

Tampa-Hillsborough County Expressway Authority
Minutes of the March 28, 2022, Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on March 28, 2022, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Vincent Cassidy, Chairman
Daniel Alvarez, Secretary

Secretary David Gwynn, Member
John Weatherford, Member

STAFF:

Greg Slater
Amy Lettelleir
Sue Chrzan
Bob Frey
Brian Pickard
Jeff Seward
Emma Antolinez
Charlene Ponce
Chaketa Mister
Julie Aure
Lisa Pessina

Felipe Velasco
Shari Callahan
Krystina Steffen
Elizabeth Gray
Gary Holland
Debbie Northington
Anna Quinones
Shannon Bush
Max Artman
Brian Ramirez

OTHERS:

Antonio Diaz, Kiewit
Phil Eshelman, Stantec
Brent Wilder, PFM
Al Stewart, HNTB
Joseph Stanton, NMBC
Matthew Sansbury, RBC Capital Markets
Jim Drapp, HNTB
Sally Dee, Playbook
Steve Ferrell, HDR

Irwin Prescott, Atkins
Rick Patterson, Raymond James
Jeff Diemer, WSP
Jim Shimberg, SPP
Brad Cole, SPP
Stefanie McQueen, HDR
Kelsie Collins, Playbook
John Criss, SCALAR

I. Call to Order and Pledge of Allegiance

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

II. Public Input/ Public Presentations

There were no public presentations.

III. Consent Agenda

The Chairman Continued with the Consent Agenda and approvals.

A. Approval of the Minutes from the February 21, 2022, Board of Directors Meeting

B. Board Member Travel

TEAMFL – May 12-13, 2022

C. Ferrovial Task Order to Reface Signs at Gandy to better delineate ramp designations - \$12,505.90

D. Ferrovial Task Order to install fencing at the east side of THEA drainage area on Whiting - \$5,350

E. Kapsch Task Order for transition services for Access Control System - \$59,100

The Chairman asked for a motion to approve the consent items. Daniel Alvarez moved approval, seconded by John Weatherford. The motion carried unanimously.

IV. Discussion/Action Items

A. Planning & Innovation – John Weatherford, Chairman

1. Selmon Greenway

Mr. Bob Frey reported that, due to the development in Downtown Tampa, THEA is seeing an increase in the usage and needs along the Greenway corridor. Developments in the Channel District and USF-Medical School are presenting opportunities for THEA to continue to enhance connectivity and increase the quality of life along our corridor and facilities.

The request is for the design of Morgan Street to Meridian Avenue via Cumberland Avenue. This corridor provides a direct pedestrian connection between the CAMLS Medical Center and the USF Medical School in the Channel District, as well as parking for each facility.

Board approval for THEA staff to execute a Task Work Order with Kimley Horn & Associates in the amount not to exceed \$125,000 from the capital budget for Selmon Greenway Planning and Design.

The Chairman asked for a motion to approve the Task Work Order. Daniel Alvarez moved approval seconded by Mr. Weatherford. The motion passed unanimously.

2. Whiting Street Supplemental Amendment

Mr. Frey presented an amendment as part of the Whiting Street PD&E analysis, noting several changing conditions and state requirements that necessitate additional analysis and mitigation activities, specifically:

- Conducting a cultural/historic evaluation of a wider area, specific to the CSX railroad tracks.
- Implementation of the agreed upon cultural mitigation plan for the historic Ardent Mills site regarding the Whiting Street project impacts.
- Analysis of an expanded number of drainage scenarios collaborating with the City of Tampa and assessing the impacts to the Whiting Street project.

This work will be done under one Task Work Order being authorized as a Change Order (indicates work completed). The requested action is for Board approval for THEA staff to amend the current contract with Lochner Engineering in the amount not to exceed \$178,000 for Cultural Resource Assessment/Mitigation and Drainage Scenario Analysis.

