



# *INTELLIGENT TRANSPORTATION*

*IN THE TAMPA BAY REGION*

**2020 ANNUAL REPORT**

## LETTER FROM THE CHAIRMAN

Transportation serves as the primary engine of economic growth and stability for the Tampa Bay Region. Efficient transportation is essential to society, it not only gets workers to their jobs and tourists to their destinations, but also keeps goods and services flowing. The Tampa Hillsborough Expressway Authority (THEA) is proud to be a part of the transportation industry in Tampa Bay. As an independent, locally-owned transportation agency we provide this important regional hub with reliable and efficient transportation options.

As our area's population continues to climb—a growth curve that significantly impacts infrastructure—and our commercial and economic advancement, THEA continues to improve our roadways and pedestrian paths as well as enhancing the underpasses in our community.

THEA is proud that our collaborative efforts with the city of Tampa, Hillsborough County, neighborhood groups, and organizations in the transportation vanguard have deepened and expanded to meet the needs that our area's explosive growth demands.

In 2020, we placed the last pre-cast segment for the Selmon West Extension Project. Upon its completion in 2021, the Extension will bolster regional connectivity and help to relieve congestion along the densely traveled Gandy Boulevard. We accomplished this without displacing homes or businesses. THEA achieved this milestone during the COVID-19 pandemic, all as we kept workers safe and acted on behalf of the common good.

THEA is a disciplined, fiscal steward distinguished by a fantastic team of people. We are a team who is recognized nationally by the transportation industry for our inventive work and collaborative energy with vital community stakeholders. These recognitions are a testament to THEA's dedicated women and men.

**THEA eagerly anticipates 2021 with new and imaginative ideas to improve transportation across our region to better connect our entire community.**

We remain grateful and always beholden to our customers, communities, and the organizations we serve. Because of you we can collaborate and innovate—we can explore Autonomous, Connected, Electric, and Shared (ACES) technologies to help bring the future of transportation to the Tampa Bay Region.

THEA's ambition to usher in new and reliable transportation solutions for the Tampa Bay Region is as challenging and exciting as it is rewarding. We work diligently so that you will love your drive.



**Vincent Cassidy**

*Chairman*

*President & CEO*

*Majesty Title Services*



## BOARD OF DIRECTORS



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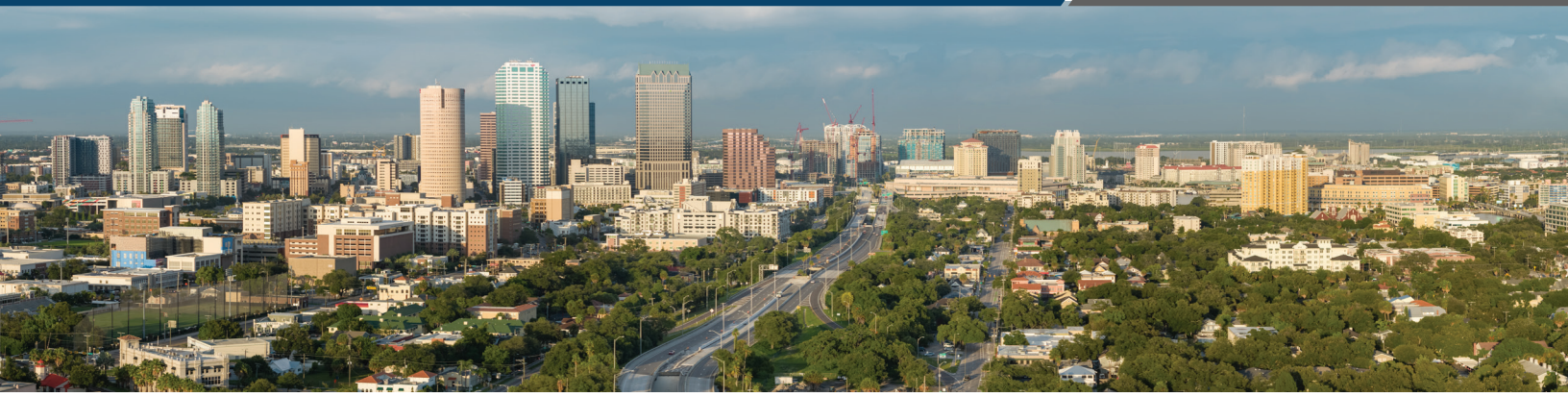


JOE C. WAGGONER  
Executive Director/CEO  
THEA



AMY LETTELLEIR  
General Counsel  
THEA





## INTRODUCTION

THEA's legislative structure allows us to provide transportation solutions in five counties—Hillsborough, Pinellas, Pasco, Polk, and Manatee. THEA owns, operates, and maintains the Brandon Parkway, Meridian Avenue, the Selmon Greenway, and the Lee Roy Selmon Expressway. The Selmon Expressway accommodates over 200,000 daily travelers going to and through downtown Tampa.

As a transportation and mobility expert, THEA is determined to continue its legacy of enhancing the region's growth and well-being. Since our inception in 1963, we've partnered with stakeholders at all levels to distinguish ourselves through innovative leadership in transportation.

### THEA's Ongoing Evolution: Connecting Communities & Driving Innovation



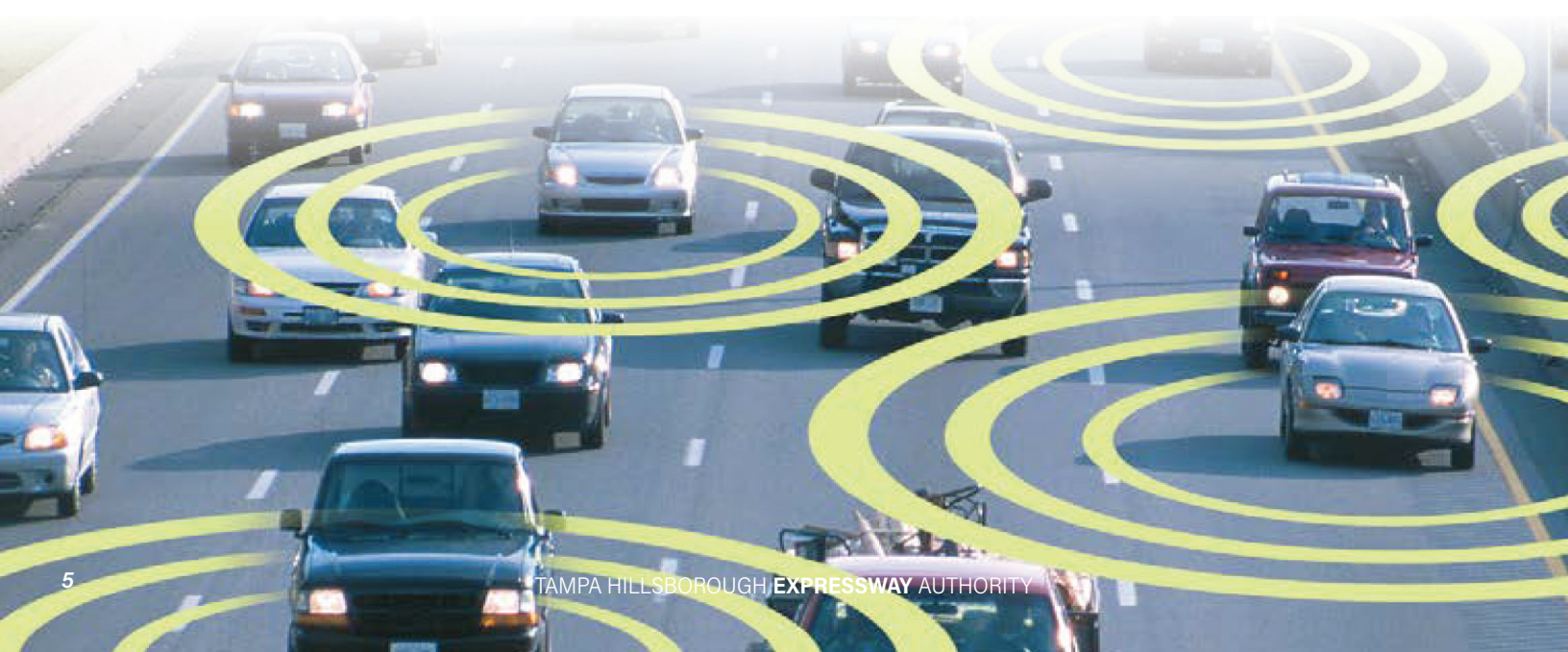
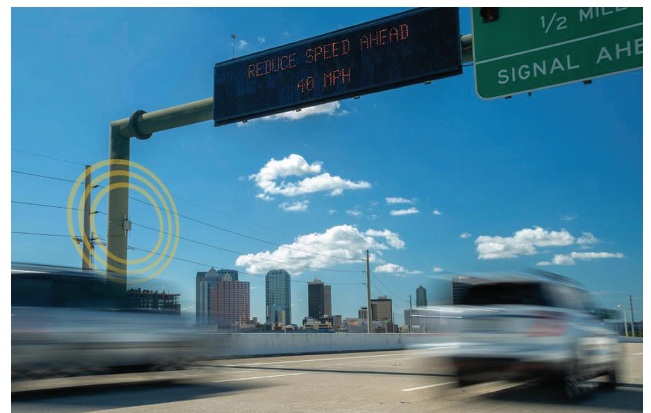




## CONNECTED VEHICLE PILOT

This marks the fifth year for THEA and its Connected Vehicle Pilot (CV) program with the U.S. Department of Transportation (USDOT). Connected vehicles talk to each other and to the infrastructure – like traffic lights. Continued advances in sensor technology and data analytics may allow the CV of tomorrow help drivers to parallel park, select alternate routes to avoid traffic, reduce greenhouse gas emissions, and throw on the brakes to keep passengers safe from accidents.

