



Meeting of the Board of Directors

June 27, 2022 - 1:30 p.m.

**THEA Headquarters
1104 E. Twiggs Street
First Floor Board Room
Tampa, FL 33602**

For any person who wishes to address the Board, a sign-up sheet is provided at the Board Room entrance. Presentations are limited to three (3) minutes. When addressing the Board, please state your name and address and speak clearly into the microphone. If distributing backup materials, please furnish ten copies for the Authority Board Members and staff. 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 and Pledge of Allegiance

II. Public Input/ Public Presentations/Public Comment on Whiting PD&E Study

III. Discussion/Action Items

A. Planning Committee – John Weatherford, Chairman – *Bob Frey, Staff*

1. Adoption of THEA Work Program

Purpose: 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: Request the Board approve the Capital Work Program

2. Acceptance of the Whiting Street Project Development and Environment (PD&E) Study

Purpose: The Tampa Hillsborough Expressway Authority has completed the PD&E study for the Whiting Street project, which:

- Outlines corridor characteristics
- Evaluates impacts
- Informs of proposed mitigation strategies identified
- Informs of the fact that there are no disproportionate impacts resulting

The report has been reviewed and is presented for Board acceptance.

Funding: None Required

Action: Acceptance of the PD&E Study for the Whiting Street project.

3. Adoption of Resolution 670 Approving the Whiting Street PD&E

Purpose: Pursuant to Florida Statutes, Section 348.68, THEA shall, by resolution, determine the route or routes of the Expressway System. Resolution 670 accepts the Whiting Street PD&E by the Authority and approves the alignments described therein.

Funding: None Required

Action: Adoption of Resolution 670 to approve the Whiting Street route.

B. General Counsel – Amy Lettelleir, Esquire

1. Fiscal Year 2023 Commercial Property Insurance, Railroad Insurance and Crime Insurance

Purpose: To obtain Commercial Property, Railroad and Crime Insurance Coverage for FY2023.

Funding: Operating Budget - \$703,688

Action: Authorization to bind Commercial Property, Railroad and Crime Insurance Coverage for FY2023.

2. Update Policy 402 and 403.01 Operations and Maintenance Policies

Purpose: Inserting THEA and removing FDOT for bridge inspections and permitting

Action: Adoption of Policy 402 and 403.01

C. Operations & Maintenance – Bennett Barrow, Chairman – Anna Quinones, Staff

1. Consultant Services for the Inspection of THEA's Structures

Purpose: To procure a consultant to undertake the periodic inspection of THEA's bridges and ancillary structures.

Funding: Operations and Maintenance Budget – not to exceed \$500,000

Action: Request the Board

- a. Approve the Evaluation Committee's final ranking of the three (3) shortlisted firms.

Firm Name	Ranking
Burgess & Niple, Inc	1
Kisinger, Campo & Associates, Corp.	3
MARLIN Engineering, Inc.	2

- b. Authorize and direct staff to negotiate and execute a contract with the number one ranked firm. If negotiations are unsuccessful, staff shall negotiate with the number two ranked firm. Contract is subject to review and approval of THEA General Counsel.

2. THEA Right-of-Way Environmental Assessment Between Dog Park and 12th St. – Anna Quinones, Staff

Purpose: To procure the services of a consultant to conduct an environmental assessment in THEA ROW between the Dog Park adjacent to THEA Headquarters Parking Lot and 12th St.

Funding: Capital Budget - \$52,000.

Action: Request the Board to authorize the Executive Director to sign a Task with APTIM Environmental & Infrastructure to undertake an environmental assessment of soils and make recommendations for a not to exceed amount of \$52,000 in accordance with the terms in Contract O-01219.

D. Audit and Finance – Commissioner Hagan, Chairman – Jeff Seward, Staff

1. Budget – Fiscal Year 2022 (July 1, 2022 – June 30, 2023)

Action: Request the Board Adopt the FY2023 Annual Operating, Maintenance and Administrative Budget

E. Director Report – Greg Slater, Executive Director

IV. Consent Agenda – Vince Cassidy, Chairman

A. Approval of the Minutes from the May 23, 2022, Board of Directors Meeting

B. Approval of Upcoming Board Member Travel – IBTTA Global Summit – October 23 – 25, 2022

C. Approval of Annual Ongoing Task Work Orders – FY2023

1. ITS Master Plan Design Support, HNTB, \$100,000
2. Selmon East Ramp DB and CEI Support, HNTB, \$472,000
3. Meridian Track Removal Support, HNTB, \$80,000
4. East Selmon Paving Support, HNTB, \$60,000
5. South Selmon Community Relations and Communications Plan, Playbook, \$240,000
6. Software Modification and Testing to Support CUSIOP Interoperability, TransCore, \$53,821.56
7. Planning Support, WSP, \$100,000
8. Downtown Traffic Analysis Support, RS&H, \$100,000
9. Economic Analysis Support, CUTR, \$100,000
10. Annual Traffic and Revenue Agency Support, Stantec, \$80,000
11. Development Transportation Planning Support, HNTB \$75,000
12. Annual CPMP and Work Program Support, WSP, \$100,000
13. CPMP Procurement Support, WSP, \$30,000
14. CPMP Finance Support, WSP, \$60,000
15. GIS Support, WSP, \$75,000
16. CPMP Key Performance Indicator Support, WSP, \$170,000
17. Greenway/Facilities Urban Design Support, WSP, \$200,000
18. THEA Corridor Urban Design Traffic Support, KH, \$100,000
19. Strategic Projects/GEC Support, HNTB, \$100,000
20. Strategic Planning GEC Organizational Support, HNTB, \$100,000
21. Traffic & Revenue and New Project Sketch Level Support, Stantec, \$300,000
22. FDOT Corridors Central Office Coordination, HNTB, \$100,000
23. FDOT D7 Planning Collaboration, HNTB, \$100,000
24. System Resiliency Support, WSP, \$100,000
25. Emerging Technologies Support, HNTB \$100,000
26. Emerging Technologies Support, Yunex, \$100,000
27. ITS America Task Force, ITS America, \$100,000
28. ITS America Technical Support, HNTB \$60,000
29. Decision Support System – Needs Assessment and ConOps, HNTB, \$250,000
30. Decision Support System Performance Measures and KPIs Development, CUTR, \$150,000
31. Decision Support System Digital Labs and Data Hub, Yunex, \$100,000

V. Executive Reports

A. General Counsel – *Amy Lettelleir*

B. Chairman – *Vincent Cassidy*

1. Upcoming Meetings

- Committees of the Whole – July 11, 2022 (*Canceled*)
- Board Meeting – July 25, 2022 (*Canceled*)
- Committees of the Whole – August 8, 2022
- Board Meeting – August 22, 2022

VI. Old Business

VII. New Business

VIII. Adjournment

SELMON EXPRESSWAY

Whiting Street PD&E Study

Project Environmental Impact Report

March 2022

PROJECT ENVIRONMENTAL IMPACT REPORT SUMMARY

1.0 Project Description and Purpose and Need:

a. Project Information:

Project Name: Whiting Street Extension and Selmon Expressway Ramps Reconfiguration Project Development and Environment Study

Project Limits: Whiting Street from Jefferson Street to North Meridian Avenue; Reconfiguration of Selmon Expressway On-ramps at Jefferson Street and Off-ramps at Florida Avenue and Channelside Drive

County: Hillsborough County

ETDM Number (If applicable): Not Applicable

Tampa Hillsborough Expressway Authority Number: HI-0141

Project Manager: Anna Quiñones, AICP, Tampa Hillsborough Expressway Authority

b. Proposed Improvements:

The Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, conducted a Project Development and Environment (PD&E) Study to evaluate the needs, costs and effects of extending Whiting Street and reconfiguring the on-ramps of the Selmon Expressway at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive. The study considered extending Whiting Street to North Meridian Avenue and included improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street. The extension will provide a direct connection of the Whiting Street corridor to North Meridian Avenue which will improve traffic flow and safety for all transportation modes and offer additional connections within the street network.

The study also evaluated reconfiguring the on-ramp to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive. It is anticipated that the Florida Avenue off-ramp will be widened to two lanes, and Channelside Drive off-ramp will be removed, and a new Whiting Street off-ramp will extend from the Selmon Expressway, near Morgan Street, to Nebraska Avenue and intersect with the new Whiting Street alignment to provide a direct connection from the Selmon Expressway.

The improvements will require the acquisition of approximately 0.52 acres of additional right-of-way (ROW) from four (4) parcels of land.

c. Purpose and Need:

The purpose of this project is to provide a direct connection of the Whiting Street corridor to North Meridian Avenue to improve traffic flow and safety for all transportation modes and offer additional connections within the street network. The project will also reconfigure the on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive to improve safety, traffic circulation, and access to Whiting Street and North Meridian Avenue.

The need for the project is based on the following criteria:

System Linkage

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, the existing roadway network will be over capacity by the 2046 design year. Additional network connectivity such as the Whiting Street extension and ramp reconfigurations, are necessary to provide additional route choice and access to alleviate congestion.

Safety

Safety and operational concerns with the Florida Avenue and Channelside Drive off-ramps include a substandard radius and a free-flow merge movement onto Florida Avenue with a sidewalk/crosswalk conflict. The ramp termini onto Channelside Drive terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. Six (6) years of data (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, the adverse impact of geometric issues and pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, improving the ramp geometry, eliminating pedestrian conflicts, and redirecting Downtown East traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

Transportation Demand

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, Jefferson Street (39,000 average annual daily traffic (AADT)) and Kennedy Boulevard (34,000 AADT) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connection of Whiting Street could carry up to 14,800 AADT, providing valuable route divergence and congestion relief to the parallel facilities.

2.0 Environmental Analysis

Issues/Resources	Substantial Impacts?				Supporting Information ²
	Yes	No	Enhance	No Inv	
A. SOCIAL & ECONOMIC					
1. Land Use Change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.1.1
2. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.1.2
3. Economics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Section 2.1.3
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Section 2.1.4
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.1.5
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.1.6
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.2.1
2. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.2.2
3. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Section 2.2.3
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Section 2.3.1
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable
3. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.3.3
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.3.7
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Section 2.3.8
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.4.1
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.4.2
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.4.3
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.4.4
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Section 2.4.5
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Section 2.4.6
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable

Notes:

¹ Substantial Impacts?: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement;

NoInv = Issue absent, no involvement.

² Supporting information is documented in the referenced section below.

3.0 Anticipated Permits

Agency	Permit Type
Southwest Florida Water Management District (SWFWMD)	Environmental Resource Permit
Florida Department of Environmental Protection	National Pollutant Discharge Elimination System Permit

4.0 Engineering Analysis

Future traffic (2046) shows a need for improvements to the Selmon Expressway off-ramps at Florida Avenue and Channelside Drive, and corresponding improvements to Whiting Street from Jefferson Street to North Meridian Avenue, and reconfiguration of the Selmon Expressway on-ramp at Jefferson Street. As a result, two build alternatives (Alternatives 1 and 2) were developed and refined based on study analysis results. Based on public input and study analysis results, Alternative 2 was selected as the project's Preferred Alternative. The engineering analysis conducted for this study is contained in the project's Preliminary Engineering Report (PER).

5.0 Commitments

a. Cultural Resources

- During project construction within the area of the Fort Brooke (8HI00013) archaeological site (including all areas associated with the existing Florida Avenue and Channelside Drive off ramp improvements), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.
- Prior to the start of construction, the following actions will be undertaken by professionals that meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) and the measures will be completed and approved by Florida Division of Historic Resources staff prior to removal of the resources.

- A pictorial and narrative history of the Ardent Mills historic site will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This document shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.
- A pictorial and narrative history of the Florida Central & Peninsular Railroad will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This will include photographs of current appearance, historic photographs, and written history.
- A State Historic Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approved by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

b. Contamination

- For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases and prior to construction. Note that additional information may become available or site-specific conditions may change from the time the Contamination Screening Evaluation Report (CSER) was prepared and should be considered prior to proceeding with roadway construction.

6.0 Preferred Alternative

Based on the public input received at the Alternatives Virtual Meeting and the results of the alternatives analysis, THEA has identified Alternative 2 as the Preferred Alternative. See **Appendix B** for the Preferred Alternative Concept Plans.

Alternative 2 was selected as the Preferred Alternative because it is the most cost feasible, adds needed capacity and addresses traffic congestion well into the future.

7.0 Approved for Public Availability

(Before public hearing when a public hearing is required)

Tampa Hillsborough Expressway Authority
Robert Frey, Director of Planning and Innovation

____/____/____
Date

Tampa Hillsborough Expressway Authority
Greg Slater, CEO

____/____/____
Date

8.0 Public Involvement

1. ☐ A public hearing is not required.
2. ☐ A public hearing will be held on _____. The draft PEIR is publicly available, and comments are allowed to be submitted to the contact below until _____.

Contact Information:

3. ☒ A public hearing was held on February 22, 2022, and the transcript is available.
4. ☐ An opportunity for a public hearing was afforded and was documented.

9.0 Approval of Final Document

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

Tampa Hillsborough Expressway Authority
Greg Slater, CEO

____/____/____
Date

Table of Contents

1.0 Project Summary	1
1.1 Project Description	1
1.2 Purpose & Need	2
1.3 Alternatives Analysis Summary	3
1.3.1 Preferred Alternative	3
1.3.2 No-build Alternative	5
1.3.3 Summary of Preferred Alternative	6
2.0 Environmental Analysis	8
2.1 Social and Economic Impacts	8
2.1.1 Land Use	8
2.1.2 Social	13
2.1.3 Economic	17
2.1.4 Mobility	17
2.1.5 Aesthetic Effects	18
2.1.6 Relocation Potential	18
2.2 Cultural Resources	20
2.2.1 Historic Resources	20
2.2.2 Archaeological Resources	22
2.2.3 Recreational Sites	22
2.3 Natural Environment	23
2.3.1 Wetlands and Other Surface Waters	23
2.3.2 Aquatic Preserves and Outstanding Florida Waters	24
2.3.3 Water Resources	24
2.3.4 Wild and Scenic Rivers	26
2.3.5 Floodplains	26
2.3.6 Coastal Barrier Resources	26
2.3.7 Protected Species and Habitat	26
2.3.8 Essential Fish Habitat	30
2.4 Physical Environment	30

2.4.1 Highway Traffic Noise	30
2.4.2 Air Quality	31
2.4.3 Contamination	31
2.4.4 Utilities and Railroads.....	43
2.4.5 Construction.....	45
2.4.6 Bicycles and Pedestrians	46
2.4.7 Navigation	47
3.0 Anticipated Permits and Permit Conditions.....	48
4.0 Coordination and Consultation.....	49
5.0 Public Involvement.....	52
5.1 Public Involvement Program	52
5.2 Public Information Meeting	52
5.3 Public Hearing	53
5.4 Stakeholder Coordination Meetings	54
6.0 Implementation Measures and Commitments	56
6.1 Implementation Measures.....	56
6.2 Commitments	56
6.2.1 Cultural Resources	56
6.2.2 Contamination	57
7.0 Technical Materials	58

List of Figures

Figure 1.1: Project Location Map.....2

Figure 1.2: Proposed Improvement Locations4

Figure 2.1: Focal Points in Project Area 11

Figure 2.2: DRIs in Project Area..... 12

Figure 2.3: Census Block Groups in Project Area 14

Figure 2.4: Transit Routes and Trails in Project Area 19

List of Tables

Table 1.1: Environmental Impacts Summary of Preferred and No-build Alternatives	6
Table 1.2: Alternative Evaluation Matrix	7
Table 2.1: Educational Facilities	8
Table 2.2: Religious Centers	8
Table 2.3: Park and Recreational Facilities	9
Table 2.4: Hospitals	9
Table 2.5: Group Care Facilities	9
Table 2.6: Government Buildings	9
Table 2.7: Fire Stations	10
Table 2.8: Multimodal Facilities	10
Table 2.9: Demographic Comparison, Total Population	15
Table 2.10: Demographic Comparison, Total Income	15
Table 2.11: Demographic Comparison, Language	15
Table 2.12: Demographic Comparison, Households and Housing Units	16
Table 2.13: Demographic Comparison, Education	16
Table 2.14: Demographic Comparison, Transportation	16
Table 2.15: Parks and Trails	17
Table 2.16: Effects Determinations for Federal Listed Species	27
Table 2.17: Effects Determination for State Listed Species	28
Table 2.18: Summary of Risk Ratings	32
Table 2.19: High and Medium Rated Contamination Sites	32
Table 2.20: Utility Agency Owners within Project Area	44
Table 3.1: Anticipated Environmental Permits	48
Table 4.1: Advanced Notification Agencies	49
Table 4.2: Advanced Notification Agency Responses	50
Table 5.1: Stakeholder Coordination Meetings	54

Appendices

- Appendix A: Florida Division of Historic Resources Coordination Letters
- Appendix B: Preferred Alternative Conceptual Plans
- Appendix C: WQIE Form

1.0 Project Summary

The purpose of this Project Environmental Impact Report (PEIR) is to document the environmental analyses performed to support decisions related to the selection of a preferred project alternative. In addition, it summarizes existing conditions, documents the purpose of and need for the project, and documents other data related to preliminary design concepts. These preliminary design concepts establish the functional and/or conceptual requirements that will be the starting point for the final design phase. This PEIR was prepared using the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual, Part 1, Chapter 10 (July 2020).

1.1 Project Description

The Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, conducted a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of extending Whiting Street and reconfiguring the on-ramps of the Selmon Expressway at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive. The study considered extending Whiting Street to North Meridian Avenue and included improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street. The extension will provide a direct connection of the Whiting Street corridor to North Meridian Avenue which will improve traffic flow and safety for all transportation modes and offer additional connections within the street network.

The study also evaluated reconfiguring the on-ramp to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive. It is anticipated that the Florida Avenue off-ramp will be widened to two lanes, the Channelside Drive off-ramp will be removed, and the new Whiting Street off-ramp will extend from the Selmon Expressway, near Morgan Street, to Nebraska Avenue and intersect with the new Whiting Street alignment to provide a direct connection from the Selmon Expressway. See **Figure 1.1** for the project location map.

The improvements will require the acquisition of 0.52 acres of additional right-of-way (ROW) from four existing parcels.

Figure 1.1: Project Location Map



1.2 Purpose & Need

The purpose of this project is to provide a direct connection of the Whiting Street corridor to North Meridian Avenue to improve traffic flow and safety for all transportation modes and offer additional connections within the street network. The project will also reconfigure the on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive to improve safety, traffic circulation, and access to Whiting Street and North Meridian Avenue.

The need for the project is based on the following criteria:

System Linkage

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, the existing roadway network will be over capacity by the 2046 design year. Additional network connectivity such as the Whiting Street extension and ramp reconfigurations, are necessary to provide additional route choice and access to alleviate congestion.

Safety

Safety and operational concerns with the Florida Avenue and Channelside Drive off-ramps include a substandard radius and a free-flow merge movement onto Florida Avenue with a sidewalk/crosswalk conflict. The ramp termini onto Channelside Drive terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. Six (6) years of data (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, the adverse impact of geometric issues and pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, improving the ramp geometry, eliminating pedestrian conflicts, and redirecting Downtown East traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

Transportation Demand

Based upon the TBRPM Version 8.2, Jefferson Street (39,000 AADT) and Kennedy Boulevard (34,000 AADT) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connection of Whiting Street could carry up to 14,800 AADT, providing valuable route divergence and congestion relief to the parallel facilities.

1.3 Alternatives Analysis Summary

1.3.1 Preferred Alternative

THEA has committed to provide a new connection to North Meridian Avenue, by extending Whiting Street between Brush Street and North Meridian Avenue. In order to construct the extension of Whiting Street, the existing railroad tracks will need to be removed. Removing the railroad tracks and completing the extension to North Meridian Avenue will offer an additional connection within the street network, providing additional route choice and alleviating congestion.

The Preferred Alternative proposes improvements to existing ramp configurations and the existing street network at multiple locations in the Downtown/Channelside area. The improvements can be broken up into four distinct locations. See **Figure 1.2** for each location of proposed improvements.

Location A

Whiting Street currently ends at Brush Street, west of the railroad tracks. The preferred alternative proposes to extend Whiting Street, from Brush Street to North Meridian Avenue, with a new signal at the T-intersection of Whiting Street and North Meridian Avenue. The proposed typical section for the Whiting Street extension includes two 11-foot-wide travel lanes in each direction, a 15-foot-wide raised median, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The eastbound approach to North Meridian Avenue includes two 11-foot-wide dedicated left turn lanes and one 11-foot-wide dedicated right turn lane. If necessary, the proposed 15-foot-wide raised median can be converted to an additional dedicated left turn lane in the future. The existing grassed median on North Meridian Avenue

will be split in order to accommodate the proposed signalized intersection. The Preferred Alternative includes the addition of a southbound dedicated right turn lane and a northbound dedicated left turn lane. The Preferred Alternative does not propose any other improvements to North Meridian Avenue.

Figure 1.2: Proposed Improvement Locations



Location B

Whiting Street is currently a two-lane roadway with on-street parking on both the north and south sides of the road. East of the Selmon Expressway, Whiting Street is a brick road in much need of repair. The Preferred Alternative proposes to widen/reconstruct Whiting Street from two to four lanes with two 11-foot-wide travel lanes in each direction, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The Preferred Alternative also includes installing two new traffic signals: one at the intersection of Whiting Street and the terminus of the proposed Whiting off-ramp, just east of the Selmon Expressway, and the other at the intersection of Whiting Street and Brush Street. A dedicated eastbound left turn lane is proposed at the intersection of Whiting Street and Brush Street.

Location C

The existing exit Ramp 6B provides users the ability to travel east along Channelside Drive, towards Amalie Arena and the Florida Aquarium. The preferred alternative proposes relocating exit Ramp 6B approximately 700 feet north and providing a direct connection to Whiting Street. The proposed ramp includes a single 15-foot-wide ramp lane, which will remain on structure beyond the existing Jefferson Street on-ramp. From this point, the ramp profile begins to decrease and the ramp will be supported by a Mechanically Stabilized Earth (MSE) wall, which ends approximately 100 feet south of Whiting Street. The ramp widens to three 12-foot-wide lanes at the intersection, with one dedicated left turn lane and two dedicated right turn lanes. The proposed ramp will cut off access north, along Nebraska Avenue, and therefore requires a horizontal curve to connect Nebraska Avenue to Finley Street. The existing Jefferson Street on-ramp entrance will be shifted to the north to accommodate the new Whiting Street off-ramp.

Location D

The current configuration of exit Ramp 6A includes a tight single lane loop ramp that merges onto Florida Avenue under a free-flow condition. The short, tight curve provides little room for vehicles to slow down and queue if there is any backup when trying to merge onto Florida Avenue. The preferred alternative proposes widening the ramp from one to two lanes as well as lengthening the ramp to provide a wider curve. The loop ramp terminates at Florida Avenue at a proposed signalized intersection. The proposed loop ramp includes two 12-foot-wide ramp lanes and will remain on structure beyond the existing exit Ramp 6B to provide an open area underneath for mixed use and to promote pedestrian travel. Approximately 300 feet north of Florida Avenue, the ramp widens to three lanes to provide more vehicle storage and efficient queue dispersion onto Florida Avenue. The increased ramp length as well as the additional lanes will minimize backup and potential vehicle queueing onto the Selmon Expressway. The Preferred Alternative includes a 10-foot-wide sidewalk on the inside edge of the proposed loop ramp, crossing underneath the ramp at the location of the existing exit Ramp 6B. Pedestrians will have the ability to cross the loop ramp, to access Channelside Drive, at a proposed crosswalk. No right-of-way is required to construct the proposed loop ramp.

1.3.2 No-build Alternative

The No-build Alternative would maintain the existing roadway configurations within the study area. Selmon Expressway ramp modifications would not occur and Whiting Street would not be extended from Brush Street to North Meridian Avenue. In addition, proposed improvements to Whiting Street, Florida Avenue and Channelside Drive would not be undertaken.

The No-build Alternative considers what would happen in the future if the proposed project improvements were not constructed. It includes the routine maintenance improvements of the existing roadways and assumes no roadway improvements beyond those currently programmed, committed, and funded. While the No-build Alternative does not meet the project needs, it provides a baseline condition against which the effects of the Build Alternative improvements can be compared and measured.

1.3.3 Summary of Preferred Alternative

The Preferred Alternative was analyzed to determine the potential impacts to the social, cultural, natural, and physical environment compared to the No-build Alternative. **Table 1.1** summarizes the impacts associated with the Preferred Alternative. The project specific alternative evaluation between the Preferred Alternative and the No-build Alternative is shown in **Table 1.2**.

Table 1.1: Environmental Impacts Summary of Preferred and No-build Alternatives

Item		Preferred Alternative	No-build Alternative
Social	Right-of-Way Impacts (acres)	0.52	0
	Number of Parcels Impacted	3	0
	Number of Business or Residential Relocations	1	0
	Number of Community Facilities Impacts	0	0
	Number of Parks and Recreational Facilities Impacted	0	0
Cultural	Native American Lands Impacted (acres)	0	0
	NRHP*-Eligible Historical and Archaeological Sites Impacted (number)	2	0
Natural	Wetland Impacts (acres)	0	0
	Other Surface Waters Impacts (acres)	0	0
	Essential Fish Habitat Impacts (acres)	0	0
	Floodplain Impacts (acres)	0	0
	Protected Species (potential for occurrence)	Low	Low
	Critical Habitat (acres)	0	0
Physical	Number of Contamination/Hazardous Waste Sites**	61	0
	Number of Noise Receptors Impacted	42	0
	Number of Utilities Potentially Relocated	6	0

*NRHP = National Register of Historic Places

**total medium or high ranked sites within 500 feet of the project area

Table 1.2: Alternative Evaluation Matrix

Comparison Metric	Preferred Alternative	No-build Alternative
Conforms with Transportation Plan	No	No
Maintains Level of Service	Yes	No
Accommodates Future Travel Demand	Yes	No
Improves System Linkage	Yes	No
Improves User Safety	Yes	No
Additional Right-of-Way Required (acres)	0.52	0.00
Project Cost (in 2021 dollars)	\$55.2 million	\$0.00

2.0 Environmental Analysis

2.1 Social and Economic Impacts

The documentation of the existing and proposed conditions and the evaluation of the potential social impacts is provided in the following support document completed as part of this study.

- Sociocultural Effects Evaluation (SCE) Memorandum (October 2021)

2.1.1 Land Use

The proposed project is located in the City of Tampa's (City) Central Business District and Channel District. The predominant land use present west of North Meridian Avenue is Central Business District-2, which is characterized by high density development including office and residential high-rises featuring a mix of land uses on the site. Particular attention is paid to the public realm which requires a hierarchy of pedestrian, transit, and vehicular oriented streets. To the east of North Meridian Avenue, the predominant zoning is Channel District 1, 2, or 3. This zoning is characterized by high density residential with a mix of supporting commercial land uses.

Community focal points are public or private facilities, organizations or locations that hold special importance to local residents. **Tables 2.1** through **2.8** list the community focal points in the study area. The focal points are shown in **Figure 2.1**.

Table 2.1: Educational Facilities

Facility	Address
Hillsborough County District Office	901 E Kennedy Boulevard
Rampello Downtown Partnership K-8th	802 E Washington Street
Carlton Academy Day School	205 N Brush Street
University of South Florida Health	124 S Franklin Street

Table 2.2: Religious Centers

Facility	Address
St. Andrew's Episcopal Church	509 E Twiggs Street
First Presbyterian Church	412 E Zack Street
Sacred Heart Catholic Church	509 N Florida Avenue
First Baptist Church of Tampa	302 W Kennedy Boulevard
St. Peter Claver Catholic Church	1203 N Nebraska Avenue
MT Moriah Primitive	1225 N Nebraska Avenue

Table 2.3: Park and Recreational Facilities

Facility	Address
Joe Chillura Courthouse Square	641 E Kennedy Boulevard
AIDS Memorial Park	102 W Hyde Park Place
Lykes Gaslight Square Park	410 N Franklin Street
Columbus Statue Park	300 Bayshore Boulevard & Platt Street
Contanchobee Fort Brooke Park	601 Ice Palace Drive
Downtown Ribbon of Green	233 S Ashley Drive
MacDill Park	100 N Ashley Drive
Tony Jannus Park	240 Bayshore Boulevard
Tampa General Hospital Park	35 Columbia Drive
City of Tampa Park	1226 E Cumberland Avenue

Table 2.4: Hospitals

Facility	Address
Tampa General Hospital	1 Tampa General Circle

Table 2.5: Group Care Facilities

Facility	Address
Hyde Park Counseling Center	207 W Verne Street
St. John's Episcopal Parish Day School	240 S Plant Avenue
Channelside Academy of Math & Science	1029 Twiggs Street

Table 2.6: Government Buildings

Facility	Address
US Department of Commerce	1101 Channelside Drive
Hillsborough County Center	601 E Kennedy Boulevard
Hillsborough County	601 E Kennedy Boulevard
Tampa Municipal Office Building	306 E Jackson Boulevard
Hillsborough County Downtown Office	601 E Kennedy Boulevard
Honorable Robert A Foster	401 N Jefferson Street #125

Table 2.7: Fire Stations

Facility	Address
Tampa Fire Station #1	808 E Zack Street

Table 2.8: Multimodal Facilities

Facility
Hillsborough River Trail
Hillsborough Bay Trail
The Tampa Riverwalk
Bayshore Boulevard Greenway
Meridian Avenue Trail
Lykes Gaslight Square Park
Joe Chillura Courthouse Square
Selmon Greenway

The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services (47.36 acres, 38.34%), Transportation (32.49 acres, 26.3%), Open Land (15.91 acres, 12.88%), and Industrial (15.08 acres, 12.21%) as the major existing land uses within 500 feet of the project area. The project is located in one Census Designated Place: Tampa. Within the project area, there are two Developments of Regional Impact (DRIs) which are The Quad Block (1.65 acre, 1.33%) and Downtown Tampa (108.72 acres, 88.02%). **Figure 2-2** shows the DRIs in the project area. There are no Planned Unit Developments (PUDs) within the area of the project.

The City of Tampa Adopted 2040 Future Land Use Map identifies future land uses within the area of the project as primarily Central Business District, and Regional Mixed Use.

While current development in the project area is replacing the industrial uses and open land with commercial and services and residential land uses, minimal changes to surrounding land uses are anticipated as a result of this project.

Figure 2.1: Focal Points in Project Area

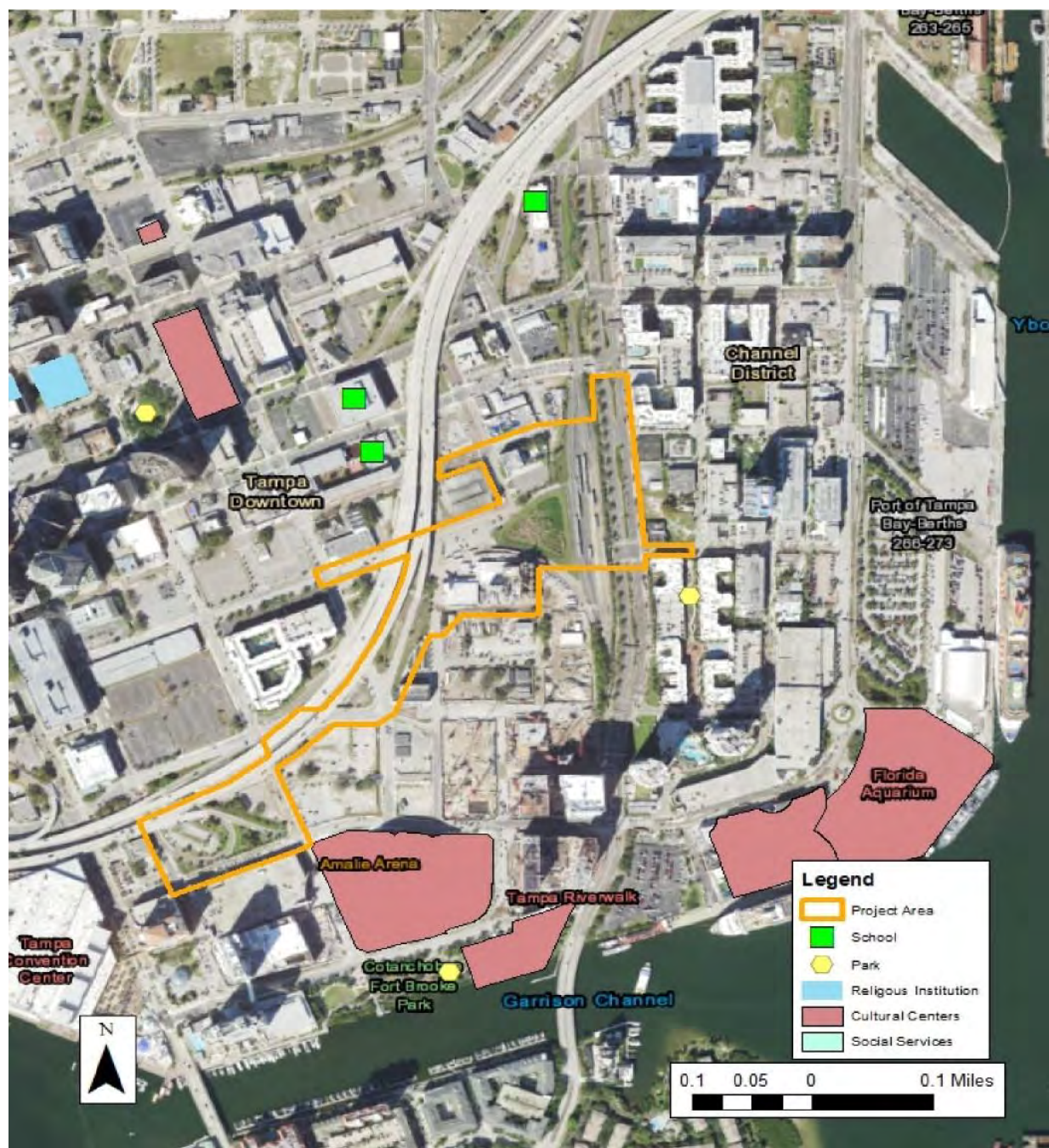


Figure 2.2: DRIs in Project Area



2.1.2 Social

Between 2010 and 2019, the population in the City increased by 18.9 percent from 335,709 to 399,700 persons. Similarly, the population in Hillsborough County (County) increased between 2010 to 2019 by 19.7 percent from 1,229,226 to 1,471,968 persons. The Bureau of Economic and Business Research (BEBR) medium population estimate for the County in 2045 is 1,959,200 persons, a total increase of 33 percent from 2019 which translates into an average annual growth rate of approximately 1.27 percent.

The sociocultural effects demographic study area used for an assessment of existing conditions consists of 10 census block groups (see **Figure 2.3**). Within this study area, minorities comprise 30.2% of the population, which is 28.1% lower than the County and 18.5% lower than the State average (see **Table 2.9**). It also has an overall lower poverty rate and a higher median income than the County and State shown in **Table 2.10**. While most of the study area population is able to speak English, 7.1% does not speak English “very well” (see **Table 2.11**). As shown in **Table 2.12**, the percent of housing units owner occupied is 12% which is much lower than the County (58.6%) and State (65.4%) averages. The percent of the population 25 and over with less than a High School diploma or equivalent is approximately half the County and State average (see **Table 2.13**). The majority of the people working in the study area (80.4%) commute to work via car, truck, or van (see **Table 2.14**).

The Florida Geographic Data Library (FGDL) was used to collect, review, and assess the demographic data within 500 feet of the project area. In addition, the Census 2017 American Community Survey (ACS) data from 2017 was used to gather additional demographic data. The ACS data reflects the approximation of the population based on a polygon project study area intersecting the Census Block Groups along the project corridor.

The ACS identified 456 households with a population of 668 people. The median household income is \$81,719. Approximately 11% of the households are below poverty level.

The minority population within 500 feet of the project area makes up 30.2% of the total population and is comprised of “Hispanic or Latino of Any Race” with 85 people (12.7%), “Asian Alone” with 53 people (7.9%), “Claimed 2 or More Races” with 37 people (5.5%), and “Some Other Race Alone” with 34 people (5.1%). There are 25 people (3.7%) that have a “Black or African American Alone” ethnicity.

To conduct a detailed analysis of minority totals and low-income areas within the Census Block Groups, the 2010 US Census Block Data was utilized as it provides more information than the FGDL for this dataset. This data gives totals for the entire Census block and does not reflect the approximation of the population based on the polygon project study area intersecting the Census blocks. This data identified four Census blocks with a total population of 183. The Census blocks had a minority population of 11%.

In the year 2017, the data reports the median age within 500 feet of the project area as 39 and persons ages 22 through 29 comprise 37% of the population. There are 21 people (3.5%) between the ages of 20 and 64 that have a disability.

There are a total of 537 housing units reported in the year 2017. Housing types consist of multi-family units (97%) and single-family units (3%). Of these housing units, 73% are renter occupied, 15% are vacant units, and 12% are owner occupied.

The 2017 data shows that there is only one person that “Speaks English Not at All” and 14 people that “Speaks English Not Well or Not at All”. Additionally, there are 13 people that “Speaks English Not Well”.

Figure 2.3: Census Block Groups in Project Area



Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT Project Development and Environment (PD&E) Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors, there is 4.19% LEP population for this alternative.

Table 2.9: Demographic Comparison, Total Population

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Total Population	668	1,422,278	21,477,737
Percent White	65.08%	70.5%	74.5%
Percent Black	3.74%	16.8%	16%
Percent Asian	7.93%	4.1%	2.8%
Percent Other*	10.53%	8.7%	3.5%
Percent Hispanic (regardless of race)	12.72%	28.7%	26.4%
Percent Minority**	30.24%	58.3%	48.7%
Percent Age 18 and older	36.98%	77.5%	80.3%
Percent Age 65 or Older	3.45%	13.9%	20.9%
Median Age	39	37.2	42.4

*Population includes person identified as American Indian and Alaska Native, Native Hawaiian, and Other Pacific Islander, Some Other Race, Two or More Races.

** Combines Race and Ethnicity to identify the total population that is a member of either a racial or ethnic minority.

Table 2.10: Demographic Comparison, Total Income

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Median Household Income	\$81,719	\$58,884	\$59,227
Percent of the Population Below the Poverty Line	10.96%	14.6%	12.7%

Table 2.11: Demographic Comparison, Language

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Percent of the Population that Speaks Only English	80.5%	79.1%	76.9%
Percent of the Population that Speaks a Language Other Than English	19.5%	20.9%	23.1%
Percent of the Population that Speaks a Language Other Than English, doesn't speak English "very well"	7.1%	8.7%	10.3%

Table 2.12: Demographic Comparison, Households and Housing Units

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Average Household Size	2	2.74	2.67
Total Number of Housing Units	537	580,511	9,674,053
Number of Housing Units Occupied	456	526,175	7,736,311
Percent of Occupied Housing Units, Owner Occupied	12%	58.6%	65.4%

Table 2.13: Demographic Comparison, Education

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Percent of the Population 25 and over with Less than a High School Diploma or Equivalent	6.6%	12.9%	13.4%
Percent of the Population 25 and over with a High School Diploma or Equivalent	21.9%	26.77%	28.7%
Percent of the Population 25 and over with a Bachelor's, Master's Doctorate or Professional Degree	28.5%	25.1%	22.3%

Table 2.14: Demographic Comparison, Transportation

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Percent of Population that Commutes to/from work via a car, truck, or van	80.4%	88.3%	88.3%
Percent of Population that Walks to/from Work	5.1%	1.5%	1.4%
Percent of Population that takes Public Transportation	1.2%	1.4%	1.8%
Percent of the Population that Travels to Work/From via "other" means	2.8%	1.8%	2.6%
Percent of the Population that Works from Home	10.5%	7.1%	6.2%

Impacts on the social environment and community cohesion are anticipated to be minimal due to the fact that access to proximate residences, businesses, and recreational features could temporarily be affected during project construction.

The Selmon Expressway is vital to accommodating the social demands of the region as population in the region grows. No substantial impacts to the social environment are anticipated.

2.1.3 Economic

Two Development of Regional Impacts (DRI) were identified in the project study area (see **Figure 2.2**). These two DRIs are The Quad Block and Downtown Tampa. According to the 2011 Urban Service Area Capacity Study prepared for the Hillsborough County Planning Commission, the development order for the Quad Block Development has expired. The Downtown Tampa DRI will redevelop the downtown area and offer improvements to connectivity, for both pedestrians and motorists.

This proposed project will enhance economic resources and regional connectivity.

2.1.4 Mobility

One existing recreational trail (Meridian Avenue Trail) was identified within 500 feet of the project area. Additional trails identified include one Shared-Use Nonmotorized (SUN) Trail Network, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway segment of the Urban Tampa Loop Corridor. **Table 2.15** identifies the trails within the project study area and **Figure 2.4** shows the locations of trails and bus routes in the study area.

Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.

There were 14 bus transit routes identified, which include 12 local bus routes and two in-town trolleys. The bus routes included: 02, 04, 08, 09, 12, 19, 22X, 23X, 25X, 27X, 31, and 46. The two trolley routes include 96 and 98. These routes service several areas of Hillsborough County, including Davis Islands, South Tampa, Brandon, and MacDill Air Force Base.

Pedestrian accommodations are provided throughout the project study area including sidewalks, crosswalk striping and crossing beacons. No bicycle lanes are provided on the streets within the project study area; however, bicycle accommodations are provided with the Meridian Avenue Trail and the Selmon Greenway (a segment of the Urban Tampa Loop Corridor), and a future bi-directional cycle track is planned for Cumberland Avenue, south of Whiting Street.

The proposed project will enhance mobility resources.

Table 2.15: Parks and Trails

Facility
Hillsborough River Trail
Hillsborough Bay Trail
The Tampa Riverwalk
Bayshore Boulevard Greenway
Meridian Avenue Trail
Lykes Gaslight Square Park
Joe Chillura Courthouse Square
Selmon Greenway

2.1.5 Aesthetic Effects

The entire 500-foot project buffer area is within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within this area.

While current development in the project study area is replacing the industrial land uses and open land with commercial and services and residential land uses, minimal changes to surrounding land uses are anticipated as a result of this project.

The proposed project is expected to result in minimal involvement with aesthetic resources.

2.1.6 Relocation Potential

The entire 500-foot project buffer area is within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area. There are 5.05 acres (4.09%) of high density residential land use, and no mobile home or RV parks present within the project study area.

