



## **Meeting of the Board of Directors**

**June 23, 2025 - 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 (10) copies for the Authority Board members and staff. Any person who decides to appeal any decisions of the Authority concerning 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**

### **III. Discussion/Action Items**

#### **A. Budget and Finance, Commissioner Cepeda, Committee Chair – Jeff Seward, Chief Financial Officer**

##### **1. Adoption of the THEA Work Program – Fiscal Year 2026**

**Purpose:** The Capital Work Program consists of preservation and enhancement projects that will increase the safety, operations, and reliability of THEA facilities. The Work Program includes the existing fiscal year, budget year, and four planning years.

**Action:** Request the Board to approve the FY2026 Capital Work Program.

##### **2. Adoption of Fiscal Year 2026 Operating, Maintenance and Administrative Budget**

Pursuant to Section (3) of FS 189.016, Uniform Special District Accountability Act, THEA is obligated to adopt by Resolution its FY2026 budget.

**Action:** Request Board approval of Resolution No. 679 to adopt the FY2026 Annual Operating, Maintenance, and Administrative Budget.

**B. Operations and Engineering, Bennett Barrow, Committee Chair – Greg Deese, P.E., Director**

**1. Integration of Access Control System for REL Slip Ramps**

**Purpose:** During the slip ramp construction project, the new traffic gates were not integrated into the Dynac access control system software. The integration of these gates into the Dynac system will provide consistent control and monitoring of the reversible lane switches.

**Funding:** Capital Budget - \$57,203

**Action:** Request the Board to authorize the Executive Director to execute a task order with Kapsch for \$57,203 to configure, test and integrate the slip ramp gates into THEA's existing access control system.

**C. Legal – Amy Lettelleir, Chief Legal Officer**

**1. Approval of Tampa-Hillsborough County Expressway Authority Interlocal Agreement with the Seminole County Tax Collector's Office**

**Purpose:** To allow customers to pay THEA tolls to the Seminole County Tax Collector's office for the release of registration holds and to provide the procedures for remittance and reporting between the parties.

**Action:** Authorize THEA's Chairman to execute an Interlocal Agreement with the Seminole County Tax Collector's Office.

**2. Fiscal Year 2026 Commercial Property Insurance, and Crime Insurance, and General Liability Insurance – Chris Connelly and Kim Ragan from Arthur J. Gallagher**

**Purpose:** To obtain Commercial Property, Crime Insurance and General Liability Insurance Coverage for FY2026.

**Funding:** Operating Budget - \$1,229,868

**Action:** Request Board authorization to bind Commercial Property, Crime, and General Liability Insurance Coverage for FY2026.

**D. Chairman – Vincent Cassidy**

**1. Acceptance of Executive Performance Appraisals by THEA Board Members**

**2. Executive (Chief Executive Officer and Chief Legal Officer) Compensation Review – Jeff Seward, Chief Financial Officer**

**Purpose:** To review the results of the FY2024/FY2025 Executive Compensation Review.

**Action:** Request the Board to approve the recommended changes to the Chief Legal Officer and Chief Executive Officer's compensation packages.

#### **IV. Consent Agenda**

**A. Approval of the Minutes from the May 19, 2025, Board Meeting**

**B. Approval of Board Member Travel – TEAMFL – July 9-11, 2025**

**C. SWE Analytical Bridge Model – Hardesty & Hanover - \$159,188**

**D. IT Configuration to extend Fiber to Dynamic Message Signs (DMS) and Changeable Message Signs (CMS) – Metric Engineering - \$66,232**

**E. Approval of Ongoing Capital Project Task Work Orders – FY26**

1. US 301 PD&E Planning Support – WSP - \$249,286
2. Performance-based Planning – WSP - \$247,683
3. Systemwide Traffic Operations & Analytics – RS&H - \$132,165
4. RITIS/INRIX XD – UMD CATT Lab - \$380,345
5. ESRI Advantage Program – ESRI - \$113,900
6. ITS Master Plan – HNTB - \$250,000
7. US 301 PD&E Engineering Review Support – HNTB - \$214,860
8. Meridian Avenue Refresh Support – HNTB - \$140,000
9. Asset Management Development – HNTB - \$2,900,000
10. Post Tensioned Bridge Asset Management Development – HNTB – \$242,000
11. Advanced Traffic Management System (ATMS) Support – HNTB - \$454,123

#### **V. Staff Reports**

**A. Operations & Engineering – *Greg Deese, P.E., Director***

**B. Planning & Innovation – *Bob Frey, Director***

**C. Toll Technology & Customer Experience – *Gary Holland, Manager***

**D. Communications and Community Engagement – *Keisha Pickett Boyd, Director***

#### **VI. Executive Reports**

**A. Executive Director – *Greg Slater, Executive Director***

**1. *Contract Renewals and Expirations***

**2. *Director's Report***

**B. Chief Legal Officer – *Amy Lettelleir, Esq.***

C. Chairman – *Vincent Cassidy*

**1. Upcoming Meetings**

- Board Workshop – July 14, 2025
- Board Meeting – July 28, 2025
- Board Workshop – August 11, 2025
- Board Meeting – August 25, 2025

**VII. Old Business**

**VIII. New Business**

**IX. Adjournment**

## **RESOLUTION NO. 679**

**A RESOLUTION OF THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY (THE “AUTHORITY”) APPROVING A BUDGET; MAKING APPROPRIATIONS FOR ALL OPERATING, MAINTENANCE AND ADMINISTRATION EXPENSES; MAKING APPROPRIATIONS FOR REPLACEMENT/RENEWAL AND ENHANCEMENT/CAPACITY CAPITAL IMPROVEMENT PROJECT EXPENSES FOR THE FISCAL YEAR BEGINNING ON JULY 1, 2025 AND ENDING ON JUNE 30, 2026 PRESCRIBING THE TERMS, CONDITIONS AND PROVISIONS WITH RESPECT TO THE ITEMS OF APPROPRIATION AND THEIR PAYMENT; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the Tampa-Hillsborough County Expressway Authority (the “Authority”) is an agency of the State of Florida, established in 1963 pursuant to Chapter 348, Part II, Florida Statutes (the “Act”); and

**WHEREAS**, the Authority has previously adopted its Amendment and Restated Master Bond Resolution on November 19, 2012 as amended and supplemented from time to time (the "Master Bond Resolution")

**WHEREAS**, the Authority has received a Revenue Sufficiency Certificate prepared by its Traffic Engineer who has determined that Net System Revenues are sufficient to meet the coverage requirements set forth in Section 5.07(B) of the Master Bond Resolution;

**WHEREAS**, a line-item balanced budget has been developed pursuant to the requirements set-forth in FS 189.06(3), Uniform Special District Accountability Act;

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY THAT:**

**SECTION 1. BUDGET ADOPTION.** This Resolution shall be known as the Fiscal Year 2026 Budget Resolution of the Tampa-Hillsborough County Expressway Authority. Said Fiscal Year 2026 budget is summarized in the attachment hereto, labeled as “Exhibit A-1”. Said Fiscal Year 2026 budget is fully detailed in the Fiscal Year 2026 Adopted Budget and the line-item revenue and expenditure budgets, which collectively comprise the Adopted Budget of the Tampa-Hillsborough County Expressway Authority and all of which may be reviewed on the Authority’s website. The sums provided for in the Fiscal Year 2026 Adopted Budget for the Tampa-

Hillsborough County Expressway Authority are hereby appropriated upon the terms and conditions set forth hereafter.

SECTION 2. EFFECTIVE DATE. This Resolution shall take effect immediately upon its passage.

This Resolution was approved and adopted by the Tampa-Hillsborough County Expressway Authority on June 24, 2024.

TAMPA-HILLSBOROUGH COUNTY  
EXPRESSWAY AUTHORITY

By: \_\_\_\_\_  
Vincent J. Cassidy  
Chairman

ATTEST:

By: \_\_\_\_\_  
John Weatherford  
Secretary

Approved as to form and legal sufficiency for the  
sole use and reliance of the Authority and its Board:

\_\_\_\_\_  
Amy E. Lettelleir, Esquire  
General Counsel

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	FY2026 Adopted Budget	FY2025 Adopted Budget
<b>Fiscal Year Revenue and Operating Expenditure Summary</b>		
<b>Revenue</b>		
Toll Revenues	\$137,900,000	\$130,800,000
Other Revenues	930,218	845,914
Investment/Interest Income	15,000,000	12,000,000
<b>Total Fiscal Year Revenues</b>	<b>\$153,830,218</b>	<b>\$143,645,914</b>
<b>Expenditure</b>		
Toll Operations	\$10,902,751	\$11,816,158
Maintenance	8,608,659	8,002,800
Communications	691,500	640,950
General Counsel/HR/Procurement	220,000	220,000
Planning and Innovation	1,060,509	855,000
Administration – Personnel	6,751,203	6,296,414
Administration – Professional Services	2,034,550	1,884,940
Administration – General	577,463	529,400
Information Technology	1,593,423	1,139,955
<b>Total Fiscal Year Expenditures</b>	<b>\$32,440,058</b>	<b>\$31,385,617</b>
<b>Total Debt Service – Principal and Interest*</b>	<b>\$48,447,635</b>	<b>\$37,764,504</b>
<i>Debt Service Ratio =&gt;1.30 (1.50) (estimated; determined at YE)</i>	2.51	2.97
<b>Net Available for Future System Projects/Work Program (Rev-Exp &amp; DS)</b>	<b>\$72,942,525</b>	<b>\$74,495,793</b>

	FY2026 Adopted Budget	FY2025 Adopted Budget
<b>Fiscal Year Capital Expenditure Summary</b>		
<b>Expenditure</b>		
Preservation (Replacement & Renewal) (expensed; not capitalized)	\$10,665,644	\$17,040,000
Enhancement/Capacity (capitalized)	119,907,089	85,544,000
Programmatic (non-CIP/non-OM&A) **(expensed; not capitalized)	11,614,952	0
<b>Total Fiscal Year Capital Expenditures</b>	<b>\$142,187,685</b>	<b>\$102,584,000</b>

\*Increase in debt service is attributable to THEA beginning the repayment to FDOT of \$213,833,835 (\$10,691,692 annually), beginning in FY2026.