THEA has been working with USDOT as one of three national CV projects, with the Tampa Bay Region being the first to produce digital CV data. This data is analyzed to help USDOT craft national policies and best practices for the expanding multibillion-dollar CV market.





## FLORIDA AUTOMATED VEHICLES SUMMIT

For more than seven years, THEA has served as a sponsor to galvanize the Florida Automated Vehicle (FAV) Summit. The Summit attracts global leaders in ACES technologies, operations, and policies. It functions as a network for thought leaders, creating an ideal climate for the technology implementation in Florida and beyond. The event has grown to more than 700 attendees in all ACES fields and increasingly draws private businesses, elected officials, and government agencies interested in doing business in Florida.

Because the 2020 COVID-19 pandemic stopped face-to-face interaction, THEA helped the FAV Summit move swiftly to establish a virtual speakers' series to keep the FAV Summit in forward motion, blazing a trail of ideas and their real-world applications. Together with our guests from academia, entrepreneurial start-ups, and industry, energy flowed through the universe of ACES technology as participants took part in discussions of ever-advancing transportation modalities.

This expanding ACES ecosystem focuses on a range of vital issues from safety to sensor technology. FAV dialogue and ingenuity continue to carve a path forward to create the "how" that makes ACES vehicle technology accessible, efficient, and practical for drivers of today and tomorrow, as it attracts new business to the area.



**"The FAV Summit works like an exhilarating think tank for ACES vehicle technology, businesses, and governmental agencies. ACES technology is always upping the ante, investigating new ways to bring safe and efficient transportation solutions quickly to market. The Summit shows how Florida is a breeding ground for startup and established companies and how technology providers and infrastructure agencies can work together to test and deploy this rapidly changing technology.**

**Jeff Brandes**  
*Florida State Senator*



## BETTER CONNECTIONS: IMPROVING THE SELMON GREENWAY

THEA has an unwavering commitment to improve the spaces in which we operate that promote active lifestyles and health for all citizens in the Tampa Bay Region. Since constructing the pedestrian and bicycle path in 2010, THEA has continuously improved the Greenway. We have enlisted design professionals to make green spaces lush, planting trees and shrubs along the corridor. The Selmon Greenway is downtown Tampa's invitation to get out into the heart of the city, to meander on foot, on bikes and skates, or on scooters. One can also people watch on a sunny bench and take in deep breaths of fresh air with downtown amenities only steps away.

Our "activating spaces" have received awards and extend not only to humans but their deeply loved pets and honored canine-loving civil servants, as exemplified by the Deputy John Kotfila, Jr. Memorial Dog Park. We also have a park and statue to honor our community hero and Selmon Expressway namesake, Lee Roy Selmon, the legendary Tampa Bay Buccaneer.





## THE SELMON WEST EXTENSION: *MORE PROGRESS FUELED BY COMMUNITY INVOLVEMENT*

In 2020, we placed the last concrete segment for the Selmon West Extension Project. Each of the Extension's concrete segments weighs approximately 72 tons. There are 744 segments. That's about 53,568 tons of two-lane concrete roadway assembled by construction crews that will connect communities and safely decrease commute times across the Tampa Bay Region when the Extension is completed in 2021. The Selmon West Extension opened on April 19, 2021.

When we started the Selmon West Extension Project, we had direct input from all our stakeholders. THEA made it a point to listen closely to the needs of the community, and we did just that through virtual town halls, business merchant meetings, neighborhood association meetings, and countless media interviews. By listening and engaging in probing dialogue to understand community concerns, we were able to communicate and alleviate most of the concerns that stakeholders were careful to bring to our attention. THEA's commitment to the community extended to the way the contract was written and how the bridge was designed.

THEA also knows that construction is never easy for

the businesses in the area. To that end, we created the Shop Gandy! Marketing Campaign.

Shop Gandy! is a campaign that continues to attract area residents to shop local and reinvest in their neighborhoods and district. Media contests, giveaways, and graphically compelling communications promote progress and advance business prosperity.



Upon its completion, the Extension will relieve rush hour congestion and continue to facilitate economic growth. Just as important, it will further open crucial emergency evacuation routes. We're proud to say our progress on the Selmon West Extension in 2020 is a triumph that serves the common good.

## ***SOUTH SELMON SAFETY PROJECT***

Safety is of paramount importance to THEA. In early 2020, THEA completed construction of South Selmon Safety Project, a concrete barrier wall between the Selmon Expressway's high-traffic eastbound and westbound traffic. The barrier wall functions to stop vehicles from crossing over the median into oncoming traffic, lowering the risk of severe collision.

The Safety Project also included paved shoulders allowing for cars to safely pull over in cases of an emergency. Taking preventative steps to increase safe driving in the Tampa Bay Region is central to THEA's mission.





## ***SOUTH SELMON PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY (PD&E)***

The South Selmon PD&E covers a 4.5-mile area from the eastern end of the Selmon Expressway West Extension to the Whiting Street Overpass.

The purpose of the study is to evaluate how to add additional capacity within the existing Selmon Expressway right-of-way.

The Selmon South PD&E Study was launched in summer 2019 and is anticipated to be concluded by spring 2021.



## ***COMMUNITY INVOLVEMENT***

As an independent, locally-operated toll agency, THEA reinvests its revenues back into the community. In addition to the operations, maintenance, and improvements on the Selmon Expressway, THEA has several initiatives that give back directly to the Tampa Bay Community.

THEA's signature program is the Selmon STEM Scholarship (S-3)—named in honor of our community hero and football legend, Lee Roy Selmon. S-3 includes: (1) book scholarships for USF College of Engineering students, (2) the annual USF/Selmon Expressway Bridge Building Competition, and (3) paid internship opportunities for USF Engineering juniors and seniors. The program increases exposure to transportation technology for young people interested in the study of engineering.

THEA also has a Community Enhancement Program that works with Neighborhood Associations to improve and beautify the underpasses of the Selmon Expressway. THEA completed two projects in 2020 – the Morrison Gateway Project was designed by the Neighborhood Associations and built by THEA and the Mississippi Project where the Neighborhood Associations worked with the City of Tampa and THEA to replace and improve the landscaping under the Selmon Expressway.

**THEA continues to be recognized for its dedicated team of professionals and its commitment as an early adopter of the most innovative technology to ensure our roadways are safe and operate efficiently. We remain steadfast partners with our customers and will continue to collaborate with all stakeholders who have entrusted THEA to develop and implement transportation and transit initiatives that accommodate and enhance the growing needs of the Tampa Bay Region.**





## TRAFFIC AND REVENUE 2020

Tampa Hillsborough Expressway Authority  
1104 E. Twiggs Street, Suite 300  
Tampa, Florida 33602



Members of the Authority:

Stantec Consulting Services Inc. (Stantec) is pleased to provide traffic and revenue (T&R) related inputs to the THEA Annual Report for the 2020 fiscal year ending June 30, 2020 in accordance with Section 5.13 of the Master Bond Resolution. We appreciate the assistance and coordination of THEA management during the analysis and production of this documentation.

The FY2020 Annual Report presents T&R data and the factors that drive T&R for the Selmon Expressway. Detailed summaries of historical T&R trends, traffic characteristics, expenses, and other financial data provide context to the performance of the Selmon Expressway and THEA's operating and business environment. The most significant driver of change in traffic and revenue levels in this fiscal year was the travel and work restrictions due to the COVID-19 pandemic. For that reason, specific review of those impacts cause for a slight deviation from the standard review of traffic and toll revenues. In addition, Stantec has provided a forecast of T&R for a ten-year period from FY2021 to FY2040 for THEA planning purposes.

Yours sincerely,

**Phil Eshelman**  
Stantec Consulting Services Inc.  
*Senior Associate*



## FY2020 TRAFFIC AND TOLL REVENUE

The Tampa Hillsborough Expressway Authority operates the 15-mile Lee Roy Selmon Expressway (Selmon Expressway), the Reversible Express Lanes (REL), the Brandon Parkway, Meridian Avenue, and the Selmon Greenway. The REL is part of the Selmon Expressway and both facilities are tolled. The Brandon Parkway and Meridian Avenue are non-tolled roads. The Selmon Greenway is a 2-mile pedestrian and bicycle path through the heart of downtown Tampa, mostly in the shade of the Selmon Expressway.