The Chairman asked for a motion to approve the Change Order. Daniel Alvarez moved approval seconded by Mr. Weatherford.

Mr. Alvarez asked for more information on the cultural mitigation. Mr. Frey noted that the flour mill has been in operation since the depression era and is on the Historic Register. THEA's mitigation will consist of documenting the site, historical pictures, interviews, and the like, and will send the information to the Florida Historical Museum. THEA is also looking at the railroad tracks, which are also historical.

The motion passed unanimously.

B. Operations & Maintenance – Bennett Barrow, Chairman – Brian Pickard, Staff

1. Intelligent Transportation Systems (ITS) Fiber Data Collection and Characterization, Final Selection

Mr. Pickard presented an item to procure design-build services to deliver ITS Fiber Data Collection and Characterization throughout the Expressway corridor. He noted that the scope includes reviewing existing inventory files and as-built plans, setting up a data collection application, geolocating the fiber optic network with all connected technologies, and setting up an information housing database.

The requested action is for the board to approve the selection of Precision Contracting Services and a bid proposal price of \$279,955, from the Capital Budget, and authorize staff to negotiate and execute a contract for designing

and delivering ITS Fiber Data Collection and Characterization. Contract execution is subject to final review and approval of THEA General Counsel.

The Chairman asked for a motion to. Daniel Alvarez moved approval, seconded by Mr. Weatherford. Motion carried unanimously.

2. Access Control System in Support of the REL Services Contract

Mr. Pickard presented a request for the Board to authorize the Executive Director to execute a contract with Teledyne FLIR in the amount of \$1,723,989 for Access Control System of the REL. The contract is subject to review and approval of THEA General Counsel.

The Chairman asked for a motion to approve the Access Control System in support of the REL Services Contract. Daniel Alvarez moved approval seconded by Mr. Weatherford.

The Chairman asked if THEA envisions something similar for the Selmon West Extension. Mr. Pickard noted that THEA does not have a similar plan for this project. This is only to control the gates on the REL. Regarding the emergency evacuation on the West Extension, the City of Tampa decided not to participate, so we have not moved forward.

Mr. Alvarez asked for clarification. Mr. Pickard noted that the city would have to allocate about 70 law enforcement officers per event to implement the plan. In an evacuation scenario, law enforcement resources would be needed elsewhere, so the city opted out.

There was additional discussion about contraflow. Mr. Gwynn mentioned that FDOT did also look at contraflow and the issue is that you must make sure you don't have drivers getting on the wrong way and it does require coordination with law enforcement. As a result, FDOT decided to run traffic on the shoulder to increase the flow of traffic.

The motion carried unanimously.

C. Finance & Budget - Ken Hagan, Chairman

- 1. Traffic and Revenue Forecast Update** – Mr. Seward introduced the item and explained the revenue sufficiency process. He then introduced Mr. Phil Eshelman with Stantec, who gave the Revenue Forecast presentation.

Mr. Eshelman provided an update on:

- Current Traffic Levels, including COVID impact and recovery:

Mr. Eshelman showed a graph depicting average daily transactions for THEA and its peer facilities from March 2020 through February. THEA is doing very well compared to its peers. The numbers exclude the Selmon extension.

Mr. Weatherford asked if there is a way to get a breakout of peer facilities. Mr. Eshelman confirmed he could do that.

The Chairman asked who would be considered our peers. Mr. Eshelman mentioned other urban expressways in the southeast, mid Atlantic up through the northeast and Texas.

- T&R Forecast Performance
Mr. Eshelman discussed the forecasting procedure. For COVID they looked at an employment-based model to understand how employment will come back. He then discussed the FY22 Forecast Performance and Outlook Review. THEA is doing very well against forecast.
 - Employment has recovered faster than projected.
 - Work from home has most likely continued
 - Very likely to meet forecast
 - Current FY23 forecast would simply need to maintain traffic levels to be met
 - Revised T&R forecast for FY23 budget (higher)
- Potential Gas Price Impacts
Mr. Eshelman displayed a graph depicting historical and forecasted gas price and discussed the short-term outlook and the cost to travel.