\*\*Note: new category for Work Program in FY26 for non-R&R and non-capital, programmatic expenses

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Toll Operations</b>		
<b>Florida Turnpike Enterprise Processing</b>		
FTE SunPass Transaction Process Fees (Prepaid Accounts)	\$1,139,544	\$1,139,544
FTE SunPass Transaction Process Fees (Postpaid Accounts)	2,795,826	2,795,826
FTE Transponder Costs	2,590,160	2,590,160
FTE SunPass Credit Card Fees	349,829	349,829
FTE Back-Office System Costs	679,354	679,354
<b>Total Florida Turnpike Enterprise Processing Expenditures</b>	<b>\$7,554,713</b>	<b>\$7,554,713</b>
<b>Toll Collections</b>		
Managed Services for Image Review (TBP)	\$1,453,707	\$1,900,000
Toll Delinquency Services	3,000	3,000
Other Professional Services – Toll Collections (GTC)	471,526	930,000
Operational Support of Selmon Discount Program	47,000	65,000
<b>Total Toll Collections Expenditures</b>	<b>\$1,975,233</b>	<b>\$2,898,000</b>
<b>Toll System Maintenance and Support</b>		
Manual Image Review Application	\$68,000	\$50,000
Solar Panels	345	500
Solar Panel System Maintenance	4,000	5,000
<b>Total Toll System Maintenance and Support Expenditures</b>	<b>\$72,345</b>	<b>\$55,500</b>
<b>Other Toll Operations Expenses</b>		
Open Road Tolling (ORT) In-Lane IT Maintenance & Support	\$1,239,445	\$1,203,345
Open Road Tolling (ORT) In-Lane IT Spare Parts	5,000	20,000
Tolling Cabinet A/C Maintenance	31,015	12,000
Generator	0	2,500
Interoperability and Tax Collector Project Support	25,000	70,100
<b>Total Other Toll Operations Expenditures</b>	<b>\$1,300,460</b>	<b>\$1,307,945</b>
<b>Total Toll Operations Expenditures</b>	<b>\$10,902,751</b>	<b>\$11,816,158</b>



**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Maintenance</b>		
<b>Roadway, Facilities, Maintenance Support Services</b>		
Roadway Maintenance	\$4,844,000	\$3,220,000
Consultant – Roadway Maintenance	296,000	190,000
East & West Building Maintenance	11,000	30,000
Utilities Operations and Maintenance	510,000	510,000
Generator Fuel	8,000	5,000
Road Ranger	228,600	235,000
Roadway/Facility Maintenance Miscellaneous	263,000	320,000
Consultant – Environmental Monitoring and Maintenance	44,290	43,000
Consultant – Permitting	106,090	103,000
GEC Operations Programmatic Support and Development	81,679	79,300
<b>Total Roadway, Facilities, Maintenance Support Services Expenditures</b>	<b>\$6,392,659</b>	<b>\$4,735,300</b>
<b>Landscape/Hardscape Brandon Parkway &amp; Meridian</b>		
Landscape Maintenance Provider	\$791,000	\$730,000
Miscellaneous Landscape/Hardscape	120,000	120,000
<b>Total Landscape/Hardscape Brandon Parkway &amp; Meridian Expenditures</b>	<b>\$911,000</b>	<b>\$850,000</b>
<b>Intelligent Transportation System (ITS) &amp; Other</b>		
ITS Network Consulting Support (External Facility)	\$450,000	\$500,000
Spare Parts/Tools/ITS Equipment	100,000	70,000
Consultant – ITS Maintenance Support	30,000	80,000
Fleet Operation Costs – Fuel, Maintenance	10,000	15,000
Miscellaneous ITS Maintenance	5,000	13,000
AVI Video Wall – Service and Parts	0	5,000
ITS - Disaster Recovery	10,000	13,000
GEC Incident Management Support	50,000	0
<b>Total Intelligent Transportation System (ITS) &amp; Other Expenditures</b>	<b>\$655,000</b>	<b>\$696,000</b>
<b>Bridge Inspection*</b>	<b>\$0</b>	<b>\$920,000</b>
<b>GEC Work Program Support</b>	<b>\$650,000</b>	<b>\$701,500</b>
<b>GEC Support – Toll Operations</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Total Maintenance Expenditures</b>	<b>\$8,608,659</b>	<b>\$8,002,800</b>

\*Bridge Inspection expenditures reclassified to R&R in FY2026

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Information Technology</b>		
Enterprise-Wide Software Licensing	\$271,124	\$285,775
ITS Equipment Monitoring/Maintenance	40,536	60,000
Operations Network – ITS Support	39,500	35,612
Enterprise-Wide Telephone/Communications	143,311	85,000
IT Equipment and Expenses	42,000	95,000
Cyber-security Management	563,552	125,000
IT Equipment Maintenance	0	3,300
IT Disaster Recovery Management	82,000	55,000
Finance IT Support Services	14,700	10,000
IT Support Services – Monitoring	43,000	23,587
IT Support Services – IT Help Desk	150,000	184,000
IT Support Services – Network Engineer	105,040	42,681
IT Temporary Staffing Support*	0	135,000
ITS Maintenance & Service Provider (Internal Facility) **	98,660	0
<b>Total Information Technology - Expenditures</b>	<b>\$1,593,423</b>	<b>\$1,139,955</b>

\*The IT Temporary Staffing Support was removed from the Information Technology budget and moved to Personnel in FY2026.

\*\*The ITS Maintenance & Service Provider (Internal Facility) expenses were moved from Operations and Maintenance to Information Technology in FY2026

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Communications</b>		
Communication Services	\$300,000	\$275,000
Print/Video/Digital	180,000	120,000
Memberships/Sponsorships	171,500	125,950
Special Events/Miscellaneous*	40,000	80,000
Miscellaneous*	0	40,000
<b>Total Communications Expenditures</b>	<b>\$691,500</b>	<b>\$640,950</b>

\*Miscellaneous expenditures, in FY2026, were combined with Special Events.

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>General Counsel/HR/Procurement</b>		
General Legal Support Services	\$60,000	\$60,000
Cyber-security and Litigation Legal Support Services	35,000	35,000
HR Support and Consulting Services	125,000	125,000
<b>Total General Counsel/HR/Procurement Expenditures</b>	<b>\$220,000</b>	<b>\$220,000</b>

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Planning and Innovation*</b>		
Transportation Planning - Agency Collaboration	\$40,160	\$50,000
Transportation Planning - Modeling	67,760	50,000
Transportation Planning - Tolling Support	50,000	50,000
Transportation Planning - Data Collection	204,400	150,000
GIS Program Support*	0	100,000
Data Analytics - Program Support*	0	100,000
Grant Pursuits*	0	130,000
Resiliency and Sustainability Studies and Support*	0	75,000
Strategic Planning/Key Performance Indicator Support	120,000	150,000
GPC- General Planning Consultant**	276,794	0
Greenway & Rails Concept Planning**	48,620	0
Micromobility Counts Program**	127,775	0
Economic Analysis***	125,000	0
<b>Total Planning and Innovation Expenditures</b>	<b>\$1,060,509</b>	<b>\$855,000</b>

\*Expenditures were reclassified to Capital for FY2026

\*\*Expenditures were previously classified as Capital, and reclassified for FY2026 to OM&A

\*\*\*Biennial, not budgeted in FY2025

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Administration – Personnel</b>		
<b>Salaries and Taxes</b>		
Salaries	\$4,599,566	\$4,244,727
Social Security	255,522	245,548
Medicare	69,500	63,577
<b>Total Salaries and Taxes Expenditures</b>	<b>\$4,924,588</b>	<b>\$4,553,852</b>
<b>Benefits</b>		
Auto Allowance	\$6,000	\$6,000
FRS Retirement	1,031,994	906,530
Health Insurance	707,916	852,124
Life & AFLAC Insurance	29,699	28,442
Dental Insurance	33,326	32,558
Long-Term Disability Insurance	28,666	28,889
Accrued Leave Expense	200,000	200,000
Deferred Compensation	168,797	133,906
Flexible Spending Accounts – Medical	74,700	88,875
Vision Care	5,357	5,638
Other Post-Employment Benefits (OPEB)	11,160	9,600
Pension Expense	500,000	500,000
<b>Total Benefits Expenditures</b>	<b>\$2,797,615</b>	<b>\$2,792,562</b>
<b>Capitalized Salaries</b>	<b>(1,100,000)</b>	<b>(1,100,000)</b>
<b>Payroll Contingency</b>	<b>\$20,000</b>	<b>\$50,000</b>
<b>ADP Payroll and Workforce Processing*</b>	<b>\$12,000</b>	<b>\$0</b>
<b>Temporary Staffing**</b>	<b>\$97,000</b>	<b>\$0</b>
<b>Total Administration - Personnel Expenditures</b>	<b>\$6,751,203</b>	<b>\$6,296,414</b>

\*THEA moved to outsourcing payroll and timekeeping for FY2026; will be a recurring annual OM&A expense

\*\*All departmental temporary staffing requirements have been consolidated into a new Administration - Personnel expenditure beginning in FY2026

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Administration – Professional Services</b>		
Legislative Liaison	\$307,440	\$307,440
Fiscal Year Financial Audit and Ad Hoc Audits	97,000	75,000
Financial Advisory Services	99,300	90,000
Investment Advisory Services	151,310	135,000
Annual SEC Disclosure Services	2,500	2,500
Annual Traffic and Revenue (T&R)/Revenue Sufficiency Support*	0	50,000
Professional Services/Organizational Contingency	100,000	150,000
General liability, auto, property, worker's comp insurance	55,000	55,000
Rating agency annual fees	22,000	20,000
Bridge, property, anti-fraud/cyber-security insurance	1,200,000	1,000,000
<b>Total Administration – Professional Services Expenditures</b>	<b>\$2,034,550</b>	<b>\$1,884,940</b>

\*Moved from Professional Services to Planning and Innovation in FY2026

**Tampa-Hillsborough County Expressway Authority (THEA)**  
**Adopted Operating and Capital Budget**  
**Fiscal Year 2026**  
**(July 1, 2025 – June 30, 2026)**

	<b>FY2026 Adopted Budget</b>	<b>FY2025 Amended Budget</b>
<b>Administration – General</b>		
Travel/Conferences – Enterprise-wide	\$100,000	\$100,000
Advertising/Legal Notices	1,000	1,500
THEA Building Expenses	60,000	50,000
THEA Utilities	115,000	115,000
Janitorial Services	34,663	40,000
THEA Inspection and Monitoring - TMC	14,000	14,000
Furniture and Equipment (under \$5,000)	1,000	1,000
Office Supplies	8,000	8,000
Postage/Delivery Charges	1,000	1,500
Printing/Publications	600	400
Equipment Leasing	12,200	6,000
Dues, Fees and Subscriptions	105,000	100,000
Special Events/Miscellaneous	45,000	42,000
Professional Development	70,000	50,000
Employee Engagement*	10,000	0
<b>Total Administration – General Expenditures</b>	<b>\$577,463</b>	<b>\$529,400</b>

\*Expenditures budgeted in Professional Development in FY2025



May 21, 2025

To: Tampa Hillsborough Expressway Authority  
1104 E. Twiggs Street  
Tampa, FL 33602

Subject: THEA – DYNAC System Refresh Options

---

Kapsch TrafficCom USA, Inc. (“Kapsch”) is pleased to offer this proposal to furnish Tampa Hillsborough Expressway Authority (“Customer”) for the subject project as detailed below in the “Work Included” section, and including referenced attachments.

This proposal and all related materials attached or appended hereto are proprietary and confidential to Kapsch, and submitted solely for the recipient’s internal evaluation purposes. Disclosure to any third parties is prohibited without the express written consent of Kapsch, as described further herein.

