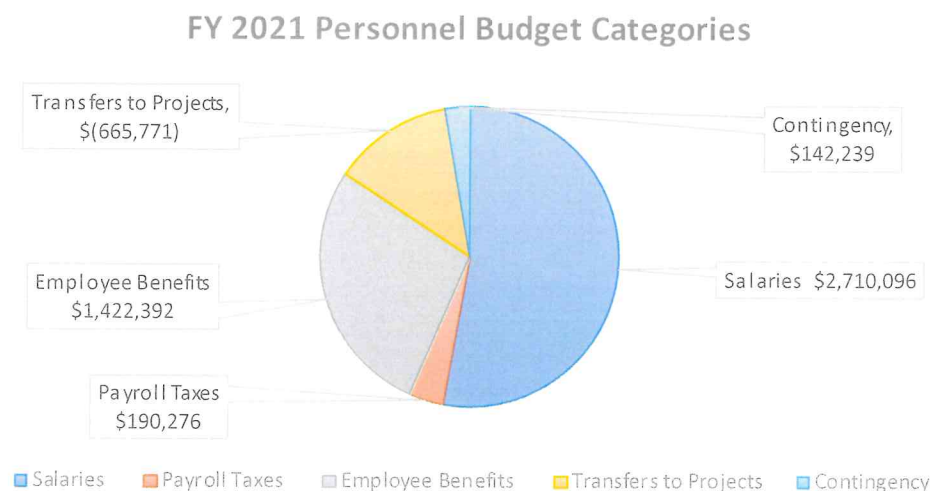


Table 2 presents the categories comprising total budgeted personnel expenses of the Authority for fiscal year 2021.



Tampa-Hillsborough County Expressway Authority
Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Administration: Professional Services — Professional services expenses include, but are not limited to, general engineering consultant (GEC) services, legal services, information technology support, and financial and investment advisory services.

Table 1 below represents a comparison of budgeted administrative professional expenses for fiscal year 2020 final adopted budget and fiscal year 2021 proposed budget.

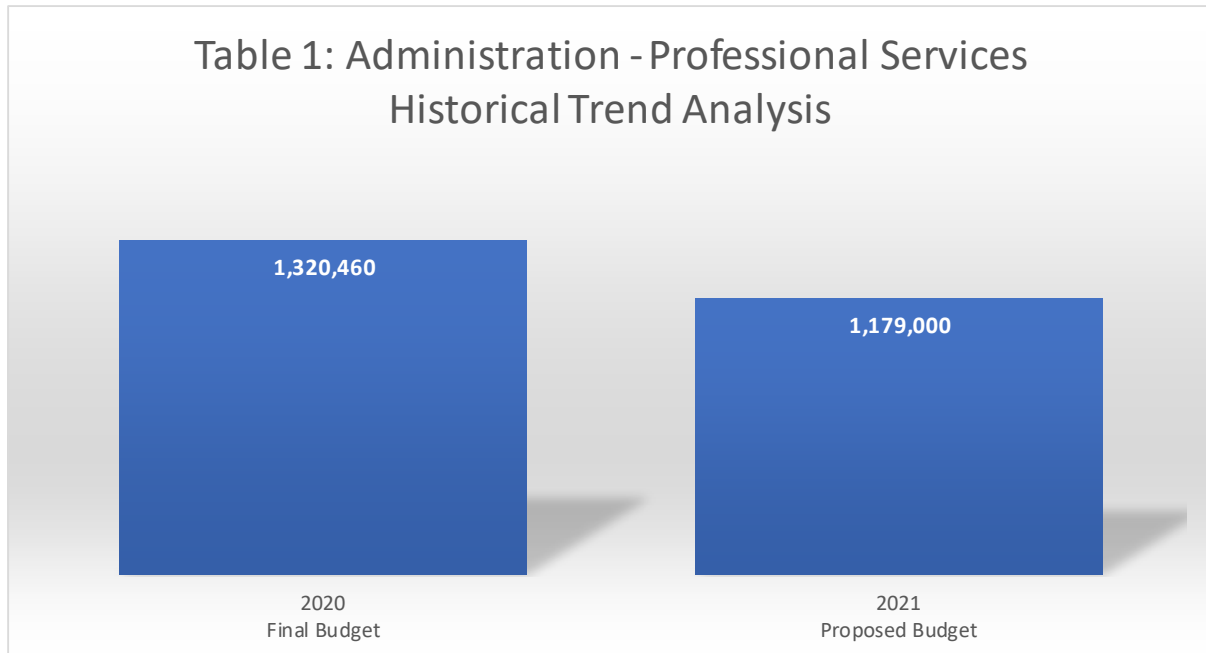
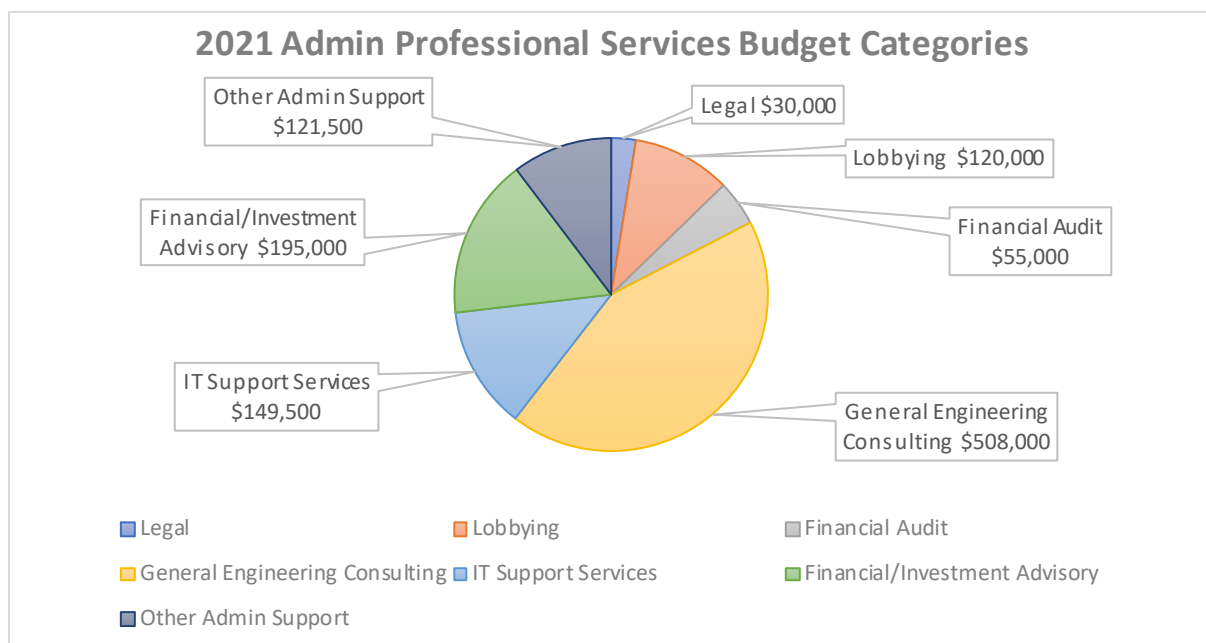


Table 2 presents the categories comprising total budgeted administrative professional services expenses of the Authority for fiscal year 2021.



Tampa-Hillsborough County Expressway Authority
Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Administration: Office & Occupancy Expenses — Office & occupancy expenses include, but are not limited to, liability and workers' compensation insurance, utilities and office building expenses, dues, fees & subscriptions, telecom/communications, IT equipment, and professional development expenses.

Table 1 below represents a comparison of budgeted administrative office and occupancy expenses for fiscal year 2020 final adopted budget and fiscal year 2021 proposed budget.

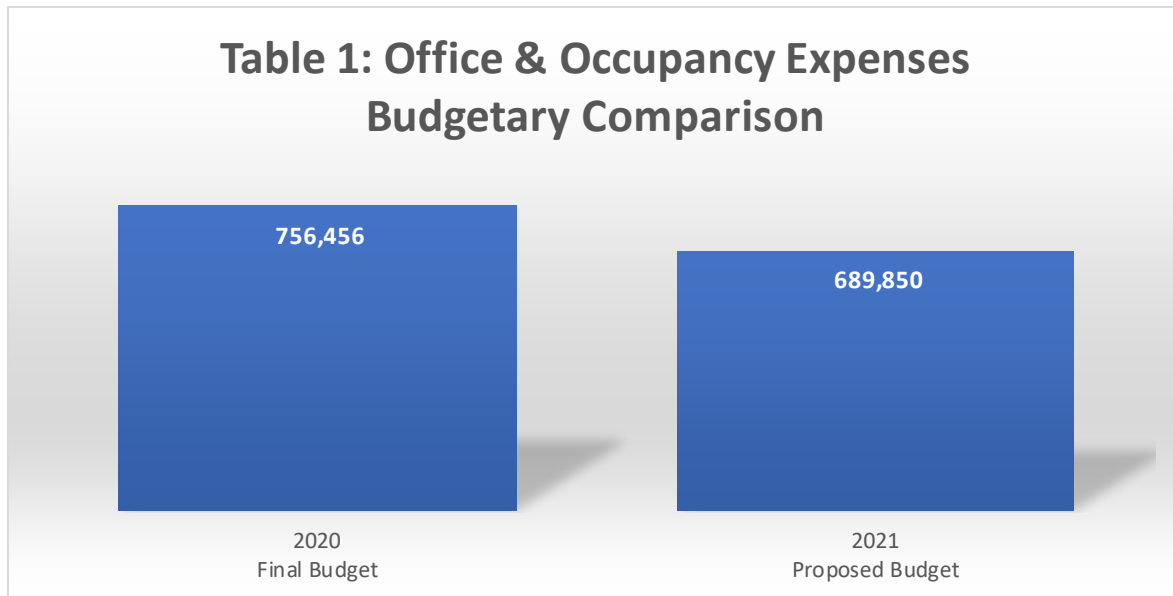
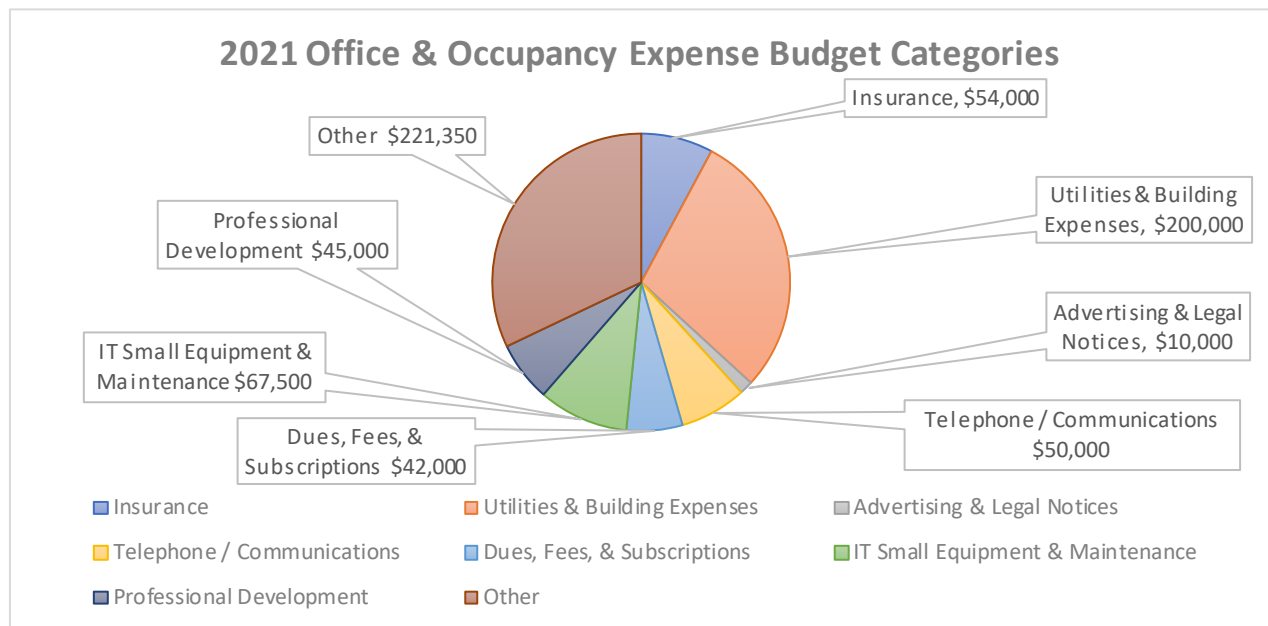


Table 2 presents the categories comprising total budgeted administrative professional services expenses of the Authority for fiscal year 2021.



Debt Service

Tampa-Hillsborough County Expressway Authority Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Debt Service: Debt service consists of principal payments, which are due on July 1 of each year, and interest payments, which are due on January 1 and July 1, for the Authority's outstanding revenue bonds. The Authority's revenue bonds consist of the following:

Series 2012: The Authority issued \$334,165,000 in Tampa-Hillsborough County Expressway Authority Refunding Revenue Bonds, Series 2012A and 2012B; \$40,420,000 in Tampa- Hillsborough County Expressway Authority Taxable Revenue Bonds, Series 2012C; and \$70,105,000 in Tampa-Hillsborough County Expressway Authority Taxable Refunding Revenue Bonds, Series 2012D during the year ended June 30, 2013. The funds were used to refund the Series 2002 and Series 2005 bonds; payoff the SIB and TFRTF loans; fund the Authority's portion of the I4/Selmon Connector project and the AET conversion; and fund reserves for debt service, operations, maintenance and administration and renewal and replacement.

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

The schedule below represents principal and interest payments budgeted for fiscal year 2020 and fiscal year 2021.

	2020	2021
	Final Budget	Proposed Budget
Debt Service		
Principal Series 2012	10,210,000	11,655,000
Interest Series 2012	12,145,728	11,855,764
Defeasance of Series 2012 Bonds	-	(4,549,216)
Interest Series 2017	7,889,000	7,889,000
Principal Series 2017B	335,000	355,000
Interest Series 2017B	6,137,100	6,120,350
Interest Series 2017C	1,809,500	1,809,500
Total	38,526,328	35,135,398

Tampa-Hillsborough County Expressway Authority
Annual Operating Budget for the Fiscal Year Ended June 30, 2021

Debt Service Coverage Ratio: According to the Authority's Master Bond Resolution, toll revenues shall at all times be fixed and established at such rates, and revised from time to time whenever necessary, so that in each fiscal year the Net System Revenues, consisting of revenues less operating expenses less \$500,000 deposit to the Operating, Maintenance, & Administration (OM&A) reserve account, shall be sufficient to pay 130% of the Annual Debt Service Requirement for the Authority's outstanding bonds. Net System Revenues comprises 1.53 times the Annual Debt Service Requirement for budgeted fiscal year 2021.

The schedule below presents the calculation of the debt service coverage ratio for fiscal year 2018 and 2019 actual results, fiscal year 2020 results, along with budgeted debt service coverage ratio for fiscal year 2020 and 2021.