The Selmon Expressway connects Gandy Boulevard in southwest Tampa to I-75 and the community of Brandon to the east. The facility

is a limited-access toll road with two lanes in each direction. The REL effectively provides an additional six lanes; three westbound lanes during the morning commute from Brandon to Tampa and three eastbound lanes during the evening commute. The REL is also open eastbound on the weekend.

The Selmon Expressway is an all-electronic toll facility with tolls collected through SunPass transponder accounts or "Toll-By-Plate" video billing. The tolling locations and corresponding toll rates during FY2020 are presented in Figure 1.

**Figure 1: Selmon Expressway with Reversible Express Lanes**



## ***HISTORICAL TRANSACTIONS, TOLL REVENUE, AND RESULTING AVERAGE TOLL ARE PRESENTED IN THE FOLLOWING TABLE AND FIGURES.***

Transaction growth on the Selmon Expressway has generally been increasing over the past five years. The only exception was for FY2018 when tolls were suspended by the governor for approximately 15 days from August 30, 2017 to September 13, 2017 due to Hurricane Irma. It is estimated that the 1.3 percent transaction loss from FY2017 to FY2018 would have approximately a 2.8 percent gain. This is consistent with the FY2016 to FY2017 growth of 3.2 percent growth. Growth from FY2015 to FY2016 was substantial at 14.8 percent due to the continuing effect of the I-4/Selmon Connector on January 2014 that caused a change in travel patterns which boosted Selmon Expressway transactions. Since that time, it is clear that growth rates have settled to the steady state which is based on demographic growth in the corridor and in the region. The large growth from FY2018 to FY2019 of 8.5 percent can also be attributed to a lower FY2018 due to suspension of tolling. Normalizing for that, we would expect about 4.2 percent growth from that normalized FY2018 to actual FY2019, again consistent with previous years' growth after the impact of the I-4/Selmon Connector.

In the middle of March 2020, travel restrictions began to be put in place by state and local officials due to the COVID-19 pandemic. These restrictions severely curtailed traffic in the region and on the Selmon Expressway. By early April 2020, daily traffic levels were down 65 percent compared to similar days in FY2019. Shortly thereafter, recovery of traffic occurred through reopening measures implemented by the State of Florida. By the end of FY2020, June 2020,

traffic was still lower than FY2019 levels by approximately 30 percent. The result was FY2020 transactions declined 12.3 percent from FY2019.

Historical toll revenue growth has been consistently above transaction growth as a function of the toll indexing policies of THEA, which adjusts tolls as a function of inflation, typically at 2.5 percent annually. Therefore, toll revenue typically increases at approximately 2.0 to 3.5 percentage points higher than transactions as demonstrated in the calculation of the average toll. The outlier is the toll revenue experience and average toll in FY2019, where transactions increased while toll revenue decreased 5 percent, which caused the average toll to decrease over 10 percent. This was caused by the following reasons: movement to a modified cash accounting basis, and general adjustments with the introduction of a new tolling back office. With FY2019 toll revenue artificially depressed, there was actually growth of toll revenue from FY2019 to FY2020 despite the decreases in transactions.





**Table 1: Selmon Expressway Transaction, Toll Revenue (thousands), and Average Toll  
FY2000 to FY2020**

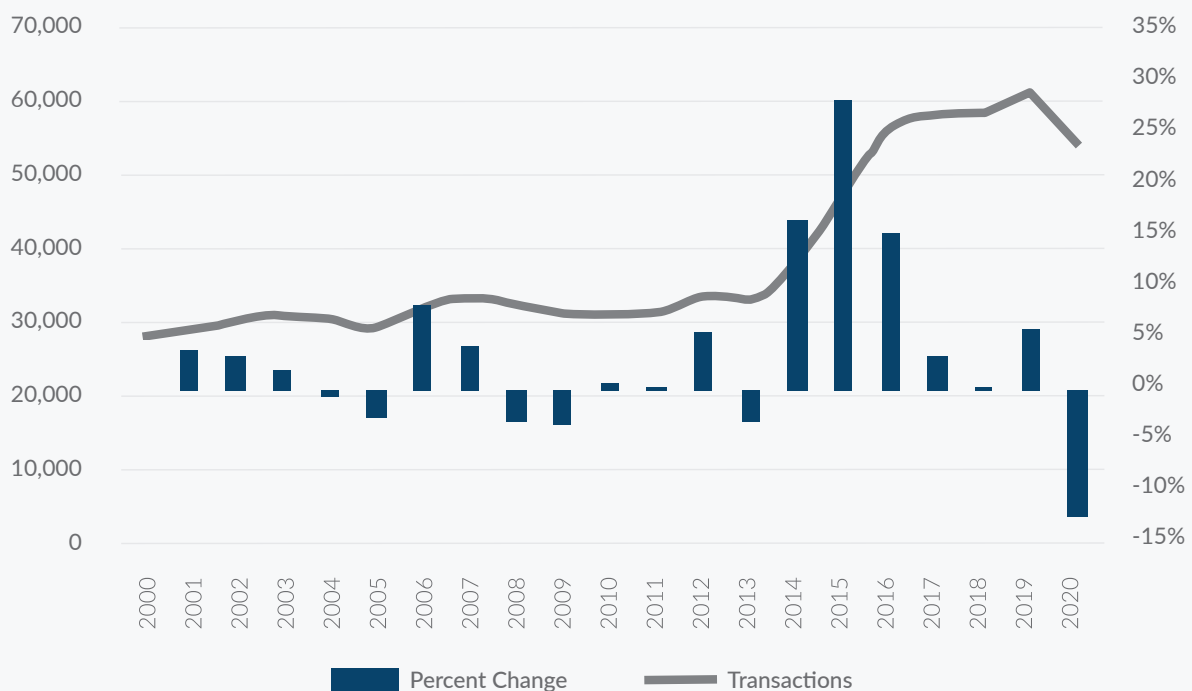
FISCAL YEAR	TRANSACTIONS		TOLL REVENUE		AVERAGE TOLL	
	TOLL PAYING	PERCENT CHANGE	AMOUNT	PERCENT CHANGE	AMOUNT	PERCENT CHANGE
2000	27,837		\$21,447		\$0.77	
2001	28,998	4.2%	\$24,105	12.4%	\$0.83	7.9%
2002	29,982	3.4%	\$24,520	1.7%	\$0.82	-1.6%
2003	30,589	2.0%	\$25,078	2.3%	\$0.82	0.2%
2004	30,374	-0.7%	\$25,815	2.9%	\$0.85	3.7%
2005	29,604	-2.5%	\$27,796	7.7%	\$0.94	10.5%
2006	32,088	8.4%	\$29,320	5.5%	\$0.91	-2.7%
2007	33,520	4.5%	\$37,308	27.2%	\$1.11	21.8%
2008	32,490	-3.1%	\$41,455	11.1%	\$1.28	14.6%
2009	31,398	-3.4%	\$40,350	-2.7%	\$1.29	0.7%
2010	31,581	0.6%	\$40,018	-0.8%	\$1.27	-1.4%
2011	31,635	0.2%	\$40,467	1.1%	\$1.28	0.9%
2012	33,476	5.8%	\$42,968	6.2%	\$1.28	0.3%
2013	32,465	-3.0%	\$41,803	-2.7%	\$1.29	0.3%
2014	37,848	16.6%	\$49,850	19.2%	\$1.32	2.3%
2015	48,530	28.2%	\$69,299	39.0%	\$1.43	8.4%
2016	55,983	15.4%	\$82,442	19.0%	\$1.47	3.1%
2017	57,802	3.2%	\$87,652	6.3%	\$1.52	3.0%
2018	57,969	0.3%	\$88,203	0.6%	\$1.52	0.3%
2019	61,457	6.0%	\$83,772	-5.0%	\$1.36	-10.4%
2020	53,922	-12.3%	\$88,962	6.2%	\$1.65	21.0%

Source: THEA Toll Revenue Report



The following figures provide a historical view of the growth in transactions, toll revenue, and average tolls. There has been generally positive growth in all three metrics except for toll revenue in FY2019 and transactions in FY2020 due to the reasons stated previously.