## 1. PRICING AND PAYMENT TERMS

The Kapsch price to provide the materials and services described in the ‘Work Included’ section of this proposal is as follows:

**\$57,203.00**

- a. The price quoted is valid for (90) days and subject to Kapsch’s terms and conditions as expressed herein. No other terms and conditions apply unless expressly agreed to in writing by Kapsch.
- b. The above quoted price **does not** include any bonds, taxes, permits or duties that may be applicable to the proposed scope of work. Delivery is FOB
- c. All pricing is in US Dollars.
- d. Net 30 days upon receipt of invoice from Kapsch.

## 2. WORK INCLUDED

The following section outlines the scope of materials and services (“Scope of Work”) included in this proposal.

### A. General

The proposed scope of work is applicable to the following project sites:

- Lee Roy Selmon Reversible Express Lanes (REL)

The following information has been provided to Kapsch for review in developing the pricing and scope.

- THEA-Kapsch Coordination Meeting April 9, 2025
- Planning Meeting at THEA April 22, 2025
- 618\_Ramp3\_ACN\_20250423 PLC program backup

- DYNAC system export April 23, 2025

## **B. Scope Description**

Kapsch will provide updates to the existing DYNAC ATMS in order to integrate the new I-75 Slip Ramp to the Reversible Express Lanes.

1. Kapsch to add new Scan Group/Controller configuration within DYNAC to establish communication to the following field equipment:
  - a. 1x ACN PLC (Schneider M580)
  - b. 3x Cohu CCTV cameras
  - c. 4x Skyline Changeable Message Signs (controled via PLC)
2. Kapsch will update the system graphics and database to show the location and status of devices mentioned above.
3. Kapsch will develop new plans and scripts to operate the I-75 Slip Ramp. Modifications to existing plans will include adding the new sub plans for full roadway operation.
4. Kapsch will perform verification of system configuration changes on their internal development system.
5. Kapsch will perform updates to the Testing & Training system and use that for validation against the equipment in the field mentioned above.
  - a. Kapsch will develop a Test Plan for review and collaboration with THEA during the testing phase.
6. Kapsch will perform, post validation updates to the production system and observe live operation of the ACN and its associated equipment.
7. Kapsch will perform a complete backup of the system prior to deployment to the production system.
8. THEA to markup the network drawings for Slip Ramp 6. Kapsch will make modifications based off the markup, stating "Information was provided by THEA and considered accurate by them."

## **C. Assumptions**

1. New I-75 Slip Ramp graphics and plans to look and function like existing 78<sup>th</sup> street, 301, and 34<sup>th</sup> street slip ramps
2. I-75 ACN PLC will utilize the same data map and protocol as Brandon ACN PLC.
3. All CCTV cameras mentioned above will utilize the same protocol and configuration as other cameras on the REL.
4. All Skyline signs will have status and control from the PLC via web relays. No direct interface from DYNAC.

### **3. WORK NOT INCLUDED**

The following listing of "Work Not Included" is intended as further clarification regarding Kapsch's proposed offering.

1. Providing service, repair or troubleshooting of any PLC, CCTV, or sign field related equipment.
2. Performing any configuration, programming and startup of any related devices unless noted above in the "Work Included" section.
3. Furnishing any hardware or any additional software unless stated otherwise in the "Work Included" section.
4. Performing any services in the capacity of a licensed Professional Engineer unless specifically stated otherwise in the "Work Included" section.
5. Providing any submittal data, drawings, manuals, reports, test data or record documentation other than the deliverables listed above in the Work Included section. Installation of any equipment unless stated otherwise in the Work Included section.
6. Testing of any PLC, CCTV, or sign not listed above in the Work Included section.
7. Any other system not expressly stated in Work Included Section.

#### 4. TERMS AND CONDITIONS

- a) **Terms and Conditions:** This proposal, if accepted by Customer, will form the basis of an Agreement, which shall incorporate this proposal scope letter, the terms and conditions attached hereto.
- b) **Term and Schedule.** The term of this Agreement shall be for a period of twelve (12) months from execution unless otherwise terminated in accordance with the specific terms and conditions of this Agreement. The Agreement may be extended by prior written agreement by the parties. This proposal is predicated upon Kapsch being afforded a reasonable duration to perform its scope of work, and shall be based upon a mutually agreed upon schedule. Kapsch will create an estimated schedule of events, from Notice to Proceed to Implementation for review and agreement.
- c) **Exchange of Confidential Information is effective** – as outlined in Attachment 2.

Kapsch appreciates this opportunity to submit this proposal. Should you have any questions regarding our proposal, please contact the undersigned at (845) 220-7802 or [David.Hernandez2@kapsch.net](mailto:David.Hernandez2@kapsch.net).

Yours Truly,  
**Kapsch TrafficCom USA, Inc.**



David Hernandez  
Vice President | Sales and Business Development

cc: Phil Thompson, Steve Little, Jessie Madonia

#### Acceptance of Scope of Work:

**Kapsch TrafficCom USA, Inc.**

**Tampa Hillsborough Expressway Authority**

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

**INTERLOCAL AGREEMENT  
BETWEEN**

**TAX COLLECTOR FOR SEMINOLE COUNTY, FLORIDA AND  
THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY, A  
PUBLIC BODY CORPORATE AND POLITIC CREATED AND EXISTING  
PURSUANT TO FLORIDA STATUTES CHAPTER 348, PART II ("THEA"),  
ALL OF WHICH ARE PUBLIC AGENCIES AUTHORIZED TO ENTER  
INTO THIS AGREEMENT PURSUANT TO CHAPTER 163 PART I, FLORIDA  
STATUTES.**

This Interlocal Agreement ("Agreement") for collection and remittance of Tampa-Hillsborough County Expressway Authority toll revenue and Tax Collector service charges is made and entered into as of June 1, 2025 (the "Effective Date"), by and between J.R. Kroll, as Seminole County Tax Collector ("SCTC" or "Tax Collector"), and the Tampa-Hillsborough County Expressway Authority ("THEA"), hereinafter referred to as the "Parties".

**WITNESSETH:**

**WHEREAS,** THEA is entitled to collect tolls from motor vehicles pursuant to Florida Statutes §348.54 (6), (the "Tolls"); and

**WHEREAS,** pursuant to Chapter 320, Florida Statutes, Florida County Tax Collectors are designated agents of the Department of Highway Safety and Motor Vehicles for the purpose of issuing tag renewals, tag replacements and tag transfers and collecting the fees associated with such transactions (the "Transaction" or "Transactions"); and

**WHEREAS,** the SCTC cannot complete a Transaction if the related motor vehicle has outstanding Tolls owed to THEA; and

**WHEREAS,** the SCTC and THEA have determined that it would be in the best interest of the public to allow customers to pay the Tolls associated with THEA at the Tax Collector tag agencies, so that Transactions can be completed without delay to the public; and

**WHEREAS,** the SCTC and THEA have determined that for the purposes of economies of scale, and furthering practical, efficient, and accountable service to the public, together the parties will derive mutually beneficial results by entering into this Agreement.

**NOW, THEREFORE,** in consideration of the mutual benefits and the terms, conditions, promises, covenants, and payments hereinafter set forth, the Parties agree as follows:

## **TERMS OF AGREEMENT:**

1. **Recitals:** The Recitals set forth above are true and correct and are incorporated herein.

2. **Scope of Agreement:** The terms of this Agreement shall apply to all Transactions processed in Seminole County, Florida, by the SCTC for the collection and payment of Tolls owed to THEA. This Agreement sets forth the process for the Tax Collector's collection of such Tolls, completion of the Transactions and reporting between the parties.

3. **Tolls and Documentation:** At the time of processing a Transaction, the SCTC will collect all Tolls owed to THEA for the applicable motor vehicle, prior to issuing a motor vehicle tag to a customer. In the event a customer chooses not to pay the Tolls, then that customer will be directed to THEA for payment or handling of the Tolls directly and will not be issued a motor vehicle tag. On a weekly basis, the Tax Collector will transfer to THEA the Tolls collected on behalf of THEA. In the event of technical complications with the Tax Collector's automated payment of Tolls to THEA, the Tax Collector will transfer the Tolls to THEA manually, no later than 30 calendar days after the date of collection.

4. **Tax Collector Service Charges:** The Tax Collector may collect a service charge of One Dollar and Nineteen Cents (\$1.19) per Transaction, from each customer (the "Service Charge"), which shall be earned and kept by the Tax Collector upon collection. The Service Charge will be in addition to the cost to the customer for each Transaction and will not be deducted from the Tolls due to THEA.

5. **Release of Holds:** Upon collecting the Tolls from a given customer for a Transaction pursuant to Section 3, THEA authorizes the Tax Collector to release motor vehicle tag holds for that customer. If for any reason the Transaction cannot be completed and is voided by the Tax Collector (the "Voided Transaction"), THEA will be automatically notified through the cashiering interface software shared by the Parties and THEA will in turn notify the Department of Highway Safety and Motor Vehicles to reapply the hold on that customer's motor vehicle tag. The Tax Collector is not responsible for reapplying any motor vehicle tag holds for Voided Transactions, nor will the Tax Collector be held liable for any incidental, consequential, punitive, exemplary or indirect damages, lost profits, revenue or other business interruption damages resulting from the temporary removal of said hold pursuant to this Agreement. In the event the Tax Collector becomes aware of any technological malfunction preventing notifications of Voided Transactions being automatically sent to THEA through the cashiering interface software, the Tax Collector will manually notify THEA of such Voided Transactions until the cashiering interface software notifications can be restored. THEA shall supply weekly reports to the Tax Collector with sufficient information to verify the customers for whom THEA has submitted tag holds to the Department of Highway Safety and Motor Vehicles due to

Voided Transactions. The Tax Collector will supply monthly reports to THEA indicating the number of Transactions, the Tolls collected on behalf of THEA, the Tolls transferred to THEA, and the identity of the customers having Voided Transactions. The Tax Collector will have no liability for holds released in error.

6. Not a Purchase Agreement: This Agreement does not involve the purchase of goods or services by either Party. Rather, the Parties are simply allocating the Service Charge and Tolls collected hereunder in a fair and equitable manner.

7. Term of Agreement: The term of this Agreement shall be for a period of one (1) year from the Effective Date and shall renew automatically on each anniversary of the Effective Date, unless either Party gives written notice of its intent to terminate the Agreement pursuant to Section 8 at least sixty (60) days prior to the end of the then-current annual term.

8. Early Termination: This agreement may be terminated for any reason and without cause by either Party upon sixty (60) days prior written notice to the other Party. Further, the Parties reserve the right to terminate this Agreement immediately if the Parties mutually determine that any part of this Agreement has become illegal or contrary to any applicable law, rule, regulation, or public policy, or if the Agreement is declared to be illegal by a court of competent jurisdiction.

9. Severability. If any provision of this Agreement is held in whole or in part to be unenforceable for any reason, the remainder of that provision and/or the entire Agreement shall be severable and remain in effect unless, within seven (7) calendar days after such a finding of illegality, one or both of the Parties elects to terminate this Agreement in its entirety.

10. Notices: All notices, demands, requests, or other instruments shall be given by depositing the same in the pre-paid, certified U.S. mail, facsimile, or overnight mail.