	2020 Final Budget	2021 Proposed Budget
Toll Revenue	95,219,000	78,300,000
Other Income	2,950,000	2,690,302
Total Revenue	98,169,000	80,990,302
Total Operating Expenses	19,340,118	19,040,101
Deposit to OM&A Reserve Account	500,000	-
Net System Revenue	78,328,882	61,950,200
 Total Debt Service Payments	 38,526,328	 35,135,398
 Debt Service Coverage Ratio	 2.03	 1.76

IV. B. I

Commercial Property Insurance



Proposal of Insurance

Tampa-Hillsborough County Expressway Authority

1104 E Twiggs Street, Suite 300
Tampa, FL 33602

Presented: May 28, 2020 Updated

Effective: July 1, 2020

Chris Connelly

Area Senior Vice President

Arthur J. Gallagher Risk Management Services, Inc.

200 S. Orange Avenue

Orlando, FL 32801

(407) 370-2320

Chris_Connelly@ajg.com



Gallagher

Insurance | Risk Management | Consulting

Executive Summary

Arthur J. Gallagher & Company Risk Management Services is pleased to provide this proposal to the Tampa Hillsborough County Expressway Authority. We thank you for the opportunity to continue our partnership with the Authority which is now in its 12th year.

PROPERTY MARKETPLACE ANALYSIS

The pace of change in the Property marketplace has been faster and more severe than many anticipated. Our own internal data shows that Property pricing has increased (on both a net rate and pure premium basis) every single quarter since Q2 2017 and this rate of change has only accelerated in 2019.

Historically, hard markets have been driven by reduced capital in the marketplace. As a result, all clients are adversely impacted. This marketplace is different—it's much more nuanced, and client results vary greatly based on industry segment, geography/catastrophe exposure, and loss history. We are seeing huge variations from the average with increases of 30% to 50% or more for clients with poor loss experience. Many of our Public Entities in Florida with no losses, received 10-25% rate increases in 2019.

As a result unprofitable years, nearly all carriers both domestically and internationally are re-underwriting their books of business. Certain Lloyd's syndicates have shut down their direct insurance businesses, and multiple domestic carriers have cut back capacity, or dramatically increased rates.

In 2020, Underwriters are not only focused on pricing, but we have seen a drastic change in deductible structures (both CAT and non-CAT covers), limits, sublimits and other terms and conditions. In addition, underwriters are ensuring valuations are adequate and have a renewed focus on complying with engineering recommendations. Certain domestic carriers are making significant changes to renewal structures and, as a result, underwriters are flooded with submissions.

March has brought new challenges with COVID-19, underwriters are working from home, which has resulted in reduced output due to technical challenges being faced, delaying renewal quotes.

2020 PROPERTY INSURANCE RENEWAL – BRIDGES & TOLL STRUCTURES

In 2012, THEA's "As Is" insurance program would have renewed at an increase of 13% (\$76,790). We were able to achieve a 20% rate reduction through Zurich, and at the same time locked this decreased rate in for three years. Overall, this resulted in a \$175,000 annual savings to THEA while at the same time providing increased program limits.

The 2014 renewal marked the final year of the three year rate agreement with Zurich. Gallagher recommended the Authority renew the 3 year agreement. This provided THEA with additional certainty that the Zurich program, which provided historically low costs, would be available until 2017. We are extremely pleased at this guarantee, which locks in historically low rates for THEA's insurance program.

Due to the impending expiration of the Zurich rate agreement in 2017, we marketed to some of the leading infrastructure insurance carriers, Zurich, Starr and Chubb (formerly ACE). Both Starr and Chubb liked THEA's risk, however, were unable to compete with the pricing offered by Zurich. We used this leverage to get Zurich to agree to a rate reduction of 14% as well as another three year policy with a guaranteed rate.

The 2019 provided a new three year option through 2022 with a slight increase in rates. The deposit premium for this renewal was \$487,863 or 7% increase from 2018, using a total insurable values amount of \$775,260,368, with \$680M allocated to property and \$95M for loss of revenues.

Going into the 2020 renewal, we initially went to Zurich with a total revenue amount of about \$95,000,000. However, within the last week, THEA came back and informed us that due to COVID-19, there have been some changes to the estimated revenue amounts for the 2020-2021 fiscal year. Using conservative projections, THEA requested that we obtain a renewal option using \$78,300,000 for the total loss of revenues amount. This update resulted in a total premium amount of **\$486,723**, or 0.58% increase from expiring, using a total insurable value amount of \$783,354,610.

2020 RAILROAD LIABILITY RENEWAL

In 2018, we actively marketed the Authority's railroad liability coverage, which had been with Zurich. We approached two other rail specialty insurers, Liberty Mutual and Chubb, along with our specialist rail broker, Lincoln Transportation Insurance Brokers. THEA ultimately bound with Zurich for a renewal premium of \$14,070, which was roughly 20% lower than the next best option with Liberty Mutual.

For 2019, Zurich has offered a renewal with expiring terms and conditions for a premium of \$14,070, a flat renewal.

This year, Zurich notified us and THEA through a non-renewal letter that they would not be providing a renewal this year. This was not specific to THEA and your exposure, but rather Zurich has decided to exit the Railroad market all together at the end of 2019. Because of this, we had to market your account to other viable carrier partners.

Although this industry is a little challenging for some carriers, we were successful in receiving a quote from XL. We had also reached out to other carriers, which resulted in the following: ACE/Westchester's Rail Program no longer writes this exposure; Aspen declined to quote; Liberty did not respond to request for quote. An aspect that is important to note is that Zurich's form was a manuscript form, whereas the other carriers in the marketplace use ISO forms. XL was able to provide a renewal option, with the following changes from expiring:

1. **Deductible increased to \$10,000** from \$5,000 – We had asked if they could consider a smaller deductible and they confirmed that they could not
2. Additional Insured is granted when required by **Written Contract**
3. Waiver of Subrogation is granted when required by **Written Contract**
4. Does not include Employee Benefits Liability
5. Includes a Total Pollution Exclusion, as well as Construction Management E&O Exclusion

Given the limit options available in the marketplace, XL provided the best renewal at the most cost effective premium, which will be **\$16,800**; a 19% increase from expiring.

2020 CRIME RENEWAL

In 2018, we conducted a full marketing effort for the Authority's crime coverage and provided options from Philadelphia, Travelers and Hanover. THEA ultimately bound the \$1,000,000 limit option with Philadelphia.

This year for your 2020-2021 renewal, your incumbent carrier (Philadelphia) is offering a renewal for **\$2,676**, which is reflective of an 8% increase.

OTHER RENEWAL OPTIONS FOR CONSIDERATION

- **Loss of Revenue, Non-Physical Damage** – Gallagher would recommend evaluating the alternative options that may be available to address revenue loss associated with suspensions in toll operations. Primarily regarding suspension orders that are given as a result of hurricane evacuation orders. Since this type of program has never been negotiated for any Florida toll authorities, we would recommend having

Gallagher pursue this option to determine its feasibility. There is market interest in these types of programs; however, the costs are unknown.

- **Cyber Liability** – Presented in 2019, but elected not to purchase

CONCLUSION

THEA's expired total insurance premium was \$500,460 and the 2020 renewal premium is **\$506,199, a 1.15% increase.**

We are very pleased with this year's renewal outcome and hope that THEA is as well! Further details regarding each of the insurance lines and premiums are included on the following pages.

Sincerely,

Chris Connelly
Area Senior Vice President

Dani Chiste
Account Executive

May 22, 2020

Premium Summary

The estimated program cost for the options are outlined in the following table:

LINE OF COVERAGE		EXPIRING PROGRAM		PROPOSED PROGRAM	
		CARRIER	EXPIRING COST	CARRIER	ESTIMATED COST
Property	Premium	Zurich American Insurance Company (Zurich Insurance Group Ltd)	-	Zurich American Insurance Company (Zurich Insurance Group Ltd)	\$486,723.00
	Estimated Cost		\$483,929.00		\$486,723.00
	Annualized Cost TRIA Premium		\$483,929.00		-
Crime	Premium	Philadelphia Indemnity Insurance Company (Tokio Marine Holdings, Inc.)	-	Philadelphia Indemnity Insurance Company (Tokio Marine Holdings, Inc.)	Included
	Estimated Cost		\$2,461.00		\$2,676.00
	Annualized Cost TRIA Premium		\$2,461.00		-
General Liability	Premium	Steadfast Insurance Company (Zurich Insurance Group Ltd)	-	Indian Harbor Insurance Company (XL Group plc)	\$16,800.00
	Estimated Cost		\$14,070.00		\$16,800.00
	Annualized Cost TRIA Premium		\$14,070.00		-
Total Estimated Program Cost			\$500,460.00		\$506,199.00

Gallagher is responsible for the placement of the following lines of coverage:

Quote from Philadelphia Indemnity Insurance Company (Tokio Marine Holdings, Inc.) is valid until 7/1/2020

Quote from Zurich American Insurance Company (Zurich Insurance Group Ltd) is valid until 7/1/2020

Quote from Indian Harbor Insurance Company (XL Group plc) is valid until 7/1/2020

It is understood that any other type of exposure/coverage is either self-insured or placed by another brokerage firm other than Gallagher. If you need help in placing other lines of coverage or covering other types of exposures, please contact your Gallagher representative.

Payment Plans

CARRIER / PAYABLE CARRIER	LINE OF COVERAGE	PAYMENT SCHEDULE	PAYMENT METHOD
Zurich American Insurance Company (Zurich Insurance Group Ltd)	Property	Annual Installment, Pre-Paid	Agency Bill
Philadelphia Indemnity Insurance Company (Tokio Marine Holdings, Inc.)	Crime	Annual, Pre-Paid	Direct Bill
Indian Harbor Insurance Company (XL Group plc)	General Liability	Annual, Pre-Paid	Agency Bill

Program Details

Coverage: Property

Carrier: Zurich American Insurance Company

Policy Period: 7/1/2020 to 7/1/2021

The following is a general summary of the Insuring Agreement. Refer to actual policy form for complete terms and conditions.

Coinurance or Agreed Amount:

DESCRIPTION	AGREED AMOUNT	COINSURANCE %
All Covered Property	Yes	N/A

Coverage:

SUBJECT OF INSURANCE	LIMIT TYPE	AMOUNT	BASIS
Policy Limit Of Liability	Limit	\$100,000,000	Any One Occurrence
Annual Aggregate Limit(s) Of Liability: The Maximum Amount The Company Will Pay For Loss Or Damage In Any One Occurrence, And/ Or In The Aggregate Annually For Loss Or Damage From All Occurrences, Shall Not Exceed The Following Amounts			
- By The Peril Of Earthquake	Limit	\$100,000,000	
- By The Peril Of Flood	Limit	\$25,000,000	
- Named Storm (Will Be Endorsed To 'Per Occurrence For This Peril)	Limit	\$50,000,000	

Deductibles / Self-Insured Retention

TYPE	COVERAGE	AMOUNT
Deductible	Physical loss of or damage to Covered Property unless otherwise shown below - Per Occurrence	\$50,000
Deductible	Physical Loss Of Or Damage To Surveillance Equipment* - Per Occurrence	\$50,000
Deductible	Earthquake - Per Occurrence	\$50,000
Deductible	Flood - Per Occurrence	\$100,000
Deductible	Named Storm - Per Occurrence	5%, Minimum \$100,000
Deductible	Loss of Revenue - Waiting Period - Per Occurrence	14 Days

Additional Coverage:

DESCRIPTION	LIMIT TYPE	AMOUNT
Sublimit of Liability: The Policy Shall Pay No More Than The Following Sublimit(S) of Liability In Any One Occurrence		
Physical Damage Coverage to the Covered Property	Sublimit	\$100,000,000
Loss of Revenue	Sublimit	\$30,000,000

Additional Coverage:

DESCRIPTION	LIMIT TYPE	AMOUNT
Accounts Receivable	Sublimit	\$5,000,000
Interruption by Civil or Military Authority		14 Days
Expediting Expense	Sublimit	\$2,500,000
Extra Expense	Sublimit	\$10,000,000
Debris Removal Coverage	Sublimit	\$10,000,000 / Or 25% Of The Amount Of Insured Physical Loss Of Or Damage To Covered Property Whichever Is Less
Fire Department Service Charges	Sublimit	\$500,000
Ingress and Egress		14 Days
Loss Adjustment Expense	Sublimit	\$250,000
Newly Acquired Locations	Sublimit	\$10,000,000
Ordinance or Law / Demolition or Increased Cost of Construction	Sublimit	\$10,000,000
Transit - Any One Conveyance	Sublimit	\$2,500,000
Valuable Papers & Records	Sublimit	\$2,500,000
Terrorism	Sublimit	\$100,000,000

Valuations:

DESCRIPTION	LIMITATIONS
Actual Loss Sustained	Loss of Revenue
Other	Transit - The Invoice Cost Plus Accrued Shipping Charges Less Shipper's Liability, If Any
Other	Covered Property - The Actual Cost To Repair Or Replace The Lost Or Damaged Property, Valued As Of The Time And Place Of Loss, With Material Of Like Kind And Quality, Less Betterment. If Not So Replaced, Loss Shall Be Settled On An Actual Cash Value Basis With Proper Deduction For Depreciation And Exclusive Of Profit And Overhead

Perils Covered:

TYPE	DESCRIPTION
Special Form Perils	All Risk of direct physical loss or damage Including Flood, Earthquake, Named and Other than Named Windstorm and Hail, subject to Sublimit noted

Endorsements include, but are not limited to:

DESCRIPTION
Disclosure Of Important Information Relating To Terrorism Risk Insurance Act - U-GU-632-C (12/07)
Policy Form: Zurich Operational Civil Works Policy; Edition Date Has Changed From Expiring. Carrier Confirmed No Material Changes
Schedule of Covered Property
Pollutant Clean Up & Removal
Multi Year Term - Loss Ratio & Rate Guarantee - Sample for Attached

Endorsements include, but are not limited to:

DESCRIPTION
Amendment to Deductible & Waiting Period - %
Endorsement amending Property Excluded F. to cover Trees, plants, shrubs, grass and lawns planted as declared in the Schedule of Locations and Values Insured
Endorsement adding Joint Loss Agreement clause wording

Exclusions include, but are not limited to:

DESCRIPTION
Electronic Data Exclusion
Contaminants or Pollutants
Asbestos Material
War or Military Action
Nuclear Hazard, Power Failure
Fraudulent or Dishonest act or acts intended to result in the financial gain of any Named Insured or of any associate, partner, director, trustee, officer, agent or employee or any Named Insured
Unexplained or mysterious disappearance, shortage or other loss discovered upon taking inventory
Loss or damage, costs, expenses, fines or penalties incurred or sustained by or imposed on any Named Insured at the order of any government agency, court or other authority arising from any cause whatsoever
Corrosion, decay, deterioration, erosion, evaporation, inherent vice, latent defect, leakage, loss of weight, marring or scratching, rust, shrinkage, wear and tear, wet or dry rot or any quality in property which causes it to damage or destroy itself;
Dampness or dryness of the atmosphere; extremes or changes in temperature
Insects, birds, rodents or other animals
Normal subsidence, settling, cracking, heaving, expansion or contraction of walls, floors, ceilings, roofs, foundations, patios, walkways, driveways or paving;
Consequential loss or damage of any kind or description including loss of use, loss of market or delay, unless specifically insured elsewhere in this policy;
Error, omission or deficiency in design, plans, workmanship, specifications or materials unless fire or explosion ensues and then only for the loss, damage or expenses resulting from such fire or explosion
Interruption of incoming electricity, fuel, water, gas, steam, refrigerant or other services, unless specifically insured elsewhere in this policy
Electrical breakdown of any electrical machinery or apparatus while said equipment is undergoing an insulation breakdown test or is being dried out, unless direct physical damage not otherwise excluded by this policy results to Covered Property, in which event, this policy shall cover only such resulting damage
As respects Loss of Revenue Coverage:
- Any physical loss or damage to property not insured by this Policy;
- Any increase of loss which may be occasioned by the suspension, non-completion, lapse, or cancellation of any lease, license, contract, or purchase order;
- Any increase of loss due to interference at the Named Insured's property by strikers or other persons with rebuilding, repairing, or replacing the property damaged or destroyed, or with the resumption or continuation of business, or with the re-occupancy of the property;
- Any loss occurring to property in transit off premises;

Exclusions include, but are not limited to:

DESCRIPTION
- Non availability of funds, other than insurance reimbursement, for the repair or replacement of lost or damaged covered property;
- The failure of the Named Insured to use diligence and dispatch in restoring the damage property to the condition existing prior to the physical loss or damage

Binding Requirements:

DESCRIPTION
Signed Statement of Values

Other Significant Terms and Conditions/Restrictions:

DESCRIPTION
Rates: - Property Damage - .055862 - Loss of Revenue - .089001 - TRIA - .05 (of Premium)
Total Premium Includes TRIA Premium Of \$23,177
Year 2 of 3 Year Policy term; premium payable annually, based on values reported for that year.
Policy Territory: This Policy Covers The 50 States Comprising The United States Of America And District Of Columbia Unless Otherwise Endorsed To The Policy
Covered Property: This Policy Insures Against Direct Physical Loss Or Damage To Real & Personal Property From A Covered Cause Of Loss And Any Resulting Loss Of Revenue As More Fully Defined Within The Policy
Cancellation Provision: 60 Days Except 10 Days For Nonpayment Of Premium
Deductible & Waiting Period: In the event that more than one Deductible shown or specified in any Endorsement attached to this Policy shall apply to the insured physical loss or damage to the Covered Property in any one Occurrence, only the largest shall be applied.
Loss of Revenue: The Waiting Period stated in the policy will always be applied in addition to any dollar deductible stated for physical damage.
Zurich shall have the right to inspect property and operations at any reasonable time. Insured agrees to comply with any reasonable Risk Engineering recommendations to avoid a loss.

Premium	\$486,723.00
ESTIMATED PROGRAM COST	\$486,723.00
Minimum Earned Premium -	100.00 %
TRIA/TRIPRA PREMIUM (+ Additional Surcharges, Taxes and Fees as applicable)	INCLUDED

Subject to Audit: Not Auditable

Statement of Values

2020 TOTAL INSURED VALUES	
PROPERTY VALUES	\$705,054,610
LOSS OF REVENUE	\$78,300,000
TOTAL INSURED VALUES	\$783,354,610

Name: _____

Title: _____

Signature: _____

Date: _____

Coverage: Crime

Carrier: Philadelphia Indemnity Insurance Company

Policy Period: 7/1/2020 to 7/1/2021

Form Type:

COVERAGE	FORM TYPE
Crime	Discovery

Coverage:

DESCRIPTION	LIMIT TYPE	AMOUNT
A.1. Employee Theft and Client Coverage	Limit	\$1,000,000
A.2. ERISA Fidelity	Limit	\$500,000
B. Forgery and Alteration	Limit	\$1,000,000
C. Inside the Premises - Money, Securities And Other Property	Limit	\$1,000,000
D. Outside the Premises - Money, Securities And Other Property	Limit	\$1,000,000
E. Money Orders and Counterfeit Currency	Limit	\$1,000,000
F. Computer and Funds Transfer Fraud	Limit	\$1,000,000
H. Fraudulent Inducement Insuring Agreement	Limit	\$250,000

Deductibles / Self-Insured Retention

TYPE	COVERAGE	AMOUNT
Deductible	A.1. Employee Theft and Client Coverage	\$5,000
Deductible	B. Forgery and Alteration	\$5,000
Deductible	C. Inside the Premises - Money, Securities And Other Property	\$5,000
Deductible	D. Outside the Premises - Money, Securities And Other Property	\$5,000
Deductible	E. Money Orders and Counterfeit Currency	\$5,000
Deductible	F. Computer and Funds Transfer Fraud	\$5,000
Deductible	H. Fraudulent Inducement Insuring Agreement	\$5,000

Additional Coverage:

DESCRIPTION	AMOUNT
Expenses Incurred To Establish Amount of Covered Loss	\$25,000 or 25% of the Covered Loss
Computer Violation and Data Reconstruction Expense	\$50,000 or 25% of the Covered Loss
Cancellation As To Any Employee	\$25,000
Consolidation – Merger	25% of your total assets
Loss Notice Threshold	Exceeds 25% of the applicable Deductible Amount

Endorsements include, but are not limited to:

DESCRIPTION
WHY MyPHLY? - WHY MyPHLY 0000
Making Things Easier - CSNotice-1 0120
Commercial Lines Policy Jacket - BJP-190-1 1298
Policyholder Notice (Loss Assistance Hotline) - LAH-Notice 0813
Florida Complaint Notice - PI-Notice 0400
Notice Late Fee Reinstatement Fee - PI-FEES-NOTICE 1 0619
Privacy Policy Notice - PP2015 0615
Common Policy Declarations - CPD-PIIC 0614
Florida Countersignature - PI-IL-CS FL 1118
Crime Protection Plus Declarations - PI-CRP-01 FL 0605
Bell Endorsement - PI-BELL-1 FL 0410
Crisis Management Enhancement Endorsement - PI-CME-1 1009
Crime Protection Plus Policy - PI-CRP-02 0605
Policy Bridge - Discovery Replacing Loss Sustained - PI-CRP-13 0605
Crime Protection Plus Pro-Pak - PI-CRP-23 1216
Fraudulent Inducement Insuring Agreement - PI-CRP-24 0717
Florida Changes - PI-CRP-FL-1 1005
Destruction of Electronic Data or Computer Programs - PI-MANU-1 0100
Add Faithful Performance of Duty Coverage - PI-MANU-1 0100

Exclusions include, but are not limited to:

DESCRIPTION
Third Party Employee Dishonesty
Government Action Exclusion
Accounting or Arithmetic Errors
Voluntary Parting of Property
Loss in which the existence of such loss is only proved by a profit and loss comparison or inventory records
Any theft or criminal act committed by a partner of the insured
Employee Dishonesty (does not apply to Employee Theft Coverage)

Binding Requirements:

DESCRIPTION
Risk Management Contact Name, Phone Number and Email Address at the insured's location
Confirm Mailing and Billing Address

Premium	\$2,676.00
ESTIMATED PROGRAM COST	\$2,676.00

Coverage: General Liability

Carrier: Indian Harbor Insurance Company

Policy Period: 7/1/2020 to 7/1/2021

Form Type:

COVERAGE	FORM TYPE	DEFENSE
General Liability	Occurrence	Inside Policy Limit

Coverage:

DESCRIPTION	LIMIT TYPE	AMOUNT
Each Occurrence Limit	Limit	\$3,000,000
Personal & Advertising Injury		Included
General Aggregate	Limit	\$6,000,000
Products & Completed Operations Aggregate	Limit	\$6,000,000
Damage to Rented Premises (each occurrence)		Excluded
Medical Expenses (Any One Occurrence)		Excluded

Deductibles / Self-Insured Retention

TYPE	COVERAGE	AMOUNT
Deductible	Bodily Injury, Property Damage, Personal & Advertising Injury; each Occurrence (\$5,000 on expiring)	\$10,000

Endorsements include, but are not limited to:

DESCRIPTION
Standard ISO Policy Form/ Common Policy Conditions
Applicable State Amendatory Endorsements (State)
Contractors Limitation Endorsement
Additional Insured (Carrier has agreed to Form # CG2026)
Waiver of Subrogation when required by written contract (no "written contract" requirement on expiring)
Insured Contract Amendment to include work within 50 feet of Railroad
Subject to standard policy terms and conditions

Exclusions include, but are not limited to:

DESCRIPTION
Bodily Injury and Property Damage from pollutants - Absolute Exclusion
Losses arising from the ownership maintenance or use of aircraft (including drones), autos, or watercraft, with some minor exceptions including certain contractual obligations

Exclusions include, but are not limited to:

DESCRIPTION
Employment Related Practices Exclusion
Liquor Liability Exclusion
Aircraft Products Exclusion
Professional Liability Exclusion
Real Property in Your Care, Custody, and Control Exclusion
Absolute Asbestos Exclusion
Absolute Lead Exclusion
War and Nuclear Hazard
Mold / Fungus
Limitation of Coverage – Track Segment location with respects the CSX and ConAgra Sidetrack Agreement only
Asbestos
Total Pollution
Professional Liability
Architects & Engineers E & O
Employment Related Practices
Construction Management E & O
Nuclear Energy Liability
Electromagnetic Force
Recording and Distribution of Material or Information in Violation of Law
All standard exclusions, terms and conditions apply

Binding Requirements:

DESCRIPTION
Completed & Signed TRIA Acceptance/Rejection Form
Surplus Lines Disclosure

Other Significant Terms and Conditions/Restrictions:

DESCRIPTION
Require full details on any agreement changes mid-term
XL/Indian Harbor is not able to offer the following coverage forms, which were included in your expiring program: <ul style="list-style-type: none"> - Employee Benefits Liability (was included on expiring policy) - Notice of Occurrence/Knowledge of an Occurrence - Amendment of Representations Condition

Premium	\$16,800.00
ESTIMATED PROGRAM COST	\$16,800.00
Minimum and Deposit	100.00 %
TRIA/TRIPRA PREMIUM (+ Additional Surcharges, Taxes and Fees as applicable)	INCLUDED

Subject to Audit: Not Auditable

Bindable Quotations & Compensation Disclosure Schedule

Client Name: Tampa-Hillsborough County Expressway Authority

COVERAGE(S)	CARRIER NAME(S)	WHOLESALE, MGA, OR INTERMEDIARY NAME ¹	EST. ANNUAL PREMIUM ³	COMM.% OR FEE ³	GALLAGHER U.S. OWNED WHOLESALE, MGA, OR INTERMEDIARY %
Property	Zurich American Insurance Company (Zurich Insurance Group Ltd)	N/A	\$486,723.00	0 %	
Crime	Philadelphia Indemnity Insurance Company (Tokio Marine Holdings, Inc.)	N/A	\$2,676.00	0 %	
General Liability	Indian Harbor Insurance Company (XL Group plc)	Lincoln Transportation Insurance Brokers Inc.	\$16,800.00	0 %	6 %

1 We were able to obtain more advantageous terms and conditions for you through an intermediary/ wholesaler.

2 If the premium is shown as an indication: The premium indicated is an estimate provided by the market. The actual premium and acceptance of the coverage requested will be determined by the market after a thorough review of the completed application.

* A verbal quotation was received from this carrier. We are awaiting a quotation in writing.

3 The commission rate is a percentage of annual premium excluding taxes & fees.

* Gallagher is receiving ___% commission on this policy. The fee due Gallagher will be reduced by the amount of the commissions received.

IV. B. 2

DISCUSSION / ACTION ITEMS

Election of Board of Director Officers

Chairman
Vice Chairman
Secretary

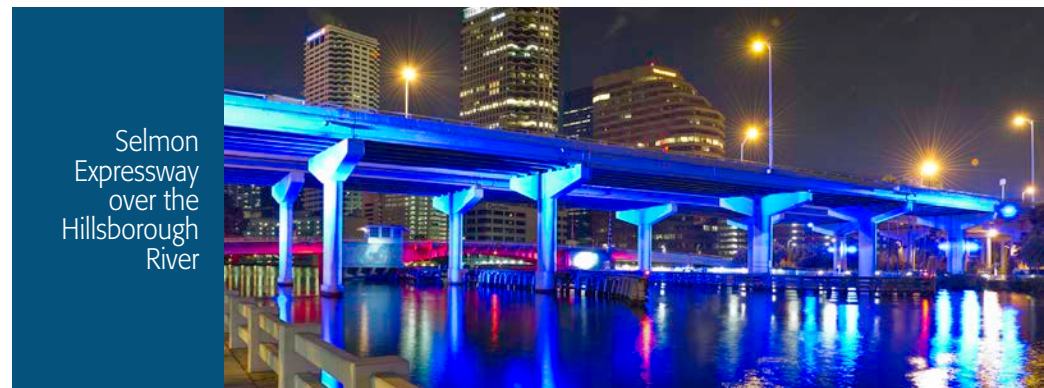
IV. C.

Adoption of the Work Program



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INTRODUCTION

The Tampa Hillsborough Expressway Authority (THEA) is an independent agency of the state that owns, maintains, and operates the following transportation facilities within Hillsborough County, Florida:

- ▶ Lee Roy Selmon Expressway
- ▶ Brandon Parkway
- ▶ Meridian Avenue
- ▶ Selmon Greenway

THEA works collaboratively with community and regional partners to plan, develop, and maintain a world-class transportation system. This involves prioritizing projects that will be needed in the next five and 10 years, as well as longer-term mobility needs over the next 30 years.

As a leader in innovative transportation solutions, THEA is earning accolades for cutting-edge projects, such as the first reversible All-Electronic Tolling (AET) lanes, Autonomous Vehicle Technology (AVT) test bed designation, and THEA Connected Vehicle Pilot. THEA also enhances the community's multimodal connectivity with the 1.7-mile Selmon Greenway multi-use trail. The trail travels under the Selmon Expressway, connecting to the City of Tampa's Riverwalk and the Meridian Trail.

What is a Work Program?

The Work Program guides THEA's strategic capital investments and provides an overview of work efforts and budgetary commitments for future years. The Comprehensive Project Management Program (CPMP) is a process and tool used to plan and maintain a 30-year Long Range Work Program to assess needs and ensure agency sustainability, as

well as inventory needs for the future. THEA uses the CPMP process to prepare the Work Program annually, which includes the current fiscal year, budget year, and four planning years based on project needs. The process takes into consideration THEA's financial resources and policy direction from the governing board. The CPMP is continually updated to appropriately address needs and organizational direction. It guides planning, maintenance, construction, and THEA financial investments.

The CPMP complies with THEA's investment priorities and long-term goals as provided within the Board-adopted Strategic Blueprint.

This document provides an overview of the Work Program purpose and use, the Work Program components, the financial summary, information on major and minor project investments, and a glossary of terms. The inaugural Work Program was adopted in November 2015, and updates are issued each July for the THEA budget cycle.

The Selmon Expressway is an all-electronic toll road. Toll revenues collected are reinvested back into the community and to continual maintenance and enhancements of THEA assets.