Project improvements will be made within an existing corridor with right-of-way acquisition, as necessary. While no residences will be relocated, one business (Seven One Seven Public Parking), located in the southeast quadrant of the Whiting Street and Nebraska Avenue intersection will require relocation.

Access to proximate businesses may temporarily be affected and/or modified as a result of the project. Encroachment into surrounding parcels (if necessary) will be coordinated with the appropriate property owners.

Figure 2.4: Transit Routes and Trails in Project Area



2.2 Cultural Resources

The documentation of the existing and proposed conditions and the evaluation of the potential effects of the project on Cultural Resources are provided in the following support document completed as part of this study.

- Cultural Resources Assessment Survey (CRAS) (August 2021)
- CRAS Pond Site Addendum (January 2022)
- Documentation and Determination of Effects Report (February 2022)

A Cultural Resource Assessment Survey (CRAS), a Pond Site Addendum to the survey, and a Determination of Effects Report of the Whiting Street project area were conducted to identify cultural resources within the project area of potential effect (APE), to assess their significance in terms of their eligibility for listing in the National Register of Historic Places (National Register), and to determine project related effects on eligible resources in accordance with the criteria set forth in 36 CFR Section 60.4. These assessments complied with the revised Chapter 267, Florida Statutes (F.S.) and the standards embodied in the Florida Division of Historical Resources' (FDHR's) Cultural Resource Management Standards and Operational Manual (February 2003) and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code. The documents were prepared in consideration of the standards set forth in the FDOT PD&E Manual, Part 2, Chapter 8 - Archaeological and Historical Resources (July 1, 2020). All work conformed to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated). Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The archaeological Area of Potential Effect (APE) for this project was defined as the geographic limits of the proposed project improvements, while the historic APE was defined as up to 200 feet outward from the proposed improvements.

The CRAS was forwarded to the Florida Division of Historic Resources (FDHR) for consultation and review. Copies of the FDHR concurrence with the findings and recommendations of the CRAS (letter dated August 24, 2021, concurrence dated October 22, 2021), the CRAS Pond Addendum (letter dated February 8, 2022, concurrence dated March 9, 2022), and the Documentation and Determination of Effects Report (letter dated February 9, 2022, concurrence dated March 10, 2022) are included as **Appendix A**.

2.2.1 Historic Resources

The historic resources survey resulted in the identification of two previously recorded historic resources and two unrecorded historic resources within the project APE. Three of these historic resources had either previously been determined eligible, the Perry Paint and Glass Company Building and Ardent Mills, or are considered eligible based on the results of this survey, an approximately 2,585-foot segment of the Florida Central & Peninsular Railroad, for listing in the National Register of Historic Places (NRHP). The fourth structure, a one-story circa 1951 Quonset-hut was determined to be NRHP-ineligible. Each of these resources are discussed in detail below.

An approximately 2,585-foot segment of the **Florida Central & Peninsular Railroad (8HI11987)** had not been previously surveyed prior to this study. The railroad segment maintains its historic route and overall function despite alterations and the routine maintenance and replacement of material since its circa 1890 construction date. The railroad also retains its historical associations with the development of Tampa and local industry. As a result, this 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation.

The **Perry Paint and Glass Company Building (8HI685)** is a circa 1928 five-story brick Masonry Vernacular building constructed as a headquarters for the Perry Paint and Glass Company, a Tampa company founded in 1913. The company sold paint, storefront materials, glass, and mirrors throughout Tampa and greater Florida. While the company is no longer in operation, the building retains this historic association and is a rare example of an extant industrial building from the 1920s in this area of Tampa. Therefore, the Perry Paint and Glass Company Building (8HI685) is considered National Register–eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture.

Ardent Mills (8HI15084), a circa 1946 Industrial Vernacular building, has operated as a grain mill since its construction. The building replaced an earlier mill on the same site, which was damaged by fire in 1945, and had operated since 1939. In 1970, the mill expanded operations to include producing flour making it the first flour mill in Tampa. Ardent Mills (8HI15084) is associated with the Dixie Lily Milling Company, an early milling company in Tampa which provided groceries throughout the state and has operated as part of the ConAgra company since 1969. The building retains its historic design and possesses historic integrity as a mill and is also an extant structure associated with the industrial history of Tampa. Therefore, Ardent Mills (8HI15084) is considered National Register–eligible under Criterion A in the areas of Industry and Local History.

One-story **Quonset-Hut (8HI15083)** is a circa 1951 one-story concrete block Industrial Vernacular structure located at 200 S Nebraska Avenue. It exhibits a common style found in Central Florida and lacks known historical associations. Therefore, it is considered National Register–ineligible under Criteria A, B, C or D.

Construction of the proposed project will result in impacts to the Ardent Mills (8HI15084) and the Florida Central & Peninsular Railroad (8HI11987) sites. As a result, mitigative measures for adverse effects to these significant historic resources will be undertaken. These mitigative measures will be undertaken prior to the removal of the resources and will include:

- A pictorial and narrative history of the Ardent Mills historic site will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room and the Tampa Bay Historic Center. This document shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.
- A pictorial and narrative history of the Florida Central & Peninsular Railroad will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This will include photographs of current appearance, historic photographs, and written history.

- A State Historic Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approved by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

2.2.2 Archaeological Resources

Archaeological surveys resulted in the identification of one precontact period archaeological site. Due to the density of development and underground utilities, archaeological subsurface testing was feasible only within portions of the archaeological APE, the area of the Florida Avenue loop ramp. No human remains or Fort Brooke period artifacts were identified during the limited testing. Eight shovel tests resulted in the identification and expansion of the boundaries of a previously identified archaeological site, Expressway End (8HI537), throughout the western end of the current APE. Subsurface testing yielded both precontact period lithic artifacts and historic 20th Century material. The majority of the historic artifacts recovered during the subsurface testing were non-diagnostic. The two diagnostic artifacts, a solarized glass fragment and a green bottle base fragment suggest a 20th Century component. The artifacts recovered during the testing suggest a similarity to other precontact period lithic scatters and 20th Century artifact scatters in downtown Tampa that have previously been evaluated as National Register–ineligible. However, the extent of this site within the APE is unknown as underground utilities, landscaping, and hardscape prevented additional testing to bound the site and determine if any associated features are present. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the archaeological APE.

To address this issue, and the potential for unmarked grave sites within the project area, archaeological monitoring will be conducted in these areas during ground disturbing construction activities. Where feasible, subsurface shovel testing will also be conducted. Examples of conditions allowing for the excavation of shovel tests include the removal of existing hardscape preventing testing or the mechanical stripping of areas of fill down to natural ground levels. This commitment will be added to the project construction plans to ensure that it is acknowledged and addressed during project construction.

2.2.3 Recreational Sites

One existing recreational trail (Meridian Avenue Trail) was identified within 500 feet of the project area. Additional trails identified include one segment of the Shared-Use Nonmotorized (SUN) Trail Network, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway segment of the Urban Tampa Loop Corridor. **Tables 2.3** and **2.15** identify the parks and recreational facilities and trails within the project area, respectively, and **Figures 2.1** and **2.4** identified focal points and locations of trails and bus routes in the study area, respectively.

Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.

Pedestrian accommodations are provided throughout the project study area including sidewalks, crosswalk striping and crossing beacons. No bicycle lanes are provided on the streets within the project study area;

however, bicycle accommodations are provided with the Meridian Avenue Trail and the Selmon Greenway (a segment of the Urban Tampa Loop Corridor), and a future bi-directional cycle track is planned for Cumberland Avenue, south of Whiting Street.

2.3 Natural Environment

The documentation of the existing and proposed conditions and the evaluation of the project's potential effects on the natural environment are provided in the following support documents completed as part of this study.

- Natural Resource Evaluation (NRE) Report (August 2021)
- Pond Siting Report (PSR) (March 2022)
- Location Hydraulics Report (LHR) Technical Memorandum (January 2022)
- Water Quality Impact Evaluation (WQIE) (December 2021)

A natural resource evaluation was performed as part of the Whiting Street PD&E Study and documented in an NRE Report which combines the Endangered Species Biological Assessment and Wetland Evaluation. The NRE Report describes environmental communities in the study area, including wetlands and surface waters; discusses the protected species that may occur in the vicinity; and assesses the effects that the proposed improvements may have on these resources.

Data collection for the NRE was conducted through the review of existing literature and resource agency documents, and a field reconnaissance visit conducted in January 2021. Literature reviews were used to determine the current federal- and state-listed status of all protected fauna and flora species having the potential for occurrence near the project. Field activities consisted of vehicular and pedestrian investigations within and adjacent to the right-of-way. Natural communities in the study area were characterized and evaluated, with an emphasis to assess the potential occurrence of federal or state listed species. Dominant vegetative species were noted as well as general conditions. Project biologists researched the public-accessible databases of the federal, state, and local government agencies to gather information on known sightings of listed species and important habitats in Hillsborough County. These agencies included the USFWS, FWC, and Florida Natural Areas Inventory (FNAI). Land uses within and adjacent to the study area consist almost exclusively of man-dominated upland land uses and a man-made stormwater pond. The existing land uses and cover in the study area are described according to the Florida Land Use Cover Classification System (FLUCFCS)(FDOT 1999), as mapped, and defined by the SWFWMD (2017).

2.3.1 Wetlands and Other Surface Waters

In accordance with Executive Order 11990, Protection of Wetlands, the project area was evaluated to determine potential impacts on wetlands. Wetlands and surface waters found within the project area consisted of one man-made pond (Reservoirs less than 10 acres – FLUCFCS 534) approximately 1.90 acres in size. This man-made pond was constructed for the treatment and attenuation of stormwater under Southwest Florida Water Management District, Environmental Resource Permit No.: 4001660.032. As such, this pond is not considered a jurisdictional wetland and is not subject to wetland mitigation requirements. This stormwater management pond is described in detail below.

Reservoirs less than 10 acres (FLUCFCS 534) - Reservoirs are artificial impoundments of water. Within the project area, there is one man-made stormwater management pond used for the treatment and attenuation of stormwater. This pond is covered with a dense stand of cattail with Carolina willow along the edges. This pond is not considered wetland jurisdictional and is not subject to wetland mitigation requirements.

Proposed project improvements will not result in any impacts to jurisdictional wetlands.

2.3.2 Aquatic Preserves and Outstanding Florida Waters

No Outstanding Florida Waters (OFW) as listed in Chapter 62-302.700(9) Florida Administrative Code (FAC), or Aquatic Preserves pursuant to the Florida Aquatic Preserve Act of 1975 and Sections 258.35-258.394 and 258.40 – 258.46 Florida Statutes are found within the project area.

The proposed project will have no involvement with these resources.

2.3.3 Water Resources

Existing Conditions

The project area is located within the Ybor City Drain drainage basin in Downtown Tampa which is rapidly developing and has limited open land. The project area is within the jurisdiction of the Southwest Florida Water Management District (SWFWMD). Ybor City Drain is defined as Water Body ID (WBID) 1584A1 by the Florida Department of Environmental Protection (FDEP) and is verified as impaired for fecal coliform and bacteria on the current FDEP 303(d) Impaired Waters List. There are no Outstanding Florida Waters (OFW) within the project limits.

North Meridian Avenue, within the study area, was permitted under SWFWMD Environmental Resource Permit (ERP) Number 441660.032, issued on June 14, 2005. The limits of this ERP begin at Cumberland Avenue and extend north approximately 0.4 miles to Kennedy Boulevard. This ERP was obtained as part of the Tampa-Hillsborough County Expressway Authority Design Project No. 51-31-01, Meridian Avenue Improvements. A stormwater management facility was constructed under this ERP and is located south of Whiting Street along the western side of the CSX railroad, within the limits of the project area. This stormwater management facility provides water quality treatment for North Meridian Avenue. Stormwater quantity attenuation was not required since this area's outfall is tidal.

No permitted treatment is provided for the remainder of the project area.

Drainage within the study area is accomplished through collection and conveyance by vertical pipes connected to the bridge piles, storm drains, concrete ditches, side drains, inlets, and cross drains.

The project limits cross two stormwater basins, Basin 100 and Basin 200 as described below.

Basin 100

Basin 100 extends from the bridge over the Hillsborough River to east of Morgan Street in Downtown Tampa. Runoff from the Selmon Expressway in this basin typically is conveyed from the overpass to a storm drain system on the ground level by vertical pipes connected to the bridge piles. Runoff from the storm

drain system on the ground level travels westward before discharging into the Hillsborough River via a 42" pipe. No existing stormwater management facilities exist within this basin.

Basin 200

Basin 200 extends from east of Morgan Street to the end of the project limits and includes Whiting Street and North Meridian Avenue. Bridge deck runoff from the Selmon Expressway in this basin is typically conveyed to a storm drain system on the ground level by vertical pipes connected to the Selmon Expressway's bridge piles. The storm drain system conveys runoff northeast, before turning south and discharging into the Garrison Channel via an 8' x 5' concrete box culvert. Runoff from North Meridian Avenue is collected by an existing storm drain system and conveyed to an existing stormwater management facility (Pond 2) constructed under SWFWMD ERP No. 441660.032 for the Meridian Avenue improvements. Runoff from the west end of Whiting Street is collected by an existing storm drain system and conveyed west to the Whiting Street Basin outfall. A portion of the east end of Whiting Street is collected by an existing storm drain system and conveyed north along Jefferson Street. The remaining portion of Whiting Street flows to an existing concrete ditch on the north side of existing Pond 2. The ditch flows east and then south along the west side of the existing railroad to a ditch bottom inlet. The ultimate outfall for both existing Pond 2 and the concrete ditch is the Garrison Channel via a 60" pipe.

Future Conditions

Existing flow patterns will be maintained, and stormwater management facilities will be utilized to provide the necessary stormwater management. It is assumed that any existing offsite stormwater runoff will be "passed through" the proposed ponds, where necessary, with no additional treatment provided. Weir structures and pipes will be sized to accommodate the additional offsite flows passing through the proposed ponds.

Since the entire study area is located outside of the 100-year floodplain, there will be no impacts to the 100-year floodplain. Therefore, floodplain compensation is not required.

The improvements within the study area will require stormwater management facilities (ponds) to meet SWFWMD permitting requirements as follows:

Basin 100

For the improvements proposed at the Florida Avenue loop ramp, a stormwater pond is proposed to be located within existing right-of-way to provide water quality (treatment) and water quantity (attenuation).

Basin 200

For the improvements along the Selmon Expressway off-ramp to Whiting Street, along Whiting Street, and along North Meridian Avenue, the existing stormwater pond constructed under SWFWMD ERP No. 441660.032 will be relocated and enlarged to accommodate the improvements. The new pond will provide the current permitted treatment volume and the additional treatment volume required by the proposed improvements to the Selmon Expressway, Whiting Street, and North Meridian Avenue. The existing outfall to Garrison Channel will be utilized; therefore, water quantity attenuation is not required since the discharge is to a tidally influenced waterbody without restrictions, resulting in no adverse impacts.

Please refer to the Pond Siting Report and the Location Hydraulic Report Technical Memorandum, prepared under separate cover, for additional information.

A Water Quality Impact Evaluation (WQIE) was completed for the project to comply with the Clean Water Act and the Safe Drinking Water Act. The results of the WQIE confirmed that the proposed stormwater facilities design will include the minimum water quality requirements for water quality impacts. With the implementation of the proposed treatment, the proposed project will have no substantial impacts to Water Resources. A copy of the WQIE is provided in **Appendix C**.

2.3.4 Wild and Scenic Rivers

No Wild and Scenic Rivers, pursuant to the Wild and Scenic River Act (WSRA), 16 U.S. Code Chapter 28, are present within the project area.

The proposed project will have no involvement with these resources.

2.3.5 Floodplains

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Number 12057C0354H, the project area is located within Zone X, defined as areas determined to be outside the 0.2% annual chance (500-year) floodplain. There are no FEMA regulatory floodways located within the project limits.

The proposed project will have no involvement with these resources.

2.3.6 Coastal Barrier Resources

No Coastal Barrier Resources, pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) or the Coastal Barrier Improvement Act (CBIA) of 1990, are present within the project area.

The proposed project will have no involvement with these resources.

2.3.7 Protected Species and Habitat

The project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with the Endangered Species Act (ESA) of 1973, as amended, the Florida Endangered and Threatened Species Act, and the FDOT PD&E Manual Part 2, Chapter 16 - Protected Species and Habitat (July 2020).

USFWS classifies protected wildlife as endangered (E), threatened (T), proposed for listing (P) or candidate for listing (C). The Florida Fish and Wildlife Conservation Commission (FWC) applies the same federal classification to those species found in Florida and classifies additional wildlife species found in Florida as threatened (T) or species of special concern (SSC). Those federal and state listed species found within Hillsborough County and having the potential to be found within the project area are discussed below. For a species to be considered to have a potential to occur, the project area must be within the species' distribution range and potentially suitable habitat must occur. An effect determination was made for each

federal and state protected species based on an analysis of the potential impacts of the Preferred Alternative on each species.

2.3.7.1 FEDERAL PROTECTED ANIMAL SPECIES

Thirteen (13) federal listed species were assessed to determine the potential for their presence within the project area and potential project impacts. In-house research and field reviews were conducted to determine the habitat requirements of each species and the types of habitats present within the project area. Based on these assessments, eleven (11) of the 13 species were determined to have no probability of occurrence within the project area due to a lack of preferred habitat.

Two (2) federally listed wildlife species were identified as potentially occurring within the project area. These species include the wood stork and Eastern black rail. No federally listed plant species were determined to have the potential to occur within the project study area. Direct, indirect, and cumulative effects are not expected for these species as documented in the NRE Report.

The project falls within the USFWS consultation areas (CAs) of the Florida scrub-jay, piping plover, and Florida manatee; however, no habitat existing within the project area for these species. The project also falls within the core foraging areas (CFAs) of seven wood stork colonies.

A list of the federally listed wildlife and plant species that were assessed as part of this study and their effects determination are provided in **Table 2.16**.

Table 2.16: Effects Determinations for Federal Listed Species

Scientific Name	Common Name	USFWS Designation	Effect Determination
Plants			
<i>Bonamia grandiflora</i>	Florida bonamia	T	No Effect
<i>Campanula robinsiae</i>	Brooksville bellflower	E	No Effect
<i>Chionanthus pygmaeus</i>	Pygmy fringe tree	E	No Effect
<i>Chrysopsis floridana</i>	Florida golden aster	E	No Effect
Reptiles			
<i>Caretta</i>	Loggerhead sea turtle	T	No Effect
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	No Effect
<i>Eretmochelys imbricate</i>	Hawksbill sea turtle	E	No Effect
Birds			
<i>Aphelocoma coerulescens</i>	Florida scrub-jay	T	No Effect
<i>Calidris canutus rufa</i>	Rufa red knot	T	No Effect
<i>Charadrius melodus</i>	Piping plover	T	No Effect
<i>Laterallus jamaicensis ssp. jamaicensis</i>	Eastern black rail	T	No Effect
<i>Mycteria americana</i>	Wood stork	T	No Effect*
Mammals			
<i>Trichechus manatus</i>	West Indian manatee	T	No Effect

USFWS = U.S. Fish and Wildlife Service

T = Threatened

E = Endangered

C = Candidate species

* = the Effects Determination Key for the Wood Stork in Central and North Peninsular Florida was used to make this determination

2.3.7.2 STATE-ONLY PROTECTED ANIMAL SPECIES

Thirty-two (32) additional species are listed by the Florida Fish and Wildlife Conservation Commission (FWC) and the Florida Department of Agriculture and Consumer Services (FDACS) as endangered or threatened. In-house research and field reviews were conducted evaluating the habitat requirements for each species and the types of habitats present within the project study area. Based on these assessments, twenty-seven (27) of the species were determined to have no probability of occurrence due to a lack of suitable habitat within the project study area.

Five (5) state-only listed wildlife species were identified as potentially occurring within the project area. These species include the one plant, the incised groove-bur, and four animals, the roseate spoonbill, tricolored heron, little blue heron, and Florida sandhill crane. Direct, indirect, and cumulative effects are not expected for these species as documented in the NRE Report.

A list of the state-only listed wildlife and plant species that were assessed as part of this study and their effects determination are provided in **Table 2.17**.

Table 2.17: Effects Determination for State Listed Species

Scientific Name	Common Name	State Designation	Effect Determination
Plants			
<i>Adiantum tenerum</i>	Brittle maidenhair fern	E	No Effect Anticipated
<i>Agrimonia incisa</i>	Incised groove-bur	T	No Effect Anticipated
<i>Andropogon arctatus</i>	Pinewoods bluestem	T	No Effect Anticipated
<i>Asplenium erosum</i>	Auricled spleenwort	E	No Effect Anticipated
<i>Carex chapmannii</i>	Chapman's sedge	T	No Effect Anticipated
<i>Centrosema arenicola</i>	Sand butterfly pea	E	No Effect Anticipated
<i>Glandularia tampensis</i>	Tampa vervain	E	No Effect Anticipated
<i>Lechea cernua</i>	Nodding pinweed	T	No Effect Anticipated
<i>Lechea divaricate</i>	Pine pinweed	E	No Effect Anticipated
<i>Nemastylis floridana</i>	Celestial lily	E	No Effect anticipated
<i>Ophioglossum palmatum</i>	Hand fern	T	No Effect Anticipated
<i>Pecluma plumula</i>	Plume polypody	E	No Effect Anticipated
<i>Pteroglossaspis ecristata</i>	Giant orchid	T	No Effect Anticipated
<i>Rhynchospora megaplumosa</i>	Large-plumed beaksedge	E	No Effect Anticipated
<i>Schizachyrium niveum</i>	Scrub bluestem	E	No Effect Anticipated
<i>Tephrosia angustissima</i> var. <i>curtissii</i>	Coastal hoary-pea	E	No Effect Anticipated

<i>Thelypteris serrata</i>	Toothed maiden fern	E	No Effect Anticipated
<i>Triphora amazonica</i>	Broad-leaved nodding-caps	E	No Effect Anticipated
<i>Zephyranthes simpsonii</i>	Red margin zephyr lily	T	No Effect Anticipated
Reptiles			
<i>Gopherus polyphemus</i>	Gopher tortoise	T	No Effect Anticipated
<i>Lampropeltis extenuata</i>	Short-tailed snake	T	No Effect Anticipated
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	T	No Effect Anticipated
Birds			
<i>Athene cunicularia floridana</i>	Florida burrowing owl	T	No Effect Anticipated
<i>Antigone candensis pratensis</i>	Florida sandhill crane	T	No Effect Anticipated
<i>Charadrius nivosus</i>	Snowy plover	T	No Effect Anticipated
<i>Egretta caerulea</i>	Little blue heron	T	No Effect Anticipated
<i>Egretta tricolor</i>	Tricolored heron	T	No Effect Anticipated
<i>Haematopus palliatus</i>	American oystercatcher	T	No Effect Anticipated
<i>Platalea ajaja</i>	Roseate spoonbill	T	No Effect Anticipated
<i>Rynchops niger</i>	Black skimmer	T	No Effect Anticipated
<i>Sternula antillarum</i>	Least tern	T	No Effect Anticipated
<i>Egretta rufescens</i>	Reddish egret	T	No Effect Anticipated

FWC = Florida Fish and Wildlife Conservation Commission

FDACS = Florida Department of Agriculture and Consumer Services

T = Threatened

E = Endangered

2.3.7.3 PROTECTED NON-LISTED ANIMAL SPECIES

While not identified as federal or state listed protected species, additional species are afforded protection under other federal and/or state regulations. Wildlife species which have the potential to occur within the project area and are protected under federal or state regulations include the Bald Eagle and Florida black bear. Direct, indirect, and cumulative effects are not expected for these species as documented in the NRE Report.

2.3.7.4 CRITICAL HABITAT

The project area was evaluated for the occurrence of Critical Habitat as defined by the Endangered Species Act of 1973, as amended, and 50 CFR Part 424. Based on this evaluation, there is no Critical Habitat for any federally listed species within the project area.

The proposed project will not result in the destruction or adverse modification of Critical Habitat.

2.3.8 Essential Fish Habitat

No essential fish habitat (EFH) pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA) of 1976, as amended, is present within the project area.

The proposed project will have no effect on essential fish habitat.

2.4 Physical Environment

The documentation of the existing and proposed conditions and the evaluation of the potential effects of the proposed project on the physical environment are provided in the following support documents completed as part of this study.

- Noise Study Report (NSR) (January 2022)
- Air Quality Technical Memorandum (January 2022)
- Contamination Screening Evaluation Report (CSER) (January 2022)
- Utilities Assessment Package (UAP) (September 2021)

2.4.1 Highway Traffic Noise

A Noise Study Report (NSR) was prepared for this project where a total of forty-seven (47) noise receptor points located within two Common Noise Environments (CNE) were evaluated. A CNE is comprised of a group of receptors within the same activity category that are exposed to similar noise sources and levels, traffic volumes, traffic mix, speed, and topographic features. Forty six of the 47 receptors were residences in The Slade at Channelside apartment complex (activity category B2 - residential, an eight-story building) and one at the Carlton Academy Day School (activity category C2 – school).

The results of the analysis indicate that exterior traffic noise levels for the future year (2046) build alternative are not predicted to approach, meet, or exceed Noise Abatement Criteria (NAC) levels at the Carlton Academy Day School, but levels are predicted to approach, meet, or exceed the NAC at forty two (42) of the Slade at Channelside residences, with the maximum increase in traffic noise with the build alternative when compared to existing levels among all receptors being 5.9 decibels on the “A” – weighted scale (dB(A))—an increase that is not considered to be substantial. Predicted levels with the Build Alternative are essentially the same as the levels predicted for the No-build Alternative. Differences are a result of a forecast change in the directional distribution of motor vehicles on North Meridian Avenue during the peak hour with the proposed improvements.

The Federal Highway Administration’s (FHWA) Traffic Noise Model (TNM) was used to evaluate the ability of a noise barrier to reduce traffic noise levels for the 42 impacted receptors within the Slade at Channelside Apartments. The residences are located on the east side of North Meridian Avenue between Washington Street and Kennedy Boulevard. The results of the evaluation indicate that, although acoustically feasible, a shoulder barrier would not reduce predicted traffic noise such that the noise reduction design goal (NRDG) would be achieved at any of the benefited residences. As such, a noise barrier is not considered a reasonable noise abatement measure for the impacted residences at The Slade at Channelside Apartments.

Highway noise will be reassessed during the project’s design phase to confirm if any new noise sensitive receptors received construction permits prior to the Date of Public Knowledge, which is the date the SEIR was approved.

2.4.2 Air Quality

An air quality analysis was performed, and an Air Quality Technical Memorandum (August 2021) was developed for the Opening Year (2026) and Design Year (2046) for the No-build Alternative and the Preferred Alternative. The methodology and results are documented in the project files. The analysis was conducted in compliance with Part 2, Chapter 19 - Air Quality (July 2021) of the FDOT’s PD&E Manual.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The Florida Department of Transportation’s (FDOT’s) screening model for CO uses United States Environmental Protection Agency (USEPA) - approved software to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the current one-and eight-hour NAAQS for CO.

The project-level analysis for the No-build and Build alternatives was performed using the procedures documented in the User’s Guide to CO Florida (FDOT 2012). The alternatives were evaluated for both the project’s opening year (2026) and the project’s design year (2046). To evaluate the effect of the project, the results of the screening test for both alternatives and both years were compared to the one- and eight-hour NAAQS for CO (35 and 9 parts per million [ppm], respectively).

Based on the screening model results, the highest predicted one- and eight-hour concentrations would not exceed the NAAQS for carbon monoxide regardless of alternative in either the opening or design year of the project. Therefore, the project “passes” the air quality screening test.

2.4.3 Contamination

A contamination screening evaluation was conducted and documented in accordance with FDOT’s PD&E Manual, Part 2, Chapter 20 – Contamination (July 2020). The purpose of this survey was to identify, review, and provide risk ratings for properties or facilities that have potential contamination sites that may be impacted by the proposed project. The evaluation included an identification of potential contamination sites within the study area, as documented in the Level 1 Contamination Screening Evaluation Report, prepared for this study. In accordance with FDOT guidance, the “search distances” (i.e., contamination screening buffers) vary depending on the type of contamination source.

Based on a preliminary assessment of contamination risk, the potential sites were assigned a contamination risk potential rating of low risk, medium risk, and high risk. A total of ninety-eight (98) locations within 500 feet of the project area were investigated for sites that may present the potential for petroleum contamination or hazardous materials, and therefore may impact the proposed project improvements. The investigation of the 98 sites resulted in the following risk ratings for potential contamination: thirty-five (35) “High” rated sites, twenty-six (26) “Medium” rated sites, and thirty-seven (37) “Low” rated site.

Table 2.18 presents a summary of the risk ratings assigned for potential contamination sites. **Table 2.19** provides a summary listing of the Medium- and High-Risk Contamination sites. This information includes

the site name and address, agency databases from which site-specific information was obtained, distance from the right-of-way and other supporting information that describes the potential contamination risks to the project. Please see **Appendix B** – Preferred Alternative Conceptual Plans for the locations of Medium- and High-Risk ranked contamination sites within 500 feet of the project limits.

There were no sites identified in the project area that are listed on the U.S. EPA “Superfund” program, involved mining, waste treatment, or constitute other large-scale sources of environmental contamination.

During the final design phase, Level II field screening should be conducted for locations with risk ratings of “Medium” or “High,” if the identified contamination concerns have impacted the existing and/or proposed right-of-way. No additional assessment is recommended for sites ranked “Low.”

A soil and groundwater sampling plan should be developed for all sites for which a Level II field screening is proposed. The sampling plan should provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch showing all proposed boring locations and groundwater monitoring wells should be prepared.

Table 2.18: Summary of Risk Ratings

Number of Sites per Risk Rating		
High	Medium	Low
35	26	37

Table 2.19: High and Medium Rated Contamination Sites

Site Name & Address	Agency Database	Description/Notes	Risk Rating
Lee Tire Co of Florida Inc 301 S Morgan Street	EDR Hist Auto	<ul style="list-style-type: none"> Historical gas station/filling station/service station site located within 500 feet (ft) of right-of-way (ROW), reported active from 1959 to 1974. Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the Environmental Data Resources, Inc (EDR) classifies as "high risk historical records", or HRHR. No additional information is readily available. 	High
Mc Dowell Chas S 113 S Nebraska Avenue	EDR Hist Auto	<ul style="list-style-type: none"> Historical gas station/filling station/service station site located within ROW, reported active from 1930 to 1955. Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. No additional information is readily available. 	High
Ireland John H Co 309-19 S Jefferson Street	EDR Hist Auto	<ul style="list-style-type: none"> Historical gas station/filling station/service station site located within ROW, reported active in 1934. Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database 	High

		category the EDR classifies as HRHR. • No additional information is readily available.	
Seaboard Cold Storage 101 N Brush Street	RGA LUST, LUST, UST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 1998 to 2012. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents) due to historical records. • Three diesel USTs removed in 1991 and cleanup reported complete in 1992 with no further action needed. 	High
(Part A – 1900) 140 North Channelside Drive	SITE INV SITES, DWM CONTAM, RESP PARTY	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 1970 to 1997. • Potential for soil and/or groundwater contamination from solvents based on historical records. • Facility status is reported as closed. • No additional information regarding the cleanup status of the site is readily available. 	High
Lentz Anthony J 309 S. Morgan Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1930. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Lang Motor Co 200 S Nebraska Avenue	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1955 to 1977. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
K S F Carburetor & Ignition Service 310 S Jefferson Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1969 to 1982. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Bayshore Four Seasons LTD 102 S Jefferson Street	LUST, UST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW with reported LUST, reported active from 2005 to 2006. • Facility reported as closed. • Soil and groundwater contamination associated with unleaded gasoline discharges. • Six USTs were removed and a discharge cleanup status of "no further action" was given by Hillsborough County Environmental Protection Commission (EPC) to the site in August 2006. 	High
Turnblin J S Co Inc 317 S Jefferson Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1930. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High

National Cleaners & Dyers 411 Eunice Avenue	EDR Hist Cleaner	<ul style="list-style-type: none"> • Historical dry-cleaning site located within 500 ft of ROW, reported active from 1925 to 1934. • Potential for soil and/or groundwater contamination from hazardous wastes. • No additional information is readily available. Furthermore, this site falls within a database category the EDR classifies as HRHR. 	High
Cross Creek Shell LLC/Shell Station Gas and Deli-Shell Station Plant 109 N Brush Street	EDR Hist Auto, FINDS	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 2005 to 2008. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Sunshine Laundry 423 Eunice Avenue	EDR Hist Cleaner	<ul style="list-style-type: none"> • Historical dry-cleaning site located within 500 ft of ROW, reported active from 1925 to 1930. • Potential for soil and/or groundwater contamination from hazardous wastes. • No additional information is readily available. Furthermore, this site falls within a database category the EDR classifies as HRHR. 	High
McDowell Garage 102 N Jefferson Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1944. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
General Portland 211 N. Meridian Avenue	PRP	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Listed as a superfund site in the National Priority List (NPL). • No further information is readily available. 	High
Liberty Tampa 227 N. Meridian Avenue	BROWN- FIELDS, CLEANUP SITES, DWM CONTAM, RESP PARTY, ASBESTOS	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility is reported as open and remediation status is reported as active. • Soil and groundwater contamination associated with heavy equipment service operations, barge components/industrial manufacturing operations, and aluminum door manufacturing operations from 1949 until 2013. • In 2018, EPC provided a Site Rehabilitation Completion Order (SRCO) stating "No contamination of soil or groundwater is left at the site that exceeds the State of Florida's Contamination Cleanup Target Levels". 	High
Paul's Auto Alignment & Collision Undercoating/Hillsborough Expressway Authority/Tampa Expressway Authority (Frm Paul's Alignment South) 1205 Jackson Street	EDR Hist Auto, FINDS, ECHO, RCRA- VSQG, DWM CONTAM, RESP PARTY	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1930 to 2014. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • A discharge consisting of lead was discovered in 2004 from the use of the site as an auto service since the 1930s. • In 2014, the FDEP stated that soil and groundwater contamination concentrations are below the applicable Soil Cleanup Target Levels and Maximum Concentration Limits, or Groundwater Cleanup Target Levels and no further action is needed. 	High

Castellano Jos 710 Whiting Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1934. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Brake Service 405 E Brorein Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1959 to 1974. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
	EDR Hist Cleaner	<ul style="list-style-type: none"> • Historical dry-cleaning site located within 500 ft of ROW, reported active from 1934 to 1939. • Potential for soil and/or groundwater contamination from hazardous wastes. • Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Taylor R H Radiator Works 1201 Jackson Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1930 to 1987. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Beasley S Garage 615 Eunice Avenue	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1949. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Yale Tire & Battery Service 217-219 S Franklin Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1944. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Wheeler Clarence L 902 Washington Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1939. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	High
Sam S Service Station 301 S Franklin Street	EDR Hist Auto	<ul style="list-style-type: none"> • Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1934. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated 	High

		wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	
Lang Motor Co 200 Nebraska Avenue	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1962 to 1972. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	High
Packard Service 406-408 Washington Street	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1930 to 1934. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	High
Collins D C 288 Nebraska Avenue	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1925. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	High
Sharpe & Company 205 S Franklin Street	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1955 to 1959. Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	High
White Service Station 400 S Jefferson Street	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1925. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	High
Sine S Garage 502 S Nebraska Avenue	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1949 to 1980. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	High
Fields Service Station 516 S Nebraska Avenue	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1955. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available.	High
Hill Harry 131 S Franklin Street	EDR Hist Auto	• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active in 1934.	High

		<ul style="list-style-type: none"> • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the EDR classifies as HRHR. • No additional information is readily available. 	
Grand Central at Kennedy/Bay Drum & Steel/Five Star Tours/Lang Motor 1211 E Madison Street	BROWN-FIELDS, DWM CONTAM, RESP PARTY, EDR Hist Auto, FINDS, RCRA NonGen / NLR, ECHO, RGA LUST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 1978 to 2015. • Site consists of multiple historical facilities reported as closed. Historical gas station/filling station/service station reported active from 1978 until 1986; and Bay Drum and Steel operated from 1996 to 1999. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents) from historical facilities. Furthermore, this site falls within a database category the EDR classifies as HRHR. • In 2006, the EPC designated the site as a Brownfield Area. Furthermore in 2015, FDEP concluded that source removal activities were conducted prior to the condominium development to address soil contamination discovered at the property. FDEP states that the Site does not meet the requirements for closure, however the agency is not requesting that further site rehabilitation activity be conducted at the site. 	High
Railroad	N/A	<ul style="list-style-type: none"> • Proposed ROW crosses eight existing railroads tracks. • Potential contamination may be found along any stretch of rail corridor as well as contamination associated with industrial uses alongside it. • Potential contaminants may include the following: <ul style="list-style-type: none"> - Railroad ties, usually treated with chemicals such as creosote, - Coal ash and cinder containing lead and arsenic, - Spilled or leaked liquids such as oil, gasoline, cleaning solvents, etc., - Herbicides, - Fossil fuel combustion products (e.g., Polycyclic Aromatic Hydrocarbons (PAHs), - Roofing shingles (e.g., asbestos), - Transformers and Capacitors, and - Metals. 	High
Seragraphic Arts 412 S Morgan Street	UIC, ASBESTOS	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility reported as inactive. • 1983 FDEP record indicates that wells were placed on site in late 1950s. • No further information on status on wells is readily available. 	Medium
The Slade – Channelside/Birdwell Equipment Co. 202 N 11 th Street	FINDS, RGA LUST, RGA, UST, LUST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 1998 to 2012. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • One diesel and one leaded gas USTs removed in 1991 and cleanup was performed in 2007. • In 2007, FDEP accepted the Site Rehabilitation Completion Order (SRCO) and No Further Action Proposal (NFAP) and released the site owner from any further obligation to conduct site rehabilitation for petroleum contamination. 	Medium

Ardent Mills, LLC/Con Agra Inc 110 S Nebraska Avenue	FINDS, ICIS, ECHO, RGA LUST, NPDES, UST, TIER 2, AIRS, LUST, US AIRS	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 2005 to 2012. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • Four diesel USTs were removed with petroleum discharge reported in 1990, but no cleanup required as reported in 2007. • In 2019, EPC stated no further assessment is required at this time. 	Medium
Washington Square Parking Garage SW E Washington Street & N Brush Street	LUST, TANKS	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility is reported as closed. • Potential for soil and/or groundwater contamination from hazardous wastes due to discharge reported in 2005. • Cleanup was required and completed in 2006. • No additional information is readily available. 	Medium
Eli Witt Co 609 Cumberland Avenue	DWM CONTAM, CLEANUP SITES, LUST, UST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility is reported as closed. However, its remediation status is reported as active. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • Six gasoline USTs were removed in 1991, and cleanup was performed in 2018. • Groundwater plume is inferred to be off-site, and an Initial Noticing of Off-site Contamination (INOC) Package is warranted by the EPC. 	Medium
Tampa City - Convention Center 209 S Franklin Street	RGA LUST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW and reported active from 1998 to 2012. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • No additional information is readily available. 	Medium
Caesar Street Properties 907 E Cumberland Avenue	DWM CONTAM	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • In 2010, a phase II site assessment recommended further soil and groundwater sampling of the site where former Kal Mar Construction, a gasoline service station and printing facility existed to determine horizontal and vertical extent of petroleum affected soils and groundwater. • In 2016, a supplemental Soil and Groundwater Assessment was performed to conduct additional soil and groundwater testing. Results identified exceedances of Benzo(a)pyrene (BaP) in soil above the residential Site Cleanup Target Level (SCTL), but groundwater samples confirmed no exceedances of applicable Groundwater Cleanup Target Level (GCTLs). Excavate and removal of the impacted soil was recommended. • In 2017, an alternative SCTL for BaP, and BaP Equivalents was calculated by the University of Florida (UF). As a result, none of the soil contaminants exceeded the alternative SCTLs. FDEP accepted the Site Assessment Report and NFAP and concluded that the site had satisfied the rehabilitation requirements and that there is no further obligation for site rehabilitation. 	Medium

Vento Oil Co/Vacant Building 207 N 11 th Street	RGA LUST, ASBESTOS, UST, LUST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 1998 to 2012. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • A petroleum discharge was reported in 1988 and one unleaded gas UST was removed in 1989. Cleanup was conducted resulting in no further site rehabilitation needed per FDEP document in 1995. 	Medium
Case Contracting Company/215 North 11 th St Property 215 N 11 th Street	FINDS, ECHO, RGA LUST, UST, LUST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active in 2012. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • A petroleum discharge was reported in 2011 and two fuel oil USTs were removed in 2011. Cleanup was conducted and no further action was need per EPC/FDEP document in 2013 	Medium
Crestline Acquisition Group Property-Area13 S Caesar Street & E Walton Street	RESP PARTY	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Site reported as closed. • Corrective action plan and Remedial Action Plan (RAP) reported for the site. • No additional information is readily available. 	Medium
USF Medical School 200 S Caesar Street	DWM CONTAM, RESP PARTY	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility reported as closed. • Corrective action plan and Remedial Action Plan (RAP) reported for the site. • No additional information is readily available. 	Medium
Tampa Bay Times Forum West Parking Lot	INST CONTROL, DWM CONTAM, RESP PARTY	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 2013 to 2020. • Facility reported as open. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents) due to historical records. • A discharge resulted from a historical gasoline station and historical dry cleaning and laundry supply facility was discovered during a Phase II Environmental Site Assessment in 2013. The discharge consisted of benzo(a)pyrene equivalents in soil and chlorinated solvents and their degradation compounds (perchloroethylene, trichloroethylene, and vinyl chloride) in groundwater. • In 2020, FDEP stated no further action is required. However, a permit is required when conducting dewatering in the area. 	Medium
Kal-Mar Construction Inc 908 E Eunice Street	INST CONTROL, DWM CONTAM	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility reported as open. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • Con Brothers Contractors Storage existed in the early 1930s. By 1950, Tampa Sand and Materials was on the site and included a concrete block storage yard. Aerials showed an industrial facility on site in the late 1970s. The property has been vacant and used for parking dating back to the late 1990s. • Soil contamination was discovered in 2016 and consisted of Benzo(a)Pyrene Equivalents, chromium, lead, and arsenic. 	Medium