Notices to the Tax Collector:

J.R. Kroll, Seminole County Tax Collector  
1101 East First St PO Box 630  
Sanford, FL 32772  
JRKroll@seminolecounty.tax

Notices to THEA:

Amy Lettelleir, Chief Legal Officer  
Tampa Hillsborough Expressway Authority  
1104 E Twiggs Street, Suite 300  
Tampa, Florida 33602

11. Delegations: The Parties agree that either of them may contract for its work to be delegated to a non-public entity, provided, however, that any delegation of the work shall not abrogate the duties, powers, and authority of the Tax Collector or THEA to see to it that the terms of this Agreement are complied with fully and carried out as contemplated herein.

12. Audits: The Tax Collector and THEA shall maintain, in accordance with generally accepted accounting principles and procedures, records of all Transactions, Tolls, and Service Charges collected or pertaining to this Agreement. The Parties shall ensure that such records are available for examination and inspection by the other party during normal business hours.

13. Liability; No Third-Party Beneficiary: Each Party agrees that it shall be solely responsible for the negligent acts or omissions of its officers, employees, contractors, and agents. Nothing contained herein shall constitute a waiver or expansion by either Party of its sovereign immunity or the limitations set forth in §768.28, Florida Statutes. Neither THEA nor the Tax Collector intends to directly or substantially benefit a third party by this Agreement. Therefore, the Parties acknowledge that there are no third-party beneficiaries to this Agreement and that no third party shall be entitled to assert a right or claim against either of them based upon this Agreement.

14. Force Majeure: Neither Party shall be liable for any damages, costs, expenses, or other consequences incurred by the other Party or by any other person, company, firm, or entity as a result of delay in or inability to deliver any product or service due to circumstances or events beyond the reasonable control of that Party, including, without limitation, (1) acts of God or nature (including, without limitation, public health emergencies, epidemics or pandemic; (2) change in, additions to; or the interpretation of any applicable law, rule, regulation, or ordinance; (3) strikes, lockouts, or other labor actions or labor problems; (4) transportation delays, whether physical or electronic; (5) unavailability of supplies, equipment or materials; (6) fire or explosion; (7) riot, terrorism, military action, usurpation of power, or any attempt to usurp power, or (8) actions or failures to act on the part of any governmental agency or authority other than those that are Party to this Agreement.

15. Miscellaneous:

- a. Neither Party may assign its rights or obligations under this Agreement in whole or in part without the prior written consent of the other Party.



- b. This Agreement may not be modified, amended, changed, or altered, and no rights or responsibilities hereunder may be waived except through a written instrument signed by the Tax Collector and THEA.
- c. The Agreement constitutes the entire Agreement between the Parties with respect to the subject matter hereof. Each Party acknowledges that it is entering into this Agreement for its own purposes and not for the benefit of any third party.
- d. The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Hillsborough County, FL.
- e. In the event that any dispute should arise between the Tax Collector and THEA with respect to this Agreement, each Party shall be responsible for the payment of its own attorney's fees, whether incurred pre-trial, at trial, or upon appeal.
- f. For civil proceedings, the Parties waive the right to a jury trial.

16. Pursuant to §163 .01(11), Florida Statutes, this Agreement shall be recorded in the official records of Hillsborough County, Florida. THEA shall be responsible for recording in Hillsborough County and shall furnish the Tax Collector with a recorded copy.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

**IN WITNESS WHEREOF**, the parties have caused this instrument to be signed and witnessed by their respective duly authorized officials, all as the dates set forth below.

**TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY**

Signature: \_\_\_\_\_  
Vincent Cassidy, Chairman

Date: \_\_\_\_\_

Approved as to form, content, and legality:

\_\_\_\_\_  
Amy Lettelleir, Esq., Chief Legal Officer

STATE OF FLORIDA  
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_ 20\_\_,  
by \_\_\_\_\_ on behalf of the Tampa-Hillsborough County Expressway  
Authority.

\_\_\_\_\_  
Notary Public State of Florida

\_\_\_\_\_  
(Notary Seal)

Personally known: \_\_\_\_\_ OR Produced Identification: \_\_\_\_\_ Type of  
Identification Produced: \_\_\_\_\_

**SEMINOLE COUNTY TAX COLLECTOR**

Signature: \_\_\_\_\_  
J.R. Kroll  
Seminole County Tax Collector

Date: 5/16/2025

Approved as to form, content, and legality:

[Signature]

STATE OF FLORIDA  
COUNTY OF SEMINOLE

The foregoing instrument was acknowledged before me this 16 day of May 2025  
by JR Kroll on behalf of the Seminole County Tax Collector.

[Signature]

Notary Public State of Florida



PAULA A. PREVATT  
Commission # HH 182132  
Expires January 10, 2026  
Bonded Thru Budget Notary Services

(Notary Seal)

Personally known: ✓ OR Produced Identification: \_\_\_\_\_ Type of  
Identification Produced: \_\_\_\_\_



# Proposal of Insurance

## Tampa-Hillsborough County Expressway Authority

1104 E Twiggs Street, Suite 300  
Tampa, FL 33602

**Effective:** July 1, 2025

**Chris Connelly, ARM-P, ARe**  
Area Senior Vice President  
**Arthur J. Gallagher Risk Management Services LLC**  
200 S Orange Avenue  
Orlando, FL 32801  
**(407) 370-2320**  
**chris\_connelly@ajg.com**  
AJG License Nos. IL 100292093 / CA 0D69293



[ajg.com](http://ajg.com)

©2022 Arthur J. Gallagher & Co. All rights reserved.



# Gallagher

Insurance | Risk Management | Consulting

## Table of Contents

<b>Executive Summary 2025 .....</b>	<b>3</b>
Market Review.....	5
Renewal Results .....	6
<b>Your Gallagher Team .....</b>	<b>13</b>
<b>Program Structure.....</b>	<b>14</b>
<b>Named Insured.....</b>	<b>15</b>
<b>Market Review.....</b>	<b>16</b>
Location Schedule.....	18
<b>Full Program Details.....</b>	<b>19</b>
Property - Zurich American Insurance Company.....	19
Crime - Allmerica Financial Benefit Insurance Co .....	24
Terrorism - Underwriters at Lloyd's London.....	26
<b>Premium Summary.....</b>	<b>29</b>
Payment Plans .....	30
<b>Proposal Disclosures.....</b>	<b>31</b>
Proposal Disclosures.....	32
<b>Client Signature Requirements .....</b>	<b>35</b>
Surplus Lines Notice - Florida .....	36
Coverages for Consideration.....	37
Client Authorization to Bind Coverage.....	38
<b>Appendix.....</b>	<b>40</b>
Compensation Disclosure Schedule.....	41
Binding Requirements .....	42
Claims Reporting By Policy .....	43



## Executive Summary 2025

Arthur J. Gallagher Risk Management Services, LLC is pleased to provide this proposal to Tampa Hillsborough County Expressway Authority. We thank you for the opportunity to continue our partnership with the Authority.

### 2025 PROPERTY MARKET OUTLOOK & GALLAGHER STRATEGY

#### WHAT WE SAW IN 2024

- In 2024, the property market experienced significant changes and trends. The public entity property sector benefited from an improved landscape, characterized by increased competition and rate decreases for well-managed, loss-free accounts, particularly in primary and lower excess layers.
- There has been a reintroduction of capacity into the market which is driven by new startup capacity and an increased appetite from incumbent markets in the layered and shared space. In Florida, some carriers have restructured their reinsurance allowing them to deploy more capacity leading to rate reductions in the range of 7.5% to 17.5% for some.
- Valuation remained a top concern for insurers as carriers continued to scrutinize statements of value and requiring accurate reporting and valuations. Clients with outdated or incomplete property valuations were the ones that faced the biggest increase in pricing.
- While many insureds experienced some pricing relief in 2024, we are still waiting to see if the downward trend will continue. Carriers struggled to make profits for several years prior to 2023, which was when carriers experienced record-breaking profits in 2023. Even with two larger hurricane events in 2024, we are hopeful to see continued stabilization within the property insurance marketplace.

#### Modeling Update – RMS v23

- RMS v23 is the most recent version of RMS's catastrophe modeling platform.
- It was made generally available in June 2023, but many markets delayed the adoption of the results.
- It is expected to negatively impact modeling output, especially for named windstorms in the Gulf Coast and Floridian Regions.
- It is believed that this model will show a large increase to commercial property losses which will in turn cause markets to be more selective in underwriting this risk.

#### Impact of Hurricanes on the Market

- 2024 was the first hurricane season since 2019 that saw multiple Category 5 hurricanes in one season.
- 2024 Season had eighteen named storms, eleven being hurricanes and five major hurricanes.
- Most notably being Hurricane Helene and Hurricane Milton which caused an estimated \$30-\$50 billion in losses.
- Despite it being such an active season, insurers and reinsurers are well positioned to handle this and believe that property insurance should continue to moderate.

#### WHAT WE'RE SEEING NOW

- Requests for higher limits, enhanced coverage and lower deductibles have increased as entities look to bolster financial protection.
- Enhancements to a program's terms and conditions are another way to improve a program in the current market. Focusing on changes other than pricing will help incumbent markets navigate the renewal versus being solely a price-driven transaction.
- First quarter rate decreases averaged 10% for the Gallagher Florida Public Entity book. However, in the second quarter the average rate decrease was 13.7%.

## PROPERTY INSURANCE HISTORY & REVIEW – BRIDGES & TOLL STRUCTURES

From **2012 to 2019**, Gallagher successfully managed THEA's layered property insurance program to optimize costs and coverage. In 2012, Gallagher secured a 20% rate reduction with Zurich, avoiding a potential 13% increase and locking in savings of \$175,000 annually for three years, while enhancing program limits. By 2014, Gallagher recommended renewing the favorable three-year rate agreement with Zurich, ensuring low costs until 2017. In 2017, as the agreement neared expiration, Gallagher leveraged competitive interest from Starr and Chubb to negotiate a 14% rate reduction with Zurich and secured another three-year policy at a guaranteed rate. The 2019 renewal introduced a new three-year option through 2022, with a slight 7% rate increase,

In **2022**, Zurich informed THEA that they could not offer another three-year extension, prompting a full market evaluation. Despite this, Zurich remained the most competitive option, with a renewal rate increase of 10% for property damage and 8% for loss of revenue coverage.

In **2023**, amidst one of the hardest insurance markets since events like Post-Andrew and Post-Katrina, Zurich's renewal was notably stable compared to the industry trend of compounding double-digit increases. The renewal saw a 10% rate increase for both property damage and loss of revenue, with overall values rising by 4.50%, resulting in a total premium cost of \$772,700, a 13.41% increase.

By **2024**, Zurich anticipated a 20%-25% rate increase across their portfolio due to CAT exposure and increased losses from vehicles and vessels. Gallagher marketed THEA's Property & Bridge renewal to six infrastructure insurers, but Zurich's pricing and limits remained unmatched, leading to a 30.50% premium increase. Deductible options of \$100k or \$250k AOP were considered, but the premium credits did not justify the higher self-insured costs.