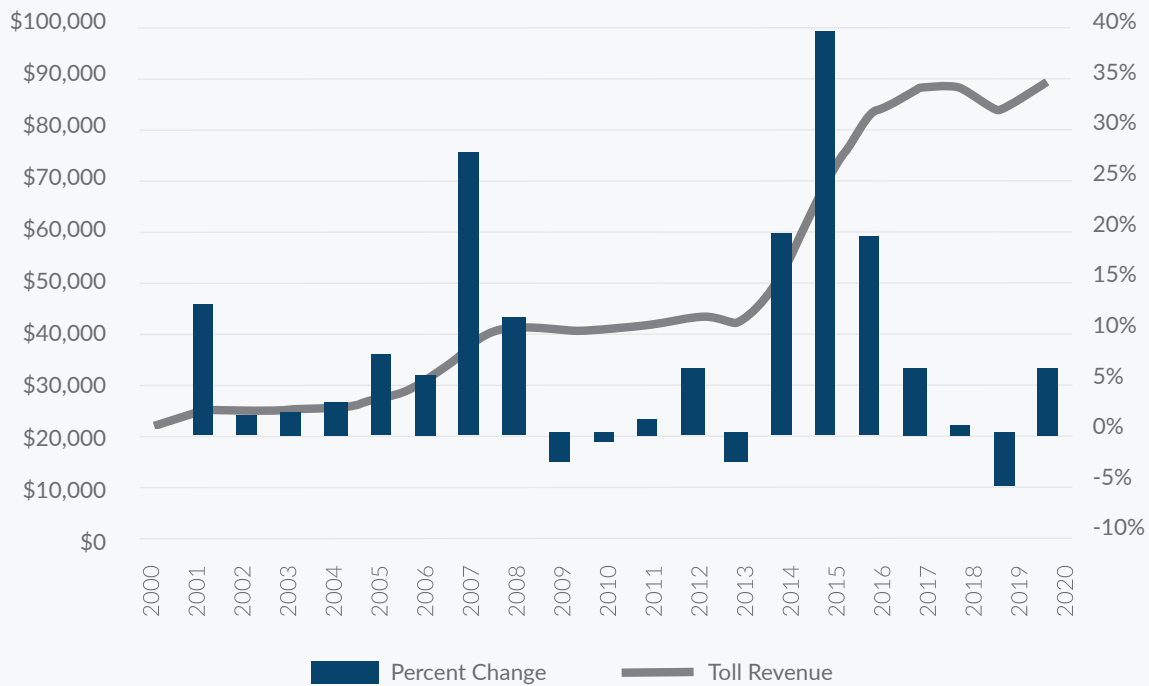
**Figure 2: Historical Transaction Growth**



Source: THEA Monthly Traffic Operations Report

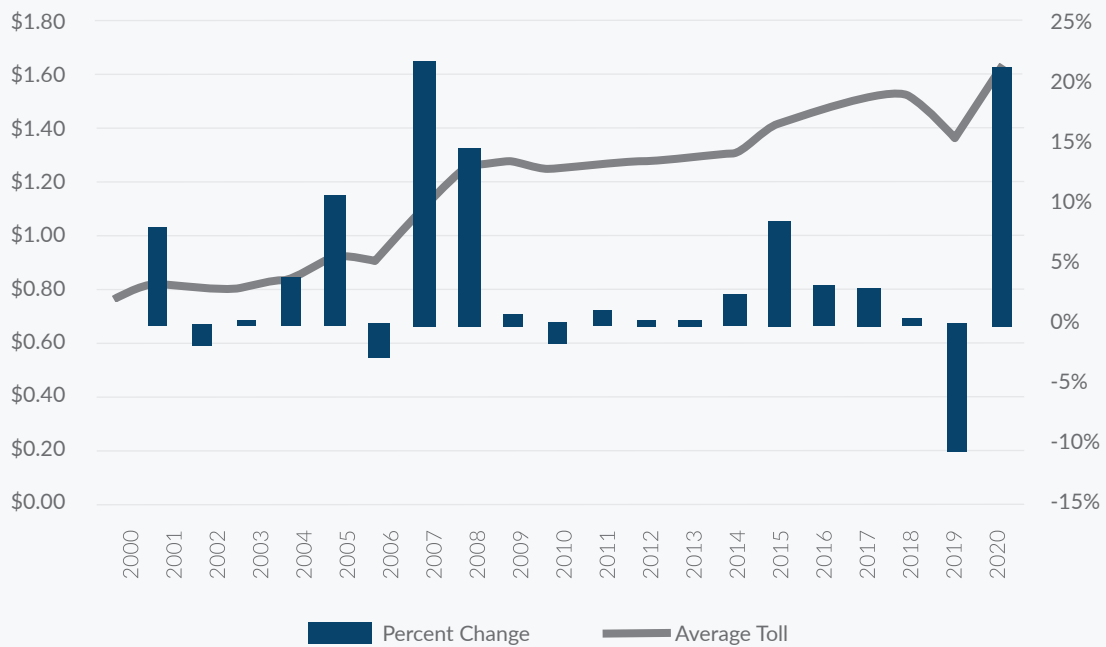


**Figure 3: Historical Revenue Growth**



Source: THEA Monthly Traffic Operations Report

**Figure 4: Historical Average Toll Growth**



Source: THEA Monthly Traffic Operations Report

The Selmon Expressway is an all-electronic tolling (AET) facility. Tolls can be paid via a pre-paid SunPass account (by use of a SunPass transponder) or via a video-based, post-paid billing process ("Toll-By-Plate").

Video billing uses a photo of the customer's license plate, bundles tolls, and mails a monthly invoice to the address on the license plate registration. The video rate is higher than the SunPass rate to reflect the higher cost of processing and increased risk of actual collection.

The monthly transactions by those two payment options in the table and figure below show the dip

in traffic starting in March and recovery through June. Regardless of the dip, the percentage of transactions collected via SunPass is relatively consistent by month with 73.9 percent for the year. This shows a slight decrease from previous years as more new motorists come to the Selmon Expressway.

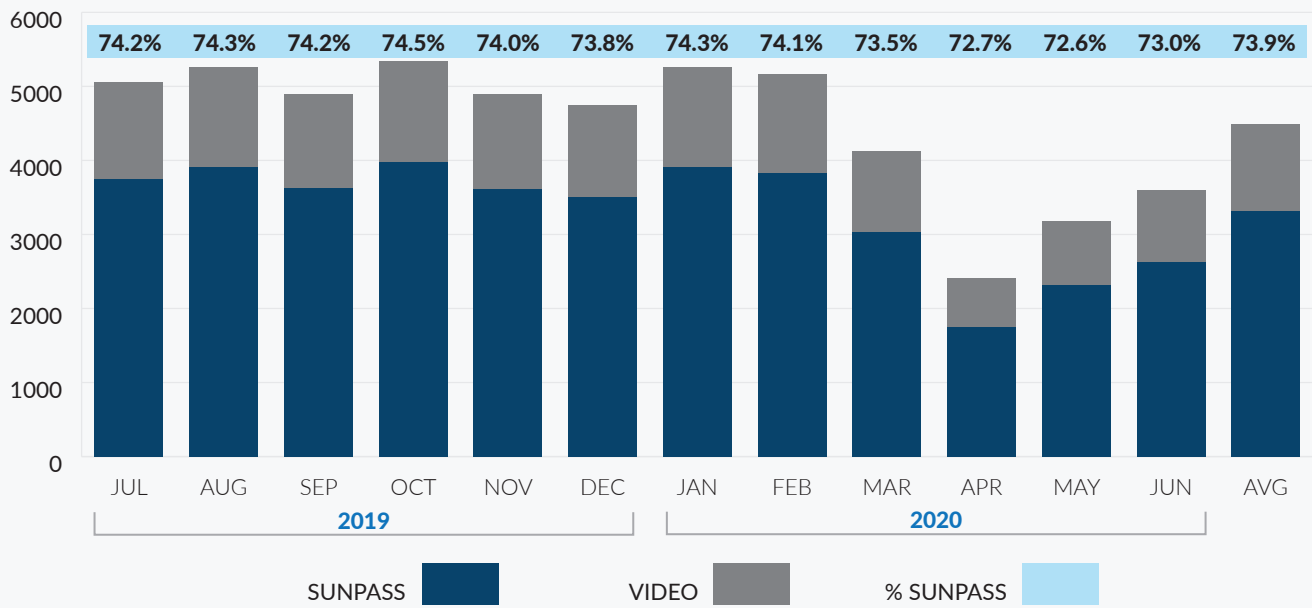
**Table 2: FY2020 Monthly Transactions by Payment Method**

MONTH	SUNPASS	VIDEO	TOTAL	% SUNPASS
Jul-19	3,748	1,301	5,050	74.2%
Aug-19	3,904	1,352	5,257	74.3%
Sep-19	3,633	1,260	4,893	74.2%
Oct-19	3,977	1,364	5,341	74.5%
Nov-19	3,619	1,272	4,891	74.0%
Dec-19	3,502	1,242	4,744	73.8%
Jan-20	3,912	1,350	5,262	74.3%
Feb-20	3,828	1,338	5,166	74.1%
Mar-20	3,038	1,094	4,132	73.5%
Apr-20	1,747	657	2,404	72.7%
May-20	2,312	872	3,184	72.6%
Jun-20	2,626	972	3,599	73.0%
Total	39,847	14,075	53,922	73.9%

Source: THEA Monthly Traffic Operations Report



**Figure 5: FY2020 Monthly Transactions by Payment Method**



Source: THEA Monthly Traffic Operations Report



Monthly toll revenue by payment option generally follows the same trend as shown in the following table and figure.