		<ul style="list-style-type: none"> • In 2017, excavation and off-site disposal of contaminated soil, removal of all identified solid waste within the site boundaries, and the post remedial groundwater sampling was performed. A Soil Source Removal Report including No Further Action Proposal (NFAP) was submitted to the FDEP. Based on the NFAP and other documents submitted, soil and groundwater contaminant concentrations are below the applicable Soil Cleanup Target Levels and Maximum Concentration Limits or Groundwater Cleanup Target Levels and the FDEP stated no further obligation is needed for site rehabilitation. • Limited groundwater (GW) assessment completed under LSSI Program. Minimal on-site contamination levels met LSSI NFA criteria. Do not use GW for drinking water or irrigation. 	
Tampa Bay Arena 901 E Platt Street	LUST, UST, DWM CONTAM, CLEANUP SITES	<ul style="list-style-type: none"> • Site located within 500 ft of ROW. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents) was reported in 1992. EDR reports two unleaded gasoline, and one kerosene USTs were closed in place, and cleanup is ongoing. 	Medium
Former Blueprint Company 101 S 12 th Street	FINDS, ECHO, RCRA- VSQG, RGA LUST, UST, LUST	<ul style="list-style-type: none"> • Site located within 500 ft of ROW, reported active from 2001 to 2012. • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents) due to historical records. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • EDR report shows a petroleum discharge reported in 2000 and one leaded gas, one diesel, and one waste oil UST was removed in 2000. Cleanup was completed in 2001. • In 2001, the FDEP and EPC reviewed the Tank Closure Assessment/Source Removal Report and NFAP and released the site from any further obligation to conduct further site rehabilitation for petroleum product contamination associated with the discharge. 	Medium
University of South Florida 102 S Franklin Street	RESP PARTY, DWM CONTAM, UST	<ul style="list-style-type: none"> • Site located within 1,000 ft of ROW. • Site reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents) due to historical records. • In 2012, a site assessment reported soil contaminants of PAHs, TRPH, and PCBs, arsenic, lead, barium, cadmium, chromium, and mercury. The contaminated soil was removed off-site, and a Site Rehabilitation Completion Report was prepared. • In 2014, the FDEP reviewed the NFAP with Conditions Proposal and released the site owner from any further obligation to conduct additional site rehabilitation. 	Medium
Channelside/Former Amazon Hose 222 N 12 th Street	BROWN- FIELDS, FINDS, ECHO, NPDES,	<ul style="list-style-type: none"> • Site located within 1,000 ft of ROW. • Facility reported as open and remediation status is reported as active. • Potential for soil and/or groundwater contamination from former 	Medium

	VCP, INST CONTROL, ENG CONTROLS, DWM CONTAM, RESP PARTY, CLEANUP SITES	<p>operations of chemical, marine fuel and industrial hose supply located onsite.</p> <ul style="list-style-type: none"> Site contamination consisted of arsenic, polycyclic aromatic hydrocarbons (PAHs), and petroleum hydrocarbons in soil. Per FDEP in 2018, site successfully and satisfactorily implemented the approved brownfield site rehabilitation completion agreement, and no further action is needed. 	
Verizon Wireless-St. Pete Times Forum 401 Channelside Drive	RESP PARTY, ICIS, FINDS, ECHO, AST, DWM CONTAM, FL FINANCIAL ASSUR- ANCE 3, TIER 2, ERNS	<ul style="list-style-type: none"> Site located within 1,000 ft of RW. Site reported as closed. Historical research documented a railroad spur from the Seaboard Air Line Railroad that was present along the east and south border of the subject property from about 1915 through the mid-1980s. In the 1930s until circa 1979, United Paper Company operated within the central portion of the property. The facility reportedly printed fruit and vegetable labels and appeared to contain a crude oil engine (noted in Sanborn maps). An industrial equipment sales and service facility was also identified in the 1950 Sanborn. In 2013, a phase II assessment identified the presence of arsenic, lead, benzo(a)pyrene (BaP) equivalent, and dieldrin, concentrations above the applicable SCTLs. The report identified chlordane as also exceeding SCTLs, however, the concentration detected is below the applicable SCTLs. No groundwater contamination was documented. In 2016, supplemental soil testing was performed and identified an exceedance of BaP equivalent in the soil, but did not identify the presence of arsenic, lead, or organochlorine pesticides above the applicable SCTLs. None of the tested groundwater parameters exceedances of the applicable FDEP GCTLs. Therefore, no further assessment of the groundwater is warranted. In 2017, an Interim Source Removal Plan (ISR Plan) was submitted to the FDEP which outlined the procedures for removal of the contaminated soil. <p>In 2018, contaminated soil was removed. An unregulated UST was discovered that was used for fuel oil. A Soil Source Removal Report was prepared to satisfy the requirements for a NFAP. Soil excavation performed removed the contaminated soils that exhibited concentrations of the contaminants of concern exceeding the residential direct exposure and leachability based on groundwater SCTLs. Post remedial groundwater sampling was also performed. The FDEP stated that the site has satisfied rehabilitation requirements and released it from any further obligation to conduct site rehabilitation.</p>	Medium
The Place at Channelside/Brulin& Company 912 Channelside Drive	BROWN-FIELD, INST CONTROL, RESP PARTY, VCP, DWM CONTAM, SSTS,	<ul style="list-style-type: none"> Site located within 1,000 ft of ROW. Potential for soil and/or groundwater contamination from chlorinated solvent constituents. There is documentation that contamination above applicable standards or criteria exists offsite. Former site of Brulin Facility, Records Center, Inc. and CSX Transportation, Inc. ROW which were demolished in 2005. Currently a residential condominium complex that is reported as open. 	Medium

	FINDS, ECHO	<ul style="list-style-type: none"> • In 2004, FDEP designated The Place at Channelside a Brownfield Area. <p>In 2017, FDEP stated that the site has successfully and satisfactorily implemented the approved brownfield site rehabilitation and no further action is needed. Acceptable Alternative Cleanup Target Levels (ACTLs) have been established for groundwater contaminants remaining, in conjunction with appropriate institutional controls.</p>	
Pinnacle Channelside Crestlin Property Area 14 1005 E Cumberland Avenue	RESP PARTY	<ul style="list-style-type: none"> • Site located within 1,000 ft of ROW. • Site reported as closed. • In 2016, corrective action plan and Remedial Action Plan (RAP) reported for the site. <p>No additional information is readily available.</p>	Medium
Gaspar Property 1029 E Twiggs Street	RESP PARTY, CLEANUP SITES, DWM CONTAM, UST, FL FINANCIAL ASSUR- ANCE 3	<ul style="list-style-type: none"> • Site is located within 1,000 ft of ROW. • Facility is reported as closed. However, its remediation status is reported as open. • In 2007, a tank closure report was completed and identified two gasoline USTs were removed that were associated with a former gas station that operated on the site during the 1920s. The report also concluded that there were no environmental impacts associated with the removal of the USTs. No further environmental assessment was recommended at that time. • In 2013, corrective action plan and Remedial Action Plan (RAP) was reported for the site. <p>No additional information is readily available.</p>	Medium
Washington Street Crossing Area E Washington Street & Channelside Drive	BROWN- FIELDS	<ul style="list-style-type: none"> • Site located with 1,000 ft of ROW. • Potential for soil and/or groundwater contamination from solvents. • In 2002, site was designated a brownfield area. <p>In 2003, a site assessment report identified a limited area of solvent impacting soil within the former CSX railroad ROW, groundwater samples discovered concentrations of PCE and TCE above the GCTL in the upper portion of the surficial aquifer. Remediation by Natural Attenuation was recommended and monitor wells should be retained during future site development activities with a groundwater monitoring plan. Report did not identify any known or unknown on-site or off-site sources of solvent contamination.</p>	Medium
Tampa Marriott Waterside Hotel & Marina	INST CONTROL, ENG CONTROLS, RESP PARTY, INCIDENT COMMONS, ERNS, SPILLS, ASBESTOS, DWM CONTAM, FL FINANCIAL ASSURANCE 3, HW GEN, TIER 2	<ul style="list-style-type: none"> • Site located within 1,000 ft of ROW. • Facility reported as closed. • Potential for soil and/or groundwater contamination from chlorinated solvents from a discharge that consisted of chlorinated solvents in soil and groundwater in 2013. The discharge resulted from historical operation of a dry-cleaning facility which existed on site in the basement from 2000 to 2014. <p>In 2019, FDEP stated that the site has satisfied the site rehabilitation requirements and was released from any further obligation to conduct site rehabilitation. Per FDEP, a permit is required when conducting dewatering in the area of the contaminated site.</p>	Medium
Madison Street Park	BROWN	<ul style="list-style-type: none"> • Site located within 1,000 ft of ROW. 	Medium

1224 E Madison Street	-FIELDS, UST, Financial Assurance, DWM CONTAM, RESP PARTY, CLEANUP SITES	<ul style="list-style-type: none"> • Facility reported as closed. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • Site was used for industrial purposes since 1931 with Petroleum Equipment Sales & Service and E.M. Scott Contractors active in the 1950s. <p>In 2020, soil excavation was performed to remove contaminated soils and an orphan UST containing fuel oil was discovered and removed. EPC and FDEP stated that the site meets the requirements for a conditional closure without controls based on the use of Alternative Soil Cleanup Target Levels (A-SCTLs) for arsenic and Benzo(a)pyrene equivalents.</p>	
934-940 Channelside Drive 940 Channelside Drive	RESP PARTY, DWM CONTAM	<ul style="list-style-type: none"> • Site located within 1,000 of ROW. • Facility reported as closed. • Historically, the site was used for various commercial businesses since approximately 1947. Jack's Auto Supply operated from 1947 to 1960. Terry Refrigeration operated between 192 to 194, and the named changed to Oriole Refrigeration in 1965. The property was vacant from 1966 through 1974. From 1975 to 1994, the site was intermittently vacant or occupied by either AAA Metal or Allgrade Metal. The site was vacant from 1994 to 1996. • In 1997, a contamination assessment reported that the source area of PCE and TCE contaminants originated from the CSX ROW. <p>In 2014, a site assessment reported no constituents of concern in the soil samples or groundwater samples above applicable state cleanup target levels. A No Further Action without institutional controls or without institutional and engineering controls was recommended. The FDEP also determined that additional site rehabilitation is not required.</p>	Medium
A&D Automotive Center, Inc. 1127 E Twiggs Street	SWF/LF, RGA LUST, LUST, UST	<ul style="list-style-type: none"> • Reported as an inactive waste tire facility located beyond 1,000 ft from ROW, reported active from 2004 to 2012. • Facility reported as open. • Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents). • Petroleum discharge was reported in 2007 and cleanup reported in 2008. One active fuel oil UST reported. <p>No additional information is readily available.</p>	Medium

2.4.4 Utilities and Railroads

Utilities

A Sunshine State 811 of Florida Design Ticket System listing of existing utility owners was acquired in February 2021. A total of nineteen Utility Agency Owners (UAOs) were identified within the project area. Preliminary utility coordination and investigation efforts were conducted through written and verbal communications with existing UAOs. The UAOs and their facilities are summarized in **Table 2.20**. This table also notes the locations where utilities extend into the project area.

Utility owners were provided aerial based preliminary plans depicting the proposed Whiting Street corridor improvements. Using these aerial plans as a base map, each utility owner was asked to indicate their existing and proposed utilities as well as any easements that may affect their reimbursement rights for potential relocations of their facilities. In response, not all utility owners replied via written communications. The utility owners that did provide the requested information concerning their facilities used either the preliminary plans provided or reference documentation (i.e. "As-builts" or GIS maps).

While construction of the proposed project will have utility impacts, the extent of the necessary utility adjustments is not known at this phase of the project. However, no substantial utility impacts are anticipated as a result of the proposed project.

Table 2.20: Utility Agency Owners within Project Area

Utility Agency	Contact	Description of Facilities	Facility Locations
AT&T	Steve Hamer		No Response
City of Tampa Water	813.888.8300 ext 201	8" cast iron (enamel) running north/south along Florida Avenue 8" ductile iron pipe (DIP) running east/west along Channelside Drive 6" water main (WM) crossing Channelside Drive west of Florida Avenue 6" WM along Florida Avenue south of Channelside Drive 12" WM down center of Jefferson Street at Whiting Street 8" DIP running north/south along Nebraska Avenue, turns east along Whiting Street and north along center of Brush Avenue 6" WM along Finley Street 6" WM along Walton Street	
City of Tampa Wastewater	shamer@sdt-1.com	36" reinforced concrete pipe (RCP) along S. Florida Avenue 24" Poly Vinyl Chloride (PVC) pipe along Channelside Drive 10" Vitrified Clay Pipe (VCP) west of Florida Avenue 8" VCP along Kennedy Boulevard, Jackson Street, and Whiting Street 24" VCP along Morgan Street	
City of Tampa Traffic	Benjamin Freamon, Jr.		No Response
Crown Castle	813.231.5291		No Response
Cumberland Jefferson Farms Properties	bejamin.freamon@tampagov.net		Facilities not within project limits.
Extent Network Operations	Richard Rivera		No Response
Fiberlight	813.274.8957		No Response
Frontier Communications	richard.rivera@tampagov.net		No Response
Hillsborough County	Jose Castillo		No Response
Hillsborough County Sheriff's Office	813.777.8183		No Response
Lumen fka CenturyLink	jose.castillo@tampagov.net		Fiber Optic Cable (FOC) along Channelside Drive
Spectrum/Charter fka Bright House Networks	Jeremy Williams		No Response

T-Mobile/Sprint	470.235.6349	FOC along railroad tracks and west along Whiting Street
Tampa Electric Company	jeremy.williams.contractor@crowncastle.com	No Response
Tampa Expressway Authority	crowncastle.com	Single mode fiber (6, 12 and 96 count) along Channelside Drive
Tampa Port Authority	Mark Foster	Facilities not within project limits.
TECO Peoples Gas	813.927.1675	2" polyethylene (PE) GM along Channelside Drive 4" coated steel (CS) GM along Morgan Street 4" PE GM along Florida Avenue, south of Channelside Drive
Uniti Fiber	mark.foster@stantec.com	1 x 2.33" 7-way future path FOC along Florida Avenue and Channelside Drive 1 x 2.33" 7-way future path FOC along Brush Street/crosses Whiting Street
Verizon fka MCI	8666.892.5327	Aerial facilities along Washington Street 2-2" HDPE conduits with FOC along Nebraska Avenue, north of Whiting Street 2-2" conduits with FOC along Florida Avenue and Channelside Drive
Windstream fka Deltacom	Tim Green	Facilities not within project limits.
Zayo	813.877.7183	Facilities not within project limits.

Railroads

An approximately 1,400-foot north-south segment of the Florida Central & Peninsular Railroad, which is owned and operated by CSX Transportation, runs parallel to the west side of North Meridian Avenue, between E Cumberland Avenue and E Jackson Street. This segment of railroad expands into a multi-line (seven lines) switching yard east of Whiting Street and contains a two-line east-west spur that feeds the Ardent Mills facility located south of Whiting Street. The primary use of this rail segment is to provide materials for the Ardent Mills facility. This facility is scheduled to cease operations in 2022, resulting in the rail segment no longer being needed.

The proposed extension of Whiting Street from Brush Street to North Meridian Avenue, and the construction of proposed stormwater management facilities within this area will result in the removal of this rail segment.

2.4.5 Construction

The construction activities associated with the Whiting Street proposed improvements will result in temporary air, noise, vibration, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. Air quality impacts will be temporary and primarily be in the form of exhaust emissions from trucks and construction equipment as well as fugitive dust from construction sites. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of other control materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

Noise and vibration impacts may be generated by heavy equipment and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will be implemented as set

forth in the FDOT's Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the construction contractor will also be required where applicable.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using Best Management Practices (BMPs).

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays during project construction. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could inconvenience the community so that motorists, residents, and businesspersons can plan travel routes in advance.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Within the project study limits, the present traffic congestion may become worse during stages of construction where narrow lanes may be necessary. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur but are temporary and short term.

Construction of the roadway and bridges requires excavation of unsuitable material, placement of embankments, and the use of materials, such as lime rock, asphaltic concrete, and Portland cement concrete. The removal of structure and debris will be in accordance with local and state regulation agencies permitting this operation. The construction contractor will be responsible for controlling pollution on haul roads, in borrow areas, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

2.4.6 Bicycles and Pedestrians

There are no pedestrian or bicycle facilities along the Selmon Expressway as it is a Limited Access facility.

Dedicated lanes for bicyclist are provided on Florida Avenue, Jackson Street, Nebraska Avenue and North Meridian Avenue. Bicycle-friendly roads include the following:

- Morgan Street
- Jefferson Street
- E Street
- Nebraska Avenue
- Water Street
- Whiting Street
- Brush Street
- Washington Street

Pedestrian accommodations provided within the study area include:

- Sidewalks
- Multi-use paths
- Pedestrian countdown heads and push buttons
- Leading pedestrian phase/Leading pedestrian intervals (LPIs)
- Protected left-turn phase
- Enhanced ITS Technology: Pedestrian detection to extend crossing time when pedestrian is detected within the intersection
- High-visibility crosswalks
- Advance stop lines
- Intersection lighting / crosswalk lighting
- Optimal signal timing for all modes of transportation
- Refuge islands within crosswalks
- ADA curb ramps

Florida Avenue has 10-foot-wide sidewalks, adjacent to the back of Type F curb and gutter. Channelside Drive has 15-foot-wide sidewalks, adjacent to the back of Type F curb and gutter. Within this area, a 10-foot sidewalk extending from Florida Avenue eastward along the north side of the modified Expressway off-ramp to Florida Avenue is proposed. This sidewalk will then turn southeast under the off-ramp and connect to the Channelside Drive sidewalk, east of the ramp.

Sidewalks along Whiting Street are buffered by granite curb, a six-foot-wide sidewalk on the south side of the road, and a wide sidewalk with varying width on the north side of the road. Beginning at Jefferson Street and extending eastward, 10-foot sidewalks are proposed along the north and south sides of Whiting Street eastward to its proposed connect with North Meridian Avenue. These sidewalks will connect to the existing 12-foot shared use path that runs along the west side of North Meridian Avenue. 10-foot sidewalks are also proposed within the area of the Nebraska Avenue and Finley Street connection.

Trails within the study area include the Selmon Greenway and the Meridian Avenue Greenway.

The proposed project will enhance the bicycle and pedestrian accommodations throughout the project area.

2.4.7 Navigation

There are no navigable waters, as defined in 33 Code of Federal Regulation (CFR) § 2.36, within the project area and the proposed project will have no effect on navigation.

3.0 Anticipated Permits and Permit Conditions

Coordination with relevant regulatory agencies, including the FDEP and SWFWMD, is anticipated to construct the proposed project. The environmental permits anticipated for this project are shown in **Table 3.1**.

Table 3.1: Anticipated Environmental Permits

Agency	Permit Type
Southwest Florida Water Management District (SWFWMD)	Environmental Resource Permit
Florida Department of Environmental Protection (FDEP)	National Pollutant Discharge Elimination System Permit

4.0 Coordination and Consultation

Through the Advance Notification (AN) process, THEA informed numerous federal, state, and local agencies of the PD&E study and its scope. The AN package was prepared in accordance with the FDOT PD&E Manual, Part 1, Chapter 3 (July 2020), as applicable.

The federal, state, and local agencies having concern in this project due to jurisdictional review are identified in **Table 4.1**. These agencies were contacted by THEA through the AN process in February 2020. The study was conducted utilizing information obtained from comments made by various regulatory and resource agencies in response to the AN. A summary of the agency comments provided in response to the AN is provided in **Table 4.2**.

Table 4.1: Advance Notification Agencies

Federal Agencies
US Army Corps of Engineers (USACE) – Jacksonville District
US Coast Guard (USCG) – Permits Division
National Marine Fisheries Service (NMFS), Habitat Conservation Division
US Department of Interior (USDI) – USFWS
State Agencies
Florida Department of Environmental Protection (FDEP) – ETAT Representative
FDEP – State Clearinghouse
Florida Department of State (FDOS)- Division of Historic Resources (DHR)
Florida Fish and Wildlife Conservation Commission (FWC) – ETAT Representative
Regional Agencies
Southwest Florida Water Management District (SWFWMD) – Environmental Resources Bureau Regulation Division
Environmental Protection Commission of Hillsborough County (EPCHC)
City of Tampa – Mobility Division
Port Tampa Bay

Table 4.2: Advanced Notification Agency Responses

Federal Agencies	Issues/Response
USACE	Pre-Application meeting should be requested once there is a proposed design plan. Required Permits: Section 404 – NWP#14 or NWP#15; and Section 10 / Section 408.
USCG	A USCG bridge permit will be required for modifications (widening) to the bridge crossing the Hillsborough River. The existing navigational clearance over the Hillsborough River must not be encroached upon by the proposed widening project.
NMFS	NMFS principal concern is the widening of the bridge over the Hillsborough River. Shoreline mangroves at this location might experience minor shading impacts due to the bridge widening, which should be addressed in the Essential Fish Habitat Assessment. In terms of the Endangered Species Act (ESA), there is a potential for bridge construction activities, including in-water pile driving, to affect ESA-listed species under NMFS's purview (smalltooth sawfish and green, loggerhead, and Kemp's ridley sea turtles).
USFWS	At the time of the notification, did not have any species concerns. Once the PD&E has been completed, the USFWS would like to review all documents
USACE	Pre-Application meeting should be requested once there is a proposed design plan. Required Permits: Section 404 – NWP#14 or NWP#15; and Section 10 / Section 408.
State Agencies	Issues/Response
FDEP	Advance Notification acknowledged. No comments.
FDEP – State Clearinghouse	Based on the information submitted and minimal project impacts, the State has no objections to the proposed project and, therefore, it is consistent with the Florida Coastal Management Program (FCMP). Final concurrence of the project's consistency with the FCMP would be determined during any environmental permitting processes, in accordance with Section 373.428, Florida Statutes.
FDOS - DHR	As part of the Section 106 process, a CRAS specific to this project that identifies and evaluates cultural and historical resources within the area of potential effects needs to be provided to DHR. (The CRAS was updated in April 2021 as a result of comments received from the FDOS DHR and resubmitted to DHR for concurrence.)
FWC	No comments, recommendations, or objections related to state-listed species and their habitat or other fish and wildlife resources. The liability to not impact or cause "take" of listed species, migratory wildlife, and other regulated species of wildlife is the responsibility of THEA for this project. If listed species are observed onsite in the future, FWC staff are available to provide decision support information or assist in obtaining the appropriate permits.
Regional Agencies	Issues/Response
SWFWMD	Environmental Resource permit may be required. However, the final determination of the type of permit will depend upon the final design configuration. Comments and degree of effect (DOE) were provided regarding the following resources: coastal and marine (DOE: minimal, permit required), contamination (DOE: moderate, further coordination required), floodplains (DOE: moderate, permit required), Historic and archaeological sites (DOE: none, permit required), Infrastructure (DOE: moderate, further coordination required), recreation areas (DOE: none, permit required), water quality and quantity (DOE: moderate, permit required), wetlands and surface waters (DOE: minimal, permit required), wildlife and habitat (DOE: minimal, permit required), and federal consistency (consistent with comments).
EPCHC	Wetlands: no obvious significant wetlands other than the crossing of the Hillsborough River. Miscellaneous Impacts in Wetlands required.; Air quality: The most obvious method to reduce the impacts to neighboring properties is to minimize encroachment of new roadways toward these properties, so expansion inward toward the existing median should be encouraged where practical. If there is outward or elevated expansion, the design should consider elevated walls near the travel lanes, particularly near the residential portions of the corridors, to help minimize transportation impacts such as noise, rubber remnants from tire wear, and potentially some of the air pollutants; Waste: a number of sites, including two old landfills that may be impacted. In the event that the either or both of the identified old landfills may be impacted, staff with the EPC's Waste Management Division should be contacted.

City of Tampa Mobility Division	Additional coordination was conducted, as described in the Comments and Coordination Report for the proposed project.
Port Tampa Bay	Receipt of Advance Notification was not provided.

5.0 Public Involvement

Several meetings were held over the course of the PD&E study to meet with public officials, agencies, residences, and interested stakeholders. The PD&E Study was introduced to the public on Thursday, March 5, 2020, during a Virtual Town Hall conducted by THEA to provide status updates on various other ongoing THEA projects. This Virtual Town Hall can be found at <https://selmonstudies.com/vthm/>.

Additional meetings included a Virtual Public Information Meeting (see section 5.2 below) and a Public Hearing (to be conducted February 22, 2022). In addition to these two scheduled public meetings, additional meetings were held with stakeholders, including elected and appointed officials, agency representatives, special interest groups, and individuals, as needed. Please refer to the Comments and Coordination Report (CCR) for additional details regarding public outreach.

5.1 Public Involvement Program

A comprehensive Public Involvement Program (PIP) that focused on soliciting community participation was developed and implemented as part of the PD&E Study. The program was prepared in compliance with the FDOT PD&E Manual Part 1, Chapter 11 and approved by THEA in January 2020. The purpose of the PIP was to provide a guide for implementing stakeholder involvement for the study with an emphasis on the communities adjacent to the study area. The PIP was used as a blueprint for defining methods and tools to reach, educate, and engage all stakeholders in the decision-making process. The strategies outlined in the PIP were designed to be comprehensive, and to ensure stakeholders are provided multiple opportunities to be informed and engaged as the study progresses.

The primary goal of the PIP was to actively seek the participation of communities, agencies, individual interest groups, and the public throughout the PD&E process. The following information was included as part of the PIP:

- Identify stakeholders and target audiences;
- Anticipate issues and key messaging;
- Outline outreach methods;
- Detail public involvement activities;
- Establish comment management protocols; and
- Provide a structure for documenting the PIP and closing out the study.

5.2 Public Information Meeting

THEA held a Public Information Meeting on Thursday, May 20, 2021, at 6:30 p.m. for the PD&E Study. Due to the COVID-19 pandemic, this meeting was held virtually. Registration for the meeting and the meeting itself was held online.

The virtual meeting format consisted of an online presentation by THEA to present the alternatives identified to improve travel times, reduce congestion, improve safety, and enhance regional mobility. The virtual meeting participants were introduced to the interactive website that included all meeting materials (www.whitingstreetpde.com). Seventy-nine (79) citizens registered for the workshop. The virtual workshop

was attended by 25 citizens as well as THEA and consultant staff (total 6). Attendees were presented a slideshow consisting of:

- An overview of the PD&E Study.
- The need to improve the Selmon Expressway Ramps and local streets.
- The PD&E Study process to develop, screen and refine alternatives for additional evaluation.
- The two build alternatives under consideration (developed based on the project purpose and need).
- The evaluation criteria for the two alternatives under consideration, as compared to the No-build Alternative.
- The methods for the public to provide feedback on the alternatives under consideration, including a comment form, email address, and mail-in option .

After the presentation, the questions and answer portion of the workshop began. Citizens were able to submit questions real-time virtually in a chat on the online meeting platform and received responses during the workshop. Four (4) citizens submitted six (6) questions during the virtual workshop.

A recording of the virtual meeting was posted in its entirety the next day, May 21, 2021, on the THEA website www.whitingstreetpde.com. The interactive website (www.whitingstreetpde.com) was available starting on May 20, 2021, and was accessible anywhere, anytime. This website contained the same information that was presented at the virtual meeting, including methods for the public to provide feedback on the alternatives under consideration.

Comments were accepted by THEA on the alternatives up to 5:00 pm on June 10, 2021. All comments received during this period were responded to and taken into consideration by THEA during the selection of the Preferred Alternative. During the 21-day comment period, 272 unique visitors viewed the online meeting.

Five (5) written comments from three (3) citizens were received online or via email during the 21-day review period following the virtual meeting. Most comments received at the meeting and online addressed trails and bicycle lanes or requested information on property takes and their locations.

Information regarding the Public Information Meeting, including meeting materials, advertisements, notices, and public comments, can be found in the CCR.

5.3 Public Hearing

A Public Hearing was held on February 22, 2022, starting at 5:00 pm, at the THEA offices. The purpose of the hearing was to provide interested persons with information on the Preferred Alternative and to allow the public the opportunity to comment. To accommodate those who were not able to attend in person, all meeting materials were also posted on the project website at www.whitingstreetpde.com prior to the in-person hearing.

Prior to the Public Hearing, THEA distributed a public notice postcard, letters to elected and appointed officials and agencies, newspaper ads, FAR ads, press releases, social media posts, project website. The first newspaper ad was published on February 2, 2022, and the second newspaper ad was published on February 13, 2022. The newspaper ad also listed locations where the project documents would be displayed for review at least 21 days prior to the hearing, which included the project website. The full mailing list for this

newsletter was updated on January 20, 2022. The public hearing notifications, including newspaper ads, postcard, press release, screenshots of the website public hearing announcements, project documents, mailing list, social media posts, and the FAR ad can be found in the Comments and Coordination Report (CCR).

A total of 21 citizens signed in at the Public Hearing. Attendees were provided with a sign-in card and hearing handout/comment form. The meeting began with an open house from 5:00 p.m. to 6:00 p.m., followed by opening remarks and an audiovisual presentation at 6:00 p.m. The audiovisual presentation discussed an overview of the project. These details included the PD&E Study process, a description of the Preferred Alternative, a discussion of anticipated environmental impacts, and the estimated project costs.

During the comment period, which lasted from February 1 to March 8, 2021, THEA received five comments from the public. Four of the comments were received via email, while one comment was received via the website form. No comments were received in person or through the court reporter during the Public Hearing.

The majority of the comments received dealt with prioritization of pedestrian and bicycle access and safety along the project corridors. Additional comments dealt with traffic flow and use of proposed green space by pedestrians and bicyclists.

5.4 Stakeholder Coordination Meetings

In addition to the Public Information Virtual Meeting and Public Hearing, THEA held and/or participated in additional stakeholder coordination meetings throughout the project. These meetings included those with local leaders, elected officials, agency staff, and other stakeholders. **Table 5.1** provides a list of meeting held during the study (as of September 2021; this list will be updated at the conclusion of the study). Additional information regarding the stakeholder coordination meetings can be found in the Comments and Coordination Report (CCR).

Table 5.1: Stakeholder Coordination Meetings

Date	Participants	Topic/Purpose
12/12/2019	Strategic Property Partners (SPP) and Stantec Professional Services (Stantec)	Future development plans north of Cumberland Avenue
1/10/2020	HDR, Inc.	Coordination on graphics and document consistency with South Selmon Expressway Project
2/18/2020	SPP and Stantec	Coordination with ongoing planning efforts
3/5/2020	Public and project stakeholders	Virtual Town Hall Meeting regarding all of THEA's ongoing projects
4/16/2020	City of Tampa	Review of traffic analysis of study area
8/24/2020	City of Tampa	Review comments from City of Tampa on traffic analysis
9/10/2020	Port Tampa Bay	Project background, schedule, and progress

10/5/2020	WSP Global	Coordination with Mobility Hub and Vision Zero efforts
10/5/2020	Mayor Jane Castor	Project background, schedule, and process
10/27/2020	City of Tampa	Proposed improvement alternatives
11/13/2020	SPP	Proposed improvement alternatives
12/2/2020	SPP	Proposed improvement alternatives, preliminary design concepts
2/17/2021	SPP	Proposed improvement alternatives, preliminary design concepts
3/2/2021	FDOT District 7	Presentation to the District Interchange Review Coordinator (DIRC)
3/8/2021	SPP	Proposed improvement alternatives, preliminary design concepts
4/19/2022	SPP and Stantec	Proposed improvement alternatives, preliminary design concepts

6.0 Implementation Measures and Commitments

6.1 Implementation Measures

Measures required to be implemented per construction procedure, standard specifications, or other agency requirements issued in a later project phase are listed below to help address project effects.

- Water quality impacts from construction will be avoided and minimized through the implementation of Best Management Practices (BMPs) including, but not limited to, construction phasing, sediment barriers, floating turbidity curtains, silt fences, and other techniques identified during design and permitting by the regulatory agencies and later during construction by the selected contractor.

6.2 Commitments

6.2.1 Cultural Resources

- During project construction within the area of the Fort Brooke (8HI00013) archaeological site (including all areas associated with the existing Florida Avenue and Channelside Drive off ramp improvements), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.
- Prior to the start of construction, the following actions will be undertaken by professionals that meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) and the measures will be completed and approved by Florida Division of Historic Resources staff prior to removal of the resources
 - A pictorial and narrative history of the Ardent Mills historic site will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This document shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.
 - A pictorial and narrative history of the Florida Central & Peninsular Railroad will be developed

and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This will include photographs of current appearance, historic photographs, and written history.

- A State Historic Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approval by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

6.2.2 Contamination

- For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases and prior to construction. Note that additional information may become available or site-specific conditions may change from the time the Contamination Screening Evaluation Report (CSER) was prepared and this should be considered prior to proceeding with roadway construction

7.0 Technical Materials

The following technical materials have been prepared to support this environmental document.

- Air Quality Technical Memorandum (AQTM)
- Contamination Screening Evaluation Report (CSER)
- Cultural Resources Assessment Survey (CRAS)
- Cultural Resources Assessment Survey – Pond Site Addendum
- Cultural Resources Documentation and Determination of Effect Case Study
- Geotechnical Memorandum
- Interchange Modification Report (IMR)
- Location Hydraulics Report (LHR) Technical Memorandum
- Natural Resources Evaluation (NRE) Report
- Noise Study Report (NSR)
- Pond Siting Report (PSR)
- Preferred Alternative Conceptual Plan Set (see PER Appendix)
- Preliminary Engineering Report (PER)
- Project Traffic Analysis Report (PTAR)
- Sociocultural Effects Evaluation
- Typical Section Package (see PER Appendix)
- Utility Assessment Package (UAP)
- Water Quality Impact Evaluation (WQIE)

Appendices



Appendix A

Florida Division of Historic Resources Coordination Letters



August 24, 2021

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey for the Tampa Hillsborough Expressway
Authority (THEA) Whiting Street Project Development & Environment Study
(PD&E) Study, Hillsborough County, Florida

Dear Dr. Parsons,

The cultural resource assessment survey (CRAS) of the Tampa Hillsborough Expressway Authority (THEA) Whiting Street PD&E Study in Hillsborough County, Florida, was conducted for the THEA by Janus Research, in association with H.W. Lochner, Inc. (LOCHNER). Fieldwork for this CRAS was conducted in 2021. The CRAS of the project was conducted to identify cultural resources within the project area of potential effect (APE) and to assess their significance in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with the revised Chapter 267, *Florida Statutes (F.S.)* and the standards embodied in the Florida Division of Historical Resources' (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in consideration of the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the Florida Department of Transportation (FDOT) *PD&E Manual* (effective July 1, 2020). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

As a results of the CRAS, one precontact period archaeological site and four historic resources were identified. Due to the density of development and underground utilities, archaeological subsurface testing was feasible only within portions of the archaeological APE within the area of the Florida Avenue loop ramp. No human remains or Fort Brooke period artifacts were identified during the limited testing. Eight shovel tests resulted in the identification and expansion of the boundaries of 8HI537 (Expressway End) throughout

the western end of the current APE. Subsurface testing yielded both precontact period lithic artifacts and historic 20th Century material. Most of the lithic artifacts consisted of non-diagnostic flakes and shatter, but the presence of a fragment of a Florida Archaic Stemmed point suggests an Archaic to Formative period association. The majority of the historic artifacts recovered during the subsurface testing were also non-diagnostic. The two diagnostic artifacts, a solarized glass fragment and a green bottle base fragment suggest a 20th Century component. The artifacts recovered during the testing suggest a similarity to other precontact period lithic scatters and 20th Century artifact scatters in downtown Tampa that have previously been evaluated as National Register–ineligible. However, the extent of this site within the APE is unknown as underground utilities, landscaping, and hardscape prevented additional testing to bound the site and determine if any associated features are present. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the archaeological APE

Because subsurface testing was not feasible or limited in identified high and moderate archaeological site potential zones, archaeological monitoring will be conducted in these areas during ground disturbing construction activities. Where feasible, subsurface shovel testing will also be conducted. Examples of conditions allowing for the excavation of shovel tests include the removal of existing hardscape preventing testing or the mechanical stripping of areas of fill down to natural ground levels. This commitment will be added to the project construction plans to ensure that it is acknowledged and addressed during project construction.

Four historic resources were identified within the historic resources APE, three of which are considered National Register–eligible: an unrecorded segment of the Florida Central & Peninsular Railroad (8HI11987), the previously recorded Perry Paint and Glass Company Building (8HI685), and Ardent Mills (8HI15084). The 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. The Perry Paint and Glass Company Building (8HI685) is considered National Register–eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture. Ardent Mills (8HI15084) is considered National Register–eligible under Criterion A in the areas of Industry and Local History. The fourth resource, 200 S Nebraska Avenue (8HI15083) is considered National Register–ineligible due to its common style and diminished integrity.

Although no human remains were identified during the CRAS, unmarked graves have been previously found near the project area and there remains a potential for unmarked graves throughout the project area. Should any suspected or known remains be identified during this project, the provisions of Chapter 872.05, *F.S.* will apply. Chapter 872.05, *F.S.* states that when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. If human remains less than 75 years are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are judged to be more than 75 years old, then the State Archaeologist may assume jurisdiction. It is also recommended the appropriate construction personnel be notified of the provisions of Chapter 872.05, *F.S.*, as well as the need to immediately notify the THEA Project Manager if human remains are encountered, who will take the steps needed to protect the remains and notify the appropriate authorities.

We kindly request that this letter and document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in the revised Chapter 267, *F.S.* If you have any questions regarding the subject project, please contact me at 813.272.6740, extension 124 or anna.quinones@tampa-xway.com.

Sincerely,



Anna Quiñones, AICP
Project Manager

The Florida Division of Historical Resources finds the attached document complete and sufficient and <input checked="" type="checkbox"/> concurs/ <input type="checkbox"/> does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number <u>2021-5149</u> .	
Comments: Sites 8HI11987, 8HI685, and 8HI15084 are considered eligible for the National Register of Historic Places and should be avoided, or further consultation with the Florida SHPO office is required.	
Alissa Lotane	10/22/2021
for Timothy A. Parsons, Ph.D., Director, and State Historic Preservation Officer Florida Division of Historical Resources	[DATE]

Cc: Bob Frey, AICP, THEA
Bill Howell, PE, HW Lochner
Govardhan Muthyalagari, PE, PTOE, HNTB



February 8, 2022

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project
Development & Environment Study (PD&E) Study, Cultural Resource
Assessment Survey Pond Addendum, Hillsborough County, Florida

Dear Dr. Parsons,

In August of 2021, as part of the THEA Whiting Street PD&E Study, the *CRAS for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment Study (PD&E) Study, Hillsborough County, Florida* was prepared by Janus Research in association with H.W. Lochner, Inc. (LOCHNER) at the request of the THEA (Janus Research 2021). The current report is an addendum to that 2021 CRAS that was previously coordinated with the State Historic Preservation Office (SHPO)/Florida Division of Historical Resources (FDHR) (Janus Research 2021; FDHR Project File Number 2021-5149). The objective of this CRAS addendum was to identify cultural resources within the project area of potential effect (APE) established for three new proposed pond locations, Ponds C, D, and E, and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complied with the revised Chapter 267, *Florida Statutes (F.S.)* and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in consideration of the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the Florida Department of Transportation (FDOT) *PD&E Manual* (effective July 1, 2020). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

As a result of the archaeological survey completed for the CRAS addendum, no archaeological sites or archaeological occurrences were identified within the proposed pond sites. No shovel testing was feasible within the APE due to the presence of existing rail corridor, modified embankment, and drainage ditching. Background

research and the pedestrian survey determined that the archaeological APE exhibits low potential for intact significant archaeological sites. The background research also determined that, unlike the western end of the larger area investigated during the 2021 CRAS, Ponds C, D, and E are each located outside of the main activity area associated with Fort Brooke, and no significant archaeological components associated with the Fort Brooke Military Reservation have been recorded in the vicinity of the archaeological APE. In addition, the background research noted that no previously recorded precontact period sites or human remains are recorded in or adjacent to Ponds C, D, or E.

Four historic resources were identified within the historic resources APE during the current survey effort, three of which were previously recorded and determined National Register-eligible: the Florida Central & Peninsular Railroad (8HI11987), the Perry Paint and Glass Company Building (8HI685), and Ardent Mills (8HI15084). The three previously recorded resources were documented in the FMSF as part of the aforementioned 2021 CRAS and were considered National Register-eligible. The SHPO/FDHR concurred with the evaluations of National Register eligibility for all three previously recorded historic resources on October 22, 2021. The fourth resource, the newly recorded Carlton Academy Day School (8HI15085) is considered National Register-ineligible due to its common style and diminished integrity.

Please also note that the building previously recorded at 1201 East Jackson Street (8HI5616) was observed during the field survey as having been demolished. Analysis of available aerial photographs revealed that the building at 1201 East Jackson Street was removed between 1995 and 1998.

We kindly request that this letter and document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in the revised Chapter 267, F.S. If you have any questions regarding the subject project, please contact me at 813.272.6740, extension 124 or anna.quinones@tampa-xway.com.

Sincerely,



Anna Quiñones, AICP
Project Manager

The Florida Division of Historical Resources finds the attached document complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2021-5149C

Comments:

3/9/2022

Timothy A. Parsons, Ph.D., Director, and
State Historic Preservation Officer

[DATE]

Cc: Bob Frey, AICP, THEA
Bill Howell, PE, HW Lochner
Govardhan Muthyalagari, PE, PTOE, HNTB



February 9, 2022

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources,
and State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: Documentation and Determination of Effects for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment Study (PD&E) Study, Hillsborough County, Florida

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2022 FEB 14 10:18

Dear Dr. Parsons,

Please find the *Determination of Effects Case Study Report for the THEA Whiting Street PD&E Study, Hillsborough County, Florida* prepared by Janus Research in association with LOCHNER at the request of the THEA. This case study report documents potential effects of the proposed improvements to the National Register-eligible resources identified during the Cultural Resources Assessment Survey (CRAS) for the *THEA Whiting Street PD&E Study, Hillsborough County, Florida* (Janus Research 2021). This assessment complied with the revised Chapter 267, *Florida Statutes (F.S.)* and the standards embodied in the Florida Division of Historical Resources' (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in consideration of the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the Florida Department of Transportation (FDOT) *PD&E Manual* (effective July 1, 2020). All work conformed to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

In August of 2021, the *CRAS for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment (PD&E) Study, Hillsborough County, Florida* was prepared by Janus Research in association with H.W. Lochner, Inc. (LOCHNER) at the request of the THEA (Janus Research 2021). The 2021 CRAS was conducted for a proposed project consisting of extending Whiting Street and reconfiguring the on-ramps of the Selmon Expressway at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive. The study considers extending Whiting Street

to North Meridian Avenue and includes improvements and realignment of the existing segment of Whiting Street from Jefferson Street to North Brush Street.