Mr. Weatherford mentioned that historically people drive less when gas prices are this high and asked what that might mean for THEA. Mr. Eshelman noted that the last time gas prices went up like this in 2008, toll transactions went down about 3% two years in a row. He anticipates a smaller impact during this gas price increase.

The Chairman wondered what the impact was when the car industry decided to make more vans and trucks and fewer sedans. Mr. Eshelman noted overall it's been offset by the efficiency of vehicles, like hybrid and electric vehicles.

- Updated T&R Forecast
Mr. Eshelman showed the revised forecast for FY22-FY27 that shows modest growth over the next year, and better than forecast. He noted the reason the percentages are different between traffic and revenue is because of the very good performance of the Selmon extension above and beyond what was expected.

Mr. Weatherford asked if THEA's peer groups are doing as well. Mr. Eshelman explained that he has not made such a comparison, so he is unable to comment.

Mr. Slater added that it would impact our ability to weather a recession, so the growth that we're seeing in this region will help us get through something like that.

Mr. Alvarez asked if the forecast includes the extension. Mr. Eshelman confirmed that the forecast does include the extension.

The Chairman noted that the delta for the transactions doesn't equate to the revenue and asked if that is because we are growing on the extension and losing elsewhere. Mr. Eshelman explained that the extension has outperformed and the actual average toll. It's a function of where the traffic hits the different gantries.

- Revenue Sufficiency Certificate

Mr. Eshelman explained the two revenue sufficiency tests – the Net System Revenue and the System Gross Revenue - both of which THEA passed.

Mr. Eshelman then turned the discussion back over to Mr. Seward.

The Chairman mentioned that the 2023 costs, deposits & other payments are up \$16M and asked if that was due to debt service kicking in. Mr. Seward explained it is in addition to our fund reserves for future capital growth – it is estimated revenues. He reiterated that 2023 is an estimate but based on the master bond resolution we have to do this before new toll rates go into effect.

Mr. Seward returned to Mr. Weatherford's request regarding debt service and agreed to provide the board with other toll agency debt service ratios at a future board meeting.

2. Revenue Sufficiency Resolution 668

Mr. Jeff Seward, Director of Finance, presented Resolution No. 668 - Revenue Sufficiency Resolution. He reported that THEA has received the Revenue Sufficiency Certificate prepared by Stantec, who has determined that net system revenues and gross system revenues will be sufficient to comply with the provisions of the Master Bond Resolution for the fiscal year ending June 30, 2023. The requested board action is for Board approval of Resolution No. 668 making a positive determination about the sufficiency of revenues.

The Chairman asked for a motion to approve. Mr. Alvarez moved approval, seconded by Mr. Weatherford. The motion carried unanimously.

3. 2012D Bond Refunding Opportunity

Mr. Seward discussed a bond refunding opportunity of THEAs outstanding debt. He outlined the criteria for such a refunding and introduced Mr. Brett Wilder with PFM to provide an overview of refunding opportunities for THEA's 2012D Taxable Refunding Revenue Bonds.

Mr. Wilder discussed Treasury interest rate movements and AAA MMD interest rate movements. He noted that he has met with THEA staff to review the existing debt program.

He summarized the refunding opportunity as follows:

- \$70,105,000 Taxable Refunding Revenue Bonds, Series 2012D were issued on December 20, 2012, of which, \$62,865,000 remains outstanding.
- **Purpose:** To refund a portion of the Series 2005 Bonds.
- **Optional Redemption:** \$50,855,000 becomes callable on July 1, 2022.
- **Tax Status:** The 2012D Bonds were issued on a taxable basis because the bonds being refunded, the Series 2005 Bonds, also advance refunded prior bonds.
- Due to the size and remaining term of the Series 2012D Bonds, PFM recommended solicitation of bank loan proposals.