### 2025 PROPERTY RENEWAL RESULTS

With respect to valuations, the Authority total insured value is **\$1,069,487,710.66, marking an overall increase of 1.44% from the previous year.**

PROPERTY YOY VALUES COMPARISON				
Location / Structure Name	24-25 Scheduled Physical Damage Limit	24-25 Scheduled Loss of Revenue Limit	25-26 Scheduled Physical Damage Limit	25-26 Scheduled Loss of Revenue Limit
Toll Plazas / Grantries	\$7,102,459	\$130,800,000	\$7,260,289	\$130,800,000
Tampa-Hillsborough County Expressway Bridges	\$889,311,676	Included	\$902,679,777	Included
Brandon Parkway & feeder roads	\$2,793,702	Included	\$2,905,451	Included
Meridian Street	\$2,179,938	Included	\$2,267,135	Included
ITS Field Equipment (ITS Field Equip, SWE ITS Field, SlipRamp ITS Field)	\$5,035,848	\$0	\$5,237,282	\$0
Transportation Management Center: 1104 East Twiggs St.	\$9,076,289	\$0	\$9,315,420	\$0
Warehouse: 1104 1/2 East Twiggs Street	\$913,434	\$0	\$2,080,595	\$0
Spare Parts Inventory (East Toll Plaza Bldg.)	\$6,907,444	\$0	\$6,899,762	\$0
Offsite Disaster Recovery Equipment	\$0	\$0	\$42,000	\$0
TOTAL Scheduled Values	\$923,320,790	\$130,800,000	\$938,687,711	\$130,800,000
TOTAL COMBINED	\$1,054,120,790.00		\$1,069,487,710.66	
Value % Change	2.48%	14.67%	1.64%	0.00%
TOTAL Value % Change	3.85%		1.44%	

### Market Review

Anticipating another double-digit rate and premium increase with Zurich, Gallagher fully marketed the Authority's Property & Bridge placement, aiming to explore creative renewal options for the Authority and ensure access to all potential markets that could offer viable solutions.

We approached **8 carriers directly**, and through our wholesale partnership, engage with **43 additional excess markets**. Our goal was to secure options to help mitigate the anticipated premium increase with Zurich.

The following table provides a brief overview of Gallagher's marketing efforts and the feedback from carriers, with a detailed list of our marketing efforts within the final proposal.

INSURANCE COMPANY	Access Point	RESPONSE/OPTION
Zurich	Direct	100% Placement Option (per expiring); OR 50% participation (providing lead terms per expiring program)
<b>NEW MARKETS</b>		
American International Group, Inc	Direct	Submission sent – pending pricing/terms for quota-share option.
Tango Specialty	Direct	Provided 10% capacity for quota-share option, with Zurich lead terms.
Falvey Insurance Company	Direct	Provided 5% capacity for quota-share option, with Zurich lead terms.
Allied World Assurance Company	Wholesale Broker Partner	Declined to Quote- Pricing too high
AXA XL	Direct	Declined to Quote – no longer a market for infrastructure risks
Canopus Underwriting Agency, Inc	Wholesale Broker Partner	Declined to Quote – risk class and pricing
Chubb	Direct	Looked at several options, however unable to provide competitive pricing to participate in a primary capacity or in a quota-share option.
Houston Casualty	Wholesale Broker Partner	Declined to Quote – underwriting guidelines
Markel	Direct	Declined to Quote – no longer a market for infrastructure risks
Munich Re America	Wholesale Broker Partner	Declined to Quote- Pricing too high
Swiss Re	Wholesale Broker Partner	Declined to Quote – risk class and underwriting guidelines
Travelers Companies, Inc.	Wholesale Broker Partner	Declined to Quote – risk class and underwriting guidelines



## Renewal Results

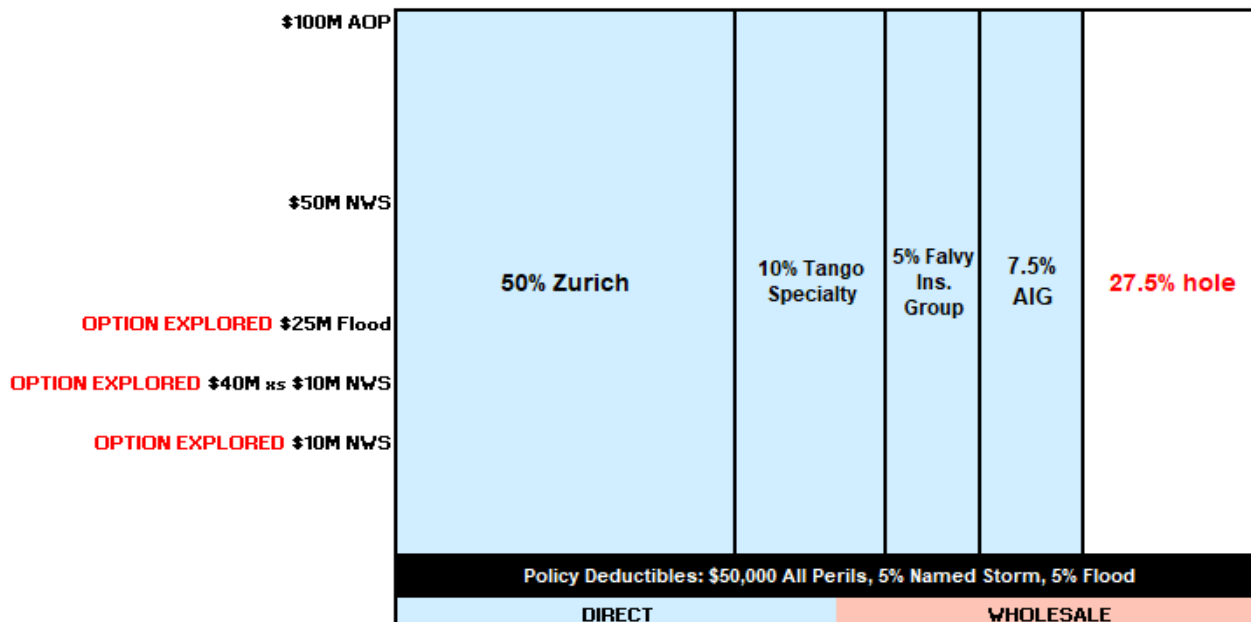
As highlighted in the marketing summary, reaching out to the additional markets provided some competitive support that aligned with Zurich's terms. The following outline and visual provides an overview of our efforts to provide alternative programs and to diversify from Zurich. Options explored as follows:

- OPTION 1: Option to reduce **Zurich**'s participation in the program to 50%, with **Chubb** providing 50% capacity, while following Zurich's lead terms (per expiring).
  - **RESULT:** Bringing Chubb onto the program resulted in a higher price than Zurich's 100% placement option; therefore we explored the next option.
- OPTION 2: Option to allow **Chubb** to provide 100% of the program's \$100M AOP limit with lower Named Windstorm (NWS) limits of \$25 million and \$10 million, thus securing excess limits to buildup the programs NWS limit to \$50 million.
  - **RESULT:** Total program pricing would range from \$1.7 million - \$2+ million, making it less favorable to further explore this route.
- OPTION 3: Option that would be shared among **various carriers** (quota-share program), with **Zurich** as the lead carrier providing 50% of the capacity on the Primary \$100 million.
  - **RESULT:** *We are still working diligently to finalize this quota-share option.* Following visual provides an overview of current market support and our overall goal to have the Authority's placement shared amongst 4-5 carriers.

• **UPDATE as of 6.12.2025:** After further negotiations with the pending markets, the total cost for this placement is projected to be higher than Option 1, which is the recommended renewal option. Gallagher will continue to explore this option for future renewals as Zurich's rates become more competitive with the infrastructure insurance market.

• **Additional Consideration:** A stand-alone equipment breakdown policy may be necessary, as some of the markets approached would specifically exclude this exposure.

### Tampa-Hillsborough County Expressway Authority OPTION 3 - Current Market Schematic



Although we anticipated a double-digit increase in pricing from **Zurich**, they were able to provide formal renewal terms, per expiring, **resulting in a 24.17% premium increase and a 22.50% rate increase**. To help offset the anticipated double-digit rate increase, Zurich offered optional renewal terms with alternative All Other Peril (AOP) deductibles.

**Following table provides an overview of Zurich's the renewal coverage, including the deductible options and price savings.**

Item	2024 Expiring Program	2025 – 2026 RENEWAL
Carrier	Zurich American	Zurich American
Total Loss Limit	\$100,000,000	✓
Loss Limit, Named Windstorm	\$50,000,000	✓
Loss Limit, Earth Movement	\$100,000,000	✓
Loss Limit, Flood	\$25,000,000	✓
Loss Limit, Loss of Revenue	\$30,000,000	✓
<b>Deductibles</b>		
All Other Perils	\$50,000, except	✓
Named Wind	5% of the value of the property involved in the loss, \$100,000 minimum	✓
Flood	5% of the value of the property involved in the loss, \$100,000 minimum	✓
Earthquake	\$50,000	✓
Loss of Revenue	14 day waiting period	✓
Premium	\$950,491	<b>\$1,180,199</b>
Blended Rate per \$100	\$0.0902	<b>\$0.1104</b>
% Rate Change		<b>22.50%</b>
<b>Optional Deductible Options &amp; Premium Savings</b>		
Increase All Other Perils to \$100k		<b>-\$25,916</b>
Increase All Other Perils to \$250k		<b>-\$92,585</b>
Increase All Other Perils to \$500k		<b>-\$178,773</b>

*\*Pricing above does not include FIGA fees*

### Cost Benefit Analysis of Deductible Options

To determine if taking on additional risk would lead to any financial advantages for the Authority, Gallagher analyzed the Authority's overall program cost compared to historical claim experience.

The following tables provide a summary of the Authority's historical claim experience, which includes only 4 reported claims over the last 10 years, resulting in a 5% Loss Ratio. Additionally, the tables compare the annual cost of Zurich's renewal options with the Authority's historical average claim cost, noting the anticipated annual cost of the program with an increased All-Other Perils (AOP) deductible.