The 2021 CRAS identified four historic resources, three of which were considered National Register-eligible: the previously recorded Perry Paint and Glass Company Building (8HI685), an unrecorded segment of the Florida Central & Peninsular Railroad (8HI11987), and Ardent Mills (8HI15084). The Perry Paint and Glass Company Building (8HI685) was considered National Register-eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture. Though previously recorded, the Perry Paint and Glass Company Building (8HI685) had not previously been subject to evaluation by the FDHR/SHPO regarding National Register eligibility. The 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) was considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. Ardent Mills (8HI15084) was considered National Register-eligible under Criterion A in the areas of Industry and Local History. The fourth resource, 200 S Nebraska Avenue (8HI15083), was considered National Register-ineligible due to its common style and diminished integrity. The report and its findings received FDHR/SHPO concurrence on October 22, 2021.

In January of 2022, an *Addendum to the Cultural Resource Assessment Survey (CRAS) for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment (PD&E) Study, Hillsborough County, Florida* was prepared by Janus Research following coordination with the FDHR (Janus Research 2022). The addendum was completed to identify cultural resources within the project area of potential effect (APE) of three new proposed pond locations, Ponds C, D, and E following the completion of the 2021 CRAS. The 2022 addendum report identified one newly recorded historic resource within the project APE, the Carlton Academy Day School (8HI15085), which was considered National Register-ineligible due to its common style and diminished integrity. This resource is not addressed in this case study as it is not eligible for inclusion in the National Register. The addendum report and its findings were submitted to FDHR/SHPO for review and concurrence on February 8, 2022.

As Chapter 267, F.S. does not expressly outline effects criteria, the potential effects that the improvements may have on the identified National Register-eligible historic resources were evaluated according to Criteria of Adverse Effect included within Section 106 of the *National Historic Preservation Act of 1966*. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources, and the subsequent analysis of effects is also discussed in this report. The Florida Central & Peninsular Railroad (8HI11987) will be adversely affected because the project proposes the removal of the historic railroad tracks. Ardent Mills (8HI15084) will be adversely affected because the project proposes the construction of an off-ramp through the parcel, as well as expansions to the surrounding surface streets. There will not be adverse effects to the Perry Paint and Glass Company Building (8HI685) as the nearby improvements are contained within the right-of-way (ROW) and will not impact the characteristics that contribute to its historical importance or significance.

A consultation meeting with Ms. Alyssa McManus, FDHR/SHPO staff, took place on August 31, 2021 via teleconference, which included LOCHNER and Janus Research staff members, who participated in the meeting on behalf of THEA. Mitigation for adverse effects to the significant historic resources were suggested and the following measures were developed in cooperation with Ms. McManus. The measures listed

below will also be included within the Preliminary Environmental Impact Report (PEIR) document. These measures will be implemented by professionals that meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716), and the measures will be completed and approved by FDHR/SHPO staff prior to removal of the significant resources.

- A pictorial and narrative history of Ardent Mills will be submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay History Center. This documentation shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.
- A pictorial and narrative history of the Florida Central & Peninsular Railroad will also be prepared and submitted to the Florida Memory repository at The State Archives of Florida, Main Tampa Library, and Tampa Bay History Center. This shall include photographs of current appearance, historic photographs, and written history.
- A State Historical Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approval by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

We kindly request that this letter and document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in the revised Chapter 267, *F.S.* If you have any questions regarding the subject project, please contact me at 813.272.6740, extension 124 or anna.quinones@tampa-xway.com.

Sincerely,



Anna Quinones, AICP
Project Manager

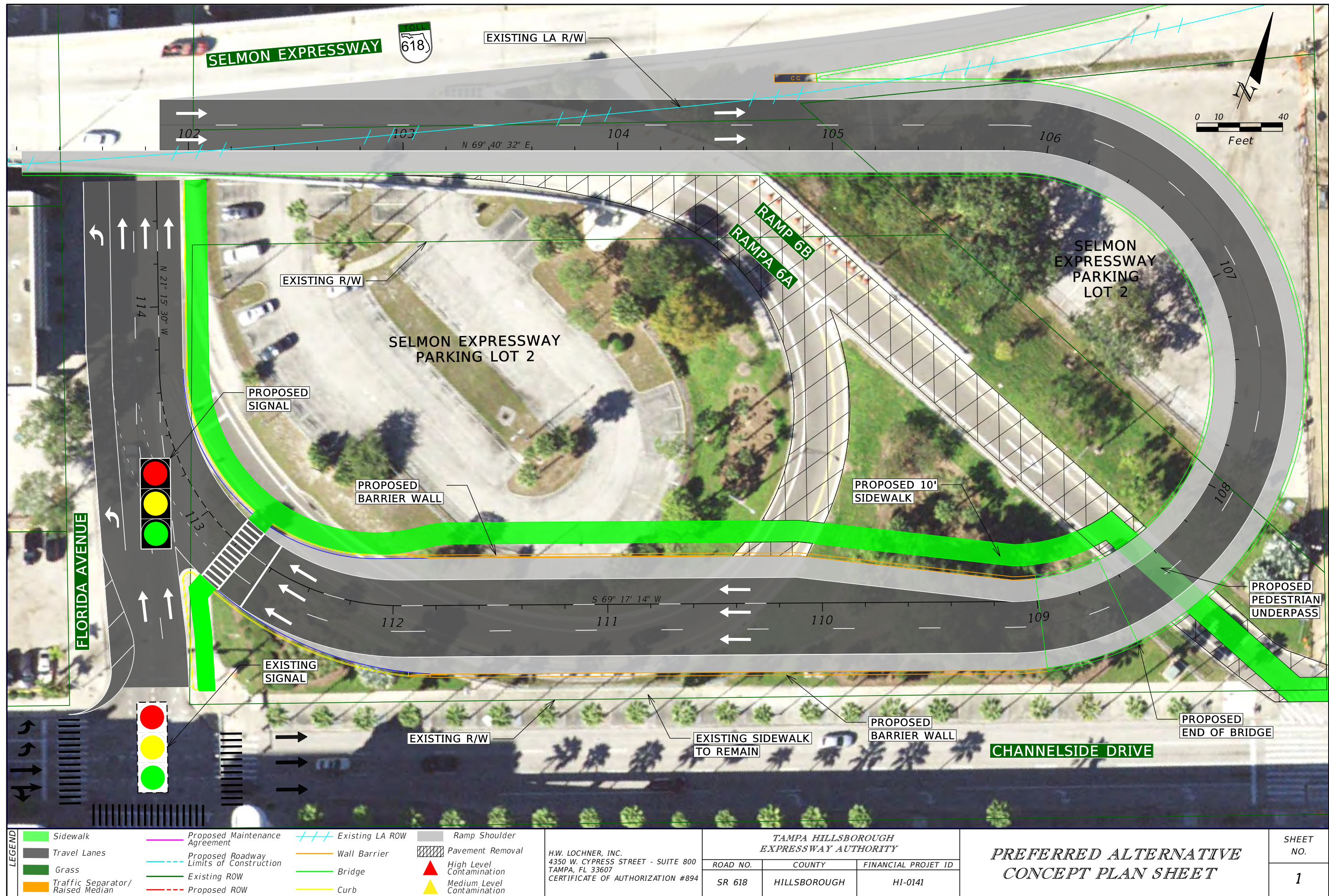
The Florida Division of Historical Resources finds the attached document complete and sufficient and <input checked="" type="checkbox"/> concurs/ <input type="checkbox"/> does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number <u>2021-5149-D</u>	
Comments:	
<u>Kelly L. Chase, DSHPO</u>	<u>3/10/2022</u>
Timothy A. Parsons, Ph.D., Director, and State Historic Preservation Officer Florida Division of Historical Resources	[DATE]

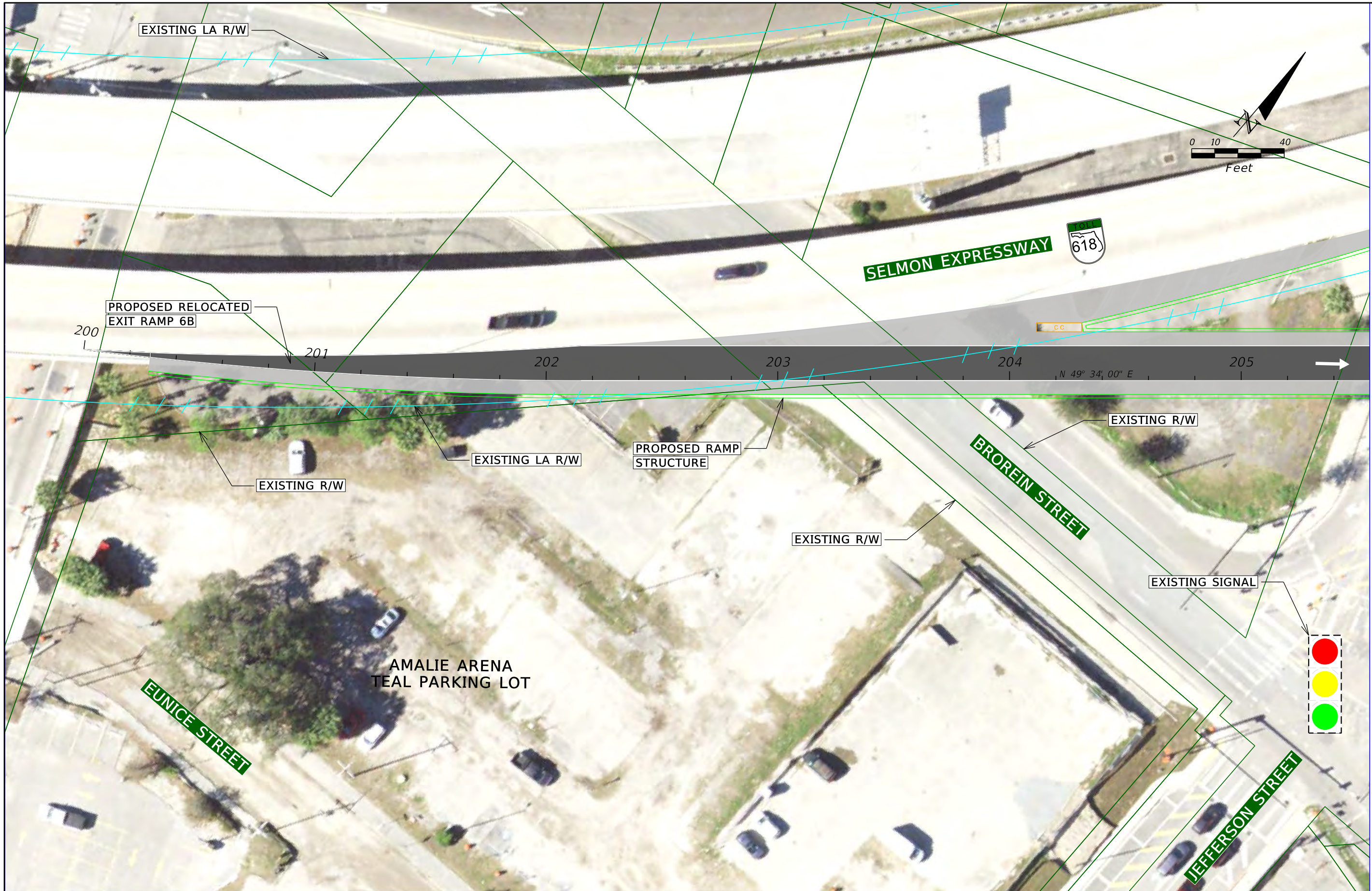
cc. Bob Frey, AICP, THEA

Bill Howell, PE, HW Lochner
Govardhan Muthyalagari, PE, PTOE, HNTB

Appendix B

Preferred Alternative Conceptual Plans





MATCHLINE SHEET 3

LEGEND

Sidewalk

Travel Lanes

Grass

Traffic Separator/
Raised Median

Proposed Maintenance Agreement

Proposed Roadway Limits of Construction

Existing ROW

Proposed ROW

Existing LA ROW

Wall Barrier

Bridge

Curb

Ramp Shoulder

Pavement Removal

High Level Contamination

Medium Level Contamination

H.W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION #894

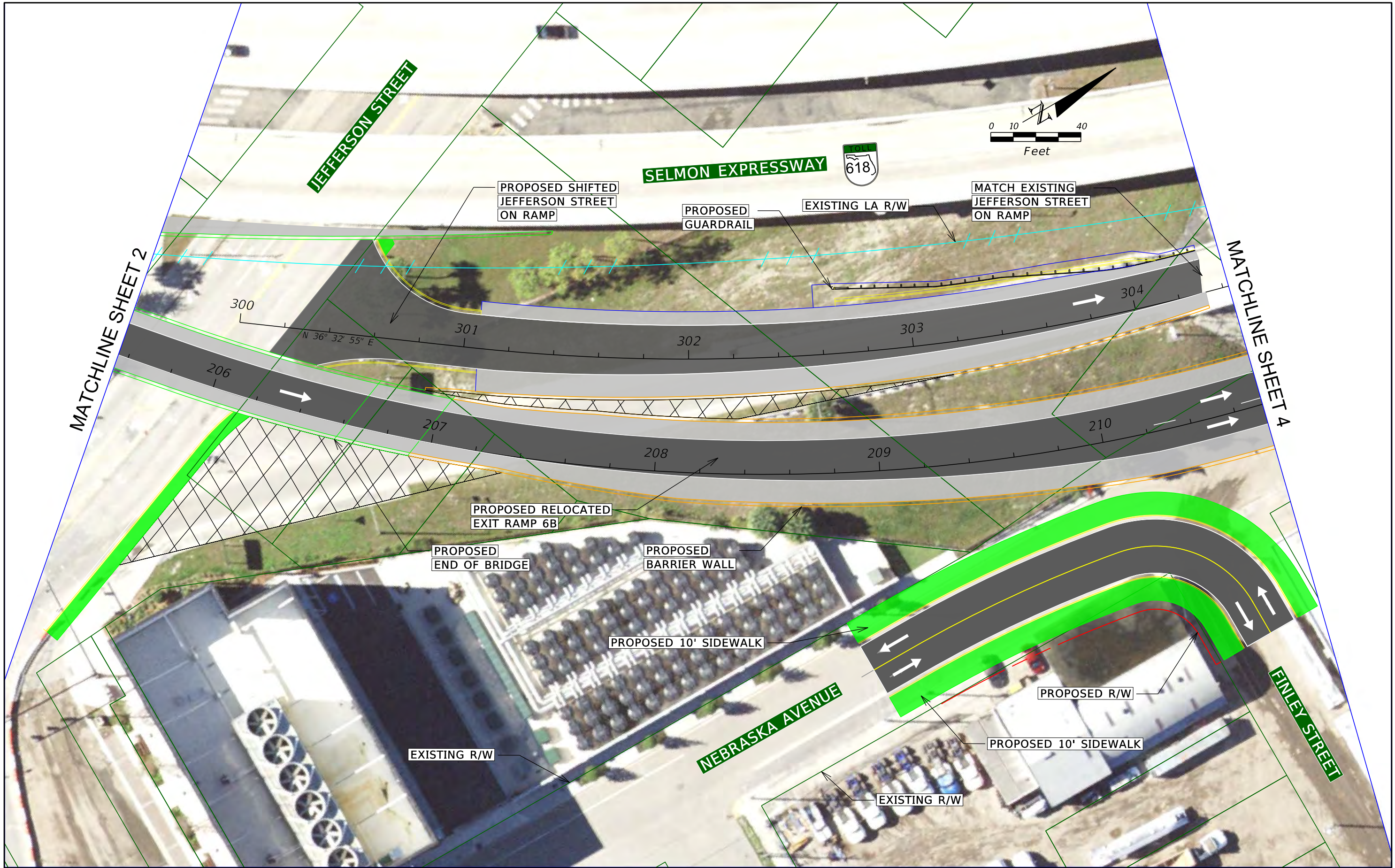
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

ROAD NO.	COUNTY	FINANCIAL PROJCT ID
SR 618	HILLSBOROUGH	HI-0141

PREFERRED ALTERNATIVE
CONCEPT PLAN SHEET

SHEET NO.

2



LEGEND

Sidewalk

Travel Lanes

Grass

Traffic Separator/
Raised Median

Proposed Maintenance Agreement

Proposed Roadway Limits of Construction

Existing ROW

Proposed ROW

Existing LA ROW

Wall Barrier

Bridge

Curb

Ramp Shoulder

Pavement Removal

High Level Contamination

Medium Level Contamination

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

ROAD NO.

COUNTY

FINANCIAL PROJCT ID

SR 618

HILLSBOROUGH

HI-0141

PREFERRED ALTERNATIVE
CONCEPT PLAN SHEET

SHEET NO.

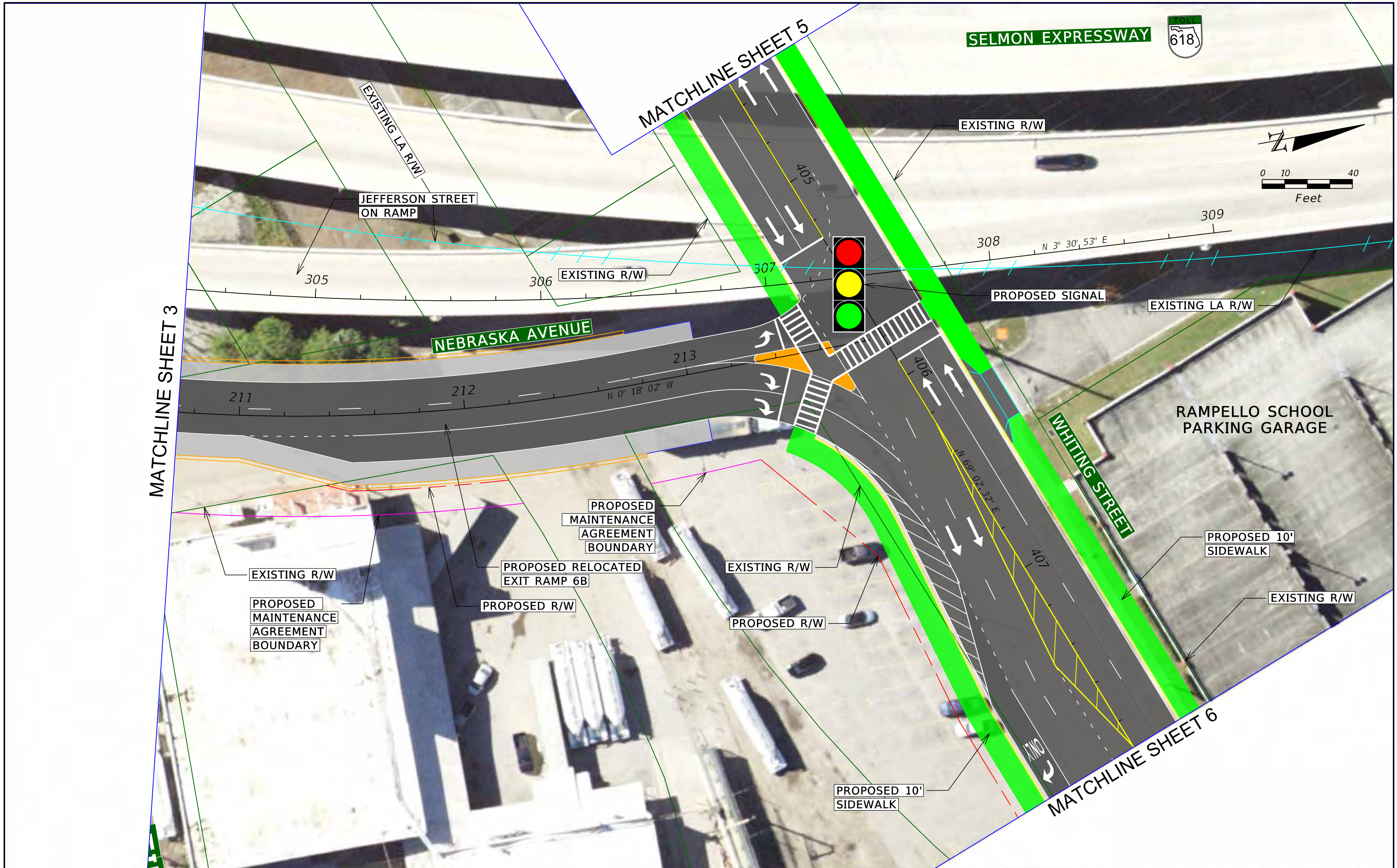
3

H.W. LOCHNER, INC.

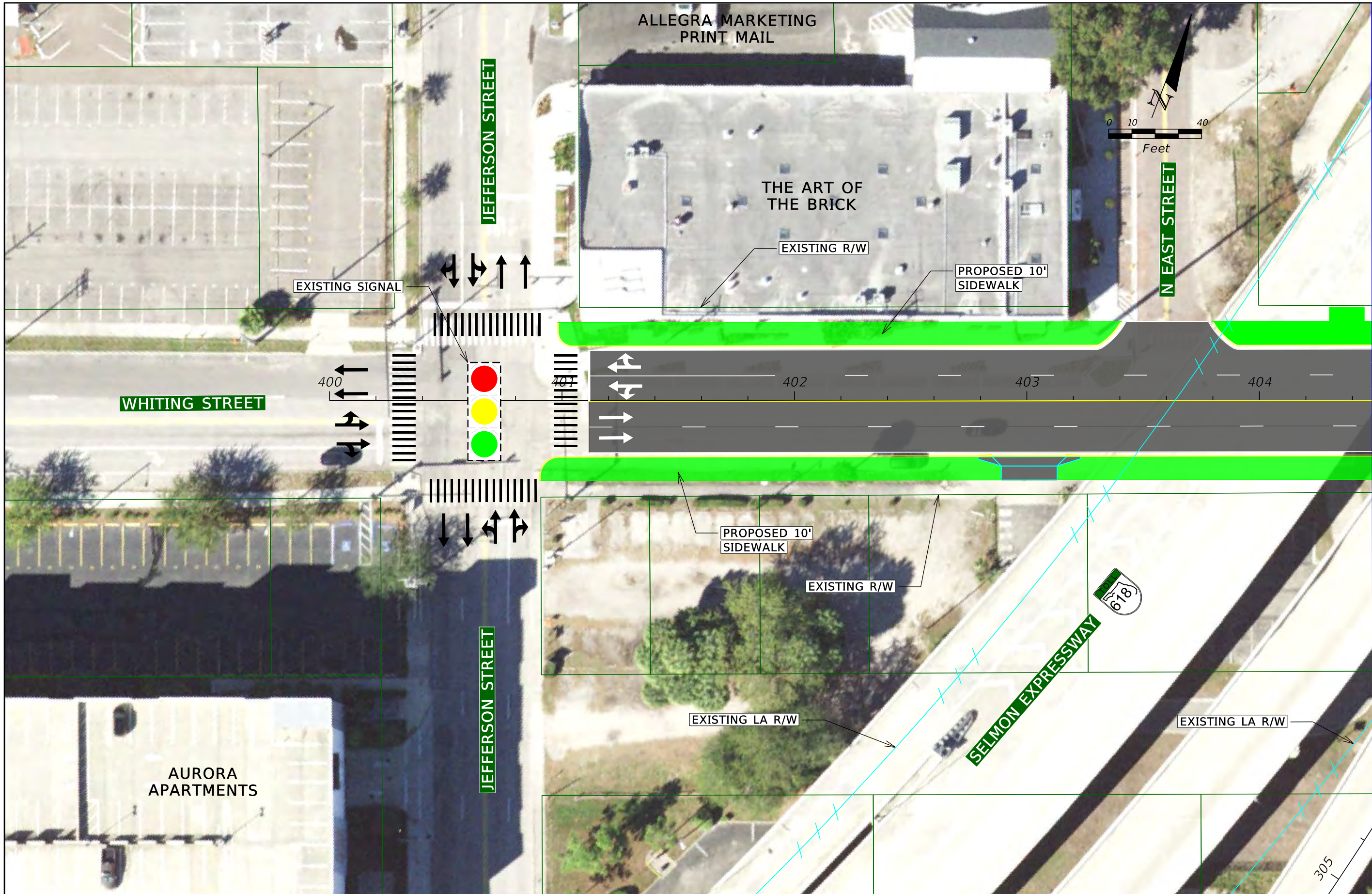
4350 W. CYPRESS STREET - SUITE 800

TAMPA, FL 33607

CERTIFICATE OF AUTHORIZATION #894



LEGEND	Sidewalk	Proposed Maintenance Agreement	Existing LA ROW	Ramp Shoulder	TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY			PREFERRED ALTERNATIVE CONCEPT PLAN SHEET		SHEET NO. 4
	Travel Lanes	Proposed Roadway Limits of Construction	Wall Barrier	Pavement Removal						
	Grass	Existing ROW	Bridge	High Level Contamination	ROAD NO.	COUNTY	FINANCIAL PROJ ID			
	Traffic Separator/ Raised Median	Proposed ROW	Curb	Medium Level Contamination	SR 618	HILLSBOROUGH	HI-0141			
H.W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION #894										



LEGEND

Sidewalk

Travel Lanes

Grass

Traffic Separator/
Raised Median

Proposed Maintenance Agreement

Proposed Roadway Limits of Construction

Existing ROW

Proposed ROW

Existing LA ROW

Wall Barrier

Bridge

Curb

Ramp Shoulder

Pavement Removal

High Level Contamination

Medium Level Contamination

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

ROAD NO. SR 618

COUNTY HILLSBOROUGH

FINANCIAL PROJCT ID HI-0141

H.W. LOCHNER, INC.

4350 W. CYPRESS STREET - SUITE 800

TAMPA, FL 33607

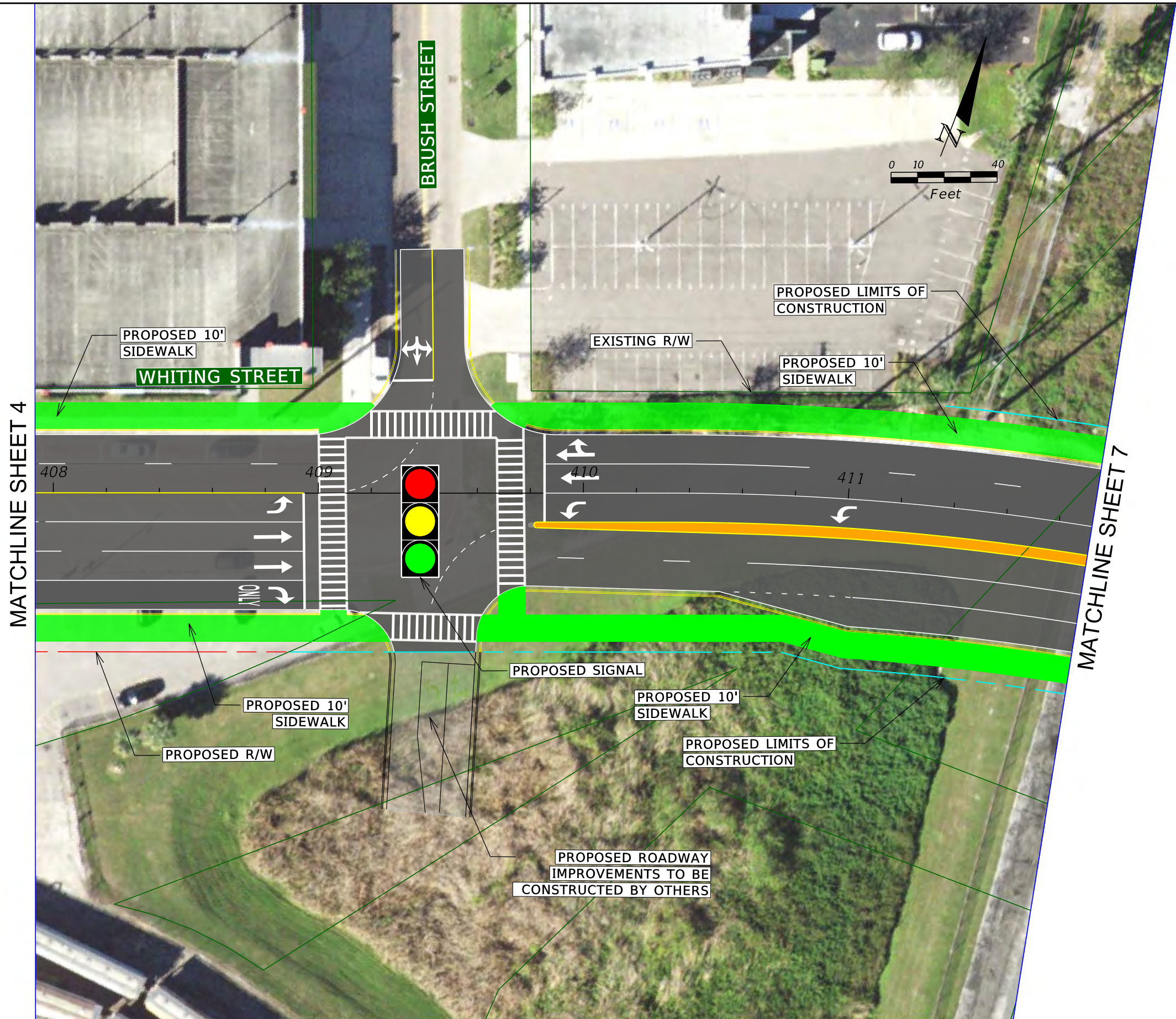
CERTIFICATE OF AUTHORIZATION #894

PREFERRED ALTERNATIVE

CONCEPT PLAN SHEET

SHEET NO.

5



LEGEND

Sidewalk

Travel Lanes

Grass

Traffic Separator/
Raised Median

Proposed Maintenance Agreement

Proposed Roadway Limits of Construction

Existing ROW

Proposed ROW

Existing LA ROW

Wall Barrier

Bridge

Curb

Ramp Shoulder

Pavement Removal

High Level Contamination

Medium Level Contamination

TAMPA HILLSBOROUGH
EXPRESSWAY AUTHORITY

ROAD NO.

SR 618

COUNTY

HILLSBOROUGH

FINANCIAL PROJCT ID

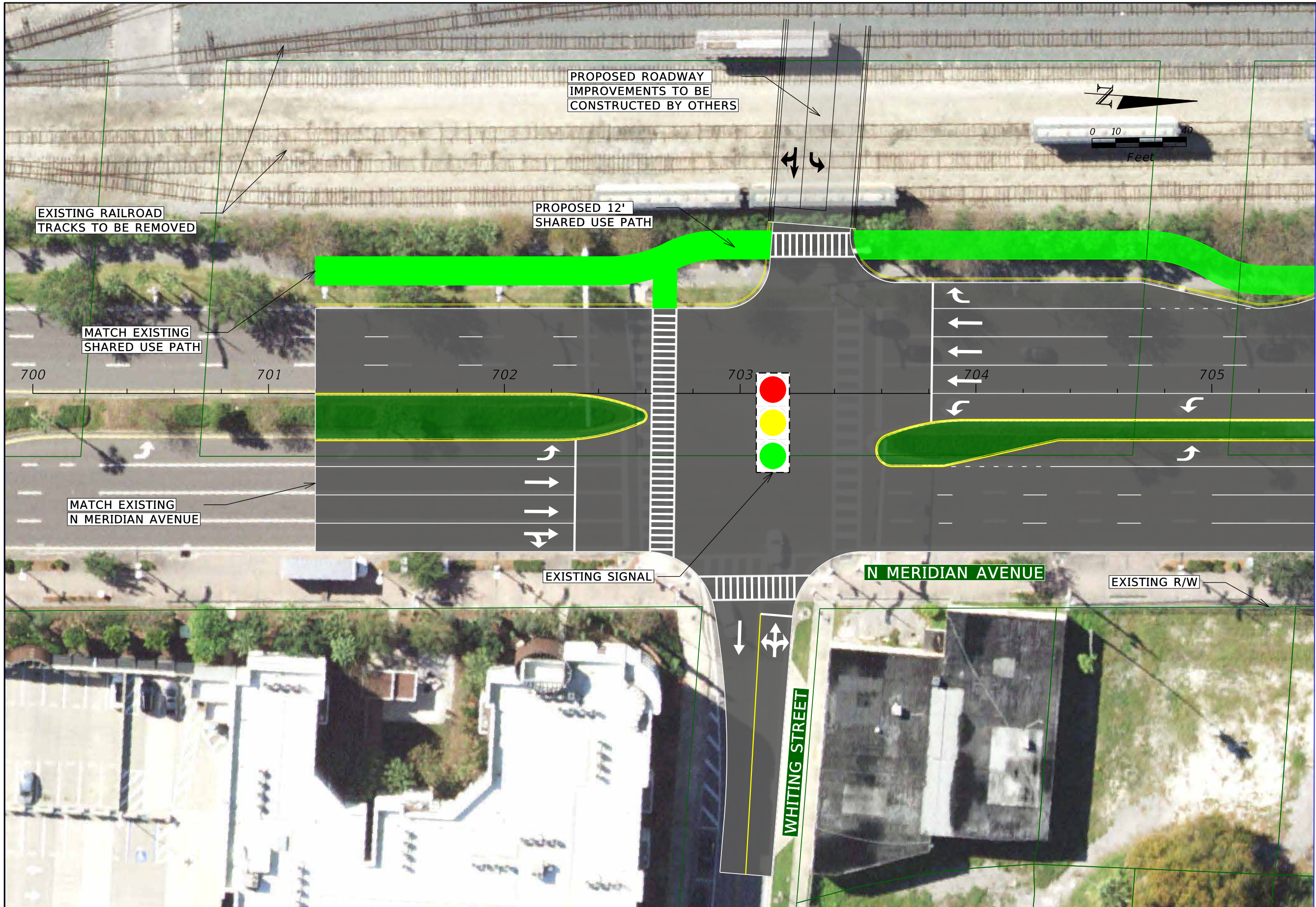
HI-0141

PREFERRED ALTERNATIVE
CONCEPT PLAN SHEET

SHEET NO.

6

H.W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION #894



MATCHLINE SHEET 7

LEGEND	Sidewalk	Proposed Maintenance Agreement	Existing LA ROW	Ramp Shoulder	TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY			PREFERRED ALTERNATIVE CONCEPT PLAN SHEET	SHEET NO.
	Travel Lanes	Proposed Roadway Limits of Construction	Wall Barrier	Pavement Removal					
	Grass	Existing ROW	Bridge	High Level Contamination	ROAD NO.	COUNTY	FINANCIAL PROJCT ID		
	Traffic Separator/ Raised Median	Proposed ROW	Curb	Medium Level Contamination	SR 618	HILLSBOROUGH	HI-0141		8

H.W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION #894

Appendix C

Water Quality Impact Evaluation (WQIE) Form

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WATER QUALITY IMPACT EVALUATION CHECKLIST

650-050-37
 ENVIRONMENTAL
 MANAGEMENT
 10/17

PART 1: PROJECT INFORMATION

Project Name:	Whiting Street PD&E Study
County:	Hillsborough
FM Number:	THEA Project No. HI-0141
Federal Aid Project No:	N/A
Brief Project Description:	The Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, is conducting a Project Development and Environment (PD&E) Study to extend Whiting Street and reconfigure the on-ramps of the Selmon Expressway at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive. The study considers extending Whiting Street to North Meridian Avenue and includes improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street. The extension will provide a direct connection of the Whiting Street corridor to North Meridian Avenue which will improve traffic flow and safety for all transportation modes and offer additional connections within the street network.

PART 2: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

Is the project located within a permitted MS4? ☒ Yes ☐ No

Name: City of Tampa (Permit ID FLS000008)

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water(s) names: Tampa Bay (Ybor City Drain)

Water Management District: SWFWMD

Environmental Look Around meeting date: N/A – not included in project scope.

Attach meeting minutes/notes to the checklist.

Water Control District Name (list all that apply): N/A

Groundwater

Sole Source Aquifer (SSA)? ☐ Yes ☒ No

Name _____

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer? ☒ Yes ☐ No

Name Floridan

Springs vents? ☐ Yes ☒ No

Name _____

Well head protection area? ☐ Yes ☒ No

Name _____

Groundwater recharge? ☐ Yes ☒ No

Name _____

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: No karst conditions expected.

PART 4: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information should be updated during each re-evaluation as required.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed. Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies? ☐ Yes ☒ No

BMAP Stakeholders contacted: ☐ Yes ☒ No

TMDL program contacted: _____ ☐ Yes ☒ No

RAP Stakeholders contacted: ☐ Yes ☒ No

Regional water quality projects identified in the ELA ☐ Yes ☒ No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified?

☐ Yes ☒ No

If yes, describe:

Discuss any other relevant information related to water quality including Regulatory Agency Water Quality Requirements.

This project will require water quality treatment in accordance with SWFWMD regulations. Applicable rules include Chapters 40D-400, 62-302, 62-303, and 62-330, Florida Administrative Code (F.A.C.).

PART 5: WQIE DOCUMENTATION

- ☐ A. No involvement with water quality
- ☐ B. No water quality regulatory requirements apply.
- ☒ C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- ☐ D. EPA Ground/Drinking Water Branch review required. ☐ Yes ☒ No
- Concurrence received? ☐ Yes ☐ No
- If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)
- Attach the concurrence letter*

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Evaluator Name (print): Theresa D. Ellison

Title: Senior Drainage Engineer

Signature: 

Date: 1/7/2022

Table 1: Water Quality Criteria

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IIIL,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Pollutants of concern	BMAP, RA Plan or SSAC
Ybor City Drain	1 / Old Tampa Bay	1584A1	3M	MS4	-	Yes	No	Fecal Coliform	No

* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

** Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

Table 2: REGULATORY Agencies/Stakeholders Contacted

Receiving Water Name (list all that apply)	Contact and Title	Date Contacted	Follow-up Required (Y/N)	Comments

RESOLUTION 670

A RESOLUTION OF THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY APPROVING THE ALIGNMENT OF THE SELMON EXPRESSWAY AND WHITING STREET IMPROVEMENT PROJECT, APPROVING PRIOR BOARD ACTION, APPROVING AND ACCEPTING THE PROJECT DEVELOPMENT AND ENVIRONMENT STUDY AND DIRECTING STAFF TO PROCEED WITH DESIGN AND RIGHT OF WAY ACQUISITION.

WHEREAS, this AUTHORITY is created by Chapter 348, *Florida Statutes*, for the purpose of constructing an expressway system to provide and improve means of access within the metropolitan area of the City of Tampa and in Hillsborough County, including but not limited to the improvement of all approaches, streets, roads, bridges, and avenues of access for such system; and

WHEREAS, on December 15, 2017, this AUTHORITY entered into an Interlocal Agreement with the City of Tampa (the “ILA”) to improve various components of the downtown Tampa roadway network and the network’s intersection with various lands and improvements owned and controlled by the AUTHORITY; and

WHEREAS, pursuant to the ILA this AUTHORITY has created the Selmon Expressway and Whiting Street Improvement Project (the “Project”) and for which the AUTHORITY is responsible; and

WHEREAS, in furtherance of the Project this AUTHORITY has prepared a Project Development and Environment study (the “Whiting Street PD&E Study”); and

WHEREAS, at a regularly scheduled meeting on June 28, 2021, this Board was presented with the findings of the Whiting Street PD&E Study, and based on the Board’s review of the

alternative alignments, costs, safety, environmental and long range planning factors set forth in the PD&E, the Board approved the preferred alternatives for the Project which are illustrated in the graphics attached hereto as **Composite Exhibit “A”**; and

WHEREAS, after completion of the Whiting Street PD&E Study and its review by other administrative agencies as required by law, the Whiting Street PD&E Study is now in final form and ready for acceptance by the AUTHORITY; and

WHEREAS, the Project increases capacity and safety of the downtown Tampa eastbound Lee Roy Selmon Expressway off-ramps, provides connection to Meridian Avenue, and improves the capacity, safety and function of Whiting Street, and is sufficiently identified and described in **Composite Exhibit “A”** and in the final form of the Whiting Street PD&E Study;

NOW, THEREFORE, BE IT RESOLVED BY THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY, THIS ____ DAY OF JUNE, 2022, AT ITS REGULAR MEETING ASSEMBLED, AS FOLLOWS:

1. The construction and maintenance of the Project improvements and related facilities is consistent and compatible with the long range planning goals and objectives of the AUTHORITY.

2. After due consideration by this Board of the cost, safety and environmental factors associated with the alternative alignments analyzed for the Project by the Whiting Street PD&E Study, the alignments identified in **Composite Exhibit “A”** of this Resolution are hereby approved, ratified and confirmed.

3. All previous actions of this AUTHORITY approving the alignments for the Project as shown and identified in **Composite Exhibit “A”** are hereby approved, ratified and confirmed.

4. The AUTHORITY hereby accepts and formally adopts the Whiting Street PD&E Study.

5. Staff is hereby directed to proceed with the preparation of construction plans and any other materials which may be necessary to design, bid and construct the Project.

6. To the extent the design of the Project determines it is necessary and in the public interest for the AUTHORITY to acquire a fee simple or easement interest in or to any lands not presently owned or controlled by the AUTHORITY, Staff is hereby authorized and directed to survey, locate, appraise and negotiate the acquisition of said rights-of-way or easement interests by gift, purchase or exchange.

7. Staff is directed to use independent appraisal reports to support all real property acquisitions.

8. All written agreements obtained for any necessary property interests shall be presented to the Board for review and approval.

PASSED AND ADOPTED BY THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY ON THIS ____ DAY OF JUNE, 2022.