STRATEGIC BLUEPRINT

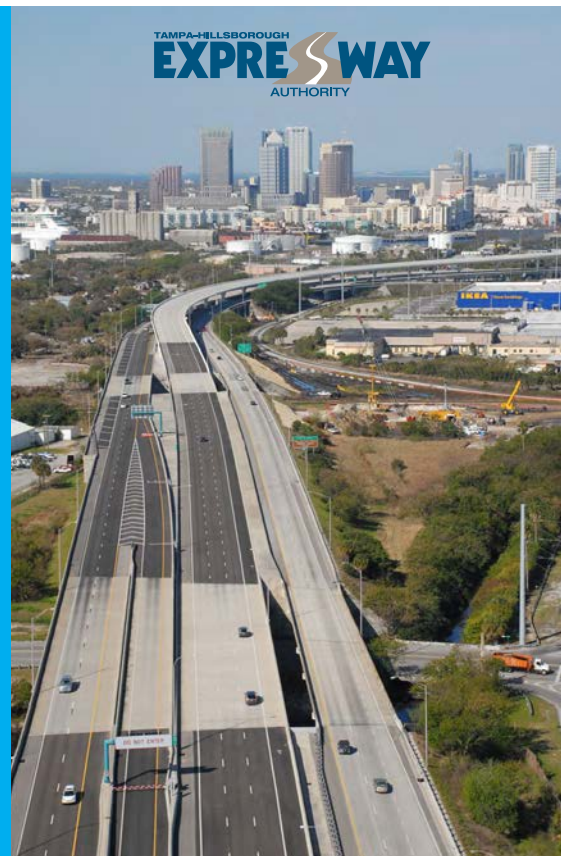
The Strategic Blueprint outlines THEA's strategy to position itself as a leader in providing efficient transportation options for the Tampa Bay region. The blueprint provides guidance and sets direction for the agency by defining the primary goals and objectives upon which to focus and execute in the short, mid, and long-term. The Strategic Blueprint serves the following purposes:

- Clearly defines the purpose of the organization and establishes realistic goals and objectives
- Communicates these goals and objectives to the organization and its stakeholders
- Ensures the most effective use of the organization's resources by focusing on key priorities
- Provides a baseline to measure progress against stated objectives
- Guides the budget process to allocate resources to best meet stated objectives

The Strategic Blueprint was adopted by the THEA governing Board in 2015. The Executive Director is responsible for its updates and implementation, while the THEA governing Board ensures that the goals and objectives of the Strategic Blueprint are met.

In developing the Work Program, the CPMP monitors THEA's financial commitments, with attention to the values, mission, and goals and objectives defined by the Strategic Blueprint.

The Strategic Blueprint defines and advances THEA's role in improving transportation and mobility options in the Greater Tampa Bay region



Strategic Blueprint | **2015**

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

STRATEGIC GOALS AND OBJECTIVES

The following goals, outlined within the Strategic Blueprint, are based on THEA's values and mission:

1. Build upon operational and financial excellence
2. Position THEA as a leader in regional transportation
3. Strengthen customer, community, and stakeholder relations
4. Prepare THEA's staff and Board for future expansion

Goal 1, Objective 4 directs the advancement of the Work Program utilizing the following strategies:

- Create a plan to standardize and track projects (CPMP)
- Identify projects to include in the Work Program
- Expand local and community business opportunities to support THEA projects



COMPREHENSIVE PROJECT MANAGEMENT PROGRAM

Work Program and Resources

The Work Program outlines planned capital expenditures related to the projects and programs, and their prospective stages of development. This includes planning, environmental studies, design, right-of-way acquisitions, construction, and equipment purchases. Projects range from enhancement projects to replacement and renewal (or preservation).

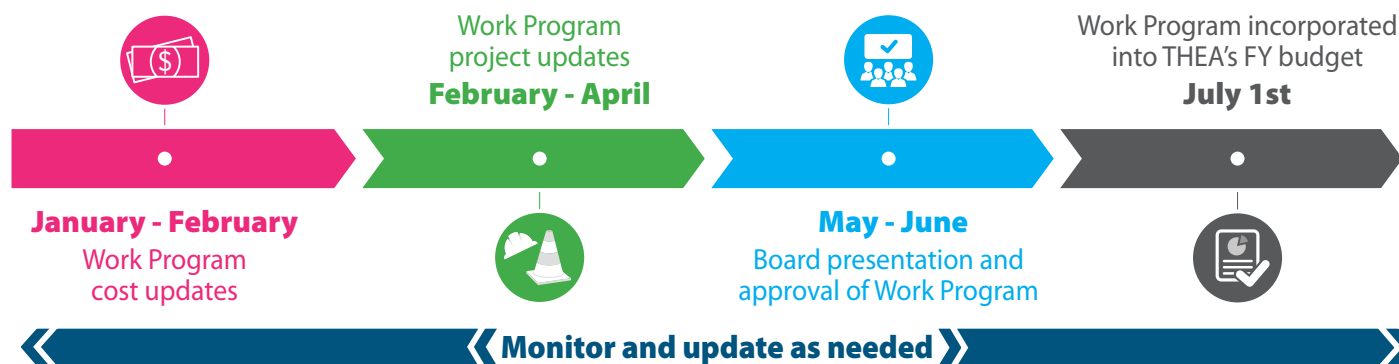
Program Development, Updates, and Approval

Developing the 6-Year Work Program is a deliberate, iterative process between the Executive Director and the Directors of Planning, Roadway Operations, Toll Operations, and the Chief Financial Officer. Updates to the Work Program are presented to the Board in April/May of each year, along with the budget. Consistent with the State Fiscal Year, each Work Program is incorporated into the agency's budget from July 1st to June 30th. Once approved, the Work Program is used to allocate resources efficiently and effectively.

The Work Program...

- Identifies capital projects and resource commitments that are reviewed and approved by the THEA Board of Directors
- Provides annual snapshot of budgeting needs and finances for THEA
- Includes 6 years: existing fiscal year, budget year, four planning years
- Continues ongoing preservation needs and planned enhancements for the 24 years following
- Is based on fiscal years for the purpose of budgetary expenditures

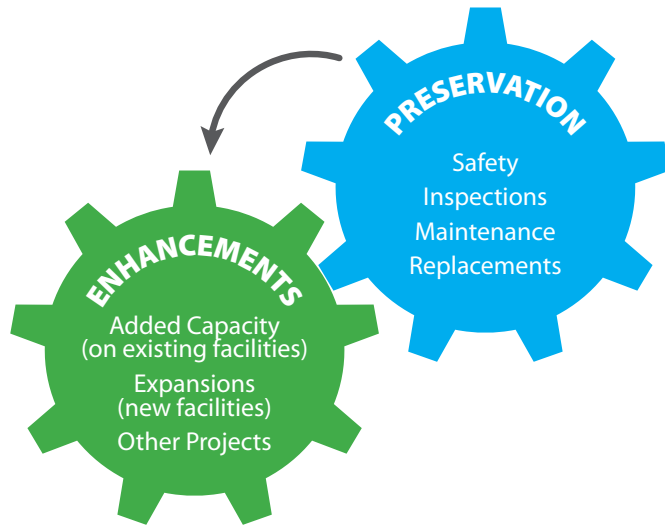
The CPMP is a continual process that requires coordination with local, regional, and state agencies and stakeholders. The CPMP is a tool that helps ensure financial sustainability of the agency by giving staff the resources to plan and monitor the delivery status of projects and programs. The CPMP is monitored and updated to reflect resource changes, financial commitments, maintenance and administrative needs, and project development updates.



PROGRAMMING ASSUMPTIONS

Programming Guidelines

THEA focuses first on safety and system preservation when prioritizing programs and projects. Once these components are ensured within the budget, projects focusing on enhancements and capacity of the existing system are programmed. Then other enhancement projects, consistent with the THEA mission, are considered.



System Preservation

System preservation is a major priority for ensuring the safety and efficiency for all THEA assets. THEA's preservation program is based on ongoing maintenance and monitoring of the system, and identification of future preservation needs. This includes regular inspections to assess the

physical condition of infrastructure such as bridges, drainage structures, lighting, roadway pavement conditions, signage, pavement markings, and surrounding roadway elements (such as landscaping, THEA-owned buildings, and lighting).

THEA continues to maintain a 30-year planning horizon for the preservation program that includes short-term and long-term projects for necessary replacement and renewal. Preservation program categories include Roadway, Intelligent Transportation Systems, Toll Systems, and Facilities (buildings, Greenway, and parking).

Program costs for each category are developed by THEA, based on programmatic needs. Costs are based on industry standards and ongoing experience with the existing system and infrastructure. The General Engineering Consultant (GEC) assists THEA staff in identifying the needed updates to the preservation program. Program assumptions include inflation from "budget year," as well as contingency costs. Costs are reviewed and updated annually as part of the CPMP process.

Selmon
Expressway
overpass at
Swann Avenue



Preservation Categories

Roadway

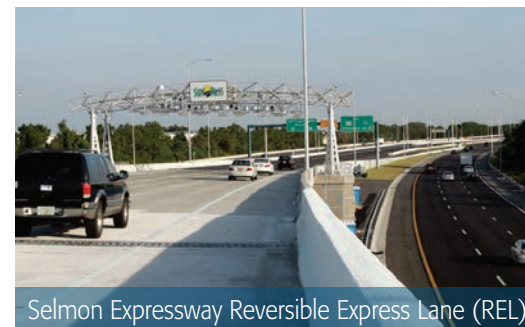
The preservation program for roadway needs is based on the lifecycle of the pavement, and is intended to ensure safety, extend the service life of the existing roadway facility, and improve customer service. Resurfacing is programmed every 12 to 15 years, with restriping every four years in between the resurfacing schedule. This is based on industry standards and experience in maintaining target pavement conditions.



Selmon Expressway

Toll System

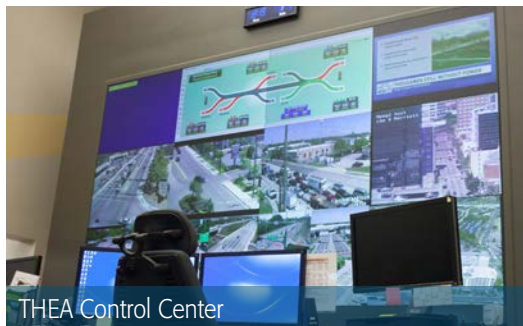
Similar to the ITS technology, the functionality of the toll system is crucial to the function of the expressway toll operations. This includes back office improvements and modifications as well as the continual replacement and renewal of tolling hardware. System hardware and performance are continually monitored and programmed as necessary.



Selmon Expressway Reversible Express Lane (REL)

Transportation System (ITS)

Technology is critical to ensuring the safety, security, and functionality of transportation facilities. This includes replacement and necessary updates of technology, software, and hardware. Replacement and renewal projects are cyclical, based on the various elements, from annual updates to every 20 years. Ongoing monitoring and inspections are conducted between replacement and renewal cycles to ensure safety and reliability of the facility.



THEA Control Center

Facilities

THEA maintains multiple facilities, including office, warehouse, and toll buildings to operate and maintain the expressway. THEA also maintains the Selmon Greenway, and pedestrian and bicycle paths along its facilities. Replacement and renewal encompasses ongoing building and property maintenance. Examples include: roof upgrades, building heating, ventilation, and cooling upgrades. Parking associated with buildings and revenue generation is also included.



THEA Administrative Offices

Enhancement and Capacity

Following the assessment of existing facility preservation needs, THEA identifies programmatic and system-wide enhancements and capacity improvements. Ongoing system preservation and asset management, as well as planning and strategic development efforts, help to identify asset enhancements and capacity projects needed. The same categories used for maintaining the system (roadway, ITS, toll, and facilities) are addressed for enhancements. In addition, new system capacity projects and expansion projects are identified.

Project cost estimates are developed at the planning level and updated as further analysis is conducted. Inflation is accounted for in major investment projects consistent with the Florida Department of Transportation (FDOT) inflation factors from the Office of Work Program and Budget for industry standardization. Project costs also include contingency factors.

Brandon
Tower along
Brandon
Parkway
Walkway



Construction
on the
Selmon West
extension



Pedestrians
using the
Selmon
Greenway
near the
Brorein Street
on-ramp



Enhancement and Capacity Categories

Roadway

Roadway enhancements and capacity improvements are necessary to build upon THEA's operational excellence and to achieve facility expansion as directed within the Strategic Blueprint. THEA identifies opportunities for existing roadway enhancements, as well as potential opportunities for new roadway capacity. Example projects include the Selmon West Extension, Selmon East, and improvements at Twiggs Street and Nebraska Avenue.



Selmon West Extension (under construction)

Intelligent Transportation System (ITS)

Technology enhancements can improve the current system as well as improve capacity within the system. Advanced Traffic Information System (ATIS) applications and Connected Vehicle (CV) technology can also improve the safety and security of the transportation system and expand THEA's contributions to the transportation network.



Roadside units (RUs) send messages to vehicles

Toll System

Development of the Centralized Customer Service System (CCSS) provides state-of-the-art technology and enhances operational efficiency for customers. The AET Tolling Solar Power System is a pilot project to utilize solar energy to produce power for AET equipment on the Selmon Expressway. Continual enhancements are made to the operational components of the tolling system including the infrastructure required for the Selmon West Extension.



AET Tolling Solar Power System

Facilities

Enhancements to the existing facilities improve the user experience. Development of new facilities position THEA as a strong community partner. Recent enhancements to THEA facilities have included the addition of Pocket Parks along the Selmon Greenway, including the Deputy John Kotfila, Jr. Memorial Dog Park, and underpass enhancements.