### 10- year Historical Claim Experience

CLAIM DATE OF LOSS	DESCRIPTION OF LOSS	STATUS	TOTAL CLAIM COST	NET INCURRED After \$50k Deductible	HISTORICAL CLAIM COST TO THEA
1/19/2018	DAMAGE TO PROPERTY BY VEHICLE	Closed	\$249,544	\$199,544	\$50,000
11/8/2019	DAMAGE TO PROPERTY BY VEHICLE	Closed	\$85,752	\$35,752	\$50,000
10/27/2022	DAMAGE TO PROPERTY BY VEHICLE	Closed	\$78,275	\$28,275	\$50,000
4/15/2024	DAMAGE TO PROPERTY BY VEHICLE	Closed	\$99,227	\$49,227	\$50,000

### 10-Year Historical Average Claim Cost compared to Anticipated Total Program Cost

Zurich's Property Bridge Program					
	2024 -2025 Expiring Policy	2025 – 2026 Options			
		Per Expiring Coverage	Per Expiring; except \$100k AOP Deductible	Per Expiring; except \$250k AOP Deductible	Per Expiring; except \$500k AOP Deductible
Total Premium	\$950,491	\$1,180,199	\$1,154,283	\$1,087,614	\$1,001,426
% Premium Change from 2024		+24.17%	+21.44%	+14.43%	+5.36%
Premium \$ Change from 2024		+\$229,708	+\$203,792	+\$137,123	+\$50,935
<i>Below is a summary of the additional historical claims the Authority would have retained at the higher deductible levels over the past 10 years (on average)</i>					
10- Year Historic Average Claim Cost		\$20,000	\$36,325	\$51,280	\$51,280
<b>Anticipated Program Cost</b> (policy premium plus average claim cost)		\$1,200,199	\$1,190,608	\$1,138,894	\$1,052,709

\*Pricing above does not include FIGA fees

### 2024 & 2025 BRIDGE & PROPERTY BENCHMARK – GALLAGHER PUBLIC SECTOR (FLORIDA)

Despite the rate increase, placing the Authority's Bridge & Property Program with carriers that specialize in infrastructure risks (bridges & tolls), the Authority's renewal premium rate remains significantly lower than that of a commercial property program, as captured in the table below.

Type of Entity	Insurance Placement	Renewal Date	Expiring TIV	Renewal TIV	TIV % Change	Renewal Wind Limit	Renewal Program Total Limits	Expiring rate	Renewal rate	% Rate Change
West FL City	Bridge Placement	4/1/2025	\$82,938,010	\$82,938,010	0.0%	\$50,000,000	\$82,938,010	\$0.2281	\$0.2575	12.9%
Central FL County	Bridge Placement	6/30/2024	\$255,370,227	\$258,329,424	1.2%	\$100,000,000	\$100,000,000	\$0.0996	\$0.1238	24.3%
State	Bridge Placement (w/ Property)	7/1/2024	\$8,159,042,653	\$8,578,634,130	5.1%	\$100,000,000	\$300,000,000	\$0.0938	\$0.1051	12.0%
West FL County	Property (without Bridges)	3/1/2025	\$1,308,708,296	\$1,330,953,873	1.7%	\$75,000,000	\$175,000,000	\$0.3797	\$0.3310	-12.82%
West FL City	Property (without Bridges)	4/1/2025	\$1,010,537,344	\$1,055,812,422	4.5%	\$50,000,000	\$50,000,000	\$0.5344	\$0.4461	-16.54%
West FL School	Property (without Bridges)	4/15/2025	\$3,584,302,606	\$3,749,747,585	4.6%	\$75,000,000	\$75,000,000	\$0.2430	\$0.2140	-11.95%
Central FL County	Property (without Bridges)	6/30/2024	\$840,434,952	\$902,758,199	7.4%	\$50,000,000	\$50,000,000	\$0.2582	\$0.2488	-3.64%

### CRIME INSURANCE HISTORY & REVIEW

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.

From 2022 to 2024, Philadelphia consistently renewed the Authority's crime policy with stable terms and coverage. In 2022, the policy was renewed with a flat premium of \$3,593 based on expiring exposures. For the 2023 renewal, updated exposures were required due to increased revenue, resulting in a premium of \$4,055, reflecting a 12.86% increase aligned with a 14% rise in revenue from 2021. In 2024, Philadelphia offered a near-flat renewal at \$4,095.55, maintaining all terms and coverages from previous years.

### 2025 RENEWAL RESULTS

While working with the incumbent carrier, Philadelphia, on this year's renewal, they indicated a premium increase due to underwriting guidelines related to THEA's class of business and size. As a result, Gallagher approached other markets to find options that would align with the Authority's requirements and budget.

We approached Philadelphia, Great American, and Hanover, as they continue to be market leaders in crime coverage placement for governmental entities. To date, we have secured a competitive option with Hanover Insurance Group. Outlined below is a brief comparison of your expiring coverage compared to your renewal options, with a full summary of terms provided in the proposal.

	2024 - 2025	2025 - 2026	
Carrier	Philadelphia - Expiring	Philadelphia Option 1	Hanover Option 2
Annual Premium	\$4,055.00	\$6,864.00	\$3,581.00
FIGA	\$40.55	\$68.64	\$35.81
Annual Total Cost	\$4,095.55	\$6,932.64	\$3,616.81
% Premium Change		69.27%	-12.56%
Three Year Cost			\$10,850.43*
Three Year Term	No	No	Yes
<b>Limits</b>			
Employee Theft - & Client Coverage - Per Loss	\$1,000,000	✓	✓
- ERISA Fidelity (sublimit)	\$500,000	✓	Included in Limit
Forgery or Alteration	\$1,000,000	✓	✓
Inside The Premises – Money, Securities & Other Property	\$1,000,000	✓	✓
Outside The Premises – Money, Securities & Other Property	\$1,000,000	✓	✓
Computer & Funds Transfer Fraud	\$1,000,000	✓	✓
Money Orders And Counterfeit Money	\$1,000,000	✓	✓
False Pretenses (Social Engineering)	\$250,000	✓	✓
Telephone Toll Fraud – sublimit	N/A	✓	\$100,000
<b>Deductibles</b>			
All Coverage Parts, other than as noted below:	\$5,000	✓	✓
• False Pretenses (Social Engineering)	\$5,000	\$25,000	\$5,000
• Destruction of Electronic Data	\$5,000	✓	\$1,000
• Telephone Toll Fraud	N/A	✓	\$1,000
<b>Optional Options - Deductible</b>			
Premium: \$25k – per claim deductible		\$5,537.58	N/A
Cost Savings (\$)		-\$1,395.06	

\*Estimated as FIGA (Florida Guaranty Fund) my adjuster +/- for future years.

**Gallagher recommends that the Authority consider placing coverage with Hanover, primarily due to their competitive premium pricing and comparable coverage. Please note that Hanover is able to offer a three-year policy at a guaranteed rate, available until 2027, as an option.**

***Below is an overview of the ratable exposure changes from expiring:***

Crime Exposures	2024	2025	\$ Change	% Change
Total Fiscal Year Revenues	\$130,673,492	\$143,645,914	\$12,972,422	9.93%
Total Fiscal Year Expenditures	\$27,573,852	\$31,385,617	\$3,811,765	13.82%
Total Fiscal Year Capital Expenditures	\$136,753,956	\$102,584,000	-\$34,169,956	-24.99%
Annual Sales or Revenue	\$126,826,000	\$130,800,000	\$3,974,000	3.13%

## SABOTAGE AND TERRORISM

Due to an increase in property rates, specifically related to infrastructure risks, a separate policy was secured to provide broader coverage than what TRIA offered in the Property policy.

Coverage was marketed to ensure the best terms and conditions, resulting in the Authority placing coverage with Lloyds of London

## 2025 RENEWAL RESULTS

For this year's renewal, we decided to continue working with the incumbent carrier, as the coverage was newly established last year. We are pleased with Lloyds' renewal terms and pricing, as they have offered terms consistent with the expiring policy, **along with a 9.26% reduction in premium.**

Additionally, Lloyds provided an option to include a Terrorism Liability sublimit for the Authority's consideration. This additional coverage would apply to claims made against the Authority for bodily injury, property damage, and/or defense expenses arising solely and directly from an act of terrorism, as defined in the policy.

**Below is an overview of the renewal coverage, included with the Liability sublimit option, and pricing.**

Ratable Exposures	2024 - 2025	2025 - 2026 RENEWAL
Property Damage	\$923,320,790	\$938,687,711
Financial Loss	\$130,800,000	\$130,800,000
Total Declared Values	\$1,054,120,790	\$1,069,487,710
TIV % Change		1.44%
Carrier	Lloyds of London	Lloyds of London
Property - Limits of Liability	\$100M	✓
Property - Self-Insured Retention	\$10K	✓
PROPERTY TERRORISM PREMIUM	\$33,612.35	\$30,500
Premium % Change		-9.26%
<b><u>OPTION: Terrorism Liability – Sublimit Option – Add'l Premium</u></b>		
\$1M with \$10k deductible		+\$750.00
\$5M with \$10k deductible		+\$3,750.00
\$10M with \$10k deductible		+\$7,125.00

## PREMIUM SUMMARY

The following table provides an overview of your expiring vs. renewal premium summary, renewing coverages per expiring coverages, with the Optional Sabotage and Terrorism coverage and cost to consider.

**\*\*Values Captured Include Fees/Taxes\*\***

Coverage	24-25 EXPIRING	25-26 RENEWAL	Difference	% Change
Property - - Bridges & Tolls	\$959,995.91	\$1,192,001.00	\$232,005.00	24.17%
Crime	\$4,095.55	\$3,616.81	(\$478.74)	-12.56%
Sabotage & Terrorism - Property	\$33,612.35	\$30,500.00	(\$3,112.35)	-9.26%
<b>TOTAL</b>	<b>\$997,703.81</b>	<b>\$1,226,117.81</b>	<b>\$228,414.00</b>	<b>22.89%</b>
<b>Optional/Additional Coverage Options Quoted</b>				
<b>Sabotage &amp; Terrorism – Add \$1M Liability Sublimit</b>	<b>+\$750.00</b>			
<b>Sabotage &amp; Terrorism – Add \$5M Liability Sublimit</b>	<b>+\$3,750.00</b>			
<b>Sabotage &amp; Terrorism – Add \$10M Liability Sublimit</b>	<b>\$7,125.00</b>			

## CONCLUSION

THEA's total cost of all coverages, renewing per expiring terms and limits, resulted in a total premium of **\$1,226,117.80**; an overall **22.89%** increase from expiring.

We look forward to reviewing this proposal with you in detail and truly appreciate your business. Further details regarding each of the insurance coverage and premiums are included on the following pages of the proposal.

Sincerely,

**Chris Connelly**  
Area Senior Vice President

**Kim Ragan**  
Account Executive

**Grant Sampson**  
Client Service Manager

June 16, 2025

## Your Gallagher Team

Your Gallagher team is a true partner. We have the expertise to understand your business and we're here to service and stay alongside you, every step of the way.

<i>Service Team</i>	<i>Role</i>	<i>Email</i>	<i>Phone</i>
<b>Chris Connelly, ARM-P, ARe</b> Area Senior Vice President	Producer	Chris_Connelly@ajg.com	(407) 563-3513 (p)
<b>Michael Gillon, ARM</b> Area President, Branch Manager	Area President, Branch Manager	Michael_Gillon@ajg.com	(407) 563-3550 (p)
<b>Kim Ragan, AIC</b> Account Executive	Account Executive	Kim_Ragan@ajg.com	(407) 563-3508 (p)
<b>Grant Sampson, CLCS</b> Client Service Manager	Account Manager	Grant_Sampson@ajg.com	(407) 563-3536 (p)
<b>Bart Douglas</b> Managing Director - Gallagher Claim Advocacy Practice Group	Claims Advocate (P&C)	Bart_Douglas@ajg.com	(305) 639-3121 (p)



## Program Structure

## Named Insured

<i>Named Insured</i>	<i>Property</i>	<i>Crime</i>	<i>Terrorism</i>
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, LLCs, partnerships, and joint ventures.