TAMPA-HILLSBOROUGH COUNTY
EXPRESSWAY AUTHORITY

By:_____

Vincent Cassidy
Chairman

ATTEST:

Greg Slater
Executive Director

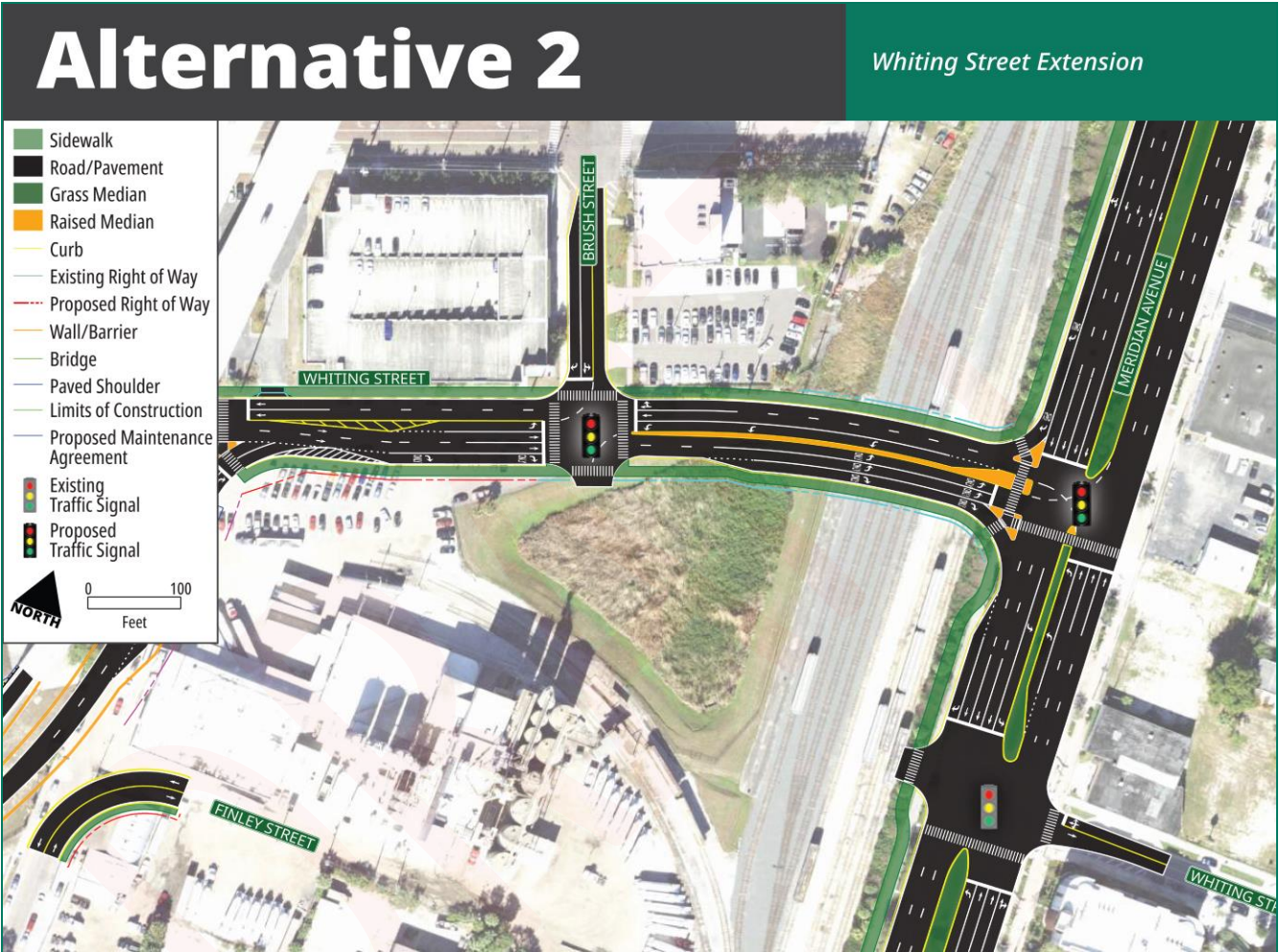
Approved as to legal form and sufficiency

By: _____
Amy E. Lettelleir, Esq.
General Counsel

DRAFT

Location A: Whiting Street from Meridian Avenue to Brush Street

Preferred Alternative



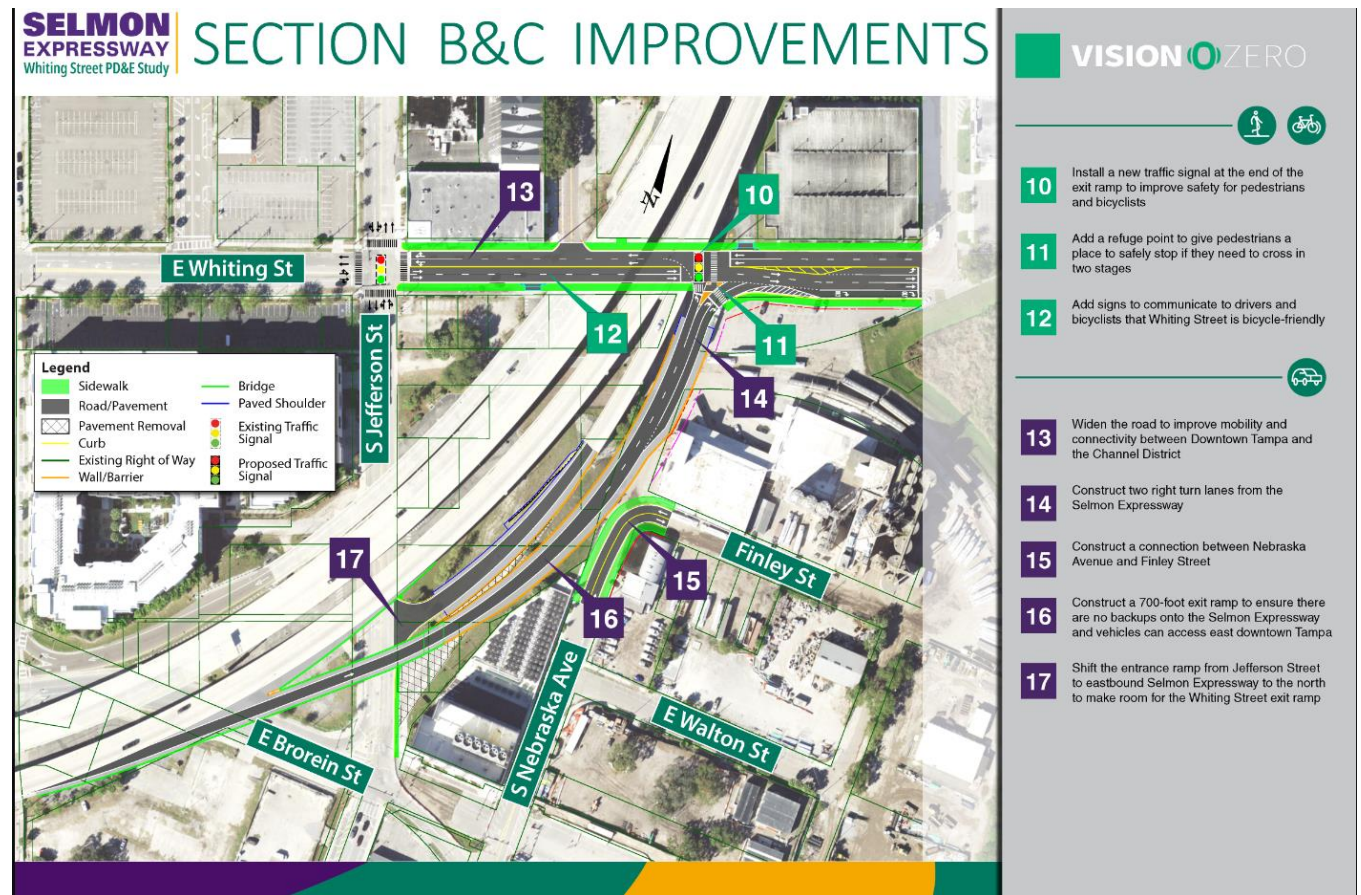
Location B: Whiting Street from Brush Street to Jefferson Street and the Intersection at the End of the New Whiting Street Exit Ramp

Peferred Alternative



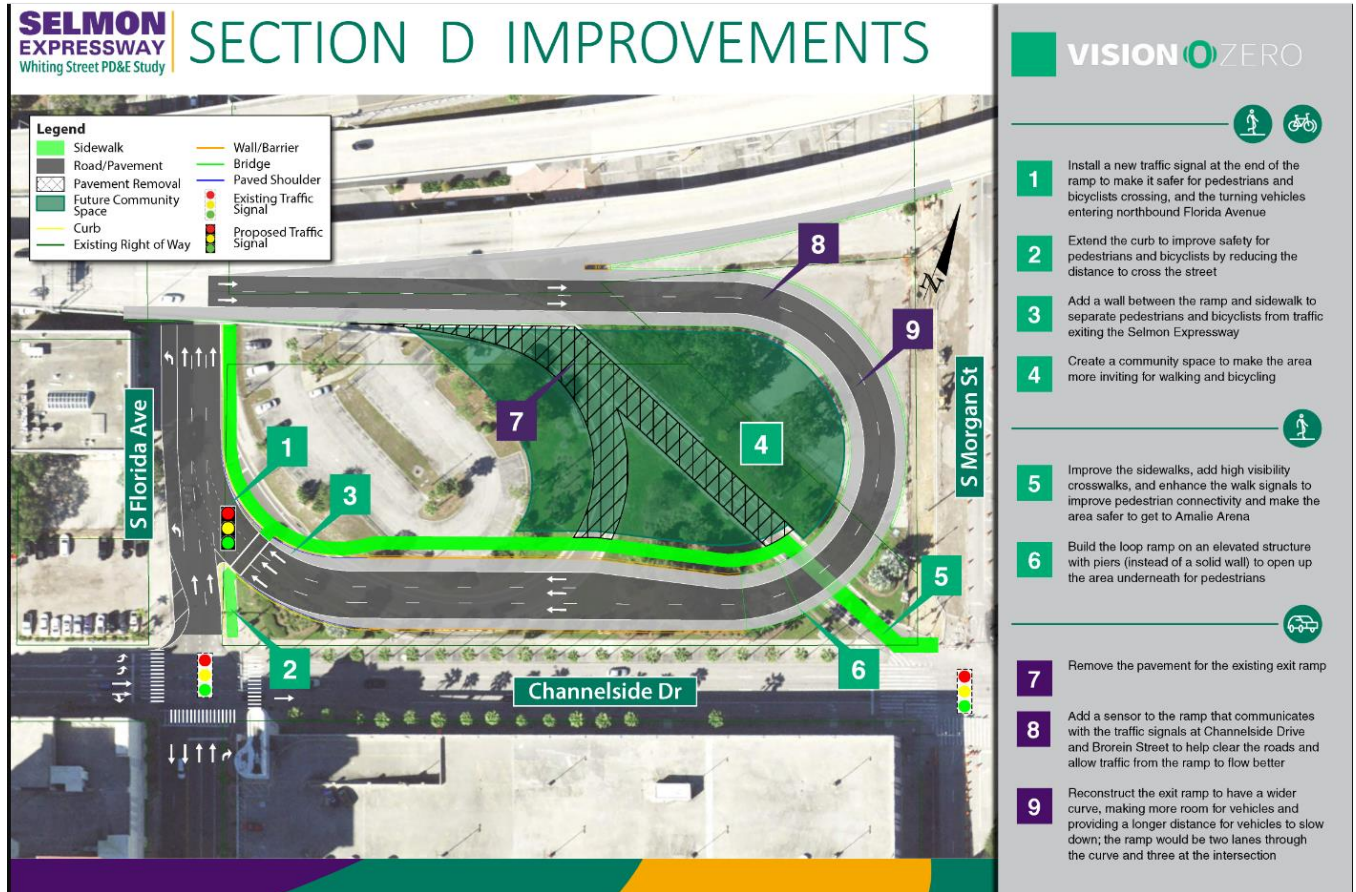
Location C: Jefferson Street Entrance Ramp and the New Whiting Street Exit Ramp

Preferred Alternative



Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

Preferred Alternative





Proposal of Insurance

Tampa-Hillsborough County Expressway Authority

1104 E Twiggs Street, Suite 300
Tampa, FL 33602

Presented: June 14, 2022

Effective: July 1, 2022

Chris Connelly, ARM-P, ARe

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



ajg.com

©2018 Arthur J. Gallagher & Co. All rights reserved.



Gallagher

Insurance | Risk Management | Consulting

Table of Contents

Executive Summary	3
Service Team	6
Named Insured	7
Market Review	8
Carrier Ratings and Admitted Status	9
Premium Summary	10
Payment Plans	12
Program Details	13
Property - Zurich American Insurance Company	13
Crime - Philadelphia Indemnity Insurance Company	19
General Liability - Indian Harbor Insurance Company	22
Proposal Disclosures	24
Client Signature Requirements	25
Coverages for Consideration	26
Client Authorization to Bind Coverage	27
Binding Requirements	29
Appendix	30
Bindable Quotations & Compensation Disclosure Schedule	31
Claims Reporting By Policy	32
CORE360™ Loss Control Flyer	33
Cyber Liability eRiskHub Features	34
Proposal Disclosures	35
Appendix A: General Liability - TRIA Form	39
Appendix B: Surplus Lines Notice - Florida	40

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 14th year.

PROPERTY MARKETPLACE ANALYSIS

PROPERTY MARKETPLACE

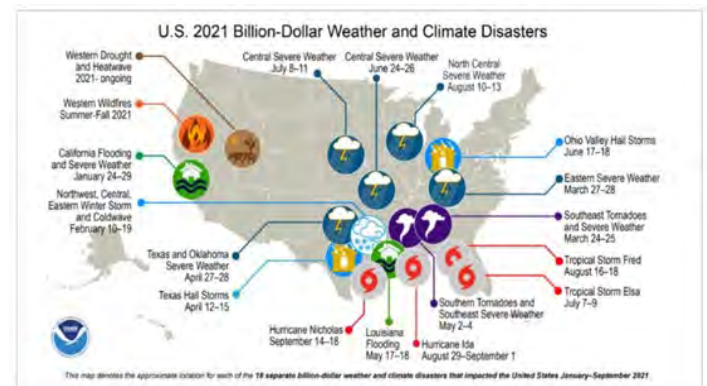
WHAT WE SAW IN 2021

- Between wildfires, civil commotion and major freeze events, carriers responded to 2020 and 2021 events with increased deductibles, reduced capacity, and changes in coverage.
- For the third straight year, carriers obtained significant rate increases across their Property portfolios.
- 2021 was an active climate-driven claims year; including both Winter Storm Uri and Hurricane Ida – Both of which accounted for a significant portion of loss costs.
- The median increase in Q3 2021 for Property policies was 9.1% in Q3 2021, with **85% taking an increase.**



WHAT WE'RE SEEING NOW

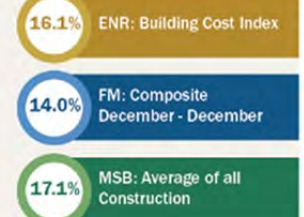
- The pricing for property continues to have an upward trend, but the percentage increases are stabilizing.
- Rising carrier competition in the marketplace, with carriers looking to write new business because of increased rates.
- Excess property capacity is constrained** as domestic markets reposition appetite to primary layers
- "Secondary Perils" continued to plague the Property marketplace, such as wildfires, flood and convective storms.
- Carriers examined clients' statements of value, demanding in many cases that values be raised



TRENDS WE'RE WATCHING

- Companies with challenging occupancies, loss activity and/or CAT-exposed can expect to see rate increases in the higher quartile.
- There are continued changes globally in the frequency and severity of perils such as tropical storms, wildfires and floods.
- In addition, we continue to watch some of the less well-modeled and non-modeled causes of loss
- Scrutinized and are increasing at exponential rates. Discrepancies between current insured values and the actual replacement cost at time may exist for those who have not had a third-party valuation of their buildings and contents.

2022 Construction Cost Trends



PROPERTY INSURANCE RENEWAL – BRIDGES & TOLL STRUCTURES

HISTORIC OVERVIEW

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 2021 policy year, unfortunately Zurich was unable to offer another 3 year extension, so THEA's account was re-underwritten in 2022. For 2021, the rate was unchanged, so they only difference in premium is associated with the addition in new assets and revenue.

2022 RENEWAL

The good news is despite the past 4 years of market hardening, with most clients experiencing compounding double-digit increases, Zurich's renewal was very stable in comparison. Especially considering the past 3 year policy term which was provided at a flat rate (while other clients experienced 10%+ increases).

A summary of this year's results are included in the chart below. Overall the renewal rate increase for property damage was +10% while the loss of revenue coverage increased +8%. One additional cost you will see this year is unfortunately the State of Florida is issuing a 2% Florida Guarantee Fund assessment in 2022 for all admitted policies (even for public entities). So this makes the relative increase appear greater for Zurich's renewal.

PROPERTY YOY PREMIUM COMPARISON							
	2021 Rate	2021 TIV	2021 Premium	2022 Rate	2022 TIV	2022 Premium	YOY Premium Increase
Property Damage	0.055862	\$ 824,528,352	\$ 460,598	0.061557	\$857,745,551	\$528,000.43	14.63%
Loss of Revenue	0.089001	\$ 99,995,000	\$ 88,997	0.096071	\$112,420,000	\$108,003	21.36%
PD AND LOR TOTALS		\$ 924,523,352	\$ 549,595		\$970,165,551	\$636,003	15.72%
TRIA - % of Premium	0.05		\$ 27,480	0.05030165		\$31,992	
TOTAL INCLUDING TRIA			\$ 577,075			\$667,995	15.76%
FIGA Surcharge				2%		\$13,359.91	
TOTAL PREMIUM						\$681,355	18.07%
				YOY Rate Increase	YOY Values Increase		
			Property Damage	10.19%	3.59%		
			Loss of Revenue	7.94%	1.34%		

2022 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.

In 2020, Zurich notified us and THEA through a non-renewal letter that they would not be providing a renewal. 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 marketed your account to other viable carrier partner and ultimately renewed coverage via XL.

XL has again offered a stable renewal premium of \$18,740, which is up +5% from last year.

2022 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. We found the other crime options were significantly more expensive with less favorable terms.

This year for your 2022 renewal, your incumbent carrier (Philadelphia) is offering a flat premium renewal of **\$3,593**.

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.
- **Standalone Cyber Liability** – Presented in 2019, but elected not to purchase. This coverage has become harder to obtain as ransomware activity has increased; however, this option is available to THEA should it wish to pursue coverage outside of FMIT.

CONCLUSION

THEA's expired total insurance premium was **\$598,503** and the 2022 renewal premium is **\$703,688** as a result of the Zurich policy being re-rated since the 3 year term expired, slight expansion of the system and the additional \$13,360 of State taxes assessed to THEA.

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

June 14th, 2022

Service Team

Chris Connelly has primary service responsibility for your company. We operate using a team approach. Your Service Team consists of:

NAME / TITLE	PHONE / ALT. PHONE	EMAIL	ROLE
Chris Connelly, ARM-P, ARé Area Senior Vice President	(407) 563-3513	Chris_Connelly@ajg.com	Producer
Erica Connick, AAI, ARM-P, CSRM Area Senior Vice President	(407) 563-3554	Erica_Connick@ajg.com	Producer
Dani Parson Account Executive	(561) 998-6803	Dani_Parsons@ajg.com	Account Executive
Sandra Sierra Client Service Manager	(407) 563-3531	Sandra_Sierra@ajg.com	Client Service Manager
Isabel Herbach, ARM AAI Client Service Executive	(407) 563-3541	Isabel_Herbach@ajg.com	Client Service Executive
Carmen Bishop, AAI Senior Client Service Manager	(407)563-3546	Camen_Bishop@ajg.com	Client Service Manager
Monica Storts, CRM Client Service Manager	(407) 563-3542	Monica_Storts@ajg.com	Client Service Manager
Bart Douglas Managing Director – Gallagher Claim Advocacy Practice Group	(305)639-3121	Bart_Douglas@ajg.com	Claims Advocate

Arthur J. Gallagher Risk Management Services, Inc.

Main Office Phone Number: (407) 370-2320

Named Insured

Named Insured Schedule:

Add / Change / Delete	Named Insured	Property	Crime	General Liability
	Tampa-Hillsborough County Expressway Authority	X	X	X

Note: Any entity not named in this proposal, may not be an insured entity. This may include affiliates, subsidiaries, LLC's, partnerships and joint ventures.

Market Review

We approached the following carriers in an effort to provide the most comprehensive and cost effective insurance program.

INSURANCE COMPANY	LINE OF COVERAGE	RESPONSE	PREMIUM
Zurich American Insurance Company	Property	Recommended Quote	\$667,995.00
Philadelphia Indemnity Insurance Company	Crime	Recommended Quote	\$3,593.00
Indian Harbor Insurance Company	General Liability	Recommended Quote	\$18,740.00

Carrier Ratings and Admitted Status

PROPOSED INSURANCE COMPANIES	A.M. BEST'S RATING & FINANCIAL SIZE CATEGORY *	ADMITTED/NON-ADMITTED **
Indian Harbor Insurance Company	A+ XV	Non-Admitted
Philadelphia Indemnity Insurance Company	A++ XV	Admitted
Zurich American Insurance Company	A+ XV	Admitted

*Gallagher companies use A.M. Best rated insurers and the rating listed above was verified on the date the proposal document was created.

Best's Credit Ratings™ reproduced herein appear under license from A.M. Best and do not constitute, either expressly or impliedly, an endorsement of Gallagher's service or its recommendations. A.M. Best is not responsible for transcription errors made in presenting Best's Credit Ratings™. Best's Credit Ratings™ are proprietary and may not be reproduced or distributed without the express written permission of A.M. Best.

A Best's Financial Strength Rating is an independent opinion of an insurer's financial strength and ability to meet its ongoing insurance policy and contract obligations. It is not a warranty of a company's financial strength and ability to meet its obligations to policyholders. Best's Credit Ratings™ are under continuous review and subject to change and/or affirmation. For the latest Best's Credit Ratings™ and Guide to Best's Credit Ratings, visit the A.M. Best website at <http://www.ambest.com/ratings>.

**If coverage placed with a non-admitted carrier, it is doing business in the state as a surplus lines or non-admitted carrier, and is neither subject to the same regulations as an admitted carrier nor do they participate in any state insurance guarantee fund.

Gallagher companies make no representations and warranties concerning the solvency of any carrier, nor does it make any representation or warranty concerning the rating of the carrier which may change.

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)	\$667,995.00
	Srchrg & Asmnt		-		\$13,360.00
	Estimated Cost		\$577,075.00		\$681,355.00
	Annualized Cost		\$577,075.00		-
	TRIA Premium		-		Included
Crime	Premium	Philadelphia Indemnity Insurance Company (Philadelphia Insurance Company)	-	Philadelphia Indemnity Insurance Company (Philadelphia Insurance Company)	\$3,593.00
	Estimated Cost		\$3,593.00		\$3,593.00
	Annualized Cost		\$3,593.00		-
	TRIA Premium		-		-
General Liability	Premium	Indian Harbor Insurance Company (XL Group plc)	-	Indian Harbor Insurance Company (XL Group plc)	\$18,740.00
	Estimated Cost		\$17,835.00		\$18,740.00
	Annualized Cost		\$17,835.00		-
Total Estimated Program Cost			\$598,503.00		\$703,688.00

Quote from **Zurich American Insurance Company (Zurich Insurance Group Ltd)** is valid until **7/1/2022**

Quote from **Philadelphia Indemnity Insurance Company (Philadelphia Insurance Company)** is valid until **7/1/2022**

Quote from **Indian Harbor Insurance Company (XL Group plc)** is valid until **7/1/2022**

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

Property

Crime

General Liability

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	100% Prepaid	Agency Bill
Philadelphia Indemnity Insurance Company (Philadelphia Insurance Company)	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: 7/1/2022 to 7/1/2023

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	
- By the Peril of Named Storm	Limit	\$50,000,000	
Contingent Loss of Revenue	Sublimit	\$112,420,000	Any One Occurrence

Deductibles / Self-Insured Retention

TYPE	COVERAGE	AMOUNT
Deductible	Physical loss of or damage to Covered Property unless otherwise shown below - Any One Occurrence	\$50,000
Deductible	Physical Loss Of Or Damage To Surveillance Equipment* - Any One Occurrence	\$50,000
Deductible	Earthquake - Any One Occurrence	\$50,000
Deductible	Flood - Any One Occurrence	5% of the Total Value, Subject to a Minimum Deductible of \$100,000
Deductible	Named Storm - Any One Occurrence	5% of the Total Value, Subject to a Minimum Deductible of \$100,000
Deductible	Loss of Revenue - Waiting Period - Any One 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
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 risks of direct physical loss of or damage to Covered Property while at the location listed above and occurring during the term of the policy.

Endorsements include, but are not limited to:

DESCRIPTION
Policy Form: Zurich Operational Civil Works Policy

Endorsements include, but are not limited to:**DESCRIPTION**

Schedule of Covered Property - U-CWP-0010-A
Debris Removal Clean Up & Removal & Decontamination - U-CWP-0103-A
Contingent Loss of Revenue - U-CWP-0106-A / U-CWP-0106-A CW (01-18)
Amendment to Deductibles & Waiting Period - U-CWP-0109-A CW (01-18)

Exclusions include, but are not limited to:**DESCRIPTION**

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;
- Non availability of funds, other than insurance reimbursement, for the repair or replacement of lost or damaged covered property;

Exclusions include, but are not limited to:**DESCRIPTION**

- 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

Cyber Exclusion - U-CWP-0117-A - Replaces Electronic Data Exclusion

Binding Requirements:**DESCRIPTION**

Subject to Signed Statement of Values

Other Significant Terms and Conditions/Restrictions:**DESCRIPTION**

Rates:

- Property Damage - 0.061557

- Loss of Revenue - 0.096071

- TRIA - 0.05 (of Premium)

Total Premium Includes TRIA Premium of \$31,992

Policy Territory: This Policy Covers the 50 States Comprising the United States of America and District of Columbia Unless Otherwise Endorsed to the Policy.

Estimated Values:

Property Values: \$857,745,551

Loss of Revenue Values: \$112,420,000

Total Insured Values: \$970,165,551

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.

Participation: This Indication is for 100% Interest in the 100% Policy Limit(S) of Liability, Sublimit(S) of Liability, Annual Aggregates Limit(S) and Premium as Herein Specified.

Main premium includes the Terrorism premium of \$31,992.

Deposit Premium: \$667,995.00

Reporting Provision In the event that the Policy Term noted above exceeds one year, the Named Insured agrees to provide the Company with an updated Statement of Values for all Covered Property, Loss of Revenue and Contingent Loss of Revenue (if provided) within thirty (30) days of each anniversary date.

Cancellation Provision: 60 Days Except 10 Days for Nonpayment of Premium

Premium**\$667,995.00****Surcharges & Assessments**

2022 Florida Insurance Guaranty
Association Assessment & 2022-2023 Florida
Insurance Guaranty Association Assessment

\$13,360.00

Total Surcharges & Assessments**\$13,360.00****ESTIMATED PROGRAM COST****\$681,355.00**

Minimum Earned Premium -

\$667,995.00

TRIA/TRIPRA PREMIUM

(+ Additional Surcharges, Taxes and Fees as applicable)

INCLUDED

Subject to Audit: Not Auditable

Addendum A – Schedule Of Covered Property:

Location / Structure Number	Location / Structure Name	Scheduled Physical Damage Limit	Scheduled Loss Of Revenue Limit
1	Toll Plazas/ Gantries	\$13,584,994	\$112,420,000
2	Tampa-Hillsborough County Expressway Bridges	\$825,955,233	Included
3	Brandon Parkway & feeder roads	\$2,593,245	Included
4	Meridian Street	\$2,023,519	Included
5	ITS Field Equipment and Spare Parts Inventory	\$3,988,622	\$0
6	Transportation Management Center: 1104 East Twiggs Street	\$8,295,609	\$0
7	Warehouse: 1104 ½ East Twiggs Street	\$629,394	\$0
8	Spare Parts Inventory (East Toll Plaza Admin Bldg.)	\$674,935	\$0
Total Scheduled Values		\$857,745,551	\$112,420,000

2021 TOTAL INSURED VALUES	
PROPERTY VALUES	\$857,745,551
LOSS OF REVENUE	\$112,420,000
TOTAL INSURED VALUES	\$970,165,551

Name: _____

Title: _____

Signature: _____

Date: _____

Coverage: Crime**Carrier:** Philadelphia Indemnity Insurance Company**Policy Period:** 7/1/2022 to 7/1/2023**Form Type:**

COVERAGE	FORM TYPE	RETROACTIVE DATE	PENDING & PRIOR DATE
Crime	Discovery	N/A	Not Applicable

Coverage:

DESCRIPTION	LIMIT TYPE	AMOUNT
Employee Theft and Client Coverage	Limit	\$1,000,000
ERISA Fidelity	Limit	\$500,000
Forgery and Alteration	Limit	\$1,000,000
- including Credit, Debit, or Charge Card Extension	Limit	\$25,000
Inside the Premises	Limit	\$1,000,000
Outside the Premises	Limit	\$1,000,000
Money Orders and Counterfeit Currency	Limit	\$1,000,000
Computer and Funds Transfer Fraud	Limit	\$1,000,000
Fraudulent Inducement Insuring Agreement	Limit	\$250,000
Crisis Management Expense	Limit	\$25,000

Deductibles / Self-Insured Retention

TYPE	COVERAGE	AMOUNT
Deductible	Employee Theft and Client Coverage	\$5,000
Deductible	Forgery and Alteration	\$5,000
Deductible	Inside the Premises	\$5,000
Deductible	Outside the Premises	\$5,000
Deductible	Money Orders and Counterfeit Currency	\$5,000
Deductible	Computer and Funds Transfer Fraud	\$5,000
Deductible	Fraudulent Inducement Insuring Agreement	\$5,000

Additional Coverage:

DESCRIPTION	LIMIT TYPE	AMOUNT
Schedule of Additional Coverages and Limits: The following is a summary of Limits of Liability or Limits of Insurance and/or additional coverages provided by this endorsement. This endorsement is subject to the provisions of the policy to which it is attached.		
Business Travel Accident Benefit	Limit	\$50,000

Additional Coverage:

DESCRIPTION	LIMIT TYPE	AMOUNT
Conference Cancellation	Limit	\$25,000
Donation Assistance	Limit	\$50,000
Emergency Real Estate Consulting Fee	Limit	\$50,000
Fundraising Event Blackout	Limit	\$25,000
Identity Theft Expense	Limit	\$50,000
Image Restoration and Counseling	Limit	\$50,000
Key Individual Replacement Expenses	Limit	\$50,000
Kidnap Expense	Limit	\$50,000
Political Unrest	Limit	\$5,000 per Employee
Political Unrest	Limit	\$25,000 policy limit
Temporary Meeting Space Reimbursement	Limit	\$25,000
Terrorism Travel Reimbursement	Limit	\$50,000
Travel Delay Reimbursement	Limit	\$1,500
Workplace Violence Counseling	Limit	\$50,000
Crime Protection Plus Pro-Pak:		
Additional Coverages:		
Include Expenses Incurred To Establish Amount of Covered Loss	Limit	The Lesser of \$100,000 or 25% of the Covered Loss
Computer Violation and Data Reconstruction Expense	Limit	The Lesser of \$50,000 or 25% of the Covered Loss
Condition Amendments:		
Insuring Agreement A.D. ERISA Fidelity Amendments		Amending Exclusions A, H, J and K to comply with ERISA requirements
Cancellation As To Any Employee	Limit	\$25,000
Consolidation – Merger		30% of your total assets
Loss Notice Threshold		Exceeds 25% of the applicable Deductible Amount
Definition Amendment		Amends definition of Employee to include terminated employees for 90 days

Endorsements include, but are not limited to:

DESCRIPTION
Commercial Lines Policy Jacket - BJP-190-1 1298
Policyholder Notice (Loss Assistance Hotline) - LAH-Notice 0813
Florida Complaint Notice - PI-Notice 0400
Notice Late/Non-Sufficient Funds/Reinstatement Fee - PI-FEES-NOTICE 1 1119

Endorsements include, but are not limited to:

DESCRIPTION
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 /PI-CRP-023 (11/19)
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)

Other Significant Terms and Conditions/Restrictions:

DESCRIPTION
Condition Amendments - Revision
Insuring Agreement A.D. ERISA Fidelity Amendments - Amending Exclusions A, H, J and K to comply with ERISA requirements
Cancellation As To Any Employee - \$25,000
Consolidation – Merger - 30% of your total assets
Loss Notice Threshold - Exceeds 25% of the applicable Deductible Amount
Definition Amendment - Amends definition of Employee to include terminated employees for 90 days

Premium	\$3,593.00
ESTIMATED PROGRAM COST	\$3,593.00

Coverage: General Liability

Carrier: Indian Harbor Insurance Company

Policy Period: 7/1/2022 to 7/1/2023

Form Type:

COVERAGE	FORM TYPE	RETROACTIVE DATE	PENDING & PRIOR DATE
General Liability	Occurrence	N/A	Not Applicable

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		Excluded
Medical Expenses		Excluded

Deductibles / Self-Insured Retention

TYPE	COVERAGE	AMOUNT
Deductible	Deductible: - Each and Every Occurrence	\$10,000

Endorsements include, but are not limited to:

DESCRIPTION
Policy Form - Commercial General Liability Policy - Occurrence/Standard ISO Policy Form
Applicable State Amendatory Endorsements (State)
Additional Insured
Waiver of Subrogation
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:

COVERAGE TYPE	DESCRIPTION
General Liability	Limitation of Coverage – Track Segment location with respects the CSX and ConAgra Sidetrack Agreement only
General Liability	Access or Disclosure
General Liability	Asbestos
General Liability	Total Pollution
General Liability	Professional Liability

Exclusions include, but are not limited to:

COVERAGE TYPE	DESCRIPTION
General Liability	Architects & Engineers E & O
General Liability	Employment Related Practices
General Liability	Construction Management E & O
General Liability	Nuclear Energy Liability
General Liability	Electromagnetic Force
General Liability	Recording and Distribution of Material or Information in Violation of Law
General Liability	All standard exclusions, terms and conditions apply.
EBL	Dishonest, fraudulent, criminal or malicious act or omission
EBL	Bodily Injury or Property Damage or Personal Injury - Absolute Exclusion
EBL	Failure of performance of contract
EBL	Failure of any investment to perform as represented by you
EBL	Failure to comply with mandatory provisions of any law concerning Workers' Compensation, unemployment insurance, social security or disability benefits
EBL	Wrongful termination of an employee
EBL	Coercion, demotion, reassignment, discipline or harassment of an employee
EBL	Discrimination against an employee
General Liability	Losses arising from the ownership maintenance or use of aircraft (including drones), autos, or watercraft, with some minor exceptions including certain contractual obligations

Binding Requirements:

DESCRIPTION
Subject to:
- Acceptance or Rejection of Terrorism Insurance Coverage
- Require full details on any agreement changes mid-term.

Other Significant Terms and Conditions/Restrictions:

DESCRIPTION
Total Premium Includes TRIA Premium of \$892.

Premium	\$18,740.00
ESTIMATED PROGRAM COST	\$18,740.00
Minimum And Deposit Premium -	\$17,848.00
TRIA/TRIPRA PREMIUM (+ Additional Surcharges, Taxes and Fees as applicable)	INCLUDED

Subject to Audit: Not Auditable

Program Structure

Client Signature Requirements

Coverages for Consideration

Overview

Gallagher recommends that you consider purchasing the following additional coverages for which you have exposure. A Proposal for any of the coverages below can be provided.

- Cyber Liability
- Flood

Please note the recommendations and considerations summarized in this section are not intended to identify all potential exposures. Gallagher is not an expert in all aspects of your business and assumes no responsibility to independently investigate the risks your business faces. Gallagher has relied upon the information you provided in making our insurance Proposals. If you are interested in pursuing additional coverages other than those listed above, please list the additional coverages in the Client Authorization to Bind.

Client Authorization to Bind Coverage

After careful consideration of Gallagher's proposal dated 6/13/2022, we accept the following coverage(s). Please check the desired coverage(s) and note any coverage amendments below:

	COVERAGE/CARRIER
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	Property
	Zurich American Insurance Company
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	TRIA
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	Crime
	Philadelphia Indemnity Insurance Company
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	TRIA
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	General Liability
	Indian Harbor Insurance Company

Additional Recommended Coverages

Gallagher recommends that you purchase the following additional coverages for which you have exposure. By checking the box(es) below, you are requesting that Gallagher provide you with a Proposal for this coverage. By not requesting a Proposal for this coverage, you assume the risk of any uncovered loss.

Other Coverages to Consider

- ☐ Cyber Liability
☐ Flood

The above coverage(s) does not necessarily represent the entirety of available insurance products. If you are interested in pursuing additional coverages other than those listed in the Additional Recommended Coverages, please list below:

Other Services to Consider

By checking the box(es) below, you are requesting that Gallagher provide you with additional information for the following services:

- ☐ Gallagher STEP
☐ eRiskHub

Coverage Amendments and Notes:**Exposures and Values**

You confirm the payroll, values, schedules, and any other information pertaining to your operations, and submitted to the underwriters, were compiled from information provided by you. If no updates were provided to Gallagher, the values, exposures and operations used were based on the expiring policies. You acknowledge it is your responsibility to notify Gallagher of any material change in your operations or exposures.

Additional Terms and Disclosures

Gallagher is not an expert in all aspects of your business. Gallagher's Proposals for insurance are based upon the information concerning your business that was provided to Gallagher by you. Gallagher expects the information you provide is true, correct and complete in all material respects. Gallagher assumes no responsibility to independently investigate the risks that may be facing your business, but rather have relied upon the information you provide to Gallagher in making our insurance Proposals.

Gallagher's liability to you arising from any of Gallagher's acts or omissions will not exceed \$20 million in the aggregate. The parties each will only be liable for actual damages incurred by the other party, and will not be liable for any indirect, special, exemplary, consequential, reliance or punitive damages. No claim or cause of action, regardless of form (tort, contract, statutory, or otherwise), arising out of, relating to or in any way connected with the Proposal, any of Gallagher's services or your relationship with Gallagher may be brought by either party any later than two (2) years after the accrual of the claim or cause of action.

Gallagher has established security controls to protect Client confidential information from unauthorized use or disclosure. For additional information, please review Gallagher's Privacy Policy located at <https://www.ajg.com/privacy-policy/>.

You have read, understand and agree that the information contained in the Proposal and all documents attached to and incorporated into the Proposal, is correct and has been disclosed to you prior to authorizing Gallagher to bind coverage and/or provide services to you. By signing below, or authorizing Gallagher to bind your insurance coverage through email when allowed, you acknowledge you have reviewed and agree with terms, conditions and disclosures contained in the Proposal.

By:

Print Name (Specify Title)_____
Company_____
Signature

Date:

Binding Requirements

COVERAGE (ISSUING CARRIER)	BINDING REQUIREMENT
Property Zurich American Insurance Company	Subject to Signed Statement of Values
Crime Philadelphia Indemnity Insurance Company	N/A
General Liability Indian Harbor Insurance Company	Subject to: - Acceptance or Rejection of Terrorism Insurance Coverage - Require full details on any agreement changes mid-term.

Appendix

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 ²	COMM.% OR FEE ³	GALLAGHER U.S. OWNED WHOLESALE, MGA, OR INTERMEDIARY %
Property	Zurich American Insurance Company (Zurich Insurance Group Ltd)	N/A	\$667,995.00	\$0.00	
Crime	Philadelphia Indemnity Insurance Company (Philadelphia Insurance Company)	N/A	\$3,593.00	\$0.00	
General Liability	Indian Harbor Insurance Company (XL Group plc)	N/A	\$18,740.00	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.

Claims Reporting By Policy

Direct Reporting [Only When Applicable]

Immediately report all claims for the following lines of coverage to the insurance carrier.

- Crime
 - Philadelphia Indemnity Insurance Company
 - Phone# 800-765-9749
 - Fax#
 - Email: claimsreport@phly.com
- General Liability
 - Indian Harbor Insurance Company
 - Phone#:
 - Fax#:
 - Email:
- Property
 - Zurich American Insurance Company
 - Phone: 800-987-3373
 - Fax: 877-962-2567
 - Email: USZ-CareCenter@zurichna.com
 - Online: <http://www.zurichna.com/zna/claims/claims.htm>

CORE360™

Loss Control Portal



Insurance | Risk Management | Consulting



Reduce Your Risk and Simplify Training

Safety training programs and educational materials for employees are critical for reducing accidents, increasing retention and minimizing your total cost of risk now and in the future.

Gallagher's **CORE360™ Loss Control Portal** is our proprietary Learning Management System (LMS) that supports your safety program, provides real time access to your loss control plans and keeps employees up to date with the latest safety standards.

Key benefits of CORE360™ Loss Control Portal:

- **Access** up to 10 modules of your choice from a library of over 100 training and safety shorts. In addition, monthly bulletins are available covering topics such as General and Environmental Safety, Human Resources, and Health and Wellness.
- **Save** valuable time by assigning employee training and monitoring their latest progress and completion.
- **Simplify** the process of training to stay in compliance and avoid costly penalties.
- **Onboard** and train an unlimited number of users while enhancing your overall risk control program.
- **Customize** your platform with your company's logo, training content and modules tailored to your business, and personalized procedures and forms for an added fee.

Most Popular Training Modules:

- Sexual Harassment and Discrimination
- Slip, Trip and Fall Training
- Electrical Safety Training
- Back Safety Training
- Bloodborne Pathogens
- Safe Lifting Practices
- Defensive Driving Basics
- Fire Prevention Basics
- Personal Protective Equipment
- GHS Hazard Communication



Please visit
ajg.com/LossControlPortal to learn more.

Gallagher CORE360™ is our unique, comprehensive approach of evaluating your risk management program that leverages our analytical tools and diverse resources for customized, maximum impact on six cost drivers of your total cost of risk.



Gallagher

eRiskHub®



To access the Gallagher | eRiskHub® now:

1. Navigate to <https://eriskhub.com/gallagher>
2. Complete the new user registration at the bottom of the page. Choose your own user ID and password. The access code is 447597.
3. After registering, you can access the hub immediately using your newly created credentials in the member login box located at the top right of the page.

The Gallagher Way. Since 1927.

The information contained herein is offered as insurance industry guidance and provided as an overview of current market risks and available coverages and is intended for discussion purposes only. This publication is not intended to offer legal advice or client-specific risk management advice. Any description of insurance coverages is not meant to interpret specific coverages that your company may already have in place or that may be generally available. General insurance descriptions contained herein do not include complete insurance policy definitions, terms, and/or conditions, and should not be relied on for coverage interpretation. Actual insurance policies must always be consulted for full coverage details and analysis.

Insurance brokerage and related services to be provided by Arthur J. Gallagher Risk Management Services, Inc. (License No. 0D69293) and/or its affiliate Arthur J. Gallagher & Co. Insurance Brokers of California, Inc. (License No. 0726293).

eRiskHub® Overview and Login Information

The evolution of the cyber risk landscape has brought with it broad, sweeping regulations to address cybersecurity exposures. This digital transformation also presents new risks, including financial losses, for every industry. Gallagher's Cyber Practice delivers expertise alongside cyber risk management and insurance placement services, as well as a better way to construct risk management solutions. CORE360™ — our comprehensive approach of evaluating our client's risk management program — leverages our analytical tools and diverse resources for customized, maximum impact on six cost drivers of their total cost of risk. First, we consult with you to understand all of your actual and potential costs, then find the best options to reallocate these costs based on strategic actionable insights empowering you to know, control and minimize your total costs increasing profitability.