Deputy John Kotfila, Jr. Memorial Dog Park

FINANCIAL ANALYSIS

Table 1: THEA 6-Year Financial Plan (FY2020-FY2025)

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	TOTAL
Revenue							
Toll Revenue	92,134,000	95,219,000	101,604,000	105,893,000	109,842,000	114,188,000	618,880,000
Other Funds (Grants, Loans, etc.)	-	-	-	-	-	-	-
Miscellaneous Revenue	914,691	923,838	548,838	554,326	559,870	565,468	4,067,032
Earnings on Investments	1,320,165	1,288,149	1,030,519	824,415	659,532	527,626	5,650,407
Total Revenue	\$ 94,368,856	\$ 97,430,987	\$ 103,183,357	\$ 107,271,742	\$ 111,061,402	\$ 115,281,094	\$ 628,597,439
Operating Expenses							
Toll Operations	4,745,945	7,680,328	7,987,541	8,307,043	8,639,324	8,984,897	46,345,079
Maintenance	4,458,663	4,687,500	4,875,000	5,070,000	5,272,800	5,483,712	29,847,675
Administration	5,806,610	6,347,290	6,601,182	6,865,229	7,139,838	7,425,432	40,185,580
Other Operating	625,000	625,000	637,500	650,250	676,260	703,310	3,917,320
Subtotal	15,636,218	19,340,118	20,101,223	20,892,522	21,728,222	22,597,351	120,295,654
Deposit to OM&A Fund	500,000	500,000	500,000	500,000	500,000	500,000	2,500,000
Total Operating Expenses	\$ 16,136,218	\$ 19,840,118	\$ 20,601,223	\$ 21,392,522	\$ 22,228,222	\$ 23,097,351	\$ 122,795,654
Net Revenue	\$ 78,232,638	\$ 77,590,869	\$ 82,582,134	\$ 85,879,220	\$ 88,833,179	\$ 92,183,743	\$ 505,301,784
Debt Services Payment							
Senior Debt Service	36,977,733	38,526,328	39,684,614	39,682,552	39,685,933	39,687,524	234,244,684
Subordinate Debt Service	-	-	-	-	-	-	-
Total Debt Service	\$ 36,977,733	\$ 38,526,328	\$ 39,684,614	\$ 39,682,552	\$ 39,685,933	\$ 39,687,524	\$ 234,244,684
<i>Debt Service Ratio =>1.30(1.50)</i>	<i>2.12</i>	<i>2.01</i>	<i>2.08</i>	<i>2.16</i>	<i>2.24</i>	<i>2.32</i>	
Other Funding Requirements							
Deposit to Renewal & Replacement Reserve (\$10M)	-	-	-	-	-	-	-
Total Other Funding Requirements	-	-	-	-	-	-	-
<i>Debt Service & Other Funding Ratio =>1.00(1.20)</i>	<i>2.12</i>	<i>2.01</i>	<i>2.08</i>	<i>2.16</i>	<i>2.24</i>	<i>2.32</i>	
Net Available for Work Program	\$ 41,254,905	\$ 39,064,541	\$ 42,897,520	\$ 46,196,668	\$ 49,147,246	\$ 52,496,219	\$ 271,057,100
Current Work Program Capital - THEA Funds Only	\$ 27,172,970	\$41,654,593	\$36,429,100	\$60,288,209	\$187,771,958	\$215,211,879	\$568,528,709
Bonded Work Program Projects	\$ 103,719,055	\$ 80,456,600	\$ 32,602,506	-	-	-	\$ 216,778,161
TOTAL WORK PROGRAM CAPITAL**	\$ 130,892,025	\$ 122,111,193	\$ 69,031,606	\$ 60,288,209	\$ 187,771,958	\$ 215,211,879	\$ 785,306,870

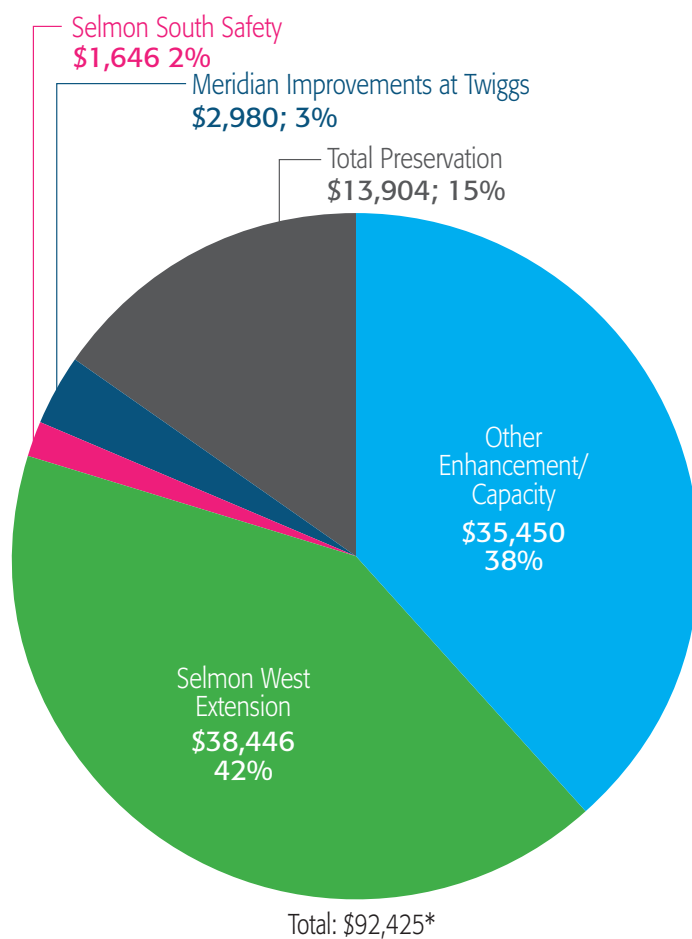
WORK PROGRAM SUMMARY

The 6-Year Work Program Summary provides the capital funding commitments for the existing fiscal year (FY20), budget year (FY 21) and four planning years (FY22- FY25).

Table 2: THEA 6-Year Committed Work Program Summary

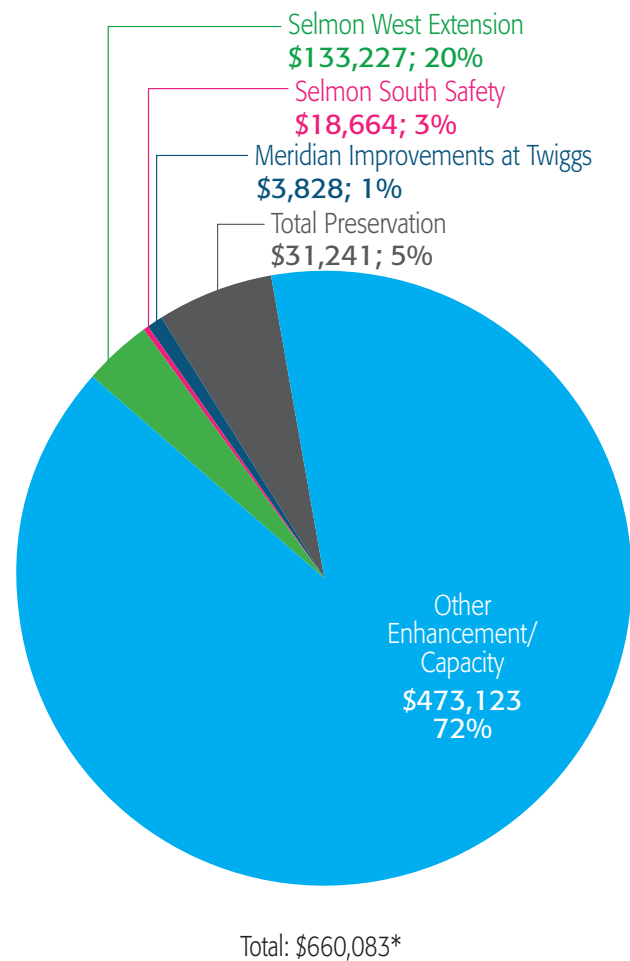
	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	TOTAL
6-Year Committed Summary							
Total (including inflation/contingencies)	\$ 142,447,571	\$ 92,425,461	\$ 34,969,627	\$ 74,394,299	\$ 144,369,849	\$ 171,476,367	\$ 660,083,174
THEA Funding	\$ 140,251,646	\$ 89,836,636	\$ 28,523,280	\$ 70,068,827	\$ 140,510,512	\$ 169,111,323	\$ 638,302,224
Other Funding	\$ 2,195,925	\$ 2,588,825	\$ 6,446,347	\$ 4,325,472	\$ 3,859,337	\$ 2,365,044	\$ 21,780,950
6-Year Committed Summary by Program							
Preservation (Replacement and Renewal)							
Roadway	\$ 3,161,052	\$ 11,611,281	\$ 552,017	\$ 1,100,152	\$ 7,301,059	\$ 821,221	\$ 24,546,782
ITS	\$ 1,005,437	\$ 1,147,740	\$ 765,490	-	\$ 145,884	\$ 871,194	\$ 3,935,745
Tolls	\$ 65,978	\$ 446,651	\$ 433,964	-	-	-	\$ 946,593
Facilities	\$ 179,773	\$ 698,438	\$ 162,287	\$ 167,187	\$ 426,966	\$ 177,380	\$ 1,812,031
Total Preservation	\$ 4,412,240	\$ 13,904,110	\$ 1,913,758	\$ 1,267,339	\$ 7,873,909	\$ 1,869,795	\$ 31,241,151
Total THEA Funding	\$ 4,412,240	\$ 13,904,110	\$ 1,913,758	\$ 1,267,339	\$ 7,873,909	\$ 1,869,795	\$ 31,241,151
Total Other Funding	-	-	-	-	-	-	-
Enhancement/Capacity							
Roadway	\$ 132,873,646	\$ 68,471,322	\$ 15,576,691	\$ 66,802,905	\$ 131,390,089	\$ 159,492,703	\$ 574,607,356
ITS	\$ 3,283,191	\$ 5,331,587	\$ 8,533,094	\$ 5,054,105	\$ 4,491,701	\$ 4,032,601	\$ 30,726,279
Tolls	\$ 708,476	\$ 1,319,841	\$ 1,844,150	\$ 614,150	\$ 614,150	\$ 5,484,268	\$ 10,625,035
Facilities	\$ 1,170,018	\$ 3,398,601	\$ 7,061,934	\$ 655,800	-	\$ 597,000	\$ 12,883,353
Total Enhancement/Capacity	\$ 138,035,331	\$ 78,521,351	\$ 33,055,869	\$ 73,126,960	\$ 136,495,940	\$ 169,606,572	\$ 628,842,023
Total THEA Funding	\$ 135,839,406	\$ 75,932,526	\$ 26,609,522	\$ 68,801,488	\$ 132,636,603	\$ 167,241,528	\$ 607,061,073
Total Other Funding	\$ 2,195,925	\$ 2,588,825	\$ 6,446,347	\$ 4,325,472	\$ 3,859,377	\$ 2,365,044	\$ 21,780,950

Figure 1: Fiscal Year 2021 Funding by Program
(in thousands)



Total Preservation
 Selmon West Extension
 Selmon South Safety

Figure 2: Fiscal Years 2020-2025 Funding by Program
(in thousands)



Meridian Improvements at Twiggs
 Other Enhancement/Capacity

* Amount differs from graph due to rounding

Figure 3: Prior Year to New Budget Year (FY 20 vs FY 21) Comparison
(in thousands)

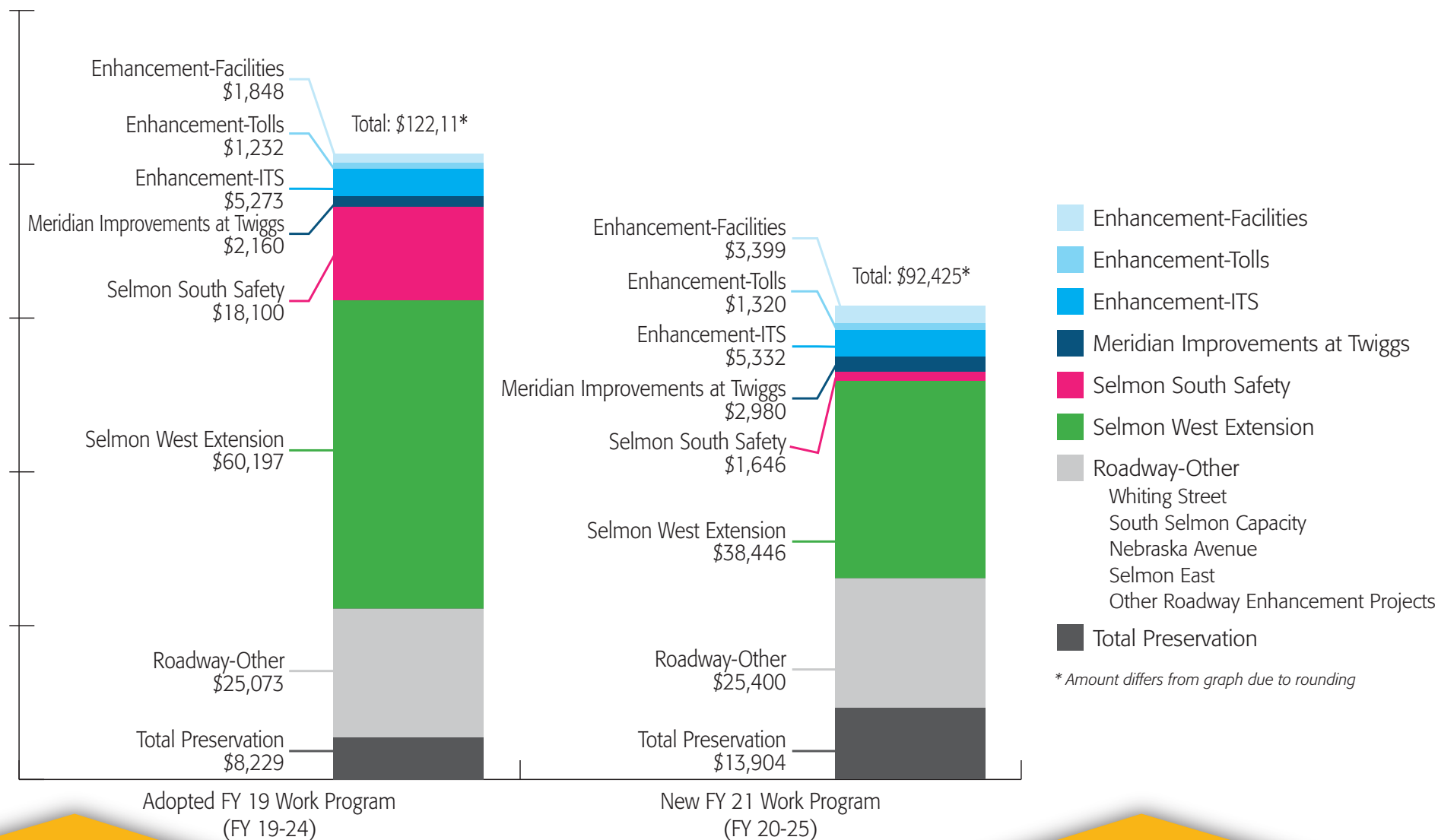
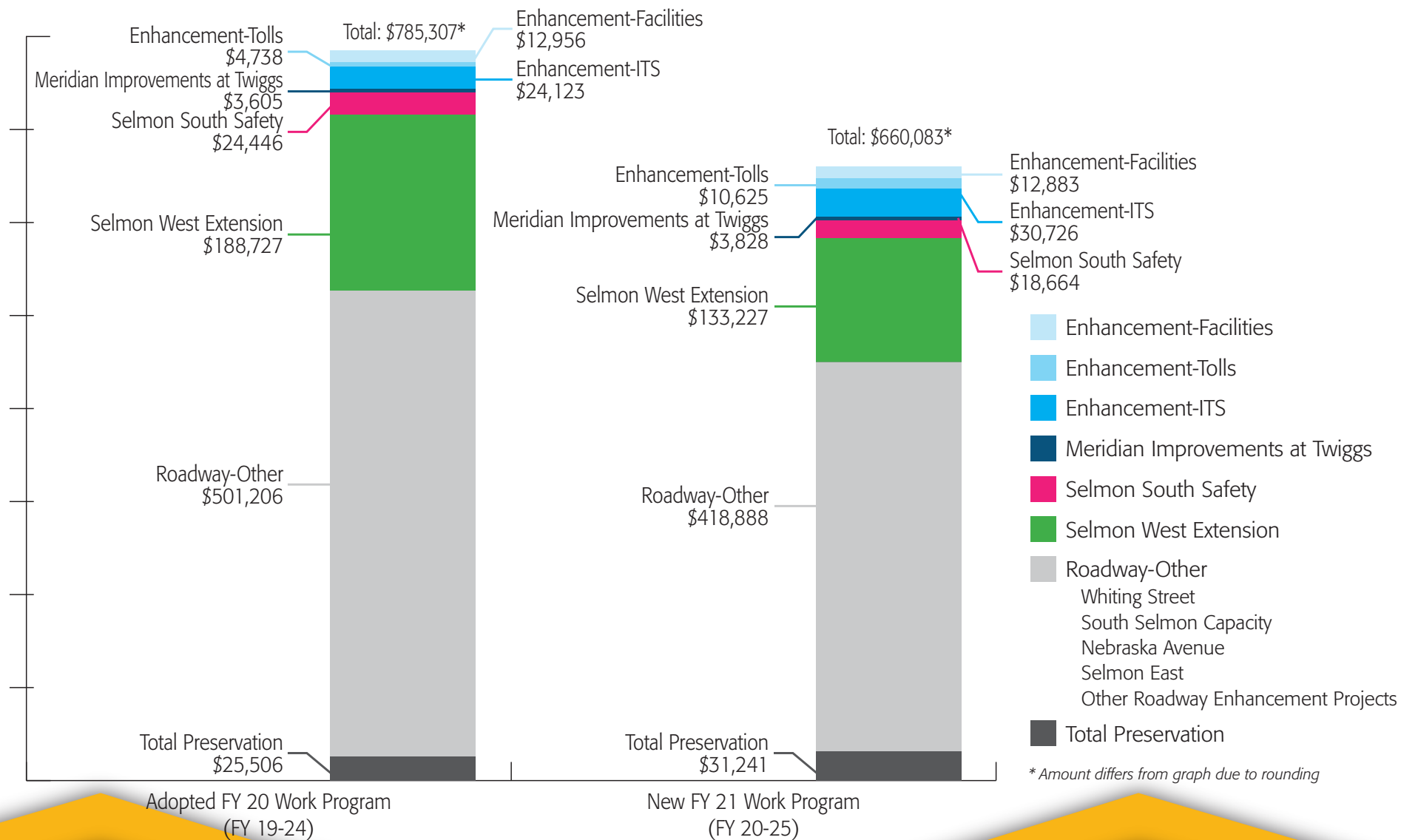