## Market Review

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

<i>Line Of Coverage</i>	<i>Insurance Company ** (AM Best Rate/Financial Strength)</i>	<i>Market Response *</i>	<i>Admitted ***</i>
Property	Zurich American Insurance Company (A+ XV)	Recommended Quote	Admitted
Property	Tango Specialty Insurance Services LLC	Quoted	Non-Admitted
Property	Falvey Cargo Underwriting, Ltd.	Quoted	Non-Admitted
Property	Chubb Group of Insurance Companies	Declined to Quote - Pricing not Competitive	Admitted
Property	American International Group, Inc	Quote Pending	Admitted
Property	Allied World Assurance Co (U.S.) Inc.	Declined to Quote - Inadequate Capacity	Non-Admitted
Property	Arrowhead Insurance Risk Managers, LLC	Declined to Quote - Other / Not in Appetite	Non-Admitted
Property	Ascot Insurance Company	Declined to Quote - Other / Blocked - Agent Direct	Non-Admitted
Property	Canopus Underwriting Agency, Inc.	Declined to Quote - Unacceptable Class of Business	Admitted
Property	Ethos Insurance Partners, Inc.	Declined to Quote - Other / Appetite	Non-Admitted
Property	Golden Bear Insurance Company	Declined to Quote - Other / Does not write in Florida	Non-Admitted
Property	Lexington Insurance Company	Declined to Quote - Other / Released to Agent	Admitted
Property	Mitsui Sumitomo Insurance Co of America	Declined to Quote - Other / Not in Appetite	Non-Admitted
Property	Munich Re America Corporation Group	Declined to Quote - Pricing not Competitive	Admitted
Property	Navigators Insurance Group	Declined to Quote - Other / Not in Appetite	Non-Admitted
Property	Specialty Risk Underwriters, Inc.	Declined to Quote - Other	Non-Admitted
Property	Swiss Reinsurance Company Ltd	Declined to Quote - Other / Not in Appetite - Would need a more compressed primary	Admitted
Property	The Travelers Companies, Inc.	Declined to Quote - Other / Not in Appetite	Admitted
Property	Velocity Risk Underwriters, LLC	Declined to Quote - Unacceptable Class of Business	Non-Admitted
Property	Allianz Global Corporate & Specialty SE	Other / No Response	Non-Admitted
Property	AmWINS Group Inc. (Bermuda )	Declined to Quote - Other / No Response	Non-Admitted
Property	Arch Insurance Group	Other / No Response	Non-Admitted
Property	Aspen Insurance Holdings Limited	Other / No Response	Non-Admitted
Property	AXA Insurance Company	Other / No Response	Non-Admitted
Property	AXIS Insurance Company	Other / No Response	Non-Admitted
Property	Berkshire Hathaway Specialty Insurance Company	Other / No Response	Non-Admitted
Property	CNA Insurance Company, Limited	Other / No Response	Non-Admitted

<i>Line Of Coverage</i>	<i>Insurance Company ** (AM Best Rate/Financial Strength)</i>	<i>Market Response *</i>	<i>Admitted ***</i>
Property	Core Specialty Insurance Holdings, Inc.	Other / No Response	Non-Admitted
Property	Crum & Forster Insurance Company	Other / No Response	Non-Admitted
Property	Everest National Insurance Company	Other / No Response	Admitted
Property	General Star Indemnity Company	Other / No Response	Non-Admitted
Property	HDI Global Specialty SE	Other / No Response	Non-Admitted
Property	Hudson Insurance Company	Other / No Response	Non-Admitted
Property	Intact Insurance Company	Other / No Response	Non-Admitted
Property	Ironshore Specialty Insurance Company	Other / No Response	Non-Admitted
Crime	Allmerica Financial Benefit Insurance Co (A XV)	Recommended Quote	Admitted
Crime	Philadelphia Indemnity Insurance Company (A++XV)	Quoted	Admitted
Terrorism	Underwriters at Lloyd's London (A XV)	Recommended Quote	Non-Admitted

\*If shown as an indication, the actual premium and acceptance of the coverage requested will be determined by the market after a thorough review of the completed application.

\*\*Gallagher companies use AM 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 AM Best and do not constitute, either expressly or impliedly, an endorsement of Gallagher's service or its recommendations. AM 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 AM 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 AM 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.

## Location Schedule

Location / Structure Name	25-26 Scheduled Physical Damage Limit	25-26 Scheduled Loss of Revenue Limit
Toll Plazas / Grantries	\$7,260,289	\$130,800,000
Tampa-Hillsborough County Expressway Bridges	\$902,679,777	Included
Brandon Parkway & feeder roads	\$2,905,451	Included
Meridian Street	\$2,267,135	Included
ITS Field Equipment (ITS Field Equip, SWE ITS Field, SlipRamp ITS Field)	\$5,237,282	\$0
Transportation Management Center: 1104 East Twiggs Street	\$9,315,420	\$0
Warehouse: 1104 ½ East Twiggs Street	\$2,080,595	\$0
Spare Parts Inventory (East Toll Plaza Bldg.)	\$6,899,762	\$0
Offsite Disaster Recovery Equipment	\$42,000	\$0
<b>TOTAL Scheduled Values</b>	<b>\$938,687,711</b>	<b>\$130,800,000</b>
<b>TOTAL COMBINED</b>	<b>\$1,069,487,710.66</b>	

## Full Program Details

### Property

Carrier Information	Expiring	Proposed
Policy Term	7/1/2024 - 7/1/2025	7/1/2025 - 7/1/2026
Carrier	Zurich American Insurance Company	Zurich American Insurance Company
A.M. Best Rating	A+ XV	A+ XV
Admitted/Non-Admitted	Admitted	Admitted
Payment Plan	100% Prepaid	100% Prepaid
Payment Method	Agency Bill	Agency Bill

Premium & Exposures	Expiring	Proposed
Premium	\$950,491.00	\$1,180,199.00
Florida Insurance Guaranty Association Emergency Assessment	\$9,504.91	\$11,801.99
Exposure / TIV	\$1,054,120,790.00	\$1,069,487,710.66
Minimum Type	Minimum Earned Premium	Minimum Earned Premium
Minimum Amount / Description	\$950,491.00	\$1,180,199.00
Estimated Cost	\$959,995.91	\$1,192,000.99

Standard Coverages	Expiring	Proposed
Policy Limit of Liability	\$100,000,000	\$100,000,000
Annual Aggregate Limit(s) of Liability -	-	-
- By the Peril of Earthquake	\$100,000,000	\$100,000,000
- By the Peril of Flood	\$25,000,000	\$25,000,000
- By the Peril of Named Storm	\$50,000,000	\$50,000,000
Schedule Physical Damage Limit:	-	-
Toll Plazas/ Gantries - Loc.# 1	\$14,009,993	\$14,160,051
Tampa-Hillsborough County Expressway Bridges - Loc.# 2	\$889,311,676	\$902,679,777
Brandon Parkway & Feeder Roads - Loc.# 3	\$2,793,702	\$2,905,451
Meridian Street - Loc.# 4	\$2,179,938	\$2,267,135
ITS Field Equipment - Loc.# 5	\$5,035,848	\$5,237,282
Transportation Management Center: 1104 East Twiggs Street - Loc.# 6	\$9,076,289	\$9,315,420
Warehouse: 1104 ½ East Twiggs Street - Loc.# 7	\$688,620	\$705,836
Spare Parts Inventory - Loc.# 8	\$244,814	\$1,374,759
Offsite Disaster Recovery Equipment - Loc. #9	Non-Covered Peril	\$42,000
Scheduled Loss Of Revenue Limit:	-	-
Toll Plazas/ Gantries - Loc.# 1	\$130,800,000	\$130,800,000
Tampa-Hillsborough County Expressway Bridges - Loc.# 2	Included	Included

Standard Coverages	Expiring	Proposed
Brandon Parkway & Feeder Roads - Loc.# 3	Included	Included
Meridian Street - Loc.# 4	Included	Included
Contingent Loss of Revenue Endorsement - Sublimit of Liability - This Amount is Part of and not in Addition Policy Limit of Liability Stated in the Policy Declarations.	\$30,000,000 Any One Occurrence	\$30,000,000 Any One Occurrence

Additional Coverages	Expiring	Proposed
Sublimits 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;	\$100,000,000	\$100,000,000
Loss of Revenue;	\$30,000,000	\$30,000,000
Accounts Receivable;	\$5,000,000	\$5,000,000
Interruption by Civil or Military Authority;	14 Days	14 Days
Expediting Expense;	\$2,500,000	\$2,500,000
Extra Expense;	\$10,000,000	\$10,000,000
Or 25% of the Amount of Insured Physical Loss of or Damage to Covered Property Whichever is Less - Debris Removal Coverage;	\$10,000,000	\$10,000,000
Fire Department Service Charges;	\$500,000	\$500,000
Ingress and Egress;	14 Days	14 Days
Loss Adjustment Expense;	\$250,000	\$250,000
Newly Acquired Locations;	\$10,000,000	\$10,000,000
Ordinance or Law / Demolition or Increased Cost of Construction;	\$10,000,000	\$10,000,000
Transit - any One Conveyance;	\$2,500,000	\$2,500,000
Valuable Papers & Records;	\$2,500,000	\$2,500,000
Terrorism	\$100,000,000	\$100,000,000

Deductibles/SIR	Expiring	Proposed
Deductible - Deductibles and Waiting Period(S) : From the Amount of Each Claim for Insured Physical Loss of or Damage to Covered Property in any One Occurrence*	-	-
Deductible - Physical Loss of or Damage to Covered Property, Unless Otherwise Shown Below	\$50,000	\$50,000
Deductible - Physical Loss of or Damage to Surveillance Equipment*	\$50,000	\$50,000
Deductible - As Respects Earthquake*	\$50,000	\$50,000

Deductibles/SIR	Expiring	Proposed
Deductible - Of the Total Value of Covered Property Involved in a Loss Caused by or Resulting from The Peril of Flood*	5%	5%
Deductible - - Subject to a Minimum Deductible of	\$100,000	\$100,000
Deductible - Of the Total Value of Covered Property Involved in a Loss Caused by or Resulting from The Peril of Named Storm*	5%	5%
Deductible - - Subject to a Minimum Deductible of	\$100,000	\$100,000
Deductible - Waiting Period - Loss of Revenue*	14 Days	14 Days
Deductible - Contingent Loss of Revenue Endorsement - Waiting Period	14 Days	14 Days

Valuations	Expiring	Proposed
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	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
Transit	The Invoice Cost Plus Accrued Shipping Charges Less Shipper's Liability	The Invoice Cost Plus Accrued Shipping Charges Less Shipper's Liability
Actual Loss Sustained	Loss of Revenue: Actual Loss Sustained Subject to the Stated Coverage and Specified Indemnity Period.	Loss of Revenue: Actual Loss Sustained Subject to the Stated Coverage and Specified Indemnity Period.