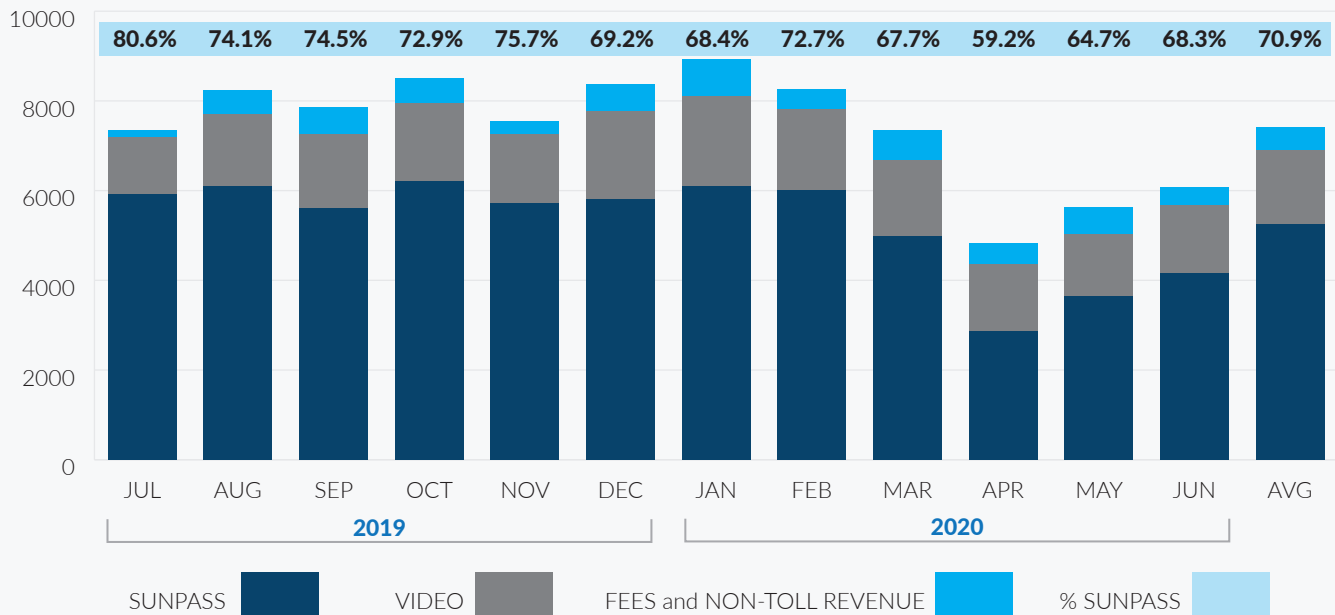
**Table 3: FY2020 Monthly Toll Revenue by Payment Method (\$000s)**

FISCAL YEAR	SUNPASS	VIDEO	FEES AND NON-TOLL REVENUE	TOTAL	% SUNPASS
Jul-19	\$5,922	\$1,275	\$155	\$7,352	80.6%
Aug-19	\$6,108	\$1,593	\$541	\$8,241	74.1%
Sep-19	\$5,615	\$1,629	\$612	\$7,857	71.5%
Oct-19	\$6,201	\$1,754	\$549	\$8,503	72.9%
Nov-19	\$5,713	\$1,550	\$283	\$7,545	75.7%
Dec-19	\$5,803	\$1,982	\$602	\$8,388	69.2%
Jan-20	\$6,103	\$1,988	\$833	\$8,923	68.4%
Feb-20	\$6,002	\$1,811	\$445	\$8,258	72.7%
Mar-20	\$4,979	\$1,697	\$674	\$7,350	67.7%
Apr-20	\$2,858	\$1,513	\$459	\$4,831	59.2%
May-20	\$3,643	\$1,390	\$594	\$5,628	64.7%
Jun-20	\$4,156	\$1,529	\$401	\$6,086	68.3%
Total	\$63,104	\$19,712	\$6,147	\$88,962	70.9%

Source: THEA Monthly Traffic Operations Report



**Figure 6: FY2020 Monthly Toll Revenue by Payment Method (\$000s)**

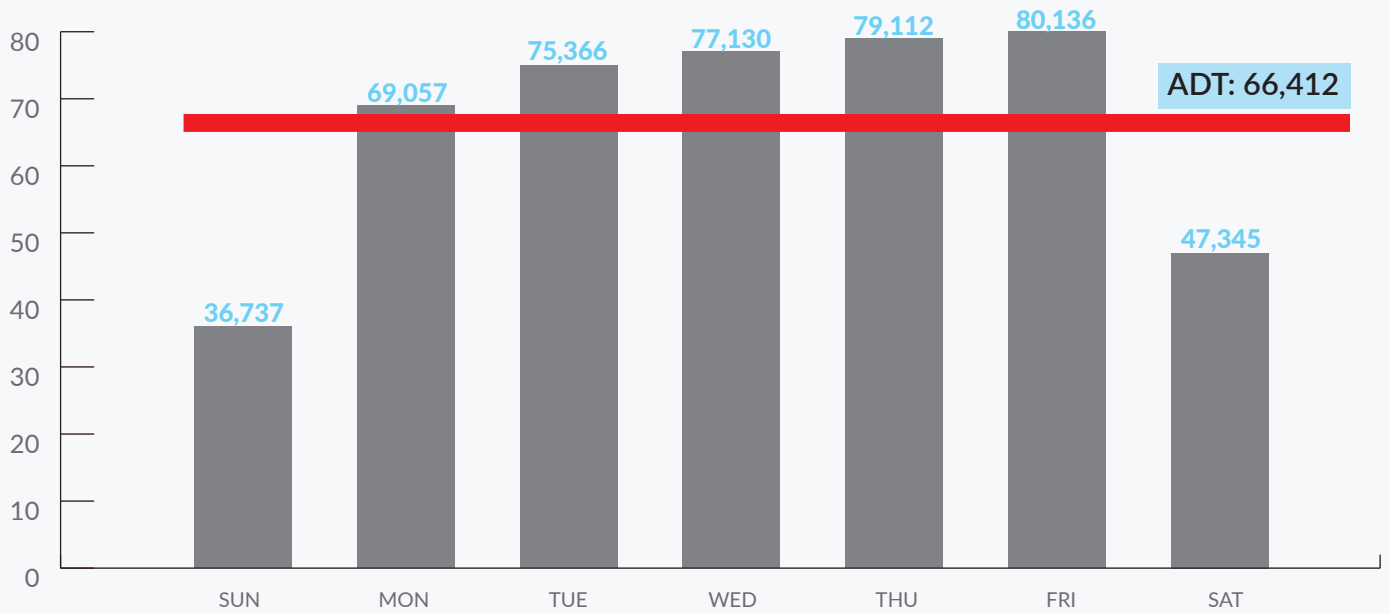


Source: THEA Monthly Traffic Operations Report – Adjusted

The daily transaction variations for each of the West Plaza Group, East Plaza Group and RELs are presented in the following figures. The West Group consists of the West Mainline Toll Gantry, Plant Avenue ramps and Willow Avenue ramps. The East Group comprises the East Mainline Toll Gantry, 50th Street ramps, and 22nd Street ramps. The REL is presented alone. Average daily Transactions (ADT) volumes by day of the week are shown as the average for the month of

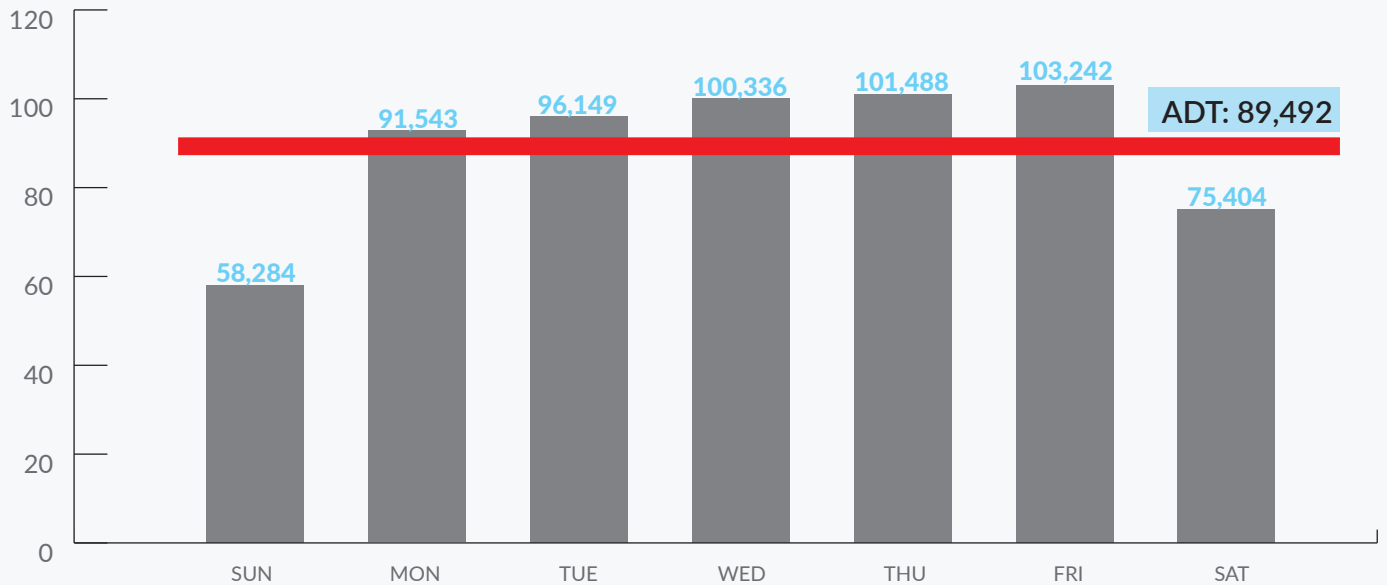
October, which provides a typical month outside of the COVID-19 pandemic impacts. As can be easily seen the weekday traffic is much higher than the weekend traffic which is consistent with the usage of the Selmon Expressway as a commuter facility. This trend is also very consistent with past fiscal years.