Figure 4: New 6-Year Work Program Comparison to Previous Adopted Work Program
(in thousands)



PROJECT INVESTMENT FORMS

Project Investment Form Overview

Project Investment Forms (PIFs) are developed and updated for each of the major capital enhancement projects. PIFs outline the project description, purpose and need summary, project status, and estimated funding needs, as well as provide a project map. Each PIF has planning level projected costs for project development phases including planning, engineering, right-of-way acquisition, and construction. As study analyses progress, refined costs are updated as appropriate. PIFs are developed in a consistent format for every new project or study.

Project Investment Form Elements

Figure 5 shows the basic layout of a PIF. Project costs are identified by year and project phase. "Other Funding" refers to phases that will receive funding assistance from sources other than THEA, such as federal or state grants, or other local government contribution and/or partnership. Individual PIFs with detailed project descriptions and funding expectations are provided in the following pages.


Figure 5: Project Investment Form Elements

Project Title →

Project Location →

Project Status →

Project Phase →

SELMON WEST EXTENSION										CONSTRUCTION PROGRAM	
					PROJECT: Selmon West Extension (SR 600/US 92) from east of the existing Gandy Bridge to the Selmon Expressway LOCATION: Hillsborough DESCRIPTION: This project will connect the Selmon Expressway at Gandy Boulevard to the Gandy Bridge (2.5 miles). The project consists of a two-lane, two-way elevated express lane structure in the median of existing Gandy Boulevard. Bridge piers will be located in the median of Gandy Boulevard and new ramps will be constructed near the intersection of Gandy Boulevard and Dale Mabry Highway to enter and the new elevated express lanes on the east end of the project. Eastbound Gandy Bridge traffic will have a choice of using the Extension, or staying on Gandy Boulevard. PURPOSE & NEED SUMMARY STATEMENT: The project will provide additional capacity for the Gandy Boulevard corridor (between the Gandy Bridge and the Selmon Expressway); to meet future trip demands while separating regional and local traffic it will improve operations for local traffic on Gandy Boulevard by removing regional traffic from the surface facility; to safely accommodate future vehicle traffic as well as non-vehicle users and transit; and provide improved hurricane and emergency evacuation for portions of south Tampa and Pinellas County.						
STATUS: The Selmon West Extension (SR 600/US 92) SEIR was approved in February 2017. The project let for construction in 2017 and the design/build is currently underway and scheduled to be complete by Mid-2021.											
Estimated Project Cost (in Thousands)											
Phase	Total	Expended to FY19	Four Planning Years							Total (FY20 - FY25)	Balance to Complete
			Current Year	Budget Year	FY20	FY21	FY22	FY23	FY24		
Planning	\$ 2,021	\$ 1,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	\$ 6,144	\$ 6,090	\$ 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -
Right of Way	\$ 268	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 249,304	\$ 116,079	\$ 94,780	\$ 38,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,225	\$ -
Total	\$ 257,737	\$ 124,208	\$ 94,782	\$ 38,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,227	\$ -
THEA Funding	\$ 257,737	\$ 124,208	\$ 94,782	\$ 38,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,227	\$ -
Other Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Program Status

Project Name

Project Location

Project Description

Project Purpose & Need

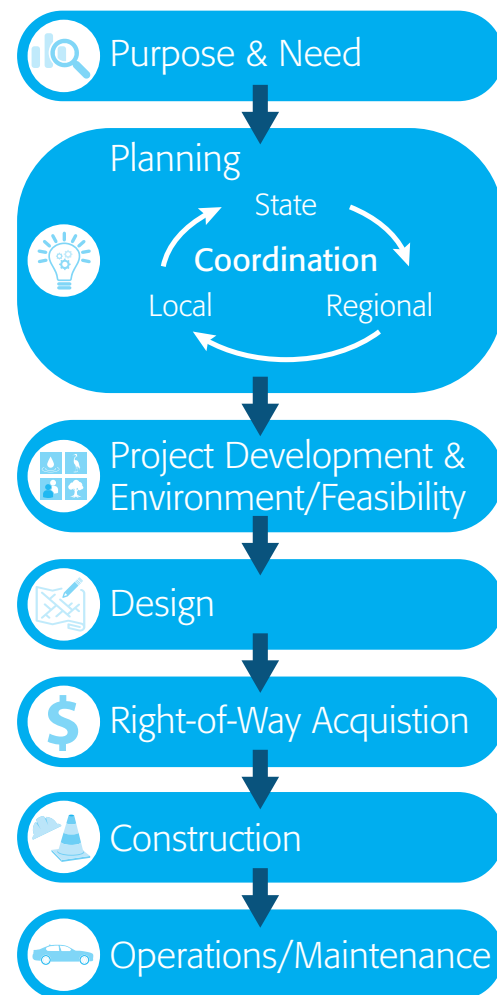
Project Cost by Phase

Project phases for funding are shown in **Table 3**. **Figure 6** shows the project development process for programming purposes.

Table 3: Project Phases

Project Phase	Elements	Description
Planning	<ul style="list-style-type: none"> Planning Project Development and Environment 	<ul style="list-style-type: none"> Analysis of the need and general feasibility of a project. Development of Conceptual Designs Analysis required to support project implementation; Project Development and Environment (PD&E) process addresses impacts for a project footprint, technical analysis, and public input; the PD&E will lead to a determination of impact, before proceeding to approval of a design alternative for project implementation Analysis is required in order to determine acquisition of right-of-way
Design	<ul style="list-style-type: none"> Design 	<ul style="list-style-type: none"> Design includes the preparation of design plans, preparation of right-of-way maps, and resolves any outstanding issues
Right of Way	<ul style="list-style-type: none"> Right of Way Acquisition 	<ul style="list-style-type: none"> Appraisal, acquisition, outside legal services, experts, etc. related to the land/property needed to implement project design
Construction	<ul style="list-style-type: none"> Construction Construction Engineering and Inspection General Engineering Consultant Oversight 	<ul style="list-style-type: none"> Actual construction phase Construction management and administration, construction engineering, and inspection of construction projects to ensure value engineering. Construction cannot begin until necessary environmental permits are obtained The GEC often acts as an extension of staff to provide ongoing technical assistance on either a specific project or ongoing services

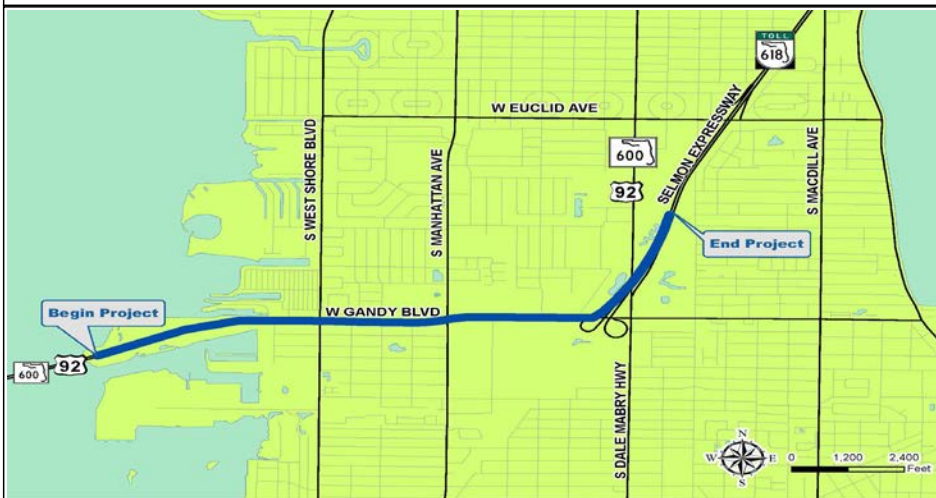
Figure 6: Project Development Process



Construction Program

The Construction Program includes projects that have completed project development, evaluation, and impact assessment and are currently in the implementation/construction process or are near to letting for implementation/construction.

CONSTRUCTION PROGRAM



PROJECT: Selmon West Extension (SR 600/US 92) from east of the existing Gandy Bridge to the Selmon Expressway

LOCATION: Hillsborough

DESCRIPTION: This project will connect the Selmon Expressway at Gandy Boulevard to the Gandy Bridge (2.5 miles). The project consists of a two-lane, two-way elevated express lane structure in the median of existing Gandy Boulevard. Bridge piers will be located in the median of Gandy Boulevard and new ramps will be constructed near the intersection of Gandy Boulevard and Dale Mabry Highway to enter and exit the new elevated express lanes on the east end of the project. Eastbound Gandy Bridge traffic will have a choice of using the Extension, or staying on Gandy Boulevard.

STATUS: The Selmon West Extension (SR 600/US 92) SEIR was approved in February 2017. The project let for construction in 2017 and the design/build is currently underway and scheduled to be complete by Mid-2021.

PURPOSE & NEED SUMMARY STATEMENT: The project will provide additional capacity for the Gandy Boulevard corridor (between the Gandy Bridge and the Selmon Expressway); to meet future trip demands while separating regional and local traffic it will improve operations for local traffic on Gandy Boulevard by removing regional traffic from the surface facility; to safely accommodate future vehicle traffic as well as non-vehicle users and transit; and provide improved hurricane and emergency evacuation for portions of south Tampa and Pinellas County.

Estimated Project Cost (in Thousands)

[illegible]

SELMON SOUTH SAFETY PROJECT

CONSTRUCTION PROGRAM



PROJECT: Selmon South Safety Project Himes Bridge to Hillsborough River

LOCATION: Hillsborough

DESCRIPTION: The Selmon South Safety Project extends along the southern portion of the Selmon Expressway from Himes Bridge to the Hillsborough River Bridge. Safety improvements create a paved median in place of the grass median with a barrier wall to prevent lane crossovers and provide wider shoulders to provide a refuge for disabled vehicles.

PURPOSE & NEED SUMMARY STATEMENT: Prevent crossover crashes and provide pull off locations.

STATUS: A Design Build contract was awarded in FY 2019 and work is currently underway.

Estimated Project Cost (in Thousands)

[illegible]

CONSTRUCTION PROGRAM



DESCRIPTION: The Meridian Improvement project at Twiggs will provide an additional right turn lane on westbound Twiggs Street to northbound Nebraska Avenue.

PURPOSE & NEED SUMMARY STATEMENT: Improvements along Twiggs Street will improve safety and access in Downtown Tampa and expedite traffic to and from the Selmon Expressway Reversible Express Lanes (REL). Currently, there is significant backup exiting the REL turning right onto Twiggs Street in the morning. An additional right turn lane on Twiggs Street from Meridian Avenue to Nebraska Avenue can improve the flow of traffic and safety in Downtown Tampa.

Estimated Project Cost (in Thousands)

[illegible]

DOWNTOWN MERIDIAN CONNECTOR (DMC)

PROJECT DEVELOPMENT AND ENVIRONMENTAL PROGRAM



PROJECT: Downtown Meridian Connector (DMC)

LOCATION: Hillsborough

DESCRIPTION: The Downtown Meridian Connector (DMC) is a Mobility as a Service (MaaS) concept that utilizes THEA owned parking facilities and emerging technologies to provide a safer, more customized trip to and from the Downtown Tampa area while enhancing connectivity.

The DMC provides an alternative for commuters parking in Downtown Tampa by utilizing a mobility scheduling/payment application for convenience, system connectivity, and an automated vehicle (AV) shuttle service in conveniently located THEA Parking facilities for first-mile last-mile connections Downtown.

STATUS: THEA is actively pursuing funding opportunities to support the Meridian Connector vision.

PURPOSE & NEED SUMMARY STATEMENT: As the Downtown Tampa area continues to grow, safety and capacity of downtown streets become more of a challenge. The DMC project proposes to test the benefits and financial sustainability to investigate if local governments can utilize MaaS to provide an enhanced travel experience and achieve the benefits of systemwide CV technology through a mobility center.