PFM recommended a solicitation of bank loan proposals. THEA issued an RFP, and 12 conforming proposals were received. PFM recommends proceeding with a bank term loans from the lowest bidder (Raymond James) to refund the outstanding Series 2012D Bonds for an estimated savings of 3.9%.

The Chairman asked for a motion. Ms. Lettelleir noted that the motion would be to request Board approval for THEA to proceed with a bank term loan from the lowest bidder to refund the outstanding Series 2012D Bonds.

Mr. Alvarez so moved, seconded by Mr. Weatherford.

The Chairman clarified that this motion allows staff to move forward, prepare documents, and the board will take official action at the next board meeting.

The motion carried unanimously.

V. Staff Reports

A. Finance Update – Jeff Seward

Mr. Seward provided a quick snapshot of THEA's financial information as of January. As of January 1, 2022, THEA has received 62.3% of its anticipated revenues that have been above budget – about 9.5% above our revenue forecast for this year. He reported on expenditures, noting that about 58.5% of the year has been expended. He added that THEA is in line with what was anticipated.

B. Planning & Innovation – Bob Frey

Mr. Frey provided an update on an issue affecting the Connected Vehicle technology. The FCC recently changed the way bandwidth is used,

specifically DSRC operations must cease in the lower 45 MHz bandwidth after July 2, 2022.

THEA has been working with DENSO to come up with a solution, which is to transition all DSRC communication to the upper band. This will enable CV Pilot Phase 4 to complete its planned test period; it's achievable with over-the-air configuration updates - no vehicle recall is needed; and operation can be extended if desired.

Mr. Alvarez asked if there was a reason they went from 6 to 1. Mr. Frey explained that the bandwidth will become open to unlicensed Wi-Fi, so anyone can purchase rather than it being dedication to transportation. He asked if this change and whether it was an indication that the Federal Government did not support this technology. Mr. Frey explained that is not the case.

Chairman Cassidy asked for confirmation that all the cars that already have the device won't need enhancement. Mr. Frey responded in the affirmative, noting it can be done via over the air firmware and software updates.

C. Operations & Maintenance – *Brian Pickard*

Mr. Pickard updated the board on the East Selmon Slip Ramps Contract with Middlesex

The upcoming work on Ramp 2 includes a full MOT barrier wall placement and pile driving for bridge foundations starting at ramp 2 and working east. Work is scheduled for April.

Work on Ramp 3 includes drilled shafts, demolition of the existing barrier wall and construction of a new expanded roadway and barrier wall. This work is also scheduled for April.

John Weatherford referenced the increase in the number of days to completion and asked at what point would it be determined that the project would be over budget.

Brian after 75% of contract time we do an analysis of time vs. money and if it exceeds more than 15% delta of time vs. money then we start removing funding from the contractor's estimate.

D. Toll Operations – *Emma Antolinez*

Ms. Antolinez provided an update on Toll Operations.

She reported that for February 2021, toll transaction counts, excluding the Selmon West Extension, are up 1% compared to 2019, and up 24% from 2021.

She also provided transaction counts including the Selmon West Extension, noting that, compared to 2019, counts are up 12%, and up 38% from 2021.

She reported a 17.6% increase in total accounts year to year and a 31.8% increase in toll transactions year to year. The average daily traffic comparisons for February 2022 are also up with a 29.9% increase in the West Group and a 16.9% increase in the East Group + REL.

Finally, she reviewed the Selmon west extension traffic counts, and the extension continues to exceed estimated counts.

The Chairman asked how much more traffic the facility is carrying coming in from St. Pete now that the West Extension is open.

Mr. Slater estimated we've pulled about 50% from Gandy and those drivers are now using the Selmon Extension. The Chairman expressed curiosity about whether that traffic continued on the expressway or if users got off sooner and traveled elsewhere. Ms. Antolinez noted that those calculations could be done and presented at a later date.