Additionally, our data-driven CORE360™ approach allows us to implement programs for your business that will increase safety, minimize losses, mitigate claims and proactively analyze your cyber risk posture.

Key Features of the Gallagher | eRiskHub®

- Gallagher Cyber Risk Due Diligence — A six-step process designed to walk clients through a simple, thought-provoking framework to encourage organizational communication, establish clear direction and highlight priorities to better understand your cyber risk profile.
- Risk Manager Tools — A collection of tools with many different purposes such as researching known breach events, calculating your potential cost of a breach event and downloading free sample policies your organization can use as templates.
- News Center — Keeps you up to date on what is going on in the world of cyber risk through handpicked articles, feeds and blogs.
- Learning Center — An extensive collection of white papers, articles, webinars, videos and blog posts on a variety of topics. (Looking for something specific? Try the search box at the top right of the page to search the entire Gallagher | eRiskHub®).
- Security & Privacy Training — An overview of best practices for creating an effective security training program for employees.
- Strategic Third-Party Relationships and Partner Resources — Information on third-party vendors that can assist your organization with improving your overall cyber risk.

As cyber risk evolves, so does our commitment to thought leadership. Our global cyber teams focus exclusively on cyber risk, and uniquely position Gallagher to share our knowledge, expertise and experience for the benefit of our clients.

If you have any questions about the Gallagher | eRiskHub®, please reach out to your broker.

Cyber Liability

Proposal Disclosures

The following disclosures are hereby made a part of this proposal. Please review these disclosures prior to signing the Client Authorization to Bind or e-mail confirmation.

Proposal Disclaimer

IMPORTANT: The proposal and/or any executive summaries outline certain terms and conditions of the insurance proposed by the insurers, based on the information provided by your company. The insurance policies themselves must be read to fully understand the terms, coverages, exclusions, limitations and/or conditions of the actual policy contract of insurance. Policy forms will be made available upon request. We make no warranties with respect to policy limits or coverage considerations of the carrier.

Compensation Disclosure

1. Gallagher Companies are primarily compensated from the usual and customary commissions, fees or, where permitted, a combination of both, for brokerage and servicing of insurance policies, annuity contracts, guarantee contracts and surety bonds (collectively "insurance coverages") handled for a client's account, which may vary based on market conditions and the insurance product placed for the client.
2. In placing, renewing, consulting on or servicing your insurance coverages, Gallagher companies may participate in contingent and supplemental commission arrangements with intermediaries and insurance companies that provide for additional compensation if certain underwriting, profitability, volume or retention goals are achieved. Such goals are typically based on the total amount of certain insurance coverages placed by Gallagher with the insurance company, not on an individual policy basis. As a result, Gallagher may be considered to have an incentive to place your insurance coverages with a particular insurance company. If you do not wish to have your commercial insurance placement included in consideration for additional compensation, contact your producer or service team for an Opt-out form.
3. Gallagher Companies may receive investment income on fiduciary funds temporarily held by them, or from obtaining or generating premium finance quotes, unless prohibited by law.
4. Gallagher Companies may also access or have an ownership interest in other facilities, including wholesalers, reinsurance intermediaries, captive managers, underwriting managers and others that act as intermediaries for both Gallagher and other brokers in the insurance marketplace some of which may earn and retain customary brokerage commission and fees for their work.

If you have specific questions about any compensation received by Gallagher and its affiliates in relation to your insurance placements, please contact your Gallagher representative for more details.

In the event you wish to register a formal complaint regarding compensation Gallagher receives from insurers or third-parties, please contact Gallagher via e-mail at Compensation_Complaints@ajg.com or by regular mail at:

Chief Compliance Officer
Gallagher Global Brokerage
Arthur J. Gallagher & Co.
2850 Golf Rd.
Rolling Meadows, IL 60008

TRIA/TRIPRA Disclaimer

If this proposal contains options to purchase TRIA/TRIPRA coverage, the proposed TRIA/TRIPRA program may not cover all terrorism losses. While the amendments to TRIA eliminated the distinction between foreign and domestic acts of terrorism, a number of lines of coverage excluded under the amendments passed in 2005 remain excluded including commercial automobile, burglary and theft insurance; surety insurance, farm owners multiple perils and professional liability (although directors and officers liability is specifically included). If such excluded coverages are required, we recommend that you consider purchasing a separate terrorism policy. Please note that a separate terrorism policy for these excluded coverages may be necessary to satisfy loan covenants or other contractual obligations. TRIPRA includes a \$100 billion cap on insurers' aggregate liability.

TRIPRA is set to expire on December 31, 2027. There is no certainty of extension, thus the coverage provided by your insurers may or may not extend beyond December 31, 2027. In the event you have loan covenants or other contractual obligations requiring that TRIA/TRIPRA be maintained throughout the duration of your policy period, we recommend that a separate "Stand Alone" terrorism policy be purchased to satisfy those obligations.

Property Estimator Disclaimer

These property values were obtained using a desktop Property Estimator software operated by non-appraisal professionals. These property values represent general estimates which are not to be considered a certified appraisal. These property values include generalities and assumptions that may produce inaccurate values for specific structures.

Terms and Conditions

It is important that we clearly outline the nature of our mutual relationship. The following terms and conditions (these "Terms") govern your relationship with Gallagher unless you have separately entered into a written services agreement with Gallagher relative to the policies and services outlined in this Proposal, in which case that services agreement will govern and control with respect to any conflicts with these Terms. These Terms will become effective upon your execution of the Client Authorization to Bind Coverage (the "CAB") included in this Proposal and shall survive for the duration of your relationship with Gallagher relative to the policies placed pursuant to the CAB or otherwise at your request.

Services

Gallagher will represent and assist you in all discussions and transactions with insurance companies relating to the lines of insurance coverage set forth in the CAB and any other lines of insurance coverage with which you request Gallagher's assistance. Gallagher will consult with you regarding any matters involving these or other coverages for which you have engaged Gallagher. You have the sole discretion for approving any insurance policies placed, as well as all other material decisions involving your risk management, risk transfer and/or loss prevention needs.

Although you are responsible for notifying applicable insurance companies directly in connection with any claims, demands, suits, notices of potential claims or any other matters as required by the terms and conditions of your policies, Gallagher will assist you in determining applicable claim reporting requirements.

Treatment of Information

Gallagher understands the need to protect the confidentiality and security of your confidential and sensitive information and strives to comply with applicable data privacy and security laws. Your confidential and sensitive information will be protected by Gallagher and only used to perform services for you; provided that Gallagher may disclose and transfer your information to our affiliates, agents or vendors that have a need to know such information in connection with the provision of such services (including insurance markets, as necessary, for marketing, quoting, placing and/or servicing insurance coverages). We may also disclose such information as required by applicable data protection laws or the order of any court or tribunal, subject to our providing you with prior notice as permitted by law.

We will (i) implement appropriate administrative, physical and technical safeguards to protect personal information; (ii) timely report security incidents involving personal information to affected parties and/or regulatory bodies; (iii) create and maintain required policies and procedures; and (iv) comply with data subjects' rights, as applicable. To the extent applicable under associated data protection laws, you are a "business" or "controller" and Gallagher is a "service provider" or "data processor." You will ensure that any information provided to Gallagher has been provided with any required notices and that you have obtained all required consents, if any and where required, or are otherwise authorized to transfer all information to Gallagher and enable Gallagher to process the information for the purposes described in this Proposal and as set forth in Gallagher's Privacy Policy located at <https://www.ajg.com/privacy-policy/>. Gallagher may update its Privacy Policy from time to time and any updates will be posted to such site.

Dispute Resolution

Gallagher does not expect that it will ever have a formal dispute with any of its clients. However, in the event that one should arise, we should each strive to achieve a fair, expedient and efficient resolution and we'd like to clearly outline the resolution process.

A. If the parties have a dispute regarding Gallagher's services or the relationship governed by this Proposal ("Dispute"), each party agrees to resolve that Dispute by mediation. If mediation fails to resolve the Dispute, you and Gallagher agree to binding arbitration. Each party waives all rights to commence litigation in court to resolve a Dispute, and specifically waives all rights to pursue relief by class action or mass action in court or through arbitration. However, the parties do not waive the ability to seek a court order of injunction in aid of the mediation and arbitration required by these Terms.

B. The party asserting a Dispute must provide a written notice ("Notice") of the claim to the other party and to the American Arbitration Association ("AAA") in accordance with its Commercial Arbitration Rules and Mediation Procedures. All Dispute resolutions will take place in Chicago, IL, unless you and Gallagher agree to another location. The parties will equally divide all costs of the mediation and arbitration proceedings and will each pay their own attorneys' fees. All matters will be before a neutral, impartial and disinterested mediator or arbitrator(s) that have at least 20 years' experience in commercial and insurance coverage disputes.

C. Mediation will occur within sixty (60) days of filing the Notice with the AAA. Mediation results will be reduced to a memorandum of understanding signed by you, Gallagher and the mediator. A Dispute that is not resolved in mediation will commence to binding arbitration. For Disputes in excess of \$500,000, either party may elect to have the Dispute heard by a panel of three (3) arbitrators. The award of the arbitrator(s) must be accompanied by a reasoned opinion prepared and signed by the arbitrator(s). Except as may be required by law, neither

you, Gallagher, nor a mediator or arbitrator may disclose the existence, content or results of any Dispute or its dispute resolution proceeding without the prior written consent of both you and Gallagher.

Electronic Delivery

In lieu of receiving documents in paper format, you agree, to the fullest extent permitted by law, to accept electronic delivery of any documents that Gallagher may be required to deliver to you (including, but not limited to, insurance policies and endorsements, account statements and all other agreements, forms and communications) in connection with services provided by Gallagher. Electronic delivery of a document to you may be made via electronic mail or by other electronic means, including posting documents to a secure website.

Miscellaneous Terms

Gallagher is engaged to perform services as an independent contractor and not as your employee or agent, and Gallagher will not be operating in a fiduciary capacity.

Where applicable, insurance coverage placements and other services may require the payment of federal excise taxes, surplus lines taxes, stamping or other fees to the Internal Revenue Service, various State(s) departments of revenue, state regulators, boards or associations. In such cases, you will be responsible for the payment of the taxes and/or fees, which Gallagher will separately identify on related invoices.

The Proposal and these Terms are governed by the laws of the State of Illinois, without regard to its conflict of law rules.

If an arbitrator/court of competent jurisdiction determines that any provision of these Terms is void or unenforceable, that provision will be severed, and the arbitrator/court will replace it with a valid and enforceable provision that most closely approximates the original intent, and the remainder of these Terms will remain in effect.

Except to the extent in conflict with a services agreement that you may enter into with Gallagher, these Terms and the remainder of the Proposal constitute the entire agreement between you and Gallagher with respect to the subject matter of the Proposal, and supersede all prior negotiations, agreements and understandings as to such matters.

Appended Documents



POLICYHOLDER DISCLOSURE NOTICE OF TERRORISM INSURANCE COVERAGE

You are hereby notified that under the Terrorism Risk Insurance Act, as amended, you have a right to purchase insurance coverage for losses resulting from acts of terrorism, *as defined in Section 102(1) of the Act*. The term "act of terrorism" means any act that is certified by the Secretary of the Treasury—in consultation with the Secretary of Homeland Security, and the Attorney General of the United States—to be an act of terrorism; to be a violent act or an act that is dangerous to human life, property, or infrastructure; to have resulted in damage within the United States, or outside the United States in the case of certain air carriers or vessels or the premises of a United States mission; and to have been committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

YOU SHOULD KNOW THAT WHERE COVERAGE IS PROVIDED BY THIS POLICY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM, SUCH LOSSES MAY BE PARTIALLY REIMBURSED BY THE UNITED STATES GOVERNMENT UNDER A FORMULA ESTABLISHED BY FEDERAL LAW. HOWEVER, YOUR POLICY MAY CONTAIN OTHER EXCLUSIONS WHICH MIGHT AFFECT YOUR COVERAGE, SUCH AS AN EXCLUSION FOR NUCLEAR EVENTS. UNDER THE FORMULA, THE UNITED STATES GOVERNMENT GENERALLY REIMBURSES 85% THROUGH 2015; 84% BEGINNING ON JANUARY 1, 2016; 83% BEGINNING ON JANUARY 1, 2017; 82% BEGINNING ON JANUARY 1, 2018; 81% BEGINNING ON JANUARY 1, 2019; AND 80% BEGINNING ON JANUARY 1, 2020, OF COVERED TERRORISM LOSSES EXCEEDING THE STATUTORILY ESTABLISHED DEDUCTIBLE PAID BY THE INSURANCE COMPANY PROVIDING THE COVERAGE. THE PREMIUM CHARGED FOR THIS COVERAGE IS PROVIDED BELOW AND DOES NOT INCLUDE ANY CHARGES FOR THE PORTION OF LOSS THAT MAY BE COVERED BY THE FEDERAL GOVERNMENT UNDER THE ACT.

YOU SHOULD ALSO KNOW THAT THE TERRORISM RISK INSURANCE ACT, AS AMENDED, CONTAINS A \$100 BILLION CAP THAT LIMITS U.S. GOVERNMENT REIMBURSEMENT AS WELL AS INSURERS' LIABILITY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM WHEN THE AMOUNT OF SUCH LOSSES IN ANY ONE CALENDAR YEAR EXCEEDS \$100 BILLION. IF THE AGGREGATE INSURED LOSSES FOR ALL INSURERS EXCEED \$100 BILLION, YOUR COVERAGE MAY BE REDUCED.

ACCEPTANCE OR REJECTION OF TERRORISM INSURANCE COVERAGE

<input type="checkbox"/>	I hereby elect to purchase "certified acts of terrorism" coverage for a prospective premium of \$892 Premium is 5% of the Policy Premium.
<input type="checkbox"/>	I hereby decline to purchase Terrorism coverage. I understand that I will have no coverage for losses resulting from "certified acts of terrorism."

Policyholder/Applicant's Signature

Indian Harbor Insurance Company
Insurance Company

Print Name

Policy Number

Date

PN160RR 0115 TRIA
permission.

Includes copyrighted material of National Association of Insurance Commissioners, with its

Surplus Lines Disclosure and Acknowledgement

At my direction, _____ has placed my coverage in the surplus lines market. As required by Florida Statute 626.916, I have agreed to this placement. I understand that superior coverage may be available in the admitted market and at a lesser cost and that persons insured by surplus lines carriers are not protected by the Florida Insurance Guaranty Association with respect to any right of recovery for the obligation of an insolvent unlicensed insurer.

I further understand the policy forms, conditions, premiums, and deductibles used by surplus lines insurers may be different from those found in policies used in the admitted market. I have been advised to carefully read the entire policy.

Named Insured

By:

Signature of Named Insured

Date

Printed Name and Title of Person Signing

Name of Excess and Surplus Lines Carrier

Type of Insurance

Effective Date of Coverage

402.00 Maintenance - Expressway System

(a) The Authority is responsible for insuring, operating, maintaining and repairing the Expressway System in accordance with state standards and regulations for toll facility operation and maintenance.

(b) ~~The Authority FDOT~~ is responsible for inspecting the Expressway System bridges for structural soundness and safety every two years, ~~and communicating their findings to the Executive Director. The Authority FDOT~~

is the permitting agent for utility and construction permits within the limited access rights-of-way and other road use permits.

(c) The Authority retains the services of a General Consulting Engineer ("GEC") to advise the Authority on the operation, maintenance and repair of the Expressway System. The GEC also provides independent budgetary reviews and System bridge inspections and assessment reports at least every two years.

(d) The Authority has the responsibility to acquire insurance on the system and is responsible for maintaining the railroad crossings, landscape and hardscape features of the Brandon and Meridian Street Gateways. The Authority also maintains its buildings, vehicles and is responsible for inspections and repair / replacement of the Intelligent Transportation Systems (ITS) equipment.

(e) The Executive Director oversees maintenance and operation activities on the entire system and recommends reallocation of resources, reassignment of personnel and implements new procedures.

(f) The Authority and FDOT proactively coordinate inspection, maintenance and construction activities in an effort to reduce impacts to the general public by scheduling activities at night or on weekends when possible public outreach regarding activities cited above will be disseminated through electronic and print media, providing location, duration and contact information for questions or issue that customers may have.

403.00 Permits

403.01 Use - Within the Limited Access Rights of Way and Other Road Use Permits

(a) Requests for drainage, utility, outdoor advertising/billboard, overweight/overdimensional permits, general use, special use and filming permits within the Expressway System limited access right of way ("LA R/W") are issued by the ~~Authority Permit Section of FDOT District VII Maintenance Office.~~

Utility companies, other government agencies, private citizens or contractors must apply to ~~the Authority FDOT~~

for a permit prior to installation or any work activity within the Expressway System LA R/W. ~~All such permits are reviewed by THEA for concurrence prior to FDOT approval.~~ Permit fees may be established ~~by FDOT and/or~~ the Authority.

(b) Permitted work or use is a permissive use only and shall be in accordance with FDOT utility accommodation guides, applicable sections of FDOT specs and design index, and local or other jurisdictional requirements. Proper restoration and stabilization of the right of way is required prior to acceptance of work by FDOT and the Authority.

(c) Permit application instructions ~~are available from the Authority Operations and Maintenance Department and FDOT/Authority contact information is available in the Manual.~~



APTIM
725 US Highway 301 South
Tampa, Florida 33619
Tel: +1 813 612 3600
Fax: +1 813 626 1663
www.aptim.com

June 1, 2022

APTIM Project No. TBD

Mr. Brian W. Pickard, PE
Director of Operations and Engineering
Tampa Hillsborough County Expressway Authority
1104 E. Twiggs Street, Suite 300
Tampa, Florida 33602

**Re: Scope of Services for
Level II Limited Impact to Construction Contamination Assessment
South Selmon Expressway (SR 618) Viaduct Right-of-Way (ROW)
From N. 12th Street to Deputy Kotfila Memorial Dog Park
Tampa, Hillsborough County, Florida
THEA Contract Number O-01219**

Dear Mr. Pickard:

Aptim Environmental & Infrastructure, LLC (APTIM) is pleased to present this scope of work and cost proposal for a Level II Limited Impact to Construction Contamination Assessment at the Selmon Expressway [State Road (SR) 618] Viaduct Right-of-Way (ROW) property from N. 12th Street to Deputy Kotfila Memorial Dog Park in Tampa, Hillsborough County, Florida.

APTIM was requested by THEA to assess potential contamination in SR 618 viaduct ROW between N 12th St and the dog park in preparation for constructing an activities area for the local community. An aerial map of the area with proposed soil boring/sampling plan provided in **Figure 1**. Based on a cursory desktop review of available contamination-related regulatory files of the area of concern, the Seaport Town Centre/12th Street Maintenance Yard is located directly to the south of the subject property. The Seaport Town Centre site was awarded a Conditional Site Rehabilitation Closure Order (SRCO) (Risk Management Option [RMO] Level III) with Institutional Controls in 2018 for petroleum hydrocarbons and organic solvents in groundwater, and is regulated by the Florida Department of Environmental Protection (FDEP) as Brownfield Site #BF290304001, Facility ID #8625662.

As part of the proposed Level II assessment, APTIM will identify, evaluate, and prepare recommendations for THEA concerning potential hazardous waste and pollutants at the subject property associated with the proposed site improvements per Part 2, Chapter 20 of the PD&E Guidelines Manual and guidance from the FDEP Contaminated Site Cleanup Criteria- Site Assessment per Chapter 62-780.600, Florida Administrative Code (FAC). The contamination assessment will include, but will not be limited to, the following tasks:

- Prepare a site-specific health and safety plan to ensure a safe working environment. Provide 40-hr Occupational Safety and Health Administration (OSHA)-trained personnel for performance of all field activities.

- Request utility mark-outs (i.e., setbacks, stations, and vertical and horizontal elevations) from the prime contractor or arrange with a utility locator service to identify and adequately mark all underground utilities in the areas where subsurface investigation will occur, when necessary.
- Coordinate site activities with the THEA and General Engineering Contractor (GEC) as needed to obtain the necessary site access permits in order to complete assessment tasks. Coordinate and plan Maintenance of Traffic as needed to complete assessment tasks. Conduct site visits as needed for assessment preparation.
- Advance up to forty (40) borings at approximately 30 to 40 ft spacing across the site. The approximate locations of the borings/samples to be collected at the subject area are shown in **Figure 1**. The locations of these borings may be adjusted during the field work by the onsite scientist/geologist as needed based on site conditions and/or observed visual signs of potential contamination.
- Utilizing direct-push technology (DPT) and hand augers, advance each boring to 1 foot below the water table surface or up to 15 feet below land surface. As required for utility clearance, hand auger each boring to at least 5 ft bls prior to using machinery.
- Screen the soil at each boring location at 12-inch (in) depth intervals to the depth of the water table with an organic vapor analyzer/photovac flame-ionization (OVA/PID) detector in accordance with Rule 62-770.200(12), Florida Administrative Code. Record the net resultant hydrocarbon vapor concentration.
- Collect up to six (6) soil samples for laboratory analyses of Table D Used Oil Group and 8 RCRA Metals as listed in Rule 62-780.900, F.A.C. Laboratory soil sample depth will be field-determined and representative of soils exhibiting elevated hydrocarbon vapor concentration based on field-screening results, soil staining or odor, contact with buried solid waste, suspect spills, or other surface soil impacts.
- Construct up to six (6) temporary wells in the soil borings at depths up to 15 ft bls at field-determined locations as indicated by the soil screening results and borings with the highest hydrocarbon vapor concentrations. Collect groundwater samples from the temporary wells for laboratory analyses of Table D Used Oil Group, 8 RCRA Metals, Mercury by EPA 1631 (or low-level equivalent), copper, zinc, Total Organic Carbon (TOC), and Hardness as CaCO_3 as listed in Rule 62-780.900, F.A.C. Purge the wells in accordance with Florida Department of Environmental Protection (FDEP) Standard Operation Procedures (DEP-SOP-01/001), February 1, 2004. The samples will be collected by low-flow sampling techniques.
- Properly decontaminate tools and equipment before use and between all boring and drilling locations in accordance with the DEP-SOP-01/001.
- The field sampling work is estimated to be performed in up to one (1) week [five (5) days] with up to two (2) personnel and a driller with DPT.

- As requested by the THEA, review construction plans and previous contamination assessments for the referenced corridor. Provide recommendations for additional evaluations, investigations, or remediation activities to be completed prior to or during construction, should they be necessary.
- Submit a Level II Report to the THEA. The report will be technically concise and will include data collected, analyses, and recommendations made as a result of the Level II Assessment. Include graphics, tables, and appendices to completely illustrate the assessment effort. Provide recommendations for additional evaluations, investigations, or remediation activities to be completed prior to or during construction, should they be necessary. Submit one draft report and upon approval, submit one (1) final hard copy and one (1) final electronic copy of the report.

APTIM proposes to complete all of the described services upon project or contract completion, whichever occurs first, following receipt of authorization by the THEA. The total maximum limiting amount to complete these services is **\$51,289.25**. A description of assigned costs is provided as **Attachment A**. The services will be provided in accordance with the terms and conditions of Contract No. O-01219 between APTIM Environmental & Infrastructure, LLC and the THEA dated May 7, 2019.

APTIM appreciates the opportunity to provide these assessment services on behalf of the THEA. Should you have any questions or need additional information, please contact me at (813) 612-3660.

Sincerely,

APTIM Environmental & Infrastructure, Inc.

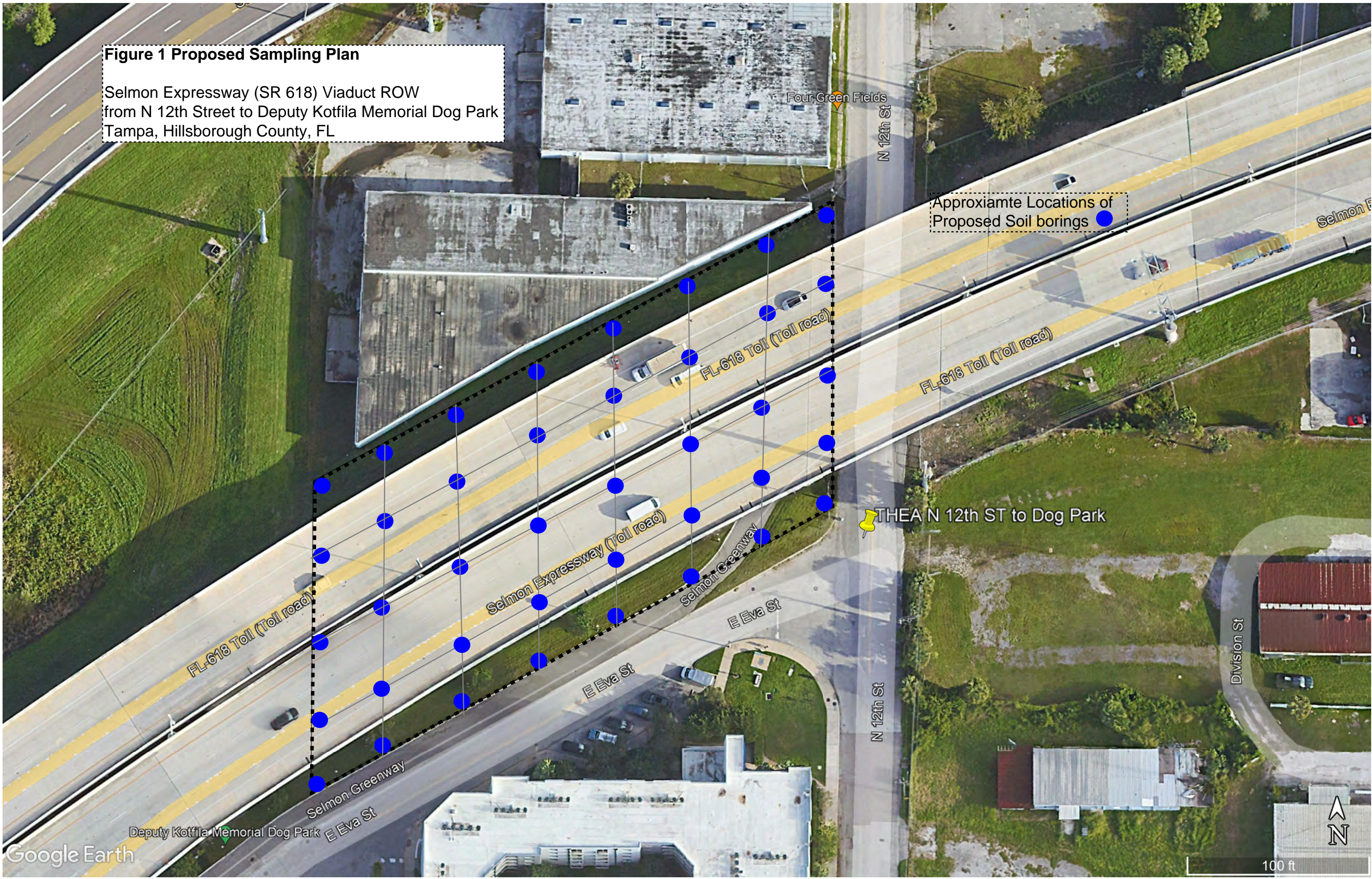


Kristin M. Dobbins, PE
Contract Manager

Attachments: Figure 1 –Proposed Sample Plan
Attachment A – Cost Proposal

pc: Deb Ramey, APTIM
APTIM Project File TBD

Figure 1 Proposed Sampling Plan
Selmon Expressway (SR 618) Viaduct ROW
from N 12th Street to Deputy Kotfila Memorial Dog Park
Tampa, Hillsborough County, FL



ATTACHMENT A

Cost Proposal - Maximum Limiting Amount
Level II Contamination Assessment
Selmon Expressway (SR 618) Viaduct Right-of-Way (ROW)
From N. 12th Street to Deputy Kotfila Memorial Dog Park
Tampa, Hillsborough County, Florida
THEA Contract Number O-01219

Category	Unit	Quantity	Unit Rate (\$)	Total (\$)
Personnel				
Project Manager		20 hours	125.00	2,500.00
Senior Geologist / Engineer (document review, report)		40 hours	95.00	3,800.00
Project Geologist (10h x 5 days + prep - 4 hours)		54 hours	65.00	3,510.00
Staff Geologist/Scientist (10h x 5 days + 2 hrs utility mark out)		52 hours	65.00	3,380.00
Technician (Driller x 2)		100 hours	40.00	4,000.00
Technical Illustrator		4 hours	60.00	240.00
Clerical		16 hours	55.00	880.00
Field Clerk/Typist		8 hours	55.00	440.00
Safety Engineer		2 hours	60.00	120.00
Subtotal – Personnel				\$18,870.00
Reproduction				
Letter Size Paper (8-1/2" x 11")		2,000 sheets	0.15	300.00
B Size Paper (11" x 17")		100 sheets	0.35	35.00
Subtotal – Reproduction				\$335.00
Travel				
Mileage		150 miles	0.445	66.75
Subtotal – Travel				\$66.75
Drilling				
Drill Rig - Mob/ DeMobe		2 ea	500.00	1,000.00
Soil Borings (40 x 15 feet)		600 foot	15.00	9,000.00
Geoprobe 66DT Drilling Rig or equivalent		5 day	1,800.00	9,000.00
Well Development		6 each	65.00	390.00
Subtotal – Drilling				\$19,390.00
Equipment				
Truck, 4 Wheel Drive		1 week	280.00	280.00
Truck, 4 Wheel Drive (1 day - utility locates mark-out)		1 day	70.00	70.00
Hand Augers (2 x 1 week)		2 week	60.00	120.00
Portable Eye Wash (2 x 1 week)		2 week	40.00	80.00
Photoionization Detector (PID)		1 week	184.00	184.00
Communication Devices / Portable Radio (4 x 1 weeks)		4 week	80.00	320.00
Cooler (Water) (2 x 1 week)		2 week	20.00	40.00
Water Level Indicator		1 week	80.00	80.00
Low-flow Purge & Sampling Apparatus		1 week	640.00	640.00
2" Peristaltic Pump		1 week	24.00	24.00
Subtotal – Equipment				\$1,838.00

ATTACHMENT A

Cost Proposal - Maximum Limiting Amount
Level II Contamination Assessment
Selmon Expressway (SR 618) Viaduct Right-of-Way (ROW)
From N. 12th Street to Deputy Kotfila Memorial Dog Park
Tampa, Hillsborough County, Florida
THEA Contract Number O-01219

Category	Unit	Quantity	Unit Rate (\$)	Total (\$)
Expendables and Miscellaneous (E&M)				
16-Ounce Sample Jars		100 each	2.50	250.00
2-inch diameter PVC well Casing (5 ft section x 6 wells)		6 each	12.00	72.00
2-inch diameter PVC well Screen (5 ft section x 2 x 6 wells)		12 each	18.00	216.00
Safety Goggles		4 pairs	5.00	20.00
Gloves, Sample (125 pair/box x 2 boxes)		250 pairs	0.75	187.50
Dry ice (wet ice) (5 lb bags sample cooler + water cooler)		100 lb	5.00	500.00
Dry ice (water - 16 oz bottles - 24 bottles/case x 10 day)		120 lb	5.00	600.00
Fungicide/Sanitizer (SkockWave or equiv.)		1 pint	10.00	10.00
Duct Tape (Aluminum foil)		2 rolls	7.00	14.00
Trash Bags		1 box	10.00	10.00
Subtotal – E&M				\$1,879.50
Analytical				
Soils - Normal Turnaround				
Used Oil Group (Table K, Exhibit C) (excludes PCBs, OC Pesticides)		6 each	490.00	2,940.00
Organochlorine Pesticides & PCBs		6 each	100.00	600.00
8 RCRA Metals		6 each	75.00	450.00
Groundwater - Normal Turnaround				
Used Oil Group (excluding PCBs, OC Pesticides)		6 each	490.00	2,940.00
Organochlorine Pesticides & PCBs		6 each	100.00	600.00
8 RCRA Metals		6 each	75.00	450.00
Mercury (Low-level by EPA 1631E)		6 each	90.00	540.00
Copper		6 each	9.00	54.00
Zinc		6 each	9.00	54.00
Total Organic Carbon (TOC)		6 each	22.00	132.00
Hardness (CaCO3)		6 each	25.00	150.00
Subtotal – Analytical				\$8,910.00
TOTAL Maximum Limiting Estimate				\$51,289.25

Tampa-Hillsborough County Expressway Authority
Minutes of the May 23, 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 May 23, 2022, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Vincent Cassidy, Chairman
Bennett Barrow, Vice Chairman
Daniel Alvarez, Secretary
Secretary David Gwynn, Member

John Weatherford, Member
Mayor Jane Castor
Commissioner Ken Hagan

STAFF:

Greg Slater
Amy Lettelleir
Sue Chrzan
Andy Lelewski
Charlene Ponce
Chaketa Mister
Julie Aure
Felipe Velasco

Debbie Northington
Anna Quinones
Shannon Bush
Max Artman
Brian Ramirez
Emma Antolinez
Frederick Pekala
Charles Lockridge, Intern

OTHERS:

James Drapp, HNTB
Alfonse Steward, HNTB
Todd Josko, Ballard
Chris Santiago, Infotect
Sally Dee, Playbook
Sarah Lesch, Playbook

Rick Patterson, Raymond James
Matthew Sansbury, RBC
John Generalli, Wells Fargo
Drew Appler, Burgess & Niple
Labaron Lewis, Infotect

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

No public input.

III. Consent Agenda

The Chairman Continued with the Consent Agenda and approvals.

- A. Approval of the Minutes from the April 25, 2022, Board Workshop and the May 9, 2022, Board of Directors Meeting**
- B. Task with GEC, HNTB through their Subconsultant, Tierra – Additional subsurface investigation at the bridges for the South Selmon Capacity RFP - \$125,320.00**
- C. Authorization of execution of the easements on 22nd Street related to the signalization of the two ramp intersections.**
- D. Potential Board Member Travel – July 6-8, TEAMFL - \$1,500.00**

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

IV. Discussion/Action Items

A. Operations and Management – Bennett Barrow, Chairman

1. Consultant Services for the Inspection of THEA's Structures – Anna Quinones, Staff

Ms. Anna Quinones presented a task request to procure a consultant to undertake the inspection of THEA's structures. Funding will come from the Operations and Maintenance budget, and the requested action is for board approval of the Evaluation Committee's rankings, and direct staff to move forward with the procurement process.

The Chairman asked for a motion to adopt. Daniel Alvarez moved approval, seconded by John Weatherford.

Chairman Cassidy asked about the maximum score possible. Ms. Quinones noted the highest score possible was sixty.

The motion passed unanimously.

B. Toll Operations – Bennett Barrow, Chairman

1. Managed Services Contract – Andy Lelewski, Staff

Mr. Andy Lelewski presented an item to procure a firm to provide image review services for THEA. Funding will come from the Operating budget and the requested is for the Board approve the rankings of the Evaluation Committee and authorize and direct staff to negotiate and execute a contract with the highest ranked firm. If negotiations are unsuccessful, staff shall negotiate with the next highest ranked firm. Contract is subject to review and approval of THEA General Counsel.

The Chairman asked for a motion to adopt. Daniel Alvarez moved approval seconded by Bennett Barrow.

The Chairman asked Ms. Lettelleir to update the board on the rankings. Ms. Lettelleir reported that THEA did receive a letter from the president of TechStaff, our current provider, which was forwarded to THEA Board members. The letter is not a formal protest – the timeframe to submit a formal protest has already passed. However, a review was conducted, and it was discovered that TechStaff did not receive the five (5) points for being an SBE. This information was not included in the body of their proposal, but their certification was included in their package. This resulted in TechStaff going from third ranked to second ranked.

Mr. Alvarez asked if the information in the board packet reflects the new ranking. Ms. Lettelleir replied in the affirmative.

Chairman Cassidy noted that upon receipt of the letter he requested General Counsel review and confirm that THEA procedures were followed. This task was completed, and it was determined that procedures were followed.

The motion passed unanimously.

V. Staff Reports

A. Toll Operations – *Andy Lelewski, Director*

Mr. Lelewski provided an update on toll operations. He reviewed the total toll transaction counts processed by the system. He pointed out that we are ramping back up to normal after COVID, and that March had the highest number of transactions in THEA history, and April had the second highest. April 2022 is 25% higher than April 2021.

He reviewed the customer base noting that the 6.4 million toll transactions are coming from the 755,000 accounts. This gives us an idea of the frequency of use.

Next, he discussed the average daily traffic counts, adding that the busiest section of the roadway is east of downtown. Traffic from the mainline combined with the REL is processing 110,000 vehicles per day, which is a 14% increase over the same point in time last year. The west part of the Selmon is handling about 80,000 vehicles per day, and the Selmon west extension numbers are more than double the projections.

Finally, he reviewed the total traffic eastbound vs. westbound, concluding there is more usage going westbound.

Chairman Cassidy asked about the traffic patterns on the Selmon west and if we know how much of that traffic travels the entire system.

Mr. Lelewski advised that he and his team will research that information and get back to the board.

The Chairman also requested an update on the MacDill Discount Program in the next couple of months.

Finally, the Chairman asked Mr. Lelewski to tell the Board a little bit about his background.

Mr. Lelewski talked about his background, noting that he is a Civil Engineer who has been in tolling for 25 years and expressed his excitement about joining the THEA Team.

B. Communications – *Sue Chrzan, Director*

Ms. Chrzan provided an update on the partnership with the Hillsborough County Tax Collector. She mentioned media interviews with Andy Lelewski, THEA's new Director of Toll Operations, and announced that the Selmon extension was featured again in Aspire magazine. Also in the news, the slip ramps were mentioned on Bay News 9's traffic update.

Finally, Ms. Chrzan noted THEA is supporting the Lightning with our banner and lights.

VI. Executive Reports

A. Executive Director – *Greg Slater*

1. Updates – Mr. Slater provided updates on the following:

THEA has moved forward with an emergency task order with Ferrovial to repair a water line break at the East Toll Plaza.

2. Contract Renewal and Expiration Report

Mr. Slater reported that THEA is renewing two contracts. The first is with WSP for Miscellaneous Planning and Traffic Services. The second contract is with Gannett Fleming for Special Studies and Support Services. Both are first year, one-year renewals.

3. Team THEA

Mr. Slater also recognized Ms. Lettelleir for her five years of service. He also thanked Judith Villegas and Krystina Steffen for giving a virtual bridge-building presentation to the Country Day school.

Finally, he welcomed Andy Lelewski and Shannon Bush, noting that THEA is now fully staffed.

B. General Counsel – *Amy Lettelleir*

No report.

C. Chairman – *Vincent Cassidy*

1. Upcoming Meetings

- Committees of the Whole – June 13, 2022 (Cancel)
- Board Meeting – June 27, 2022

VII. Old Business

No old business.

IX. New Business

No new business.

X. Adjournment

With no further business the meeting adjourned at 1:51 p.m.

APPROVED: _____ **ATTEST:** _____
Chairman: Vince Cassidy **Vice Chairman: Bennett Barrow**

DATED THIS 27th DAY OF JUNE 2022.

THEA TRAVEL ADVANCE REQUEST FORM

TRAVELER NAME: Bennett Barrow

DEPARTMENT: Board Member

TRAVEL DATES & TIMES - FROM: Saturday, October 22, 2022 TIME: 8:00 ☒ AM
☐ PM
 TO: Wednesday, October 26, 2022 TIME: 8:00 ☒ AM
☐ PM

PURPOSE OF TRAVEL: Attend IBTTA Global Summit

DESTINATION: Dublin, Ireland

TRAVEL G/L ACCOUNT #: _____

CPMP PROJECT #: _____

~~ ATTACH ALL SUPPORTING DOCUMENTATION ~~

No.	Expense	Expense Estimate	Actual Expense	
			P-Card Payment	Request for Payment (A/P)
1.	Registration Fee: <u>not yet available</u>	\$ 600.00	\$	\$
2.	Hotel: No. of Nights <u>3</u> X \$ <u>250.00</u> (Rate)	\$ 750.00	\$	
3.	Air Fare: <u>not yet available</u>	\$ 1,600.00	\$	
4.	Airline Baggage Fee:	\$ 50.00		
5.	*Per Diem:	\$ 1,600.00		\$
6.	Privately-owned Vehicle: <u>0</u> miles X <u>0.560</u> ¢/mile	\$ 0.00		
7.	THEA Vehicle Usage (Fuel) <u> </u> miles	\$		
8.	Auto Rental: No. of Days <u> </u> X \$ <u> </u>	\$ 0.00		
9.	Shuttle/Other Conveyance to & from Airport/Hotel:	\$ 200.00		
10.	Parking: No. of Days <u>0</u> X \$ <u> </u> (Rate)	\$ 0.00		
11.	Other/Miscellaneous Expenses:	\$		
	Total	\$ 4,800.00	\$	\$

Note - Check Agenda: ☐ Any Meal(s) Provided ☐ No Meal(s) Provided

1.	Traveler Signature:		Date:
2.	Supervisor:		Date:
3.	Department Director:		Date:
4.	Executive Director:		Date:
5.	Director of Finance:		Date:

~~ Only forms with original signatures will be processed by Finance ~~

THEA TRAVEL ADVANCE REQUEST FORM

TRAVELER NAME: John Weatherford

DEPARTMENT: Board Member

TRAVEL DATES & TIMES - FROM: Saturday, October 22, 2022 TIME: 8:00 ☒ AM ☐ PM
 TO: Wednesday, October 26, 2022 TIME: 8:00 ☐ AM ☒ PM

PURPOSE OF TRAVEL: Attend IBTTA Global Summit

DESTINATION: Dublin, Ireland

TRAVEL G/L ACCOUNT #: _____

CPMP PROJECT #: _____

~~ ATTACH ALL SUPPORTING DOCUMENTATION ~~

No.	Expense	Expense Estimate	Actual Expense	
			P-Card Payment	Request for Payment (A/P)
1.	Registration Fee: not yet available	\$ 600.00	\$	\$
2.	Hotel: No. of Nights <u>3</u> X \$ <u>250.00</u> (Rate)	\$ 750.00	\$	
3.	Air Fare:	\$ 1,600.00	\$	
4.	Airline Baggage Fee:	\$ 50.00		
5.	*Per Diem:	\$ 1,600.00		
6.	Privately-owned Vehicle: <u>0</u> miles X <u>0.560</u> ¢/mile	\$ 0.00		
7.	THEA Vehicle Usage (Fuel) _____ miles	\$		
8.	Auto Rental: No. of Days _____ X \$ _____	\$ 0.00		
9.	Shuttle/Other Conveyance to & from Airport/Hotel:	\$ 200.00		
10.	Parking: No. of Days <u>0</u> X \$ _____ (Rate)	\$ 0.00		
11.	Other/Miscellaneous Expenses:	\$		
	Total	\$ 4,800.00	\$	\$

Note - Check Agenda: ☐ Any Meal(s) Provided ☐ No Meal(s) Provided

1.	Traveler Signature:		Date:
2.	Supervisor:		Date:
3.	Department Director:		Date:
4.	Executive Director:		Date:
5.	Director of Finance:		Date:

~~ Only forms with original signatures will be processed by Finance ~~

HNTB PR 202300XX
HI-0069 D-XX

2022-2023 ITS Master Plan Design Support (7/1/22 - 6/30/23)
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 7/1/22 - 6/30/23.