Estimated Project Cost (in Thousands)

Phase	Total	Expended to FY19	Current Year	Budget Year	Four Planning Years				Total (FY20 - FY25)	Balance to Complete
			FY20	FY21	FY22	FY23	FY24	FY25		
Planning	\$ 1,225	\$ 300	\$ 324	\$ 558	\$ -	\$ -	\$ -	\$ -	\$ 882	\$ -
Design	\$ 51	\$ -	\$ 26	\$ 26	\$ -	\$ -	\$ -	\$ -	\$ 51	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 13,510	\$ 25	\$ 29	\$ 123	\$ 3,809	\$ 3,809	\$ 3,809	\$ 1,905	\$ 13,485	\$ -
Total	\$ 14,786	\$ 324	\$ 379	\$ 707	\$ 3,809	\$ 3,809	\$ 3,809	\$ 1,905	\$ 14,418	\$ -
THEA Funding	\$ 4,226	\$ 324	\$ 379	\$ 707	\$ 792	\$ 792	\$ 792	\$ 396	\$ 3,859	\$ -
Other Funding	\$ 10,560	\$ -	\$ -	\$ -	\$ 3,017	\$ 3,017	\$ 3,017	\$ 1,509	\$ 10,560	\$ -

SELMON SYSTEM TECHNOLOGY UPGRADE

CONSTRUCTION PROGRAM



PROJECT: Selmon System Technology Upgrade

LOCATION: Hillsborough

DESCRIPTION: THEA will incorporate additional detection and notification applications to supplement the technology from existing THEA CV Pilot Deployment Project infrastructure. This may include utilizing Dynamic Messaging Signs (DMS) and video analytics at strategic locations to provide warnings or notifications to drivers, particularly at ramp locations. Other components of the upgrade will incorporate expanding the parameters of the previous CV project study area to connect to I-4 with improved technology along the I-4 Connector. The project will incorporate multi-modal accommodations with automated and connected Bus Rapid Transit (BRT) within the study area from Brandon to Downtown Tampa. Buses will be retrofitted with applications to enable automation and connectivity with On-board Units (OBUs). The Automated BRT service will serve a dual purpose to also provide probe data within the study area to feed the connected system.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to upgrade the technology on the Selmon Expressway to give drivers the best information available for decision making. Technology will include existing technology where appropriate to support and fill in the gap of future technology as they continue to emerge. This includes leveraging the CV Pilot Project investment to expand and integrate varying technology for greater safety and operational benefits with complimentary and expanded applications. The technology upgrade will encompass a multi-faceted and multi-modal approach to expanding connected infrastructure and information technologies. This project will determine how varying technologies can function and coexist in a complimentary environment to improve safety and efficiency of the transportation network.

STATUS: THEA will consider various mechanisms to partner and fund the upgrades to the Selmon system, including various grant opportunities.

Estimated Project Cost (in Thousands)

Phase	Total	Expended to FY19	Current Year	Budget Year	Four Planning Years				Total (FY20 - FY25)	Balance to Complete
			FY20	FY21	FY22	FY23	FY24	FY25		
Planning	\$ 2,072	\$ -	\$ 86	\$ 985	\$ 350	\$ 350	\$ 100	\$ 100	\$ 1,972	\$ 100
Design	\$ 3,298	\$ -	\$ -	\$ 486	\$ 916	\$ 936	\$ 480	\$ 480	\$ 3,298	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 3,291	\$ -	\$ -	\$ -	\$ -	\$ 854	\$ 1,205	\$ 1,233	\$ 3,291	\$ -
Total	\$ 8,661	\$ -	\$ 86	\$ 1,472	\$ 1,266	\$ 2,139	\$ 1,785	\$ 1,813	\$ 8,561	\$ 100
THEA Funding	\$ 5,366	\$ -	\$ 86	\$ 1,229	\$ 808	\$ 1,245	\$ 942	\$ 957	\$ 5,266	\$ 100
Other Funding	\$ 3,295	\$ -	\$ -	\$ 243	\$ 458	\$ 895	\$ 842	\$ 857	\$ 3,295	\$ -

CV REAL WORLD TEST SITE

CONSTRUCTION PROGRAM



PROJECT: CV Real World Test Site

LOCATION: Hillsborough

DESCRIPTION: THEA will utilize the data to evaluate the effectiveness of applications and identify how to improve operations based on the performance of the CV infrastructure.

THEA CV Pilot Deployment Project investment to develop a real-world test site for connected technologies. The project will focus on integrating the next generation of wireless technology including Roadside Unit (RSU) messages to both satellite radio and CV. Auto Original Equipment Manufacturers (OEMs) will be incorporated as project partners to ensure future CV integration, interoperability, and interconnectedness of the infrastructure for real system compatibility with OEM On-board Units (OBUs). Other components of the next phase will incorporate expanding the parameters of the previous CV project to connect and integrate with the FDOT I-4 Frame Project.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to continue the groundwork and advancements made from the CV Pilot Project investment to provide analysis prior to deployment of next generation CV technology. The project will focus on developing independent and ubiquitous CV infrastructure analysis to respond and adapt to technology changes and variations.

STATUS: THEA is exploring partnership opportunities at the federal, state, local levels and private sector THEA Pilot Project team members will be joined by OEMs to partner in the effort, including Hyundai, Honda, and Toyota. The project schedule includes four months of planning, 12 months of design and deployment, and 12 months of performance measurement.

Estimated Project Cost (in Thousands)

Phase	Total	Expended to FY19	Current Year	Budget Year	Four Planning Years				Total (FY20 - FY25)	Balance to Complete
			FY20	FY21	FY22	FY23	FY24	FY25		
Planning	\$ 400	\$ -	\$ 75	\$ 325	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -
Design	\$ 5,576	\$ -	\$ -	\$ 3,346	\$ 2,230	\$ -	\$ -	\$ -	\$ 5,576	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 2,455	\$ -	\$ -	\$ -	\$ 1,841	\$ 614	\$ -	\$ -	\$ 2,455	\$ -
Total	\$ 8,431	\$ -	\$ 75	\$ 3,671	\$ 4,071	\$ 614	\$ -	\$ -	\$ 8,431	\$ -
THEA Funding	\$ 2,700	\$ -	\$ 75	\$ 1,325	\$ 1,100	\$ 200	\$ -	\$ -	\$ 2,700	\$ -
Other Funding	\$ 5,731	\$ -	\$ -	\$ 2,346	\$ 2,971	\$ 414	\$ -	\$ -	\$ 5,731	\$ -

CONSTRUCTION PROGRAM



DESCRIPTION: THEA is conducting a Headquarters Renovation project in response to the agency's growth and strategic direction from the THEA Board-adopted Strategic Blueprint. The renovation will include improvements necessary to maintain operations, increase capacity for staff, and update security. This project includes the design and construction of facility improvements.

PURPOSE & NEED SUMMARY STATEMENT: As the THEA headquarters building and facility ages, improvements are needed to accommodate increased staffing needs and improve the technology and enhance security. In addition, the interior has reached the end of its lifespan and requires updates as part of the headquarters renovation.

Estimated Project Cost (in Thousands)

[illegible]

GANDY TRAIL AND PARK		CONSTRUCTION PROGRAM
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GANDY TRAIL AND PARK		CONSTRUCTION PROGRAM
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LOCATION: Hillsborough

DESCRIPTION: The Gandy Trail is a proposed 12-foot paved asphalt trail constructed adjacent to Gandy Boulevard. The trail will connect to the existing 10-foot pathway on the north side of Gandy Boulevard. The proposed trail continues west along the roadway before a reduction in width to 10-feet as the trail passes underneath the bridge structures. Continuing south the trail transitions to 12-feet and meanders through Gandy Park in an easterly direction reconnecting with the existing 10-foot pathway along east bound Gandy Boulevard.

PURPOSE & NEED SUMMARY STATEMENT: The Gandy Trail will provide connectivity and a safe mobility corridor for pedestrians and bicyclists.

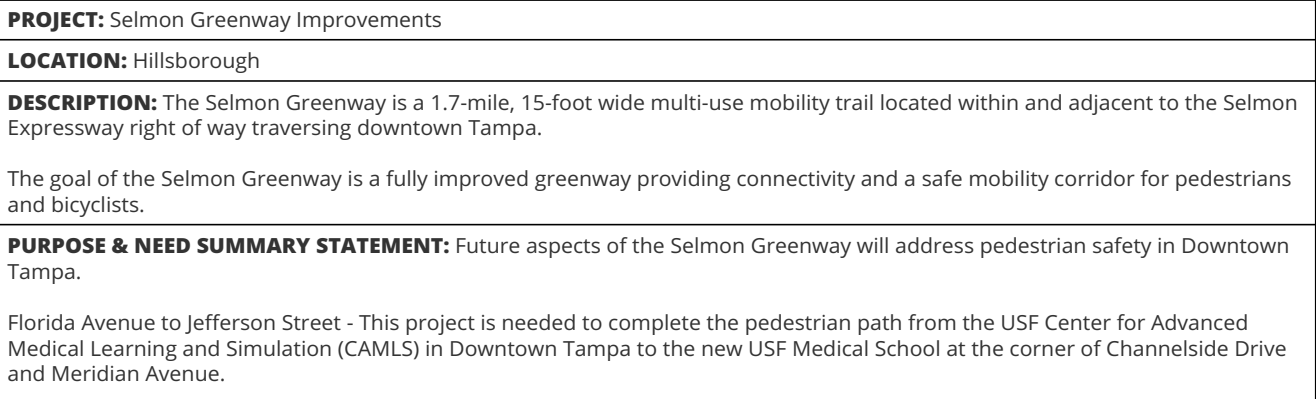
STATUS: Design is anticipated to begin in FY 21, and construction is expected to be let in FY 22.

STATUS: Design is anticipated to begin in FY 21, and construction is expected to be let in FY 22.

Estimated Project Cost (in Thousands)	
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[illegible]

CONSTRUCTION PROGRAM



Whiting Street to Meridian Avenue -Pedestrian traffic between Kennedy Boulevard and Amalie Arena continues to increase in Downtown as more commercial and residential development is constructed. The Selmon Greenway provides a safer pedestrian route with its increased usage.

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Meridian Avenue to 19th Street - As more commercial and residential units are constructed in the Channel District and Ybor City, along with the high popularity of the Deputy Kotfila Memorial Dog Park, this segment may require future improvements to be determined as development plans are submitted and finalized by the private sector. THEA is working with the City of Tampa to identify potential funding partners to develop the trail in this area.

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Estimated Project Cost (in Thousands)	
Construction	1,200
Equipment	300
Professional Fees	150
Other	50
Total	1,700

[illegible]

Development and Evaluation Program

The Development and Evaluation Program includes projects that are currently in project development or will begin evaluation within the six-year Work Program schedule. These projects may include feasibility and traffic analyses or Project Development and Environment (PD&E) studies to determine concept development and design, traffic, costs, and impacts. Following analysis, it will be determined if these projects move forward into the Construction Program.

PROJECT DEVELOPMENT AND ENVIRONMENTAL PROGRAM



LOCATION: Hillsborough

DESCRIPTION: Phase 1 of the Selmon East project will consider: an additional westbound local lane from I-75 to the I-4 Connector, a slip ramp from the northbound I-75 ramp to westbound Reversible Express Lanes (REL), a slip ramp from the westbound REL to the local lanes at the I-4 connector interchange, an additional eastbound off-ramp lane to US 301, and a relocation of the existing slip ramp from the REL to the local lanes just east of the US 301 overpass.

PURPOSE & NEED SUMMARY STATEMENT: This project's needs were determined by the Selmon East Feasibility Study completed in FY 2019. This is one of several projects to provide additional capacity and efficiency, meet future trip demands, improve the operational efficiency and utilization of the REL, and enhance operations and safety.

Traffic along the Selmon East between Downtown Tampa and I-75 has steadily grown along the local lanes to over 100,000 Average Daily Traffic (ADT) in 2019. Traffic is projected to increase by 70% by 2040 requiring additional capacity and operational efficiency, as partially provided by this project.

STATUS: The Selmon East PD&E began in FY 2020 (Spring 2020) and is currently underway. The PD&E will cover the segments of Selmon East Phases 1 through 3.

Construction is anticipated to let in 2024.

Estimated Project Cost (in Thousands)

[illegible]

PROJECT DEVELOPMENT AND ENVIRONMENTAL PROGRAM



LOCATION: Hillsborough

DESCRIPTION: Phase 2 of the Selmon East project will consider: an additional eastbound local lane from the I-4 connector to the I-75 interchange, an additional lane to the Reversible Express Lanes (REL) from the current 3-lane section to I-75 and an additional off-ramp from the eastbound REL to southbound I-75. The Selmon East Phase 1 PD&E will also identify the Phase 2 impacts and preferred design solutions to provide capacity improvements.

PURPOSE & NEED SUMMARY STATEMENT: The purpose and need for this project is to provide additional capacity and efficiency, meet future trip demands, improve the efficiency and utilization of the Reversible Express Lanes (REL), and enhance operations and safety.

Traffic along the Selmon East between I-75 and Downtown Tampa has steadily grown along the local lanes to over 100,000 Average Daily Traffic (ADT) in 2019. Traffic is projected to increase by 70% by 2040 requiring additional capacity and operational efficiency, as partially provided by this project.

STATUS: The Selmon East SEIR started in FY 2020 (Spring 2020) and is currently underway. This planning process is being done within the Selmon East Phase 1 Project Development and Environment (PD&E) study.

Construction for Selmon East Phase 2 is anticipated to be let in FY 2026.

Estimated Project Cost (in Thousands)

[illegible]

PROJECT DEVELOPMENT AND ENVIRONMENTAL PROGRAM



LOCATION: Hillsborough

DESCRIPTION: Phase 3 of the Selmon East project will provide: an additional westbound local lane between the Brorein Street off-ramp and the I-4 Connector, an additional eastbound local lane between the Jefferson Street on-ramp and the I-4 Connector, and adding one lane to each of the westbound off-ramps at Kennedy Boulevard and Brorein Street.

PURPOSE & NEED SUMMARY STATEMENT: The purpose and need for this project is to provide additional capacity and efficiency, meet future trip demands, improve operational safety and efficiency, and increase use of the Reversible Express Lanes (REL).

Traffic along the Selmon East between I-75 and Downtown Tampa has steadily grown along the local lanes to over 100,000 Average Daily Traffic (ADT) in 2019. Traffic is projected to increase by 70% by 2040 requiring additional capacity and operational efficiency, as partially provided by this project.

STATUS: The Selmon East SEIR started in FY 2020 (Spring 2020) and is currently underway. This planning process is being done within the Selmon East Phase 1 Project Development and Environment (PD&E) study.

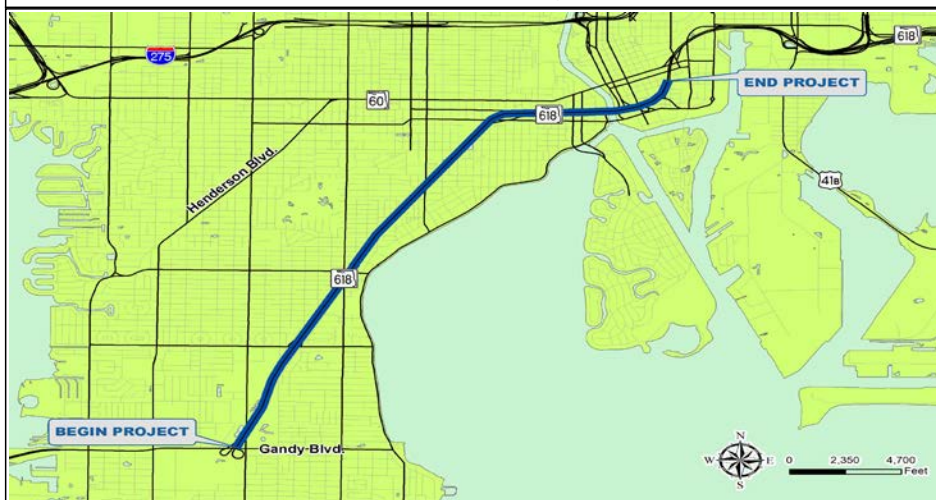
Construction for Phase 3 of Selmon East is anticipated to let in FY 2028

Estimated Project Cost (in Thousands)

[illegible]

SOUTH SELMON CAPACITY PROJECT - DESIGN BUILD

PROJECT DEVELOPMENT AND ENVIRONMENTAL PROGRAM



PROJECT: South Selmon Capacity Project - Design Build from Gandy Boulevard to Downtown Tampa

LOCATION: Hillsborough

DESCRIPTION: This project will consider adding a minimum of one lane in each direction to the Selmon Expressway to provide additional continuous through travel lanes from the new Selmon West Extension to Downtown Tampa. The construction will be completed within the existing right of way.