**Figure 7: West Plaza Group Average Daily Transactions**



Source: THEA Monthly Traffic Operations Report

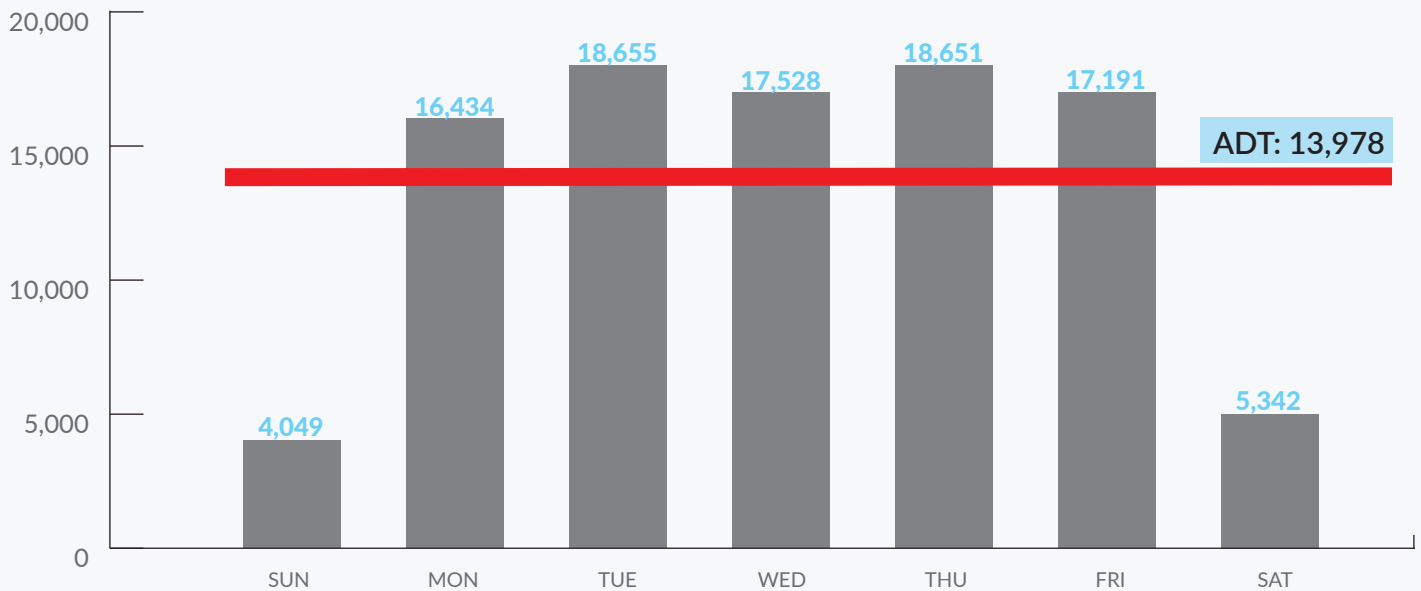
**Figure 8: East Plaza Group Average Daily Transactions**



Source: THEA Monthly Traffic Operations Report



**Figure 9: REL Average Daily Transactions**



Source: THEA Monthly Traffic Operations Report

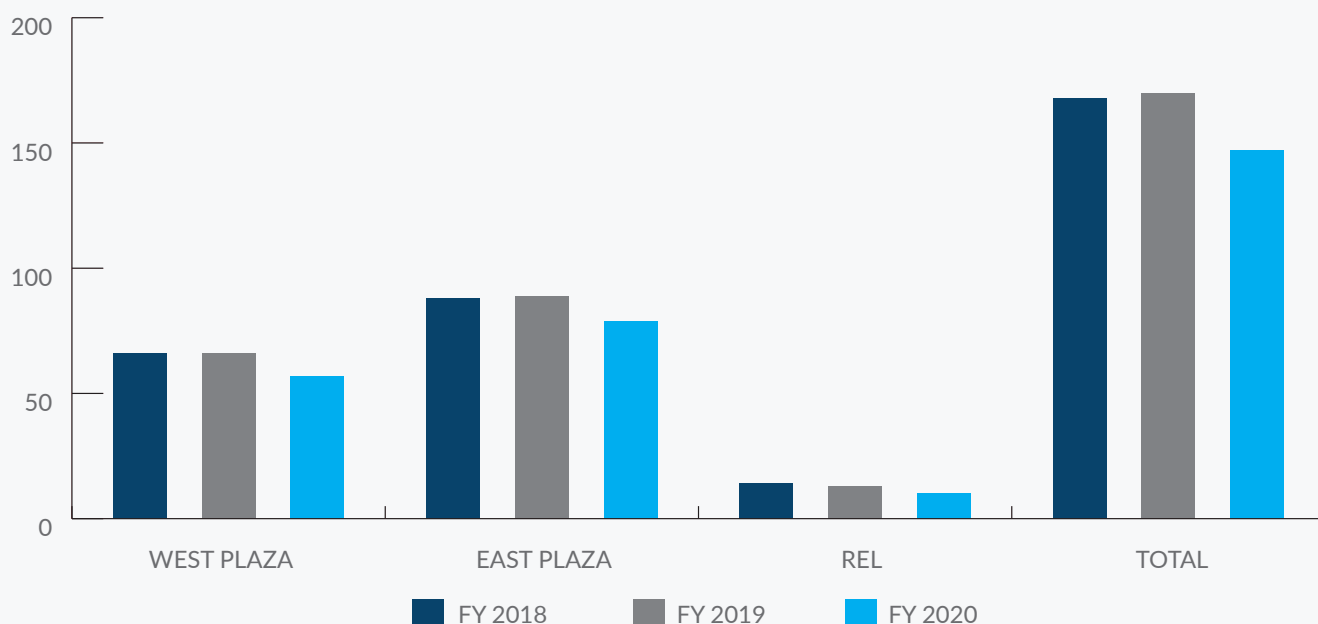
The average daily transactions by Plaza Group are presented for FY2018 through FY2020 in Table 4 and Figure 10. The data shows steady daily traffic growth for the East and West Mainline Plaza Groups and general steady state of the Reversible Plaza from FY2018 to FY2019, but due to the pandemic considerable loss occurred in FY2020.

**Table 4: Average Daily Traffic by Plaza Group (Includes all days of the week)**

PLAZA GROUP	FY 2018	FY 2019	FY 2020	GROWTH FY2018 - FY2020
West Plaza	66,243	66,607	57,124	-13.8%
East Plaza	88,409	89,922	79,354	-10.2%
REL	14,122	13,654	10,849	-23.2%
Total	168,774	170,184	147,327	-12.7%

Source: THEA Monthly Traffic Operations Report

**Figure 10: Average Daily Traffic by Plaza Group (Includes all days of the week)**



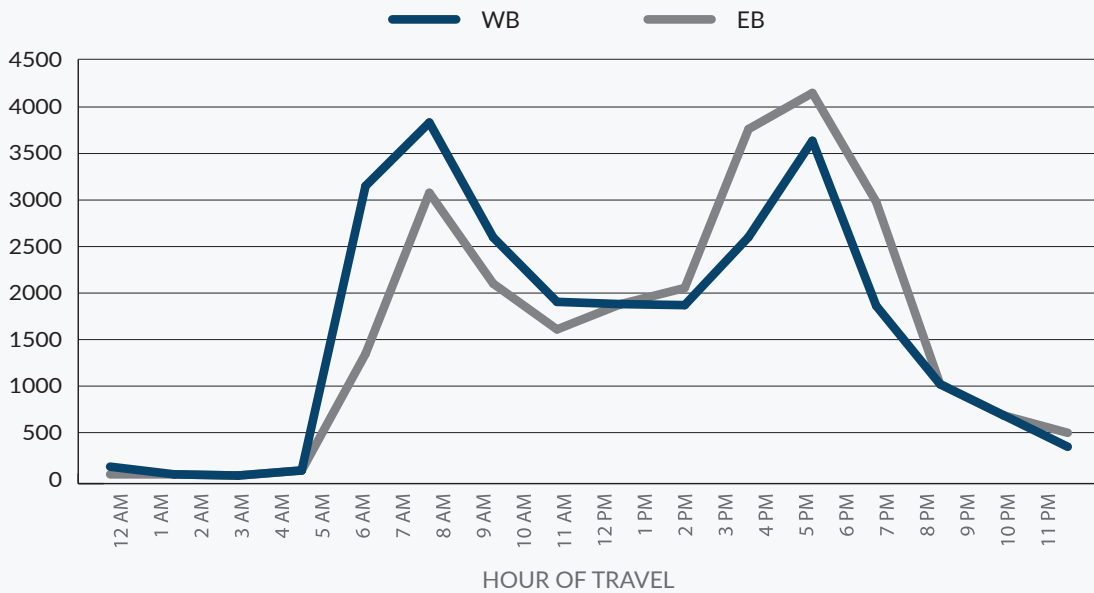
Source: THEA Monthly Traffic Operations Report

The average weekday hourly demand of traffic by direction on the Selmon Expressway by Plaza Group is presented in Figure 11 and Figure 12 for the West and East Plaza Groups respectively. Similar to the review of average daily traffic, October 2019 data were used for these figures. The West Plaza Group exhibits similar demand by direction for AM and PM peak periods.