SUMMARY FEE SHEET																		
ATTACHMENT "A"																		
HNTB PR 202300XX																		
PROJECT DESCRIPTION:	Tampa-Hillsborough Expressway Authority																	
GEC CONTRACT NO.	HNTB PR 202300XX																	
HI-0069 D-XX	2022-2023 ITS Master Plan Design Support (7/1/22 - 6/30/23)																	
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 \$ 147.50	Man Hours	Hourly Rate \$ 140.33	Man Hours	Hourly Rate \$ 97.56	Man Hours	Hourly Rate \$ 74.98	Man Hours	Hourly Rate \$ 45.40	Man Hours	Hourly Rate \$ 40.21	Man Hours	Hourly Rate \$ 26.12	Manhours By Activity	Salary Cost By Activity	
ITS Master Plan Design Support		8	\$1,180.00	64	\$8,981.12	120	\$11,707.20	88	\$6,598.24	80	\$3,632.00	67	\$2,694.07	24	\$626.88	451	\$35,419.51	\$78.54
Total Man Hours		Total Salary [(MHxHR)]																
		8	\$1,180.00	64	\$8,981.12	120	\$11,707.20	88	\$6,598.24	80	\$3,632.00	67	\$2,694.07	24	\$626.88	451	\$35,419.51	\$78.54
																		Total
																		Basic Activities Maximum Limiting Fees (Salary Costs)
																		\$35,419.51
																		Cost Elements & Additives
Direct Expenses			4.37%		\$1,547.83													(a) 2.78 Multiplier
																		SUBTOTAL (Cost Elements applied to Basic Activities Fee):
																		\$98,466.24
																		(d) Direct Reimbursables
																		\$1,547.83
																		Subconsultants- None
																		Total Project Cost:
																		\$100,014.07
																		Maximum Limiting Amount:
																		\$100,000.00

HNTB PR 20230XXX

HI-0187 C-15

2022-2023 Selmon East Ramps DB & CEI Support (7/1/22 - 6/30/23)

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 in the design, management, construction and CEI oversight for the Selmon East Ramps DB project. This task work order is support services from 7/1/22 - 6/30/23.

Scope

Provide support as required to assist THEA Staff the Selmon East Ramps DB & CEI project. Anticipated work includes providing project management, engineering review, CEI and construction oversight necessary to assist the THEA Project Manager and staff to complete the project. Other efforts include attending design/.construction meetings and coordination with other project stakeholders including FDOT, FTE, COT, Hillsborough County and CSX.

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

HNTB PR 20230XXX
Meridian Track Removal Support (7/1/22 - 6/30/23)
Scope Of Services
HI-204 C-03

Purpose & Need

The task work order is for support the small THEA staff on Meridian Track Removal assignments, including assisting THEA staff as directed. This task work order is for the period from 7/1/22 -6/30/23.

Scope

Providing support for THEA staff on Meridian Track Removal Support tasks as assigned by the THEA Project Manager. Includes design and construction coordination, attending meetings and responding to requests for information from FDOT and other agencies.

||

||

||

||

||

||

SUMMARY FEE SHEET																							
ATTACHMENT "A"																							
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority																					
GEC CONTRACT NO.		HNTB PR 20230XXX		HNTB PR 20230XXX																			
HI-204 C-03		Meridian Track Removal Support (7/1/22 - 6/30/23)																					
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 \$ 147.50	Man Hours	Hourly Rate \$ 140.33	Man Hours	Hourly Rate \$ 97.56	Man Hours	Hourly Rate \$ 74.98	Man Hours	Hourly Rate \$ 55.21	Man Hours	Hourly Rate \$ 45.40	Man Hours	Hourly Rate \$ 40.21	Man Hours	Hourly Rate \$ 26.12	Manhours By Activity	Salary Cost By Activity				
Meridian Track Removal Support			\$0.00	40	\$5,613.20	64	\$6,243.84	80	\$5,998.40	80	\$4,416.80	80	\$3,632.00	48	\$1,930.08	19	\$496.28	411	\$28,330.60	\$68.93			
Total Man Hours		Total Salary [(MHxHR)]		0	\$0.00	40	\$5,613.20	64	\$6,243.84	80	\$5,998.40	80	\$4,416.80	80	\$3,632.00	48	\$1,930.08	19	\$496.28	411	\$ 28,330.60	\$68.93	
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$ 28,330.60					
Cost Elements & Additives																							
(a) 2.78 Multiplier																		\$78,759.07					
Direct Expenses		4.37%		\$ 1,238.05		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$78,759.07			
(d) Direct Reimbursables																		\$1,238.05					
																		</					

HNTB PR 20230XXX
East Selmon Paving Support (7/1/22 - 6/30/23)
Scope Of Services
HI-0012 C-XX

Purpose & Need

The task work order is for support the small THEA staff on East Selmon Paving Project assignments, including assisting THEA staff as directed. This task work order is for the period from 7/1/22 -6/30/23.

Scope

Providing support for THEA staff on East Selmon Paving Project Support tasks as assigned by the THEA Project Manager. Includes coordination, attending meetings and responding to requests for information from FDOT and other agencies.

||

||

||

||

||

||

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority																				
GEC CONTRACT NO.		HNTB PR 20230XXX		HNTB PR 20230XXX																		
HI-0012 C-XX		East Selmon Paving Support (7/1/22 - 6/30/23)																				
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				
		Man Hours	Hourly Rate \$ 147.50	Man Hours	Hourly Rate \$ 140.33	Man Hours	Hourly Rate \$ 97.56	Man Hours	Hourly Rate \$ 74.98	Man Hours	Hourly Rate \$ 55.21	Man Hours	Hourly Rate \$ 45.40	Man Hours	Hourly Rate \$ 40.21	Man Hours	Hourly Rate \$ 26.12	Manhours By Activity	Salary Cost By Activity	Avg. Hourly Rate		
East Selmon Paving Support			\$0.00	16	\$2,245.28	40	\$3,902.40	100	\$7,498.00	100	\$5,521.00	28	\$1,271.20	15	\$603.15	8	\$208.96	307	\$21,249.99	\$69.22		
Total Man Hours		Total Salary [(MHxHR)]		0	\$0.00	16	\$2,245.28	40	\$3,902.40	100	\$7,498.00	100	\$5,521.00	28	\$1,271.20	15	\$603.15	8	\$208.96	307	\$ 21,249.99	\$69.22

South Selmon Community Relations and Communications Plan

To maintain THEA's good standing in the community and keep the Selmon Expressway neighbors, businesses, and commuters informed, this Community Relations and Communications Plan is as a proactive outreach and strategic communications plan during the capacity improvements of the South Selmon Expressway. The communication elements cited below are meant to be representative of the type of work required but not limited to those specific elements.

1. Outreach Goals

- Perform active public involvement that leads to transportation improvements to meet the community needs and desires.
- Provide and seek greater acceptance of the proposed project through community outreach.
- Convey a sense of community and enhance THEA's creditability among project stakeholders.
- Maintain the credible and trusting relationship between THEA and the community via partnering, outreach, active listening, and two-way communication.
- Attain project buy-in to minimize future conflict and alleviate potential problems.
- Engage in early, continuous, and sound public involvement opportunities throughout the planning and program process.
- Provide timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by the transportation plans, programs, and projects.
- Supply and describe the project to the public with easily accessible project information in both print and electronic forms.
- Anticipate, calculate and allow adequate public notice of public involvement activities and ample time for public review and comment at key decision points.

2. Communication and Outreach Elements

- Message and Presentation Material Development and Production
- Community Outreach
- Website, Social Media Site Updates & Email Campaigns
- Identification of and Outreach to Concerned Public
- Develop Key Stakeholder Contact List
- Outreach Activities
- Analysis and Summary of Public Comments

3. Budget

The budget for the first 9 months of this plan is \$250,000 and is part of the South Selmon Capacity Improvement Capital Project.



Software Modification and Interface Testing with Conduent to Support THEA's SE- HUB/CUSIOP Interoperability

Purpose:

The purpose of this quotation is for TransCore to modify software in THEA tolling lanes and in the E6 Readers to enable THEA and the SE-HUB to process transponders from the Central HUB states for Interoperability in accordance with the schedule provided by CONDUENT/ partnerships between the SE-HUB and Central hub schedule. This quote includes hours for Software Engineers and a Project Manager to complete this request. This scope provided is also dependent on the interactions with THEA partners supporting the interfaces involved for this request. If additional time is needed THEA will be notified prior to completion.

Scope:

TransCore's scope will include the following:

1. Reestablish testing environment between CCSS and THEA for interface testing
2. Create AVI.dat files for CUSIOP tags from POSI file sent to us by SE-HUB partners
3. Modify config files on in the arcs.cfg file for the Central HUB avi.dat files
4. Testing AVI.dat files in the THEA test lane
5. Modify E6 SEGO group select settings to be able to read Central HUB tags
6. Testing will be performed when the E6 changes have been completed
7. Scott will have 110 hours of work on this effort.
8. Cecil will have 110 hours of work on this effort

Assumptions:

- The hours are subject to change if additional testing is requested by Conduent, it may be more or less depending on Conduent testing requirements.

Software Modification to Support THEA's Customer Tolling Discount Program					
#	Resource	Description	Hours	Price	Total
1	Software Engineer	Modify Software/Testing/ Implementation	220	\$235.23	\$51,750.60
2	Project Manager	Project Management	8	\$258.87	\$2,070.96
Total					\$53,821.56



Tampa Hillsborough Expressway Authority
HI-0031-P-94: Strategic Planning & Policy Support
SCOPE OF WORK
6/2/22

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 Strategic Planning and Policy Support. As part of this task order, 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, 2022 and expected to terminate June 30, 2023 to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order:
 Project Manager:
 Contract Number:
 Project Description:
 Completion Date:

TBD
 Bob Frey
 P-00819-WSP
 Strategic Policy Planning Support
 30-Jun-23

Tasks		Staff Classification							Staff Hours by Activity	Burdened Cost by Activity
		Chief Planner	Project Manager	Chief Engineer	Senior Planner	Planner	Engineer	Designer		
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM		\$293.44	\$380.36	\$283.40	\$188.03	\$104.08	\$137.82	\$138.88		
1	Policy Planning Support									
	Research and Documentation	8			80	124	50	40	302	\$42,742.04
	Coordination & Stakeholder Engagement	18	40		80	120			258	\$48,028.32
3	PROJECT MANAGEMENT & COORDINATION									
	Project Management/Consultation/Oversight		24						24	\$9,128.64
	Total Staff Hours by Classification	26	64	0	160	244	50	40	584	\$99,899.00
	Total Staff Cost (Unburdened) by Classification	\$7,629.44	\$24,343.04	\$0.00	\$30,084.80	\$25,395.52	\$6,891.00	\$5,555.20		

TOTAL FEE \$99,899.00

Tampa Hillsborough Expressway Authority

SCOPE OF SERVICES

For

HI-0031-P-148 Downtown Tampa Ongoing Traffic Analysis

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 to maintain and update the Comprehensive Downtown Tampa Traffic Analysis as well as other traffic analyses requested by THEA. Ongoing tasks may include:

- Update of Travel Demand Forecasts
- Development and Update of Project Traffic
- Update of Project Traffic Analysis
- Conduct alternative scenario traffic forecasts and analysis
- Traffic Data Collection
- 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: HI-0031-P-148 Tampa-Hillsborough Expressway Authority
MISC PLANNING AND TRAFFIC SERVICES CONTRACT NO. P-00819-RSH

RS&H Task Work Order #11
Downtown Tampa Ongoing Traffic Analysis

PRIME CONSULTANT: **RS&H**

ACTIVITY	Chief Engineer		Project Manager		Senior Engineer		Sr. Project Engineer		Engineer		Project Planner		Planner		Secretary/Clerical		TOTAL		Avg. Hourly Rate
	Staff Hours	Loaded Hourly Rate \$	Staff Hours	Loaded Hourly Rate \$	Staff Hours	Loaded Hourly Rate \$	Staff Hours	Loaded Hourly Rate \$	Staff Hours	Loaded Hourly Rate \$	Staff Hours	Loaded Hourly Rate \$	Staff Hours	Loaded Hourly Rate \$	Staff Hours	Loaded Hourly Rate \$	Manhours By Activity	Salary Cost By Activity	
Transportation Planning Support		\$0.00	160	\$36,204.80		\$0.00	120	\$22,360.80	160	\$19,289.60		\$0.00	165	\$20,961.60	14	\$1,163.54	619	\$99,980.34	\$161.52
Total	Total Loaded Salary [(MHxHR)]																		
Staff Hours	0	0	160	\$36,204.80	0	0	120	\$22,361	160	19,290	0	0	165	\$20,961.60	14	1,164	619	\$99,980.34	

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

Total Project Cost: **\$99,980.34**

Task Work Order: Economic Analysis Support HI-0031-P-90**Vendor:** Center for Urban Transportation Research

The purpose of this task order is to have the Center for Urban Transportation Research (CUTR) continue to provide support to THEA Strategic Planning. Under this task CUTR will:

- Analyze socio-economic and transportation data to identify key drivers in toll revenue growth.
- Monitor these key indicators and produce technical brief to inform the Strategic Planning effort.
- Identify and summarize key issues that might present opportunities, constraints, or threats to THEA.
- Supporting the establishment of performance measurement and benchmarking to track progress of the Blueprint strategies.

The proposed cost of the task work order is \$100,000.00 on a fixed fee basis.

Proposed Budget

<i>Tampa Hillsborough Expressway Authority</i>	
<i>Economic Analysis Support HI-0031-P-90</i>	
Budget Categories	
Faculty Salaries & Benefits	\$90,909.09
Graduate Researcher Support	0
Administrative Staff Salaries & Benefits	\$0.00
Total Salaries and Benefits	\$90,909.09
Expendable Equipment and Supplies	\$0.00
Domestic Travel	\$0.00
Total Direct Costs	\$90,909.09
Indirect Costs @ 10%	\$9,090.91
TOTAL COSTS	\$100,000.00

EXHIBIT A

WORK ORDER # 2023----
Annual Traffic and Revenue Agency Support

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 April 14, 2021, 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-0031-P-102

THEA Authorized Representative: Bob Frey

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

Telephone No.: 813-272-6740

Stantec 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. 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.
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 recovery and impacts on traffic and revenue as applicable
 - b. Update of forecasting models

- i. A revised forecast model will be developed based on COVID recovery potential and other data collected
 - ii. Toll rates for future years will be developed based on THEA policy
 - iii. T&R model will be developed based on the preceding
 - 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 and review needed cost estimates from THEA and their Financial Advisor
 - 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 and review needed costs estimates from THEA and Financial Advisor
 - 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
 - e. Review drafts of full Annual Report

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. 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 2023, from Notice to Proceed (NTP) to June 30, 2023. 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 \$80,000. 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 #2
Stantec Cost Estimate

Work Task	Senior Principal	Project Manager	Sr. T&R Modeler	Sr. Planner	Jr. Planner	
Billing Rate	\$335.00	\$285.00	\$225.00	\$165.00	\$120.00	
Review and Development of T&R Forecasts	16	16	12	32	40	116
Revenue Sufficiency Certificate	4	20	2	12	20	58
Toll Index Report	4	20	2	12	20	58
Annual Report	4	20	8	20	24	76
Project Management		12				12
Meetings	20	30				50
Total Hours	48	118	24	76	104	370
Total Labor Fee	\$16,080	\$33,630	\$5,400	\$12,540	\$12,480	\$80,130
Estimated Out-of-pocket Expenses						
None (all included in labor rate per contract)						
						\$0
Rounded Total						\$80,000

HNTB PR 20230XXX

HI-0118 P-19

2022-2023 Development Transportation Planning Support (7/1/22 - 6/30/23)

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 Development Transportation Planning Support Services from 7/1/22 - 6/30/23.

Scope

Provide Development Transportation Planning 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 transportation improvements.

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority		HNTB PR 20230XXX																				
GEC CONTRACT NO. HNTB PR 20230XXX		2022-2023 Development Transportation Planning Support (7/1/22 - 6/30/23)																				
HI-0118 P-19																						
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 \$	By Activity	Salary Cost By Activity			
Development Tranportation Planning Support		10	\$1,432.00	40	\$5,449.60	40	\$3,788.80	80	\$5,824.00	80	\$4,288.00	80	\$3,526.40	42	\$1,639.68	24	\$608.64	396	\$26,557.12	\$67.06		
Total Man Hours		Total Salary [(MHxHR)]		10	\$1,432.00	40	\$5,449.60	40	\$3,788.80	80	\$5,824.00	80	\$4,288.00	80	\$3,526.40	42	\$1,639.68	24	\$608.64	396	\$26,557.12	\$67.06
		Basic Activities Maximum Limiting Fees (Salary Costs)																		\$26,557.12		
		Cost Elements & Additives																				
		(a) 2.78 Multiplier																		\$73,828.79		
Direct Expenses		4.37%		\$ 1,160.55		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$73,828.79		
		(d) Direct Reimbursables																		\$1,160.55		
		Total Project Cost:																		\$74,989.34		
		Maximum Limiting Amount:																		\$75,000.00		



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

HI-0031-P-54: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM, WORK PROGRAM SUPPORT AND SYSTEM ENHANCEMENTS

SCOPE OF WORK

6-6-2022

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 by financial feasibility, supported by 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 Comprehensive Project Management Program (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
- Additional Reports (As Needed)



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM, WORK PROGRAM SUPPORT
AND SYSTEM ENHANCEMENTS

SCOPE OF WORK
6-6-2022

- To be defined by THEA Executive Leadership System Updates and Ongoing Data Integration

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 updates are needed, the Consultant will continue to provide 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 web-based tool and related processes.

Deliverables:

- CPMP system updates as needed to support system functionality
- Data entry and development of reports, snapshots and scenarios
- CPMP Report development and updates as needed
- Updates as needed to the CPMP Business Rules and User Manual

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



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM, WORK PROGRAM SUPPORT
AND SYSTEM ENHANCEMENTS

SCOPE OF WORK
6-6-2022

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.

CPMP Development Enhancements

Procurement Application Development

The consultant will continue to coordinate with THEA's procurement department staff to identify streamlined functions and interfaces for procurement data entry and connectivity within the CPMP system. The Consultant will continue to coordinate with procurement and planning staff on an easy interface for simple upload and data management. The Consultant will, as necessary, develop a data upload interface and associated backend modification for any auto-update of procurement data points that will streamline the process. During the application development and refinement, the Consultant will meet with THEA staff to define information architecture and functional specifications for procurement integration. Areas identified for potential inclusion include, but are not limited to:

- Advertisement Schedule
- Award Schedule
- Purchase Order Integration
- Start and End Dates
- Auto Update Features
- Procurement Record Integration

Finance Module Connectivity and Integration

The CPMP has been developed to incorporate task order expended-to-date data compiled and provided by the Finance Department. This data has simple upload capabilities within the CPMP, and the tool has been customized to upload based on financial excel sheet formatting. Additional coordination and development can determine if any additional efficiencies may exist to support a more automated data integration and upload between the finance system and the CPMP. The Consultant will coordinate with finance and THEA's finance consultants managing the finance platform to identify a process and potential path for linking the systems beyond the upload capabilities currently in place.

CPMP GIS Module Development

The Consultant will continue to work with THEA to integrate GIS into the CPMP to display five (5) years of historic Work Program project data as well as the adopted Work Program. Data will be defined by the major work program project types as well as ongoing THEA initiatives. The application will spatially display the three primary data views by project type, phase, and project year. The data will be processed into the specified file format required by the CPMP web-based tool.



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM, WORK PROGRAM SUPPORT
AND SYSTEM ENHANCEMENTS

SCOPE OF WORK
6-6-2022

The Consultant will develop additional filters for each of the three (3) primary data views. Each data view will allow the filtering of project by county, facility type, project keyword, Work Program Year, funding source, and mode subset. The data will be processed into the specified file format required by the web application.

During application development, the Consultant will periodically meet with THEA to define the information architecture and functional specifications of the online application. The application will be comprised of an interactive map that visually-displays current Work Program data and Project Investment Forms, with an administrative tool for managing data updates and reporting capabilities. The application will also include links to supplementary content. The Consultant will work with THEA to define the following application elements:

- User-interface design/branding requirements
- Information architecture/navigation menu
- Base map limits and data layers and filters
- Supplementary resources/documents links and/or content pages
- Administration/maintenance requirements
- Hosting/migration requirements

The Consultant will develop a user-interface design mockup using design direction from THEA. Mockups will be provided for the application landing page illustrating base map style/detail, fly-out menus and functions, and supplementary content page template.

The Consultant will host periodic web conferences with THEA staff to review/approve recommended website elements, functionality, and user interface design, and to discuss proposed analytical algorithms for data display.

The Consultant will develop the website system architecture and navigation, HTML-formatted pages, interactive map, and administrative tool for map updates.

Deliverables:

- The previous five years of Work Program data and adopted Work Program data will be processed in a file format to spatially display projects by project type, phase, and year and will be provided in a file format required by the web application. Additionally, the consultant will develop interactive features for the application of selected filters and data toggles.
- User-interface design concept/mockups
- Partially functional application prototype
- Populated application prototype



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM, WORK PROGRAM SUPPORT
AND SYSTEM ENHANCEMENTS

SCOPE OF WORK
6-6-2022

II. 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 Work Program update process. 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.

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.

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.

Deliverables:

- Project Manager Work Program Booklets, Reports, and Summaries
- Work Program Updates and Summaries
- Workshops with THEA Executive Director, Staff and Project Managers, and Finance Department

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.



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM, WORK PROGRAM SUPPORT
AND SYSTEM ENHANCEMENTS

SCOPE OF WORK
6-6-2022

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.

Deliverables:

- Work Program Presentation
- New Fiscal Year Work Program Document (draft and final)

III. Project Management and Coordination

The Consultant will provide THEA with overall project administration, including the review and monitoring of the project schedule and budget, coordination and communication with other agencies, and the development and maintenance of project files. The preparation of invoices and progress reports is also included in this task.

Schedule

The anticipated Period of Performance start date for the tool development is July 1, 2022 and expected to terminate June 30, 2023 to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order:	TBD
Project Manager:	Bob Frey
Contract Number:	P-00819-WSP
Project Description:	CPMP System Management and Updates, System Enhancements, and Work Program Support
Completion Date:	30-Jun-23

Tasks		Staff Classification							Staff Hours by Activity	Burdened Cost by Activity	Average Rate by Activity
		Chief Planner	Project Manager	Senior Computer Programmer	Senior Planner	Planner	Computer Programmer	Designer	Chief Computer Programmer		
		Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM									
		\$293.44	\$380.36	\$188.74	\$188.03	\$104.08	\$157.04	\$138.88	\$300.11		
1	Comprehensive Project Management Program System Support and Enhancements										
	General Support, System Updates & Hosting	6		30	24		20		4	84	\$16,276.80
	Procurement Application Development			80	20	12	30		2	144	\$25,420.18
	Finance Module Connectivity and Integration			120	52	12	40	18	4	246	\$43,657.20
	CPMP GIS Module Development			160	82	80	70	60	2	454	\$73,869.08
2	Work Program Development Support										
	Work Program Annual Development and Support			48	195	215	8			466	\$69,358.89
	Work Program Document Development				116	42		24		182	\$29,515.96
3	PROJECT MANAGEMENT & COORDINATION										
	Project Management/Consultation/Oversight		18							18	\$6,846.48
											\$0.00
	Total Staff Hours by Classification	6	18	438	489	361	168	102	12	1594	\$264,944.59
	Total Staff Cost (Unburdened) by Classification	\$1,760.64	\$6,846.48	\$82,668.12	\$91,946.67	\$37,572.88	\$26,382.72	\$14,165.76	\$3,601.32		

TOTAL FEE: \$264,944.59



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

HI-0031-P-156 : COMPREHENSIVE PROJECT MANAGEMENT PROGRAM KEY PERFORMANCE INDICATOR MODULE

SCOPE OF WORK

6-6-2022

Overview

The Tampa Hillsborough Expressway Authority (THEA) utilizes the Comprehensive Project Management Program (CPMP) to manage a multi-faceted work program of projects. The CPMP provides a tool to program, prioritize, and identify financial commitments within 5-year, 10-year and 30-year horizons. THEA is making system updates to the existing web-based system to measure, visualize and track program performance, optimize the prioritization capabilities of projects and forecast agency work program needs in the future.

General CPMP Management Services

WSP will continue to support THEA with the management of the CPMP process and tool and will develop and deploy enhancements that add new capabilities to the overall system. As additional customizations are developed based on THEA needs and specifications, WSP will provide development support and database testing to ensure the functional enhancements are optimally integrated into the existing web-based infrastructure. WSP will integrate Key Performance Indicators (KPI) into the system to manage and monitor performance of projects and the work program.

I. Key Performance Indicators Module

The Consultant will provide technical support for the integration of a new module within the CPMP that will manage programmatic KPIs. THEA is in the process of establishing KPIs for the overall agency, as well as system and asset management. KPIs can ultimately influence project programming and prioritization. Once the key indicators are established, integration with the CPMP can help to guide work program development and prioritization and forecast future improvement and maintenance needs. The CPMP KPI module will provide built-in system specifications based on THEA's KPIs to support data organization and visualization utilizing CPMP data points and additional data integrated from THEA.

Development Specifications

THEA is currently working with consultants to identify agency and facility KPIs. These KPIs and data points will be provided to WSP for the development of the KPI module within the CPMP. The Consultant will facilitate work sessions with THEA staff and consultants to coordinate the KPIs that THEA will be tracking associated with the CPMP tool and relevant Work Program. This may include agency wide KPIs that relate to the Work Program or project specific KPIs that will be integrated into the system to track project performance and/or need and prioritization. Based on these work sessions, the Consultant will establish updates to the system architecture and functionality in order to incorporate the KPI module into the existing system capabilities. This effort will include the development of specifications and the tool refinement necessary to support a new customized module.



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM KEY PERFORMANCE INDICATOR MODULE

SCOPE OF WORK

6-6-2022

This will include any updates needed to the user interfaces, fields and field properties, data relationships, search criteria/data filters, reporting and display formats, and administrative functions.

KPI Module Development

The Consultant will develop the KPI module within the guidelines and standards set forth within the CPMP tool and will develop design mock-ups to coordinate user interface design and development for the module. The design of the module will be customized based on the coordination with THEA and to relay the appropriate information in a user-friendly and logical format. The KPIs will be integrated into the backend database management to easily make appropriate comparisons of data points and relay specified data details as defined by THEA.

The Consultant will design and develop automated visualization tools to provide appropriate icons, graphics and/or charts to display the data easily for reports and exports. The Consultant will refine visualization through coordination with THEA staff. The Consultant will test and refine the module prototype prior to deploying within the live CPMP tool to confirm function and usability, content organization, user interface/experience, appropriate design, and data display accuracy. Revisions will be made based on further coordination and collaboration on graphics that support the data needs of THEA. The Consultant will format additional Work Program reports as needed to relay the KPI data and results.

Integration and Deployment

WSP will provide technical assistance as THEA rolls out the new module for use. 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.

Deliverables:

- CPMP system updates as needed to support system functionality
- KPI data visualization tools
- KPI Reports as needed
- Updates as needed to the CPMP Business Rules and User Manual

II. Project Management and Coordination

The Consultant will provide THEA with overall project administration, including the review and monitoring of the project schedule and budget, coordination and communication with other consultants, and the development and maintenance of project files. The preparation of invoices and progress reports is also included in this task.



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

TASK WORK ORDER: COMPREHENSIVE PROJECT MANAGEMENT PROGRAM KEY PERFORMANCE INDICATOR MODULE

SCOPE OF WORK

6-6-2022

Schedule

The anticipated Period of Performance start date for the tool development is July 1, 2022 and expected to terminate June 30, 2023 to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order:
 Project Manager:
 Contract Number:
 Project Description:
 Completion Date:

TBD
 Bob Frey
 P-00819-WSP
 CPMP KPI Development
 30-Jun-23

Tasks	Staff Classification								Staff Hours by Activity	Burdened Cost by Activity
	Chief Planner	Project Manager	Senior Computer Programmer	Senior Planner	Planner	Computer Programmer	Designer	Chief Computer Programmer		
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCM	\$293.44	\$380.36	\$188.74	\$188.03	\$104.08	\$157.08	\$138.88	\$300.11		
1 Key Performance Indicators Module Development										
Development Specifications			80	80	10	24	18	4	216	\$38,652.55
KPI Module Development			280	60		60	60	2	462	\$82,486.70
Integration and Deployment			80	42		60			182	\$32,421.14
3 PROJECT MANAGEMENT & COORDINATION										
Project Management & Coordination Meetings		24	20	10	15				69	\$16,344.94
										\$0.00
Total Staff Hours by Classification	0	24	460	192	25	144	78	6	929	\$169,905.33
Total Staff Cost (Unburdened) by Classification	\$0.00	\$9,128.64	\$86,820.40	\$36,101.76	\$2,602.00	\$22,619.23	\$10,832.64	\$1,800.66		

TOTAL FEE: \$169,905.33



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
HI-0136-P14: GREENWAY Facilities Urban Design Support
SCOPE OF WORK
6/6/2022

Overview

The Selmon Greenway is a multiuse trail owned and operated by the Tampa Hillsborough Expressway Authority (THEA). THEA has been focused on enhancing the multimodal connectivity, safety, and sense of place through the Selmon Greenway and the development of pocket parks along the trail. THEA has also been actively evaluating opportunities to extend the greenway to support ongoing redevelopment and system needs, focusing on segments from Florida Avenue to Morgan Street, Morgan Street to Meridian Avenue, and Meridian Avenue to Ybor City.

THEA intends to develop a cohesive vision and program for the Selmon Greenway, parks and activity nodes, and its overall integration and seamless multimodal connectivity. This will include prioritization of segment enhancements and extensions, multimodal interconnectivity, placemaking and coordination of potential activity spaces, and the integration of technology elements. The planning effort will consider key activity and development connections, other multimodal infrastructure assets, and how to create a cohesive activated community space.

Services

I. Multimodal Assessment

The Consultant will conduct a planning-level assessment of the existing and planned multimodal network to identify issues and opportunities connecting to the Selmon Greenway, Meridian Trail, and parks throughout the trail system. The Consultant will assess the adjacent trails, sidewalk and bike infrastructure, transit, micromobility, and Mobility as a Service (MaaS) to identify potential gaps, synergies, and areas of needs; and evaluate connectivity to existing activities, services, development/redevelopment underway, and adjacent land uses.

Deliverables:

- Research into opportunities technologies
- Issues and opportunities mapping

II. Master Planning, Visioning, and Greenway Identity

Following the Multimodal Assessment, the Consultant will develop ideas for identity of the future development of the Greenway. This identity will focus on what is unique to THEA and help create a culture and community through visioning, programming and, making new linkages to the city.

The visioning process will help drive goal setting and any program improvements along the Selmon Greenway. The Consultant will develop a list of Guiding Principles and goals with a special focus on priority areas. These principles will celebrate unique aspects of the greenway and respond to different areas and opportunities in Tampa and respond to community needs. These enhancements to the



**TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
CONTINUED GREENWAY CONCEPT/MASTER PLANNING
AND SYSTEM ENHANCEMENTS**

SCOPE OF WORK
6/6/2022

greenway would include improvements in trail continuity, identification of potential activity spaces, new trail extensions, and opportunities for safety, mobility and connectivity along the Greenway. Other improvements may include safety and gap improvements, innovative and standard wayfinding opportunities, aesthetic considerations, landscaping and beautification improvements, and amenities. The Consultant will identify programs and projects that connect major destinations, areas of redevelopment, and activities and uses. This will also incorporate areas where technology can be integrated to enhance user experience, provide information, and support wayfinding to advance access and mobility for all users.

The Consultant will also coordinate with THEA staff to facilitate a greenway visioning effort that can be integrated system-wide and to identify priorities for programming.

Deliverables:

- Narrative and imagery for identity strategy
- Plan diagrams with nodes and linkages
- List of potential improvements and programs

III. Conceptual Development

The Consultant will develop high level sketch concepts to the extent that planning level cost estimates can be calculated, to include one (1) Draft conceptual master plan drawing and up to ten (10) activity node/location enlargement plans. Up to ten (10) sketches will be developed to help visualize areas of improvement on new alignments or activity nodes along the existing greenway. The Consultant will work with THEA staff and stakeholders to refine initial concepts to develop one (1) Conceptual master plan drawing. The Consultant will identify strategies to improve safety, enhancements to user experience, expand landscaping and integrate technology. This will include areas of emphasis for enhanced multimodal connectivity and integration.

The Consultant will provide improvements within segments and programmable phases that can be aligned with planning level cost estimates for up to five (5) collectively agreed-upon activity nodes. The concepts and costs developed will help to implement the vision and general identity approach developed during earlier phases of the plan update.

The Consultant will package the visioning results, concepts and recommended improvement program, and cost estimates within a vision document. Additional visuals, graphics and presentation materials will be developed to support the visioning and programming effort.

Deliverables:

- Conceptual master plan sketches (draft and final)
- Conceptual enlargement plan sketches



**TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
CONTINUED GREENWAY CONCEPT/MASTER PLANNING
AND SYSTEM ENHANCEMENTS**

SCOPE OF WORK
6/6/2022

- Planning level cost estimates
- List of improvements, program, and strategies
- Greenway vision document and PowerPoint

IV. Coordination & Management

The Consultant will coordinate with THEA staff to facilitate a greenway visioning effort that can be integrated system-wide and to identify priorities for programming. The following meetings are anticipated to allow for full coordination between THEA and the Consultant team.

- Kickoff Meeting
- Team Coordination Meetings (estimate 4)
- Two (2) Presentations to the THEA Executive Director

Additionally, the Consultant team shall attend partner coordination meetings as needed throughout the project development. The purpose of these meetings is to inform stakeholders of the project vision and obtain input on concept development. Partner meetings may include, but are not limited to the City of Tampa, USF CAMLS, Downtown Partnership, Strategic Property Partners, Gas Worx and Ybor area development efforts, and adjacent property owners (as necessary).

The Consultant team will conduct meetings with THEA staff and other THEA consultants as needed, provide updates, and present any findings and recommendations to THEA staff for consideration. THEA staff will be responsible for any presentations of the plan beyond those outlined in this scope of work.

Schedule

The anticipated Period of Performance start date for the tool development is July 1, 2022, and expected to terminate June 30, 2023, to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order:
 Project Manager:
 Contract Number:
 Project Description:
 Completion Date:

TBD
 Bob Frey
 P-00819-WSP
 Continued Greenway Concept/Master Planning
 30-Jun-23

Tasks		Staff Classification						Staff Hours by Activity	Burdened Cost by Activity
		Chief Planner	Project Manager	Urban Designer	Senior Planner	Planner	Landscape Architect	Designer	
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM		\$293.44	\$380.36	\$176.20	\$188.03	\$104.08	\$161.54	\$138.88	
1	Greenway Planning and Visioning								
	Multimodal Assessment	2		24	60	80	80		246
	Greenway Master Planning and Visioning	8		190	160	162	260	105	885
3	PROJECT MANAGEMENT & COORDINATION								
	Project Management/Consultation/Oversight		24	24	24	12	24		108
	Total Staff Hours by Classification	10	24	238	244	254	364	105	
	Total Staff Cost (Unburdened) by Classification	\$2,934.40	\$9,128.64	\$41,935.60	\$45,879.32	\$26,436.32	\$58,800.56	\$14,582.40	

TOTAL FEE \$199,697.24



June 10, 2022

Ms. Anna Quinones
Project Manager
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street, Suite 300
Tampa, FL 33602

**Re: Miscellaneous Parks, Trails, & Community Enhancements
HI-0031-P-158: Task Order #5 – THEA Corridor Urban Design Support**

Dear Ms. Quinones:

Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "Consultant") is pleased to submit this scope of services to the Tampa Hillsborough Expressway Authority ("Client") for providing professional services for corridor urban design support with a focus on safety, traffic calming, and bicycle and pedestrian accommodations.

SCOPE OF SERVICES

URBAN CORRIDOR PLANNING SUPPORT

Kimley-Horn will provide THEA with corridor urban design support that may include the following:

- A. Review of existing traffic data
- B. Review of existing bicycle and pedestrian volumes
- C. Review of intersection signal timings
- D. Review of existing roadway or intersection geometry
- E. Safety evaluations
- F. Identification of safety recommendations including traffic calming techniques
- G. Identification of intersection and corridor recommendations to accommodate bicycle and pedestrian users
- H. Identification of intersection recommendations to improve operations
- I. Development of planning level concepts
- J. Development of urban aesthetic concepts
- K. Identification of innovative design concepts for public workshops or meetings
- L. Development of 3D renderings and graphics
- M. Development of cost estimates
- N. Review of draft construction documents and Design-Build RFP Packages

MEETINGS

It is anticipated that meetings will be required to allow for full coordination with THEA. It is assumed that two (2) Kimley-Horn staff will be in attendance at each meeting.

ADDITIONAL SERVICES

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates.

FEE AND EXPENSES

Kimley-Horn will perform the services for the cost plus max consistent with the attached manhour breakdown that will not exceed \$100,000

PROJECT WORK PLAN PERSON-HOUR ESTIMATE

THEA - Task 4 - Selmon Greenway Enhancements - Cumberland Avenue Segment

Project Name: (Jefferson to Meridian)

Project Number:

Date Prepared 6/10/2022

Estimated By: Michael Garau

Estimated Project Duration:

Design, Permitting, & Bidding: months

Construction: months

Total: 0 months

KHA Task # Subtask ID Number	KHA Task Name Subtask Name/Description	Chief Engineer	Project Manager	Chief Planner	Engineer 2	Engineer 1	Senior Planner	Engineer Intern	Landscape Architect	Landscape Designer	Secretary/ Clerical	Total Labor Hours	KHA Labor Total	Other Direct Cost	Subcons Cost	Subcons Cost Markup 5%	Total Fee
		285.91	212.91	261.55	175.41	158.55	193.11	121.66	139.16	112.53	104.55						
1.0	Urban Corridor Planning Support	32	8	20	90	110	80	123	24	24		511	\$85,764				\$85,764
2.0	Meetings	24			20		20					64	\$14,232				\$14,232
Project Total												575	99,997	0	0	0	99,997

HNTB PR 202300XX
HI-0031 P-47
Strategic Projects GEC Support (7/1/22 - 6/30/23)
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 Strategic Projects. This task work order is for Strategic Projects Support Services from 7/1/22 - 6/30/23.

Scope

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

SUMMARY FEE SHEET																						
ATTACHMENT "A"																						
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority				HNTB PR 202300XX																
GEC CONTRACT NO:		HNTB PR 202300XX				Strategic Projects GEC Support (7/1/22 - 6/30/23)																
HI-0031 P-47																						
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 \$ 143.20	Man Hours	Hourly Rate \$ 136.24	Man Hours	Hourly Rate \$ 94.72	Man Hours	Hourly Rate \$ 72.80	Man Hours	Hourly Rate \$ 53.60	Man Hours	Hourly Rate \$ 44.08	Man Hours	Hourly Rate \$ 39.04	Man Hours	Hourly Rate \$ 25.36	Manhours By Activity	Salary Cost By Activity			
Strategic Projects GEC Support		4	\$572.80	75	\$10,218.00	75	\$7,104.00	75	\$5,460.00	90	\$4,824.00	90	\$3,967.20	50	\$1,952.00	52	\$1,318.72	511	\$35,416.72	\$69.31		
Total Man Hours		Total Salary [(MHxHR)]		4	\$572.80	75	\$10,218.00	75	\$7,104.00	75	\$5,460.00	90	\$4,824.00	90	\$3,967.20	50	\$1,952.00	52	\$1,318.72	511	\$ 35,416.72	\$69.31
		Basic Activities Maximum Limiting Fees (Salary Costs)																	\$35,416.72			
		Cost Elements & Additives																				
		(a) 2.78 Multiplier																	\$98,458.48			
Direct Expenses		4.37%		\$ 1,547.71		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$98,458.48		
		(d) Direct Reimbursables																	\$1,547.71			
		Total Project Cost:																	\$100,006.19			
		Maximum Limiting Amount:																	\$100,000.00			

HNTB PR 20230XXX

HI-0031 P-113

Strategic Planning Organizational Support (7/1/22 - 6/30/23)

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 7/1/22 - 6/30/23.

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.

SUMMARY FEE SHEET																					
ATTACHMENT "A"																					
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority		HNTB PR 20230XXX																			
GEC CONTRACT NO. HNTB PR 20230XXX		Strategic Planning Organizational Support (7/1/22 - 6/30/23)																			
HI-0031 P-113																					
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	By Activity	Salary Cost By Activity		
		4	\$572.80	75	\$10,218.00	75	\$7,104.00	75	\$5,460.00	90	\$4,824.00	90	\$3,967.20	50	\$1,952.00	52	\$1,318.72	511	\$35,416.72	\$69.31	
Total Strategic Planning Organizational Support		4	\$572.80	75	\$10,218.00	75	\$7,104.00	75	\$5,460.00	90	\$4,824.00	90	\$3,967.20	50	\$1,952.00	52	\$1,318.72	511	\$35,416.72	\$69.31	
Total Man Hours		4	\$572.80	75	\$10,218.00	75	\$7,104.00	75	\$5,460.00	90	\$4,824.00	90	\$3,967.20	50	\$1,952.00	52	\$1,318.72	511	\$ 35,416.72	\$69.31	
		Basic Activities Maximum Limiting Fees (Salary Costs)																		\$35,416.72	
		Cost Elements & Additives																			
		(a) 2.78 Multiplier																		\$98,458.48	
Direct Expenses		4.37%		\$ 1,547.71		SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$98,458.48	
		(d) Direct Reimbursables																		\$1,547.71	
		Total Project Cost:																		\$100,006.19	
		Maximum Limiting Amount:																		\$100,000.00	

EXHIBIT A

WORK ORDER # 2023----

Traffic and Revenue and New Project Sketch Level Support

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 April 14, 2021, 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-0031-P-98

THEA Authorized Representative: Bob Frey

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

Telephone No.: 813-272-6740

Stantec 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) for support of new projects and special projects. New projects and special projects support will be under an ad-hoc basis as various program support needs arise during the 2023 fiscal year.
2. **Scope of Work/Services:** The scope of work for this task shall include the following tasks:
 1. Support of New Projects – in this task sketch level T&R studies will be conducted which will include the following subtasks:
 - a. Data collection
 - b. Assumptions Development
 - c. Model Development
 - d. T&R Estimates
 - e. DocumentationThis work will be engaged through discussion with THEA and the needs to support the New Projects at which time it will be fully scoped, scheduled and budgeted within this Task Work Order.