PURPOSE & NEED SUMMARY STATEMENT: Traffic on this section of the Selmon Expressway has nearly doubled over the past 10 years. To meet future growth and traffic demands, an evaluation of future needs will analyze various alternatives, including technological solutions, to address the capacity needs for the Selmon Expressway between Gandy Boulevard and Downtown Tampa. Improvements to the Expressway would also enhance hurricane and emergency evacuation for South Tampa and Pinellas County.

STATUS: The Project Environmental Impact Report began in 2019 and is currently underway.

Construction is anticipated to be let in FY 2022

Estimated Project Cost (in Thousands)

[illegible]

PROJECT DEVELOPMENT AND ENVIRONMENTAL PROGRAM



PROJECT: Whiting Street Improvements - Design Build

LOCATION: Hillsborough

DESCRIPTION: This project includes: extending Whiting Street east to Meridian Avenue, realigning the existing segment from Jefferson Street to Brush Street, extending Washington Street east to Meridian Avenue, and reconfiguring the on-ramps from Jefferson Street to the Selmon Expressway, and the off-ramps from the Selmon Expressway to Florida Avenue. The Exit 6B off-ramp will be reconfigured to connect to the new Whiting Street connection.

PURPOSE & NEED SUMMARY STATEMENT: The extension of Whiting Street is a THEA commitment to the City of Tampa associated with the Reversible Express Lanes (REL) project.

The combination of relocating Exit 6B and extending Whiting Street is anticipated to improve traffic flow and safety for all modes, increase capacity on the adjacent street network, and offer additional connections within the street network.

STATUS: A PD&E study to examine the components of the Whiting Street Extension started in FY 2020 (Fall 2019) and is currently underway.

Construction is anticipated to be let in FY 2023

Estimated Project Cost (in Thousands)

[illegible]

PROJECT DEVELOPMENT AND ENVIRONMENTAL PROGRAM



DESCRIPTION: This project includes operational improvements along Nebraska Avenue from Twiggs Street to north of Cass Street to optimize traffic flow and improve safety. The project will also examine potential alignments to extend Nebraska Avenue from its southern terminus to Whiting Street.

PURPOSE & NEED SUMMARY STATEMENT: The Nebraska Improvements objective is to improve safety and traffic flow into and around the City in conjunction with THEA's facilities. This project will provide better access to Twiggs Street and the Courthouse area.

Construction is anticipated to be let in FY 2022

Estimated Project Cost (in Thousands)

[illegible]

Preservation Projects (in thousands)

Roadway Preservation Projects (Total \$19.33 M) FY 2019-2024		Estimated Cost
HI-0012A	Resurface East Selmon Expressway 78th Street to I-75	\$403
HI-0016	Pavement Markings Meridian Avenue	\$64
HI-0017	Pavement Markings East Selmon Expressway and REL	\$278
HI-0018	Pavement Markings Brandon Parkway	\$203
HI-0021	Replace Pier Uplighting Fixtures	\$5,715
HI-0023	Steel Bridge Painting	\$6,738
HI-0132	22nd & 50th Exit Ramps	\$1,539
HI-0133	Load Centers	\$263
HI-0145	East REL Resurfacing	\$2,500
HI-0164	Miscellaneous Paving	\$1,626

Toll System Preservation Projects (Total \$1.52 M) FY 2019-2024		Estimated Cost
HI-0076	Tolling Operational Back Office System-hardware upgrade	\$434
HI-0080	CCCS	\$488
HI-0099	Image Review workstation replacement	\$85
HI-0100	Update Tolling Operational Back Office System (Disaster Recovery)	\$351
HI-0148	Tolling Fix Power Generators	\$162

ITS Preservation Projects (Total \$3.18 M) FY 2019-2024		Estimated Cost
HI-0054	Video Wall Upgrade	\$700
HI-0055	TMC-Upgrade Equipment Racks/Operator Consoles	\$247
HI-0056	TMC-Upgrade Control Room Work Stations/Monitors	\$75
HI-0059	Power-Upgrade ACN Generators & Transformers	\$344
HI-0060	Power-Upgrade ACN UPS Batteries	\$43
HI-0061	Network-Upgrade Field ITS Network Equipment (Switches and Routers)	\$197
HI-0067	Upgrade ITS VMS and DMS	\$983
HI-0069	ITS Master Plan	\$223
HI-0149	Extend Fiber to DMS and CMS Signs	\$360

Facilities Preservation Projects (Total \$1.48 M) FY 2019-2024		Estimated Cost
HI-0032	TMC A/C Upgrade	\$364
HI-0035	West Toll Building A/C Upgrade	\$162
HI-0036	West Toll Bldg Roof Upgrade	\$65
HI-0037	GIS	\$251
HI-0125	Facilities	\$601
HI-0139	Replace 3rd Floor Copy, Printer, and Scanner Machine	\$40

APPENDIX: GLOSSARY OF TERMS

Access Control System (ACS) – Technology required to support the Selmon Expressway Reversible Express Lanes (REL), which allows for traffic to flow east to west (toward Downtown Tampa) in the AM and west to east (toward Brandon/East Hillsborough County) in the PM. ACS operates the REL gate control system and provides a precise selection of controls for Traffic Management Center (TMC) operators.

Advanced Traffic Information System (ATIS) – Traveler information utilizing technology that provides users with information to make decisions on routes, estimate travel times, and avoid congestion.

Autonomous Vehicle (AV) – A vehicle that uses Autonomous Vehicle Technology (AVT) to automate driving functions, up to and including vehicles that can guide themselves without human interaction. AVT can include elements such as crash warning systems, adaptive cruise control, lane keeping assist systems, and self-driving technology.

Balance to Complete – Costs identified outside of the 5-year range shown; includes additional phases of work with costs associated.

Better Utilizing Investments to Leverage Development (BUILD) – U.S. Department of Transportation competitive award program for surface transportation projects that are expected to have significant local or regional impact, evaluated based on specified criteria. In 2018 BUILD replaced the Transportation Investment Generating Economic Recovery (TIGER) Grant program.

Bus Rapid Transit (BRT) – Flexible high performance rapid transit mode that combines features of rail transit with over-the-road vehicles. Characteristics include operability on special purpose lanes, or on city streets. Vehicles and infrastructure are integrated with Intelligent Transportation System (ITS) technology to keep track of vehicles, provide real-time information, and improve safety.

Capital Costs (CAP) – Costs of long-term transportation system and infrastructure assets, such as buildings, vehicles, right-of-way, and property.

Central Business District (CBD) – Area of (typically) high land value with a concentration of business, office, retail, service, hotel, and cultural attractions, as well as a higher traffic flow of daily trips. CBDs are primarily the downtown of a metropolitan area.

Comprehensive Project Management Program (CPMP) – Process to plan and maintain the 30-year long range Work Program to assess THEA's needs, as well as inventory needs for the future. THEA uses the CPMP process annually to prepare the Work Program.

Connected Vehicle (CV) – Development and deployment of a combination of ITS technologies to enhance safety and ensure reliability and interoperability of the transportation system. Connected vehicle technology can include vehicle-to-vehicle (V2V) or vehicle to infrastructure (V2I) applications.

Construction Engineering and Inspection (CEI) – Construction management and administration, engineering, and inspection of construction projects.

Department of Transportation (DOT) – Agency responsible for local, state, or federal transportation. (See FDOT or U.S. DOT).

Enhancement – Project that either adds elements to an existing roadway or added capacity to the facility. Often times it will be grouped as “Enhancement/Capacity”.

Express Bus – Bus operating on a portion of a route without stops or complete route with a limited number of stops.

Express Lane – Actively managed lanes/facilities that maintain a free-flow condition. Also see Managed Lanes.

Federal Highway Administration (FHWA) – Federal agency responsible for developing regulation policies and guidelines on safety, access, economic development, and other goals related to construction and improvement of the nation’s highway system.

Federal Transit Administration (FTA) – Federal agency responsible for developing policies on public transit issues and allocating capital and operating funds for public transit projects.

Fiscal Year (FY) – Budget year. The State of Florida and THEA FYs run from July 1 through June 30; federal and local government FYs run from October 1 through September 30.

Florida Department of Transportation (FDOT) – State agency responsible for state transportation issues and planning in Florida.

General Engineering Consultant (GEC) – Designated engineering firm that assists on major projects and other projects as needed. GEC responsibilities differ by project, but may include planning, design, and program management.

Geographic Information System (GIS) – Computerized data management and mapping system of spatially related information. GIS provides ability to integrate geographic and non-geographic information for management and analyses purposes.

Global Positioning System (GPS) – Satellite-based navigation system that sends and receives data regarding location or navigation.

Hillsborough Area Regional Transit Authority (HART) – Transit authority granted the abilities to plan, finance, acquire, construct, operate, and maintain mass transit facilities and supply transportation assistance in Hillsborough County.

Intelligent Transportation System (ITS) – Application of technology to the transportation system; includes a broad range of communications-based technology such as electronics, sensors, and computers. ITS technologies allow for full integration and an interoperable transportation network, to achieve greater safety and security, monitor the efficiency of the system, reduce environmental impacts, and ease congestion.

Interchange Justification Report (IJR) – Report used to justify a new access point (interchange) on a limited access freeway or highway.

Level of Service (LOS) – Qualitative assessment of an operating condition on a roadway, generally using a scale of A (free-flow) to F (gridlock) relative to congestion.

Long Range Transportation Plan (LRTP) – Long-term transportation plan for a region or county that takes into account all travel modes (automobile, bicycle, rail, surface freight, and pedestrian). The Hillsborough County Metropolitan Planning Organization (MPO) updates and adopts the LRTP for Hillsborough County. A Regional LRTP is updated and adopted by the Tampa Bay Area Regional Transit Authority (TBARTA). Updates are made to account for changes in travel patterns, socioeconomic conditions, technology, and policies.

Maintenance (MNT) – Ongoing preservation work to ensure the safety and functionality of the transportation system and infrastructure.

Managed Lane – Access controlled tolled highway lane/facility that is separated from general-purpose lanes, actively managed, and dynamically priced to maintain free-flow conditions with tolls, with potential transit preference.

Metropolitan Planning Organization (MPO) – A transportation policy-making board for urbanized areas with populations over 50,000.

National Environmental Policy Act (NEPA) – Legislation that requires federal agencies to integrate environmental evaluations into their decision-making process by considering the environmental impacts of proposed actions and reasonable alternatives and/or mitigation measures. Local, regional, and state agencies using federal funds for a project are required to comply with NEPA when planning for transportation investments.

Operations and Maintenance (O&M) – Costs associated with operations and maintenance of transportation infrastructure. O&M ensures safety, performance, and reliability.

Other Funding – Federal or state grants or other non-THEA funding.

Project Development and Environment (PD&E) – State process to ensure that a transportation project design appropriately reflects and incorporates the unique issues and community characteristics within an area. Projects receiving federal funding must follow the policies and procedures outlined by the National Environmental Policy Act (NEPA).

Project Environmental Impact Report (PEIR) – Documentation prepared for non-federal transportation projects during a Project Development and Environment (PD&E) on THEA facilities to evaluate potential effects on the environment, similar to a State Environmental Impact Report (SEIR).

Project Investment Form (PIF) – Provides an overview of each THEA current or potential major project; includes the project title, description, purpose and need summary, status, project costs, and project location. High level costs are used in early planning stages. As studies and analyses progress, more detailed cost estimates are calculated.

Project Total – Entire cost estimated for all development phases.

Replacement and Renewal (R&R) – Maintenance and preservation of the roadways, Intelligent Transportation Systems (ITS), tolls, and facilities.

Reversible Express Lanes (REL) – Highway or road where traffic flow direction is changed during peak periods to coincide with traffic demands. (i.e., Selmon Expressway Reversible Express Lanes)

Right-of-way (ROW) – Real property used for transportation purposes; defines the extent of a corridor that can be used for road and associated utilities/drainage. In planning, the ROW Phase consists of acquiring the real property necessary for the construction of a transportation project, including retention ponds. The ROW Phase includes issues such as land ownership and title searches, geospatial plat and easement mapping, estimates of land acquisition project costs, land owner legal fees, potential eminent domain concerns, and completion and execution of landowner monetary remuneration.

State Environmental Impact Report (SEIR) – Report required as part of a Project Development and Environment (PD&E) for all non-federal transportation projects where the Florida Department of Transportation (FDOT) and/or THEA is responsible for providing funding, and the project is on the State Highway System (SHS).

State Highway System (SHS) – System of roads under the jurisdiction of the Florida Department of Transportation (FDOT), state-chartered authorities, and other state agencies.

Southwest Florida Water Management District (SWFWMD) – State/local district that manages the water resources for West Central Florida as directed by state law. Responsibilities include managing the water supply, protecting water quality, and preserving natural systems that serve important water-related functions.

Tampa Hillsborough Expressway Authority (THEA) – Independent agency of the state, which provides innovative tolling transportation solutions to the Tampa Bay region.

Traffic Management Center (TMC) – The City of Tampa's TMC is located at the THEA Building on Twiggs Street, and is the hub of the THEA and City of Tampa traffic management systems.

Traffic and Revenue (T&R) – Study that forecasts traffic and revenue potential from toll operations on an expressway alignment alternative.

Transit Flex Lane (TFL) (also Bus Toll Lane, or BTL) – Combines public transit capital project funding with long-term revenue and tolling business practices. A TFL is dedicated first to transit, using price-managed lanes with guaranteed capacity, premium level of service (LOS), reliability, and lower fares for Bus Rapid Transit (BRT) and Express Bus.

United States Department of Transportation (U.S DOT) – Federal Cabinet department of the U.S. government concerned with transportation; administrations under the U.S. DOT include the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA), among others.

Vehicle to Infrastructure (V2I) – Form of Connected Vehicle (CV) technology that communicates wirelessly between vehicles and infrastructure.

Vehicle to Vehicle (V2V) – Form of Connected Vehicle (CV) technology that communicates wirelessly between vehicles.

Work Program – Program of investments planned for each fiscal year by an agency. THEA manages a 30-year Work Program with a focus on current year, budget year, and four planning years for a Consolidated Work Program.



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