This is in contrast to the East Plaza Group that demonstrates strong directional demand with most of the westbound traffic is in the AM peak period, while eastbound traffic has highest demand in the PM peak period.

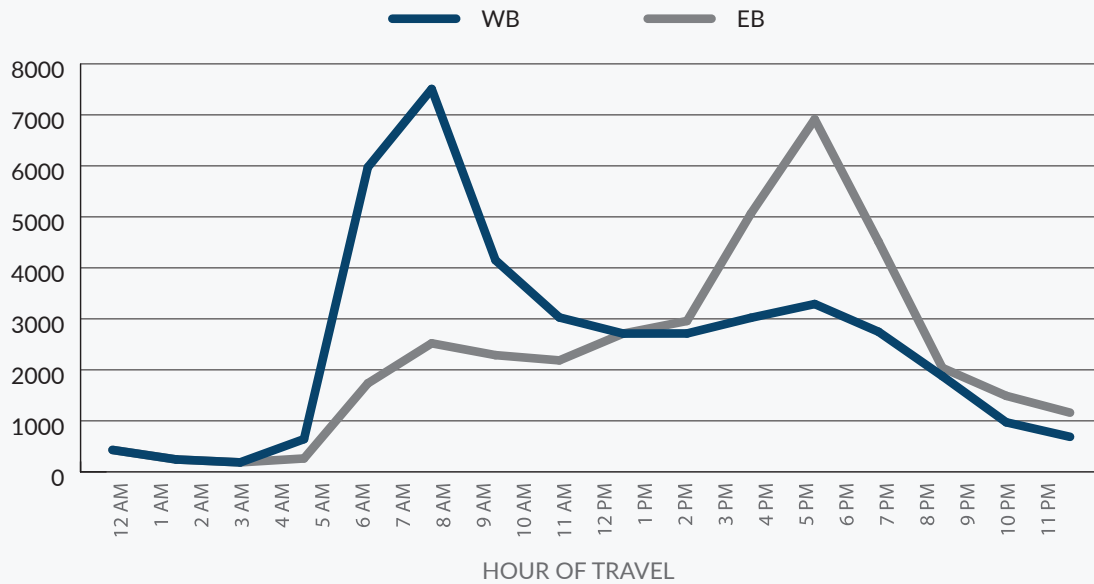


**Figure 11: West Plaza Group Hourly Demand by Direction**



Source: THEA Monthly Traffic Operations Report

**Figure 12: East Plaza Group & REL Hourly Demand by Direction**



Source: THEA Monthly Traffic Operations Report

The mix of traffic on the Selmon Expressway has been consistent historically with two-axle vehicles (passenger cars) comprising between 96 and 97 percent of all transactions as shown in Table 5.

Similar experiences are shown on the East and West Plaza Groups and only slight difference on the REL as it is signed to prohibit larger vehicles.

**Table 5: Vehicle Class Breakdown by Plaza Group**

AXLE	WEST PLAZA GROUP	EAST PLAZA GROUP	REL	TOTAL
2 Axle	96.4%	95.5%	99.8%	96.1%
3 Axle	1.4%	1.7%	0.1%	1.5%
4 Axle	1.0%	1.1%	0.1%	1.0%
5 Axle	1.2%	1.6%	0.0%	1.3%
6+ Axle	0.0%	0.1%	0.0%	0.1%
Total	100.0%	100.0%	100.0%	100.0%

Source: THEA Monthly Traffic Operations Report

## FACTORS AFFECTING TRAFFIC AND TOLL REVENUE

In this section some of the key factors that drive long and short-term traffic and toll revenue on the Selmon Expressway are presented. The experience of FY2020 was unique with short- to mid-term disruptions of travel due to the COVID-19 pandemic and related travel restrictions. On a long-term basis, the Tampa region is poised to continue strong growth as shown from various long-term forecasts of population, employment, and gross products. For the short-term potentials, monthly employment levels are reviewed to understand the potential recoveries from the pandemic.

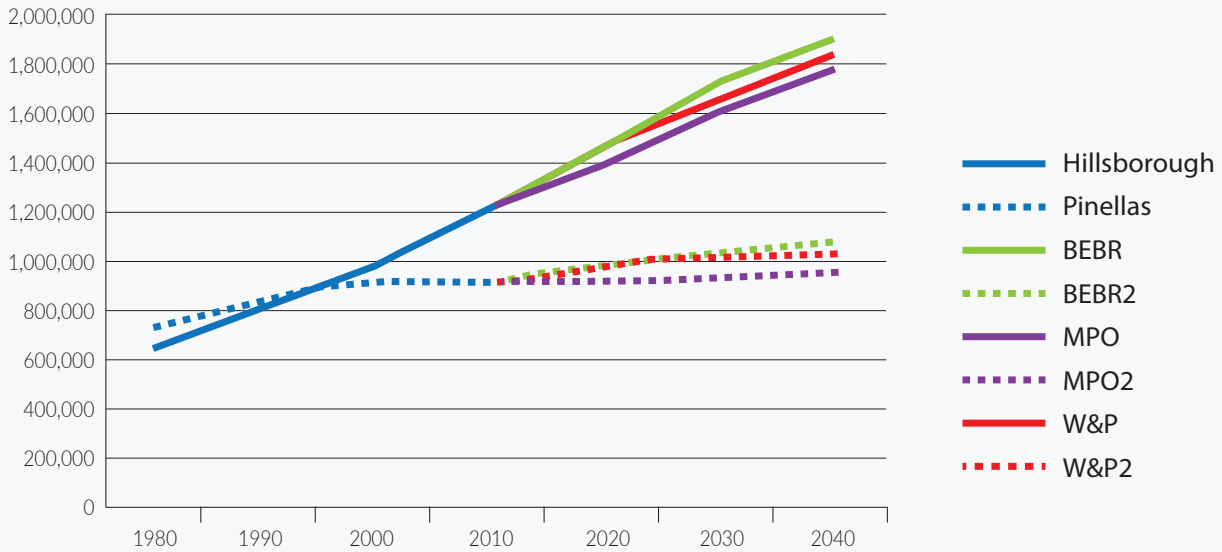
### TAMPA AREA POPULATION GROWTH

Population growth in the region is one of the most significant factors affecting transactions and toll revenue. Strong population growth, both historical and projected, is presented in Figure 13. From 1980 to 2019 the population in Hillsborough

County more than doubled, growing from approximately 650,000 to 1.45 million according to the U.S. Census. Pinellas County has also shown positive growth, albeit at a lower rate, growing by over 30 percent from 1980 to 2019 with the population increasing from 730,000 to 975,000. The annualized average annual growth rates since 1980 for Hillsborough County and Pinellas County were 2.1 percent and 0.7 percent respectively.

Projections of population were obtained from various sources to understand the potential growth in the region. These sources include the following: The University of Florida Bureau of Economic and Business Research (BEBR), Metropolitan Planning Organizations (MPOs), and Woods and Poole Economics (W&P). The projected average annual growth rates through 2040 for Hillsborough and Pinellas Counties are estimated to be 1.4 percent and 0.4 percent, respectively, which does continue the long-term historical growth at slightly lower levels.