Mr. Slater mentioned that it could be pulled for the extension, but noted that overall, we're about 8-10% over pre-pandemic levels when you start to compare January, February 2019.

E. Communications – *Sue Chrzan*

Ms. Chrzan began her presentation with a video of Mr. Slater traveling the Greenway on an electric skateboard. She also noted that Mr. Slater participated in a TBARTA podcast that will air soon.

Ms. Chrzan reported that the Whiting Street Public Meeting was held last month. We had about 30 neighbors attend, and all the public comments have been incorporated.

Finally, she mentioned recent media attention regarding the Selmon West Extension noting 129 media mentions, which is about 84 million in audience. The incorrect reports at the beginning were corrected in a timely fashion. A follow up story will appear in the Tampa Bay Times.

Mr. Alvarez complemented the team for the management of the incident.

The Chairman asked how the merchants on Gandy fared during the closure. Ms. Chrzan mentioned a story reporting that merchants were concerned that there was too much traffic on the road during the closure. It helped reinforce the need for the extension.

Mr. Weatherford concurred with Mr. Alvarez on the handling of the incident.

VI. Executive Reports

A. Executive Director – *Greg Slater*

- 1. Updates** – Mr. Slater thanked the Board and customers for their patience last week as THEA worked through the issue on the Gandy Extension. He reported that THEA included a requirement in the RFP that resulted in the

ability to work on and even replace the tendons while traffic remains on the road. Repairs will take place this week.

Mr. Slater updated the board on the East Selmon Slip Ramp project and a provision that was not included in the pricing to deal with the unknown condition of some corrugated metal pipes THEA will be moving forward with a supplemental work order for \$371,643.66 for ramp 3. He noted there would be a future request for ramp 2.

2. Contract Renewal Report/Contract Closeout Report

There are six renewals, all of which are the first one-year renewal. They include:

- HDR
- Yunex Siemens
- Burgess & Niple
- RS&H
- Marlin Engineering
- WGI

Mr. Slater took a moment to provide some updates on various team members and recognized John Weatherford for his one-year anniversary on the board.

The Chairman returned to the issue of the closure of the Selmon extension and asked if we are expecting anything back from our engineer about their recommendation to close the extension, contrary to the specs and requirement of the contract, as well as a figure on what the lost revenue was during the closure. Mr. Slater advised that THEA is currently looking at what all our costs were and working with the team to sort it out.

3. Summary of Board Workshop

Mr. Slater followed up on the March 21, 2022, Board Workshop and requested board action to allow staff to competitively procure, through an RFP, real property development advisors to better evaluate the potential paths and bring those findings back to the board.

He added that the successful services team will assist THEA in evaluating potential paths and develop criteria and documentation to move forward. The successful Advisory Support team will have experience and expertise in:

- Commercial Development Practices
- Mobility Solutions
- Transportation Systems
- Innovation Practices and Industries

The Chairman moved to authorize THEA staff and consultants to procure real property development advisors to evaluate alternative uses of THEA owned property downtown, seconded by Daniel Alvarez. The motion carried unanimously.

B. General Counsel – *Amy Lettelleir*

No report.

C. Chairman – *Vincent Cassidy*

1. Upcoming Meetings

- Board Workshop – April 11, 2022
- Board Meeting – April 25, 2022
- Board Workshop (CPMP & Budget) – May 9, 2022

VII. Old Business

No old business.

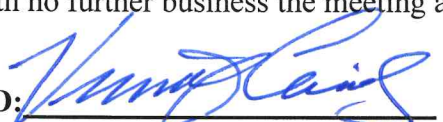
IX. New Business

No new business.

X. Adjournment

With no further business the meeting adjourned at 2:43.

APPROVED: _____


Chairman: Vincent J. Cassidy

ATTEST: _____


Vice Chairman, Bennett

Barrow

DATED THIS 25th DAY OF April 2022