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
- i. Regional Modeling Analysis

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. 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 2023, from Notice to Proceed (NTP) to June 30, 2023. 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 \$300,000. 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 #3
Stantec Cost Estimate**

Work Task	Senior Principal	Project Manager	Sr. T&R Modeler	Sr. Planner	Jr. Planner	
Billing Rate	\$335.00	\$285.00	\$225.00	\$165.00	\$120.00	
Support of New Projects	80	120	120	250	300	870
Support of Special Project	80	80	80	120	240	600
Project Management		12				12
Meetings	20	30				50
Total Hours	180	242	200	370	540	1,532
Total Labor Fee	\$60,300	\$68,970	\$45,000	\$61,050	\$64,800	\$300,120
Estimated Out-of-pocket Expenses						
None (all included in labor rate per contract)						
						\$0
Rounded Total						\$300,000

HNTB PR 20230XXX

HI-0089 P-86

FDOT Corridors Central Office Coordination (7/1/22 - 6/30/23)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff in the development/implementation of FDOT Corridors Central Office Coordination. This task work order is for Central Office Coordination from 7/1/22 - 6/30/23.

Scope

Provide support with FDOT Corridors Central Office Coordination as required to assist THEA Staff in the development/implementation of FDOT Corridors. Anticipated work includes providing engineering, administrative, and operational data, and input and analyses necessary to assist with the development and implementation of FDOT Corridors.

[illegible]

HNTB PR 20230XXX

HI-0031 P-119

2022-2023 FDOT District 7 Planning Collaboration Support (7/1/22 - 6/30/23)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff in the development/implementation of FDOT District 7 Planning Collaboration. This task work order is for FDOT Future Projects from 7/1/22 - 6/30/23.

Scope

Provide support as required to assist THEA Staff in the development/implementation of FDOT District 7 Planning Collaboration. Anticipated work includes providing engineering, administrative, and operational data, and input and analyses necessary to assist with the development and implementation of FDOT District 7 Planning Collaboration.

[illegible]



Tampa Hillsborough Expressway Authority
HI-0031-P-142: Sustainability and Resiliency Planning
Support

SCOPE OF WORK

6/2/22

Overview

The Tampa Hillsborough Expressway Authority (THEA) adopted the Strategic Blueprint in May 2015, to guide and set the strategic direction of the Authority. THEA has made strides in identifying sustainable transportation solutions through project delivery capabilities, partnering with transit and on innovative mobility initiatives, identifying key projects, and continuing to coordinate with local partners and elected officials on sustainable mobility solutions. THEA has pursued sustainability through the maintenance of the existing system and assets, as well in investing in significant capital improvements to improve the longevity, resiliency and efficiency of the Selmon Expressway. Whether the roadway, bridge structures, or buildings, THEA continues to focus on system sustainability and resiliency to ensure the long-term viability of infrastructure and resiliency to lifecycle aging and damages, environmental and climate changes, and natural disasters.

General Management Services

Services

WSP will provide support services to THEA to assist with planning and technical analysis related to agency and system sustainability and resiliency. As part of this task order, consultant assistance may include, but not be limited to:

- Research development related to opportunities to improve long-term system-wide sustainability and resiliency
- Climate resilience and engineering research, analysis and design
- Criteria development for assessing system risks for decision-making
- Technical analysis to support proactive investment in resilience efforts
- Support in the development of Key Performance Indicators (KPIs) that can tie to agency and work program development
- Support incorporating uncertainty into the planning development
- Development of tools and models associated with climate resiliency analysis
- Review and support of legislative issues, funding opportunities and grant pursuits
- Agency and stakeholder involvement, coordination and technical support
- Coordination activities with public and private stakeholders related to sustainability and resiliency efforts
- Engineering, planning, and technical analysis
- 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, the development of design and assessment tools, 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, 2022 and expected to terminate June 30, 2023 to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order:
 Project Manager:
 Contract Number:
 Project Description:
 Completion Date:

TBD
 Bob Frey
 P-00819-WSP
 Resiliency and Sustainability Planning Support
 30-Jun-23

Tasks		Staff Classification						Staff Hours by Activity	Burdened Cost by Activity
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM		Chief Planner	Project Manager	Chief Engineer	Senior Planner	Planner	Engineer		
		\$293.44	\$380.36	\$283.40	\$188.03	\$104.08	\$137.82	\$138.88	
1	Policy Planning Support								
	Research and Documentation	60			80	62	24	24	\$45,742.56
	Coordination & Stakeholder Engagement	50	24		80	60			\$45,087.84
3	PROJECT MANAGEMENT & COORDINATION								
	Project Management/Consultation/Oversight		24						\$9,128.64
	Total Staff Hours by Classification	110	48	0	160	122	24	24	
	Total Staff Cost (Unburdened) by Classification	\$32,278.40	\$18,257.28	\$0.00	\$30,084.80	\$12,697.76	\$3,307.68	\$3,333.12	\$99,959.04

TOTAL FEE \$99,959.04

HNTB PR 20230XXX

HI-0072 P-69

2022-2023 Emerging Technologies Support (7/1/22 - 6/30/23)

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 emerging technologies that would impact THEA's AV/CV & ITS program and activities.

Scope

Services to be performed include:

1. Assist THEA staff in identifying and evaluating existing emerging technologies that would impact THEA's AV/CV & ITS programs.

Services from 7/1/22 - 6/30/23.

SUMMARY FEE SHEET																			
ATTACHMENT "A"																			
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority								HNTB PR 20230XXX									
GEC CONTRACT NO.		HNTB PR 20230XXX								2022-2023 Emerging Technologies Support (7/1/22 - 6/30/23)									
		HI-0072 P-69																	
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	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		
			\$ 147.50		\$ 140.33		\$ 97.56		\$ 74.98		\$ 45.40		\$ 40.21		\$ 26.12				
Emerging Technologies Support		40	\$5,900.00	64	\$8,981.12	72	\$7,024.32	80	\$5,998.40	80	\$3,632.00	71	\$2,854.91	39	\$1,018.68	446	\$35,409.43	\$79.39	
Total Man Hours	Total Salary [(MHxHR)]	40	\$5,900.00	64	\$8,981.12	72	\$7,024.32	80	\$5,998.40	80	\$3,632.00	71	\$2,854.91	39	\$1,018.68	446	\$35,409.43	\$79.39	
																		Total	
Basic Activities Maximum Limiting Fees (Salary Costs)																\$35,409.43			
Cost Elements & Additives																			
Direct Expenses		4.37%		\$1,547.39														(a) 2.78 Multiplier	\$98,438.22
SUBTOTAL (Cost Elements applied to Basic Activities Fee):																\$98,438.22			
(d) Direct Reimbursables																\$1,547.39			
Subconsultants- None																			
Total Project Cost:																\$99,985.61			
Maximum Limiting Amount:																\$100,000.00			



YUNEX
TRAFFIC

A Siemens Business

Yunex Traffic Proposal to Tampa-Hillsborough Expressway Authority

Emerging Markets

June 22, 2022

Yunex Traffic, A Siemens Business
9225 Bee Cave Rd, Building B, Suite 201
Austin, TX 78733

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

Name	Melissa Rodriguez Intelligent Traffic Systems 9225 Bee Cave Rd, Bldg B, Ste 101 Austin, TX 78733
Telephone	512.761.2473
E-mail	melissa.rodriguez@siemens.com
Date	June 22, 2022

Mr. Frey:

Thank you for the opportunity to propose this scope of work for Emerging Markets support.

The proposed scope and effort include the following:

1. Kickoff and Brainstorming Workshops, Project Management including:
2. Support of CV and OEMs for THEA CV
3. Grant writing support (OBU, EV charging, Port Solutions, Tolling Payments, Expansion)
4. ITS Smart Traffic Management and Multimodal Analysis

We look forward to the opportunity to work with THEA to have a significant impact on traveler safety and improve mobility from the resulting research. Should you have any questions, please contact me.

With kind regards,



Melissa Rodriguez
Mobility Solutions

Table of Contents

1. Yunex Traffic Overview 4

2. Scope of Work..... 4

3. THEA ELOI Topics 5

3.1. Data Management: Leverage Existing Data Sources 5

3.2. Incident Detection 5

3.3. Innovative Financing 6

3.3.1. Traditional 6

3.3.2. Innovative 6

3.4. V2X Base Fee Collection 7

3.5. Electric Vehicle Charging 7

3.6. Speed Harmonization..... 8

3.7. Electrified Connected Automated Vehicle..... 8

1. Yunex Traffic Overview

We are happy to announce that Siemens Mobility ITS is now operating as a new company, Yunex Traffic. **As global entrepreneurs, we pioneer and innovate traffic ecosystems for good reasons.** With the most comprehensive end-to-end portfolio of intelligent traffic management solutions in the market, we already enable cities and mobility operators to make their road networks and vehicle fleets more intelligent, enhance safety, and increase value sustainably over their lifecycles.

2. Scope of Work

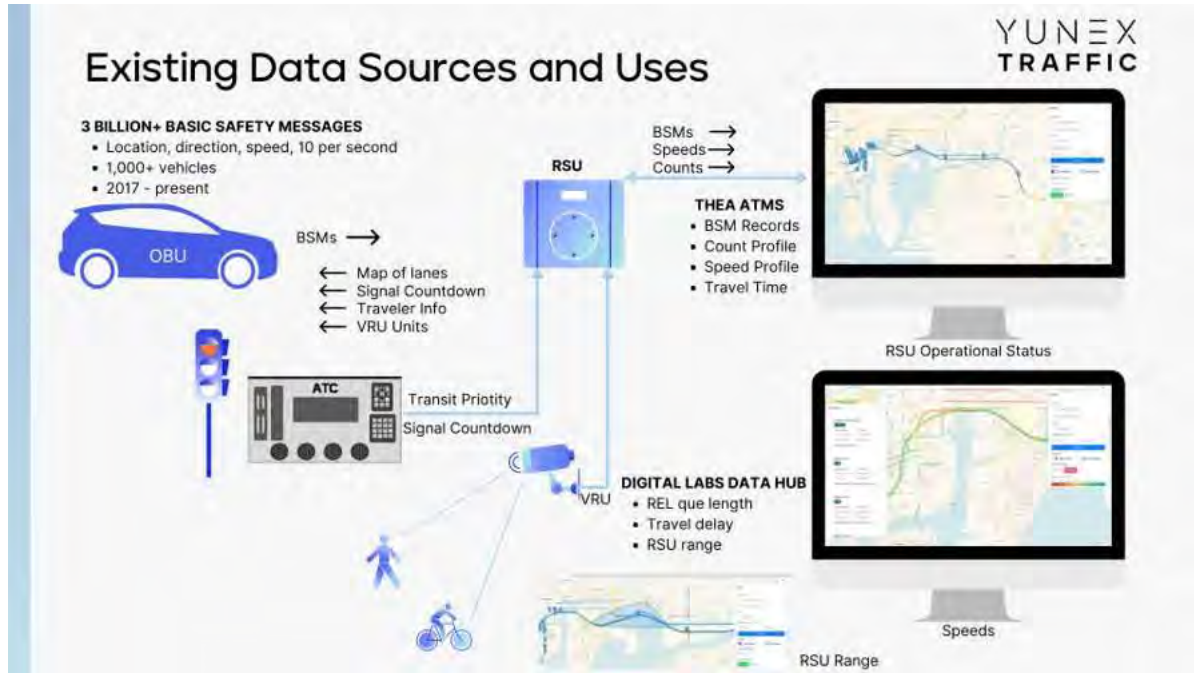
Scope of work for this project includes:

5. Kickoff and Brainstorming Workshops, Project Management including:
 - a. Data gathering, input for Yunex stakeholders
 - b. Consultant planning meetings (HNTB, Yunex and THEA)
 - c. Other stakeholder meetings to discuss project work
6. Support of CV and OEMs for THEA CV
 - a. Support and showcase CV applications within THEA
 - b. Programming and configuration for new approach, testing, and piloting
 - c. Final description outlining approach for media showcase
7. Grant writing support (OBU, EV charging, Port Solutions, Tolling Payments, Expansion)
 - a. Workshops and Outlining of Concepts
 - b. Written deliverables for submission to the program management
 - c. Estimation of budget and scope elements
8. ITS Smart Traffic Management and Multimodal Analysis
 - a. Data analysis and analytic support for policy, planning, and investment
 - b. Innovation financing mechanisms for innovative projects
 - c. Pedestrian safety technology in CV
 - d. Multimodal Hub simulation and conceptualization
 - e. New ideas to support IBTTA pilots
 - f. Ad-hoc traffic management / digital concepts for emerging markets
 - g. Incident management
 - h. I-4 Frame
 - i. OBU2
 - j. Park and Charge
 - k. Toll Charging
 - l. EV Charging / Electrified Connected Automated Vehicle
 - m. Speed Harmonization

3. THEA ELOI Topics

3.1. Data Management: Leverage Existing Data Sources

Leverage existing Phase 4 data sources and uses



3.2. Incident Detection

Use THEA vehicle data instead of detection equipment



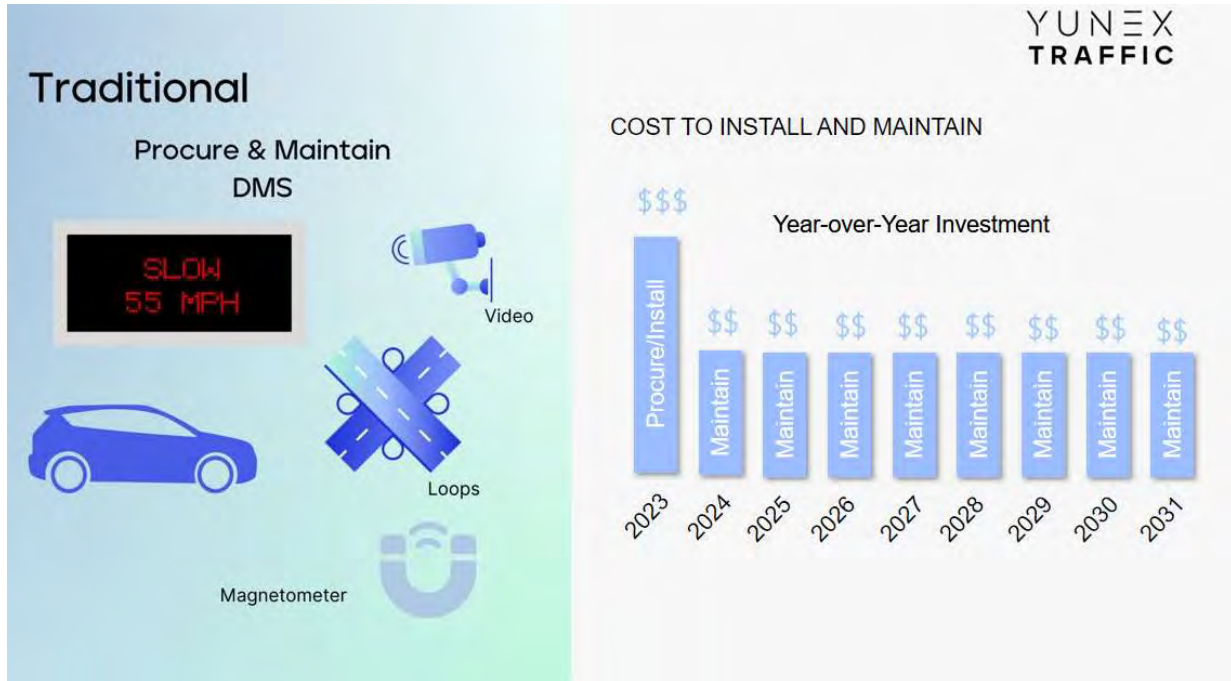
Incident Detection: Playback Existing Data

- Playback of real historic incident
- Data shows RED detected Incident vs BLUE normal average speed

3.3. Innovative Financing

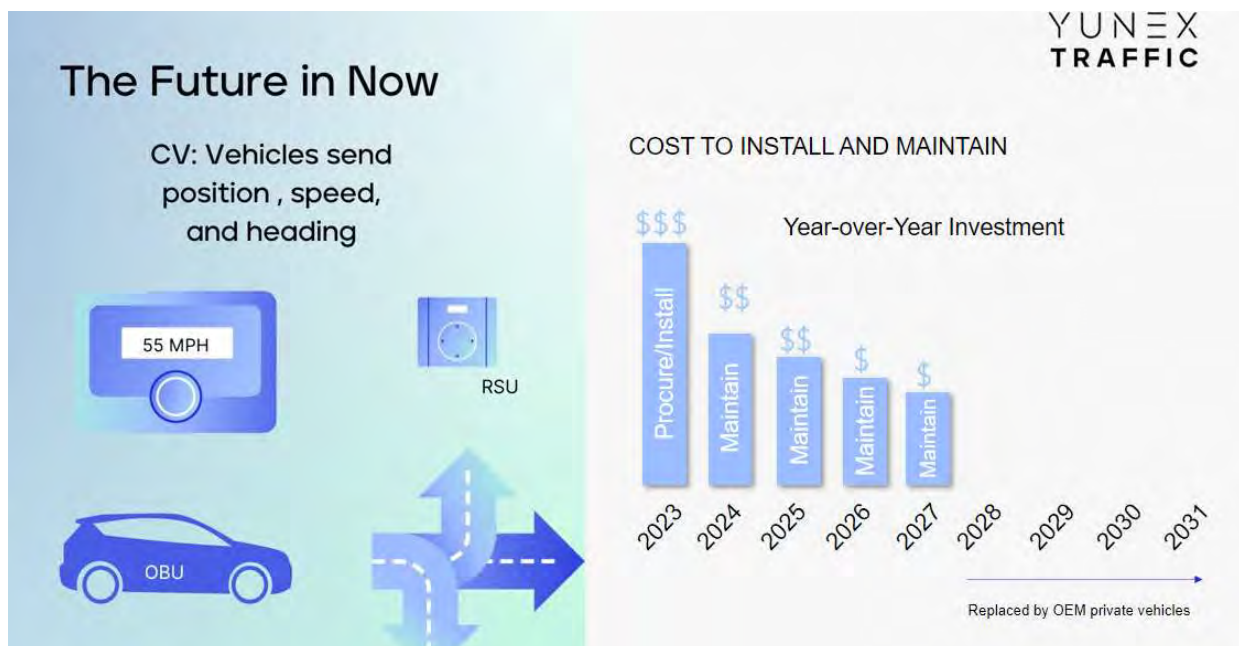
3.3.1. Traditional

Traditional CapX and OpEx to procure and maintain roadside equipment



3.3.2. Innovative

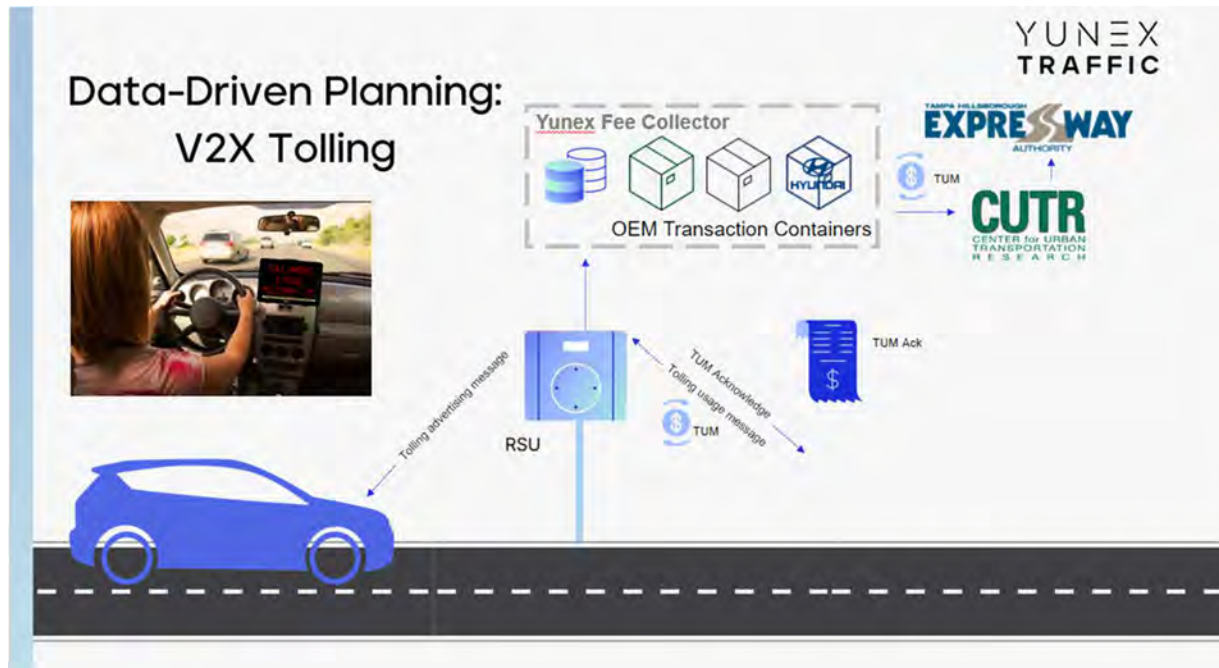
Use of THEA CV OBU, data, and apps instead of roadside equipment



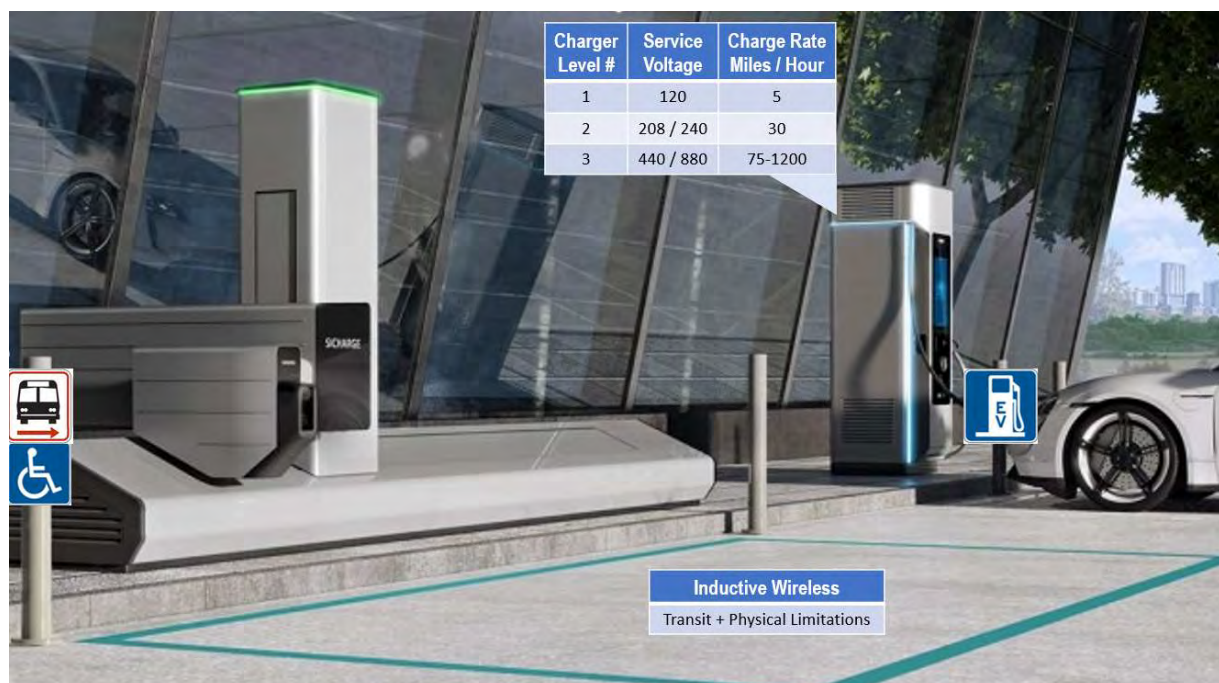
3.4. V2X Base Fee Collection

Recently published Society of Automotive Engineers J3217 standard

- Road Segment
- Geofenced Tax-Collection Jurisdictions



3.5. Electric Vehicle Charging



3.6. Speed Harmonization

In-Vehicle OBU and smart phone app replaces Dynamic Message Signs



3.7. Electrified Connected Automated Vehicle

Infrastructure data as input to ECAV self-driving algorithm



HI-0072-P-68 Exhibit D. THEA ELOI Emerging Markets (Yunex)

For Tampa-Hillsborough Expressway Authority
 Date of Estimate: June 2022
 Estimated Period of Project: July 1, 2022 to June 30, 2023


Labor (Key Staff)

Rate	293.74	295.33	217.48	259.48	135.78	210.03	250.43	192.86	147.76					
	Project Manager	Deputy Project Manager	Senior Technical Analyst	Senior Systems Engineer - CV	Systems Engineer - CV	Data Scientist Digital Labs	Technical Architect	Senior Technical Analyst	Junior Technical Analyst		Total Hours	Travel	Other Costs (Printing, Misc)	Total Cost
1. Kick-off and Brainstorming Workshops, Project Management	10	0	0	26	0	12	14	0	0		62			\$ 15,710.26
Data gathering, input for internal Yunex stakeholders	4			24		4	12							\$ 11,247.76
Consultant planning meeting (HTNB, Yunex and THEA)	2			2		4	2							\$ 2,447.42
Other stakeholder meetings to discuss project work	4					4								\$ 2,015.08
2. Support of CV and OEMs for THEA CV	8	0	0	0	0	12	0	0	0		20			\$ 4,870.28
Support and showcase CV applications within THEA	4					4								\$ 2,015.08
Programming and configuration for new approach, testing and piloting	12					4								\$ 4,365.00
Final description outlining approach for media showcase						4								\$ 840.12
3. Grant writing support (OBU, EV charging, Port Solutions, Tolling Payments, Expansion)	24	0	0	0	0	12	0	0	0		36			\$ 9,570.12
Workshops and Outlining of Concepts	24					4								\$ 7,889.88
Written deliverables for submission to the program management						4								\$ 840.12
Estimation of budget and scope elements						4								\$ 840.12
4. ITS Smart Traffic Management and Multimodal Analysis	26	13	2	104	44	44	44	14	12		303			\$ 69,605.13
Data analysis and analytic support for policy, planning and investment	2	1		8		4	4							\$ 4,800.49
Innovative financing mechanisms for innovative projects	2	1		8		4	4							\$ 4,800.49
Pedestrian safety technology in CV	2	1		8		4	4		4					\$ 5,391.53
Multimodal Hub simulation and conceptualization	2	1		8	4	2	2							\$ 4,422.69
New ideas to support IBTTA pilots	2	1		8	4	2	2							\$ 4,422.69
Ad-hoc traffic management / digital concepts for emerging markets	2	1		8	4	2	2							\$ 4,422.69
Incident Management	2	1		8	4	2	4							\$ 4,923.55
I-4 Frame	2	1		8	4	2								\$ 3,921.83
OBU2X	2	1	2	8	4	8	6							\$ 7,119.55
Park and charge	2	1		8	4	2	2	8						\$ 5,965.57
Toll Charging	2	1		8	4	2	6		8					\$ 6,606.49
EV Charging	2	1		8	8	8	6	6						\$ 8,384.87
Speed Harmonization	2	1		8	4	2	2							\$ 4,422.69
Total Hours / Labor Only	68	13	2	130	44	80	58	14	12		421			\$ 99,755.79
Travel/Other Misc				16										\$ -
Total Costs including Travel														\$ 99,755.79

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

Labor (Potential Support Staff Depending on Task Order)

Senior Advisor	\$ 332.18
Senior Systems Engineer - ATMS	\$ 269.87
Systems Engineer - ATMS	\$ 136.78
Technical Writer	\$ 190.94
Commercial CPM	\$ 229.12
Visual Communication and Support	\$ 144.65
Administrative Support	\$ 133.76



HI-0072-P-45 Scope of Work & Cost Estimate for CAV Deployer Task Force

Period of Performance

July 1, 2022 – June 30, 2023

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.

Meetings

Meetings are organized and hosted by ITS America once a month (virtually) with the expectation that future meetings may be held in-person at the ITS America (ITSA) Annual Meeting, ITS World Congress, or other Industry conferences/events. Virtual and in-person meetings primarily cover the following:

Project-specific discussion:

- Review of the status of each represented project: Each participating agency presents about the status of their Connected and Automated Vehicles projects – what has been done in the last month, what changes/updates were made, what has been accomplished, what is actively being worked on or considered, etc.
- Challenges and lessons learned: Members highlight some of the challenges that have been faced within the past month – what was difficult and what advice or insights can be offered as a result. This discussion 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 discuss next steps in their projects

Key topic discussion:

- Each meeting includes a highlighted topic. This topic is typically selected by ITS America in coordination with THEA and in some instances is determined with feedback from participating members. Topics could, for example, focus on data use, system security, targeted applications, local partnership foundation, community outreach gaps, etc.
- Each meeting also showcases a guest speaker presentation from an agency or organization that is leading work in the Connected and Automated Vehicle field. These guest presentations allow members of the task force to learn directly from other agencies and become aware of what resources and tools are available to help compliment the work they are leading.
- ITS America also develops a transportation technology talk presentation which highlights a technology or trend within transportation with the aim of informing

members on how technology can be leveraged to improve the efficiency of the transportation system.

Other Recurring Deliverables & Key Tasks

- **CAV News Bytes:**
 - Monthly publication that showcases some of the latest developments related to Connected and Automated Vehicles (CAVs) and CAV deployments.
 - Includes stories highlighting CAV technology, partnerships, pilots, and policies, with the goal of connecting readers to news about how CAV technology and systems are actively evolving across the country.
 - This publication is distributed to all members of the Task Force and ITS America's broader ITS CAV stakeholder community and is housed on ITS America's website.
 - ITS America conducts the following activities related to the development of CAV News Bytes:
 - Conduct and complete the CAV news and partnership research for inclusion in the publication
 - Development of content for the publication
 - Development of promotional language to help advertise the publication (including distribution email and social media outreach)
 - Posting of publication to the landing page on the ITS America website
 - Updating distribution list and distribution template
- ITS America engages with its members, particularly Infrastructure Owner Operators (IOOs), to encourage them to become involved with the Task Force.
- ITS America develops and distributed meeting notes to the Task Force members which includes a summary of key updates from the members and a review of key action items.
- ITS America engages with select members of the task force on research/testing within the 30MHz newly allocated spectrum for transportation.
- ITS America coordinates efforts that other organizations are leading related to CAV to avoid any overlap with the efforts of the Task Force.
- Coordinate with ITS America's broader organizational efforts related to CAV/V2X to help inform the Task Force and solicit involvement by Task Force members in those related activities.
- Provide technical assistance to the Task Force as needed.

Potential Future 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 Task Force members.

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.

Infrastructure Investment and Jobs Act (IIJA) Engagement & Implementation

- With the passing of IIJA, ITS America believes there is an opportunity to engage with the members of the task force and provide resources and education on the funding opportunities that will be available under this bill.
- ITS America could also help develop materials and guidance for those who are interested in applying for funding and develop a central location for resources related to IIJA.

Cost Estimate

Below you will find the estimated cost that ITS America has scoped out which would enable ITS America to complete the support and deliverables that were outlined as part of this work plan. ITS America estimates the level of effort to be:

- Approximately \$100,000 for a period of 12 months.

HNTB PR 20230XXX

HI-0072 P-18

2022-2023 ITS America Technical Support (7/1/22 - 6/30/23)

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 7/1/22 - 6/30/23.

SUMMARY FEE SHEET																				
ATTACHMENT "A"																				
HNTB PR 20230XXX																				
PROJECT DESCRIPTION:	Tampa-Hillsborough Expressway Authority																			
GEC CONTRACT NO.	HNTB PR 20230XXX																			
HI-0072 P-18	2022-2023 ITS America Technical Support (7/1/22 - 6/30/23)																			
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 \$ 147.50	Man Hours	Hourly Rate \$ 140.33	Man Hours	Hourly Rate \$ 97.56	Man Hours	Hourly Rate \$ 74.98	Man Hours	Hourly Rate \$ 45.40	Man Hours	Hourly Rate \$ 40.21	Man Hours	Hourly Rate \$ 26.12	Manhours By Hours	Salary Cost By \$ 26.12			
ITS America Technical Support		8	\$1,180.00	40	\$5,613.20	52	\$5,073.12	56	\$4,198.88	56	\$2,542.40	52	\$2,090.92	21	\$548.52	285	\$21,247.04	\$74.55		
Total Man Hours		Total Salary [(MHxHR)]		8	\$1,180.00	40	\$5,613.20	52	\$5,073.12	56	\$4,198.88	56	\$2,542.40	52	\$2,090.92	21	\$548.52	285	\$21,247.04	\$74.55

HNTB PR 202300XX

HI-0209 P-08

DSS-Needs Assessment & Con Ops (7/1/22 - 6/30/23)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff in the development/implementation of the DSS-Needs Assessment & Con Ops. This task work order is for Support Services from 7/1/22 - 6/30/23.

Scope

Provide DSS-Needs Assessment & Con Ops Support as required to assist THEA Staff in the development/implementation of the Decision Support System. Anticipated work includes providing engineering, PD&E, feasibility, administrative operational data, and input and analyses necessary to assist with the development and implementation of the Decision Support System.

SUMMARY FEE SHEET																							
ATTACHMENT "A"																							
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority				HNTB PR 202300XX																	
GEC CONTRACT NO.		HNTB PR 202300XX				DSS-Needs Assessment & Con Ops (7/1/22 - 6/30/23)																	
HI-0209 P-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 \$	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 \$	By Activity	Salary Cost By Activity				
DSS-Needs Assessment & Con Ops		16	\$2,291.20	160	\$21,798.40	200	\$18,944.00	240	\$17,472.00	240	\$12,864.00	241	\$10,623.28	91	\$3,552.64	39	\$989.04	1227	\$88,534.56	\$72.16			
Total Man Hours		Total Salary [(MHxHR)]		16	\$2,291.20	160	\$21,798.40	200	\$18,944.00	240	\$17,472.00	240	\$12,864.00	241	\$10,623.28	91	\$3,552.64	39	\$989.04	1,227	\$ 88,534.56	\$72.16	
														Basic Activities Maximum Limiting Fees (Salary Costs)						\$88,534.56			
														Cost Elements & Additives									
														(a) 2.78 Multiplier						\$246,126.08			
Direct Expenses		4.37%		\$ 3,868.96		SUBTOTAL (Cost Elements applied to Basic Activities Fee):																\$246,126.08	
		(d) Direct Reimbursables																			\$3,868.96		
		Total Project Cost:																			\$249,995.04		
		Maximum Limiting Amount:																			\$250,000.00		

Task Work Order: DSS Performance Measures & KPI Support HI-209-P-09**Vendor:** Center for Urban Transportation Research

The purpose of this task order is to have the Center for Urban Transportation Research (CUTR) continue to provide support towards the development of THEA's Decision Support System (DSS). Under this task CUTR will support the DSS development by:

- Extending the analysis of the THEA CV Pilot Database to identify, develop, and implement key system performance measures applicable to the entire Selmon Expressway System.
- Continuing to expand the CV Pilot Performance Evaluation Dashboard modules to advance the short-term deployment phases of DSS.
- Identifying, collect, analyze existing transportation data sources to populate the DSS as it is implemented.

The proposed cost of the task work order is \$150,000.00 on a fixed fee basis.

Proposed Budget

<i>Tampa Hillsborough Expressway Authority</i>	
<i>DSS Performance Measures & KPI Support HI-0209-P-09</i>	
Budget Categories	
Faculty Salaries & Benefits	\$136,363.64
Graduate Researcher Support	0
Administrative Staff Salaries & Benefits	\$0.00
Total Salaries and Benefits	\$136,363.64
Expendable Equipment and Supplies	\$0.00
Domestic Travel	\$0.00
Total Direct Costs	\$136,363.64
Indirect Costs @ 10%	\$13,636.36
TOTAL COSTS	\$150,000.00



YUNEX
TRAFFIC

A Siemens Business

Yunex Traffic Proposal to Tampa-Hillsborough Expressway Authority

HI-0209-P-10 Digital Labs and Data Hub

June 10, 2022

Yunex Traffic, A Siemens Business
9225 Bee Cave Rd, Building B, Suite 201
Austin, TX 78733

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

Name	Melissa Rodriguez Intelligent Traffic Systems 9225 Bee Cave Rd, Bldg B, Ste 101 Austin, TX 78733
Telephone	512.761.2473
E-mail	melissa.rodriguez@siemens.com
Date	June 10, 2022

Mr. Frey:

Thank you for the opportunity to propose this scope of work for Yunex Digital Labs and Data Hub

The proposed scope and effort include the following:

- Kickoff and Brainstorming
 - Data gathering input for internal Yunex stakeholders
 - Consultant planning meeting with THEA and HNTB
 - Other stakeholder meetings and outreach
- Innovative design with Digital Labs
 - Support and design of CV applications and ATMS modules
 - Includes crash hot spots and selected designs from the June 8, 2022, OBU workshop
- Grant writing support
 - Written deliverables for submission to the program management
 - Estimation of budget and scope for each grant application
- Data hub support and design
 - Workshop outlining of Concepts
 - Includes selected data hub designs from the June 8, 2022, OBU workshop

Price and Schedule:

- July 1, 2022, through June 30, 2023
- \$99,020.71

We look forward to the opportunity to work with THEA to have a significant impact on traveler safety and improve mobility from the resulting research. Should you have any questions, please contact me.

With kind regards,



Melissa Rodriguez
Mobility Solutions

HI-0209-P-10 Exhibit D. THEA DSS Digital Labs and DataHub (Yunex)

For Tampa-Hillsborough Expressway Authority
Date of Estimate: June 2022
Estimated Period of Project: July 1, 2022 to June 30, 2023



Labor (Key Staff)

Rate	293.74	295.33	217.48	259.48	135.78	210.03	250.43	192.86	147.76					
	Project Manager	Deputy Project Manager	Senior Technical Analyst	Senior Systems Engineer - CV	Systems Engineer - CV	Data Scientist Digital Labs	Technical Architect	Senior Technical Analyst	Junior Technical Analyst		Total Hours	Travel	Other Costs (Printing, Misc)	Total Cost
1.Kick-off and Brainstorming Workshops, Project Management	10	0	0	78	0	36	40	0	6		170			\$ 41,641.68
Data gathering, input for internal Yunex stakeholders	4			56		12	24		2					\$ 24,532.04
Consultant planning meeting (HTNB, Yunex and THEA)	2			12		12	8		2					\$ 8,520.56
Other stakeholder meetings to discuss project work	4			10		12	8		2					\$ 8,589.08
2. Innovative Design with Digital Labs	8	0	0	56	0	16	8	0	2		90			\$ 22,540.24
Support and design CV applications and ATMS modules within THEA (i.e. crash hotspots)	4			56		16	8		2					\$ 21,365.28
3. Grant writing support	0	0	0	48	0	16	8	0	4		76			\$ 18,410.00
Written deliverables for submission to the program management				24		8	4		2					\$ 9,205.00
Estimation of budget and scope elements				24		8	4		2					\$ 9,205.00
4. DataHub support and design	2	1	0	24	0	12	6	0	2		47			\$ 11,428.79
Workshops and Outlining of Concepts	2	1		24		12	6		2					\$ 11,428.79
Total Hours / Labor Only	20	1	0	206	0	80	62	0	14		383			\$ 94,020.71
Travel/Other Misc				16								\$ 5,000.00		\$ 5,000.00
Total Costs including Travel														\$ 99,020.71

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

Labor (Potential Support Staff Depending on Task Order)	
Senior Advisor	\$ 332.18
Senior Systems Engineer - ATMS	\$ 269.87
Systems Engineer - ATMS	\$ 136.78
Technical Writer	\$ 190.94
Commercial CPM	\$ 229.12
Visual Communication and Support	\$ 144.65
Administrave Support	\$ 133.76



2022 Board Meeting Schedule

January

1/18/2022	Board Workshop	1:30 p.m.
1/31/2022	Board Meeting	1:30 p.m.

February

2/7/2022	Board Committees of the Whole	1:30 p.m.
2/21/2022	Board Meeting	1:30 p.m.

March

3/14/2022	Board Committees of the Whole	1:30 p.m.
3/28/2022	Board Meeting	1:30 p.m.

April

04/11/2022	Board Committees of the Whole	1:30 p.m.
04/25/2022	Meeting Board Meeting	1:30 p.m.

May

05/09/2022	Board Committees of the Whole	1:30 p.m.
05/23/2022	Meeting Board Meeting	1:30 p.m.

June

06/13/2022	Board Committees of the Whole	1:30 p.m.
06/27/2022	Board Meeting	1:30 p.m.

July

07/11/2022	Board Committees of the Whole	1:30 p.m.
07/25/2022	Board Meeting	1:30 p.m.

August

08/08/2022	Board Committees of the Whole	1:30 p.m.
08/22/2022	Board Meeting	1:30 p.m.

September

09/12/2022	Board Committees of the Whole	1:30 p.m.
09/26/2022	Board Meeting	1:30 p.m.

October

10/10/2022	Board Committees of the Whole	1:30 p.m.
10/24/2022	Board Meeting	1:30 p.m.

November

11/14/2022	Board Meeting	1:30 p.m.
------------	---------------	-----------

December

12/12/2022	Board Meeting	1:30 p.m.
------------	---------------	-----------

Note: Meetings of Committees as Whole will be held in the Expressway's 3rd floor conference room.
Monthly Board meetings will be held in the Expressway's 1st floor Board room