**Figure 13: Tampa Region Population by County**



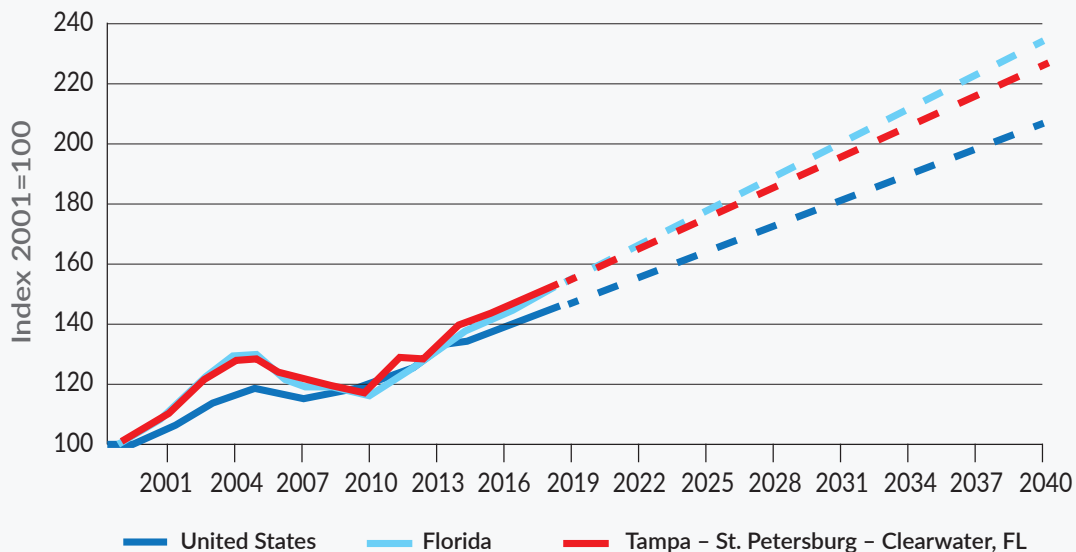
Sources: Bureau of Economic and Business Research (BEBR), Metropolitan Planning Organizations (MPOs), and Woods & Poole Economics

## ECONOMIC CONDITIONS

The gross regional product for the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area, the state of Florida, and the United States is presented in Figure 14. The Great Recession had a significant impact on the gross product in the region and state, but it appears that growth has continued at pre-recession levels since 2011. This level of growth is expected to continue far into the future. Woods & Poole Economics

forecasts 2.0% annual growth rate in the metro area – slightly above the projected growth of the country overall (1.7%) but slightly below that of the state of Florida (2.2%). Revisions to gross domestic product due to the pandemic are not available, but it is anticipated that continued growth along the lines of population and recovery of employment, discussed in the next section, will continue the economic expansion in the region.

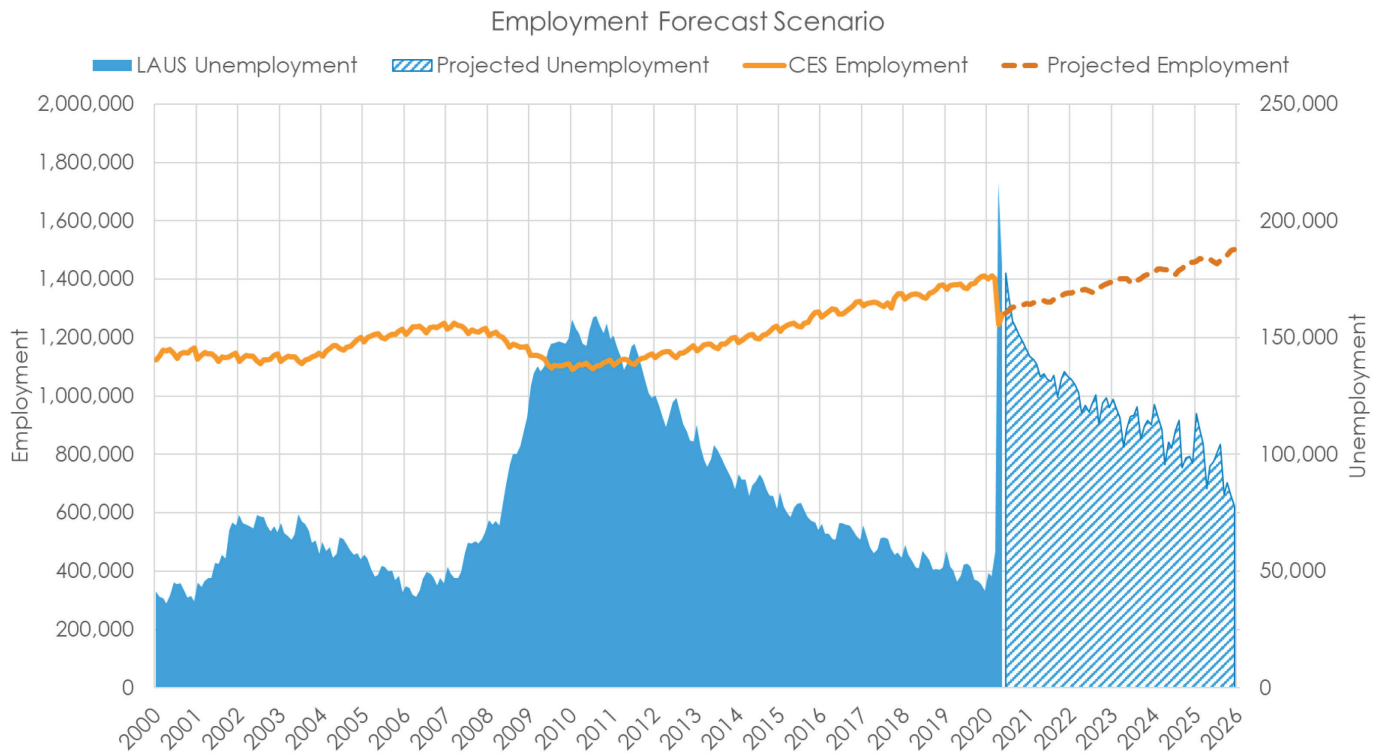
**Figure 14: Gross Product by Geography**



Sources: Woods & Poole Economics



**Figure 15: Regional Employment (thousands)**



Sources: Bureau of Labor Statistics and Stantec Investment Grade T&R Study, August 2020

## REGIONAL EMPLOYMENT

As the Selmon Expressway is generally a commuter road, another major driver of traffic and toll revenue is employment. Historical and projected employment for the Tampa region is presented in Figure 15 which was developed for the most recent investment grade study to support the 2020 bond sale. As can be seen,

due to the restrictions of the COVID-19 pandemic, unemployment increased, and employment decreased in late FY2020. The dashed line is an estimate of recovery which drives future growth on the Selmon Expressway.

## TRAFFIC AND REVENUE FORECAST

Estimated transaction and toll revenues for the Selmon Expressway are presented in Table 6 by recovery scenario. Since the COVID-19 pandemic is incredibly unique in nature, expectations of recovery were crafted around short, mid and long durations of recovery. The forecast assumes a 2.5 percent toll index adjustment annually, per THEA policy. The only exception is the S-Movement toll rates which

are assumed to increase at two percent annually following FDOT policy\*. Additionally, the opening of the Selmon Extension, which will connect the Selmon Expressway to the Gandy Bridge in late FY2021, will also increase traffic and revenue on the expressway system. More detail of the development of the forecasts can be found in the investment grade traffic and toll revenue study that supported the series 2020A and B bond sales.

**Table 6: Estimated Selmon Expressway Annual Transactions and Toll Revenue (thousands)**

FISCAL YEAR	SELMON EXPRESSWAY T&R FORECAST					
	TRANSACTIONS (000S)			TOTAL REVENUE INCLUDING TOLL, S MOVEMENT, AND FEES (\$000S)		
	SHORT	MID	LONG	SHORT	MID	LONG
2021	54,246	52,133	46,238	\$87,519	\$84,109	\$74,598
2022	63,866	61,240	54,326	\$103,475	\$99,138	\$87,722
2023	66,242	64,335	61,689	\$109,697	\$106,475	\$102,003
2024	68,444	66,441	64,530	\$115,774	\$112,311	\$109,010
2025	70,550	68,510	66,950	\$121,815	\$118,210	\$115,455
2026	71,815	69,746	68,164	\$126,575	\$122,843	\$119,986
2027	73,122	71,027	69,424	\$131,658	\$127,784	\$124,823
2028	74,479	72,353	70,729	\$136,978	\$132,961	\$129,891
2029	75,886	73,731	72,084	\$142,552	\$138,385	\$135,199
2030	77,044	74,870	73,207	\$147,717	\$143,416	\$140,127
2031	77,741	75,547	73,869	\$152,478	\$148,036	\$144,641
2032	78,446	76,231	74,538	\$157,398	\$152,812	\$149,306
2033	79,158	76,923	75,214	\$162,485	\$157,750	\$154,131
2034	79,878	77,621	75,896	\$167,744	\$162,855	\$159,118
2035	80,606	78,326	76,585	\$173,181	\$168,132	\$164,275
2036	81,339	79,040	77,282	\$178,802	\$173,590	\$169,605
2037	82,083	79,760	77,986	\$184,615	\$179,232	\$175,117
2038	82,832	80,488	78,698	\$190,625	\$185,065	\$180,817
2039	83,590	81,224	79,415	\$196,839	\$191,097	\$186,709
2040	84,356	81,966	80,142	\$203,264	\$197,332	\$192,800

\*Footnote: Administrative rule (Rule 14-15.0081) specifies the rate adjustment regime for FDOT



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