Endorsements (including but not limited to)
Commercial Inland Marine – Common Declarations U-CIM-D-110-A-CW 01/17
Important Notice – In Witness Clause U-GU-319-F 01/09
Commercial Inland Marine - Schedule of Forms and Endorsements U-CIM-320-A CW 01/17
Zurich Operational Civil Works Policy Declarations U-CWP-D-0001-A CW 01/18
Zurich Operational Civil Works Policy U-CWP-0001-A CW 01/18
Endorsement A: Schedule of Covered Property U-CWP- 0010-A CW 01/18
Endorsement B: Debris Removal Clean up and Decontamination U-CWP-0103-A CW 01/18
Endorsement C: Contingent Loss of Revenue Endorsement U-CWP-0106-A CW 01/18
Endorsement D Amendment to Deductibles & Waiting Period U-CWP-0109-A CW 01/18
Important Notice to Florida Policyholders U-GU-395-D 07/09
Disclosure of Premium (Relating to Disposition of TRIA) U-GU-630-E CW 01/20
Fraud Warnings Disclosure Property and Casualty Application Addendum U-GU-1147-B CW 01/16



**Exclusions (including but not limited to)**

Endorsement E: Cyber Exclusion U-CWP-0117-A CW 05/19
Endorsement F: Exclusion of Certified Acts of Terrorism U-GU-682-C CW 01/15
Sanctions Exclusion Endorsement U-GU-1191-A CW 03/15

**Perils Covered:**

Type	Description
Special Form Perils	Applies

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

Description
<p>Estimated Values</p> <ul style="list-style-type: none"> <li>- \$938,687,711 - Property Values</li> <li>- \$130,800,000 - Loss of Revenue Values</li> <li>-\$1,069,487,710.66 - Total Insured Values</li> </ul>
Insuring Agreement - Subject to the Terms, Exclusions, Limitations and Conditions, This Policy Insures Against 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.
Policy Territory - This Policy Covers the 50 States Comprising the United States of America and District of Columbia Unless Otherwise Endorsed to the Policy.
Covered Property - This Policy Insures Against Direct Physical Loss or Damage to Real & Personal Property from a Covered Cause of Loss and any Resulting Loss of Revenue as More Fully Defined Within the Policy.
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
Commission 4.42% not to Exceed \$50,000
Cancellation Provision 60 Days Except 10 Days for Nonpayment of Premium

2025 TOTAL INSURED VALUES	
PROPERTY VALUES	\$938,687,711
LOSS OF REVENUE	\$130,800,000
TOTAL INSURED VALUES	\$1,069,487,710.66

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

## Crime

Carrier Information	Expiring	Proposed
Policy Term	7/1/2024 - 7/1/2025	7/1/2025 - 7/1/2028
Carrier	Philadelphia Indemnity Insurance Company	Allmerica Financial Benefit Insurance Co
A.M. Best Rating	A++ XV	A XV
Admitted/Non-Admitted	Admitted	Admitted
Payment Plan	Annual, Pre-Paid	Annual, Pre-Paid
Payment Method	Direct Bill	Agency Bill

Premium & Exposures	Expiring	Proposed
Premium	\$4,055.00	\$3,581.00
Florida Insurance Guaranty Association Emergency Assessment	\$40.55	\$35.81
Estimated Cost	\$4,095.55	\$3,616.81

Standard Coverages	Expiring	Proposed
Employee Theft – Per Loss Coverage	\$1,000,000	\$1,000,000
-ERISA Fidelity:	\$500,000	Included in Limit
Forgery Or Alteration	\$1,000,000	\$1,000,000
Inside The Premises – Theft Of Money And Securities	\$1,000,000	\$1,000,000
Inside The Premises – Robbery Or Safe Burglary Of Other Property	\$1,000,000	\$1,000,000
Outside The Premises	\$1,000,000	\$1,000,000
Computer And Funds Transfer Fraud	\$1,000,000	\$1,000,000
Money Orders And Counterfeit Money	\$1,000,000	\$1,000,000
Clients' Property - Blanket	\$1,000,000	\$1,000,000
False Pretenses	\$250,000	\$250,000
Destruction of Electronic Data	Non-Covered Peril	\$100,000
Telephone Toll Fraud	Non-Covered Peril	\$100,000

Deductibles/SIR	Expiring	Proposed
Deductible - Employee Theft – Per Loss Coverage	\$5,000	\$5,000
Deductible - Forgery Or Alteration	\$5,000	\$5,000
Deductible - Inside The Premises – Theft Of Money And Securities	\$5,000	\$5,000
Deductible - Inside The Premises – Robbery Or Safe Burglary Of Other Property	\$5,000	\$5,000
Deductible - Outside The Premises	\$5,000	\$5,000
Deductible - Computer And Funds Transfer Fraud	\$5,000	\$5,000
Deductible - Money Orders And Counterfeit Money	\$5,000	\$5,000

Deductibles/SIR	Expiring	Proposed
Deductible - Clients' Property - Blanket	\$5,000	\$5,000
Deductible - False Pretenses	\$25,000	\$5,000
Deductible - Destruction of Electronic Data	\$5,000	\$1,000
Deductible - Telephone Toll Fraud	Non-Covered Peril	\$1,000

Form Type	Expiring	Proposed
Form Type	Crime - Discovery	Crime - Discovery

Endorsements (including but not limited to)
Government Crime Policy Declarations Florida - CR DS 12 08 13
Signature Page - SIG-1100 11 17
Florida Insurance Guaranty Association (FIGA) Assessment Surcharge Declarations - 181-1872-V1 05 23
Government Crime Policy (Discovery Form) - CR 00 26 11 15
Florida Changes - CR 02 06 02 12
Destruction of Electronic Data - CR 04 13 08 13
Telephone Toll Fraud - CR 04 16 08 13
Include Specified Non-Compensated Officers as Employees - CR 25 08 10 10
Faithful Performance of Duty - CR 25 19 08 13
Add Credit, Debit or Charge Card Forgery - CR 25 20 10 10
Include Expense Incurred to Establish Amount of Loss - CR 25 40 08 13
Clients' Property - Blanket (Government) - 181-1810 10 20
False Pretenses Coverage - 181-1826 10 20
Government Crime Advantage - 181-1839 10 20
Omnibus ERISA Joint Insured - 181-1845 10 20
Amend Computer And Funds Transfer Fraud Insuring Agreement - 181-1851 02 22

Exclusions (including but not limited to)
Exclude Cyber Extortion CW - 181-1806 02 22

**Binding Requirements:**

Description
Subject to:
- Required Prior to Bind: Crime Loss History for the past 5 Years, Regardless of Whether Covered by an Insurance Policy
- Required Prior to Bind: 950-70022 App 06 24 False Pretense Crime Application

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

Description
Premium and Tax Year 1: Premium - \$3,581.00 and Total - \$3,616.81
Premium and Tax Year 2: Premium - \$3,581.00 and Total - \$3,616.81
Premium and Tax Year 3: Premium - \$3,581.00 and Total - \$3,616.81

## Terrorism

Carrier Information	Expiring	Proposed
Policy Term	7/1/2024 - 7/1/2025	7/1/2025 - 7/1/2026
Carrier	Underwriters at Lloyd's London	Underwriters at Lloyd's London
A.M. Best Rating	A XV	A XV
Admitted/Non-Admitted	Non-Admitted	Non-Admitted
Payment Plan	Annual, Pre-Paid	Annual, Pre-Paid
Payment Method	Agency Bill	Agency Bill

Premium & Exposures	Expiring	Proposed
Premium	\$33,612.35	\$30,500.00
Exposure / TIV	\$1,054,140,790	\$1,069,487,710.66
Estimated Cost	\$33,612.35	\$30,500.00

Standard Coverages	Expiring	Proposed
Any One Occurrence and in The Aggregate for Damage and Financial Loss Combined	\$100,000,000	\$100,000,000
Optional Coverage: Section B - Liability: Any One Occurrence and in the Annual Aggregate for Terrorism liability.	Non-Covered Peril	\$1,000,000 / \$5,000,000 / \$10,000,000

Additional Coverages	Expiring	Proposed
Sub-Limit of Liability Applies Any One Occurrence and in The Annual Aggregate during the Period of Insurance.	-	-
Brand Rehabilitation	10% of the overall Limit of Liability or \$500,000 whichever is less but this extension is only operative where such cover is not provided for within a Financial Loss Settlement under the Associated Policy	10% of the overall Limit of Liability or \$500,000 whichever is less but this extension is only operative where such cover is not provided for within a Financial Loss Settlement under the Associated Policy
Claims Preparation	10% of the overall Limit of Liability or \$100,000 whichever is less	10% of the overall Limit of Liability or \$100,000 whichever is less
Contingent Financial Loss (Customer and Supplier Contingent Extra Expense)	\$5,000,000	\$5,000,000
Damage to Property of the Insured at Any Unspecified Third Party Site	Other Than Sites Included in the Referral Region and Postcode List \$500,000 Damage / Financial Loss Combined	Other Than Sites Included in the Referral Region and Postcode List \$500,000 Damage / Financial Loss Combined
Damage to Property While in Transit	USD \$500,000 Damage / Financial Loss Combined	USD \$500,000 Damage / Financial Loss Combined
Denial of Access	\$5,000,000	\$5,000,000
Seepage Contamination and Pollution/Clean Up	\$5,000,000	\$5,000,000
Utilities	\$5,000,000	\$5,000,000
Attraction	\$5,000,000	\$5,000,000

Additional Coverages	Expiring	Proposed
Contract Works	Not Covered	\$5,000,000
Extinguishment Expenses	Not Covered	\$500,000
Threat	Not Covered	\$5,000,000

Optional Coverages	Expiring	Proposed
Option 1: Section B - Liability: Any One Occurrence and in the Annual Aggregate for Terrorism liability - Premium: \$750.00	Not Covered	\$1,000,000
Option 2: Section B - Liability: Any One Occurrence and in the Annual Aggregate for Terrorism liability - Premium: \$3,750.00	Not Covered	\$5,000,000
Option 3: Section B - Liability: Any One Occurrence and in the Annual Aggregate for Terrorism liability - Premium: \$7,125.00	Not Covered	\$10,000,000

Deductibles/SIR	Expiring	Proposed
Deductible: Any One Occurrence for Damage and Financial Loss Combined	\$10,000	\$10,000
Deductible: Brand Rehabilitation - Any One Occurrence	10%	10%
Deductible: Contingent Financial Loss - Any One Occurrence	5 Hours	5 Hours
Deductible: Denial of Access	12 Hours Any One Occurrence Unless the Occurrence is Designated a Crime Scene by a Civil and/or Military Authority When 24 Hours Any One Occurrence Shall Apply	12 Hours Any One Occurrence Unless the Occurrence is Designated a Crime Scene by a Civil and/or Military Authority When 24 Hours Any One Occurrence Shall Apply
Deductible: Denial of Access	48 Hours Any One Occurrence in Respect of Airports/Train Stations/Port	48 Hours Any One Occurrence in Respect of Airports/Train Stations/Port
Deductible: Attraction - Any One Occurrence	7 Days	7 Days
Deductible: Utilities - Any One Occurrence	5 Hours	5 Hours
Deductible: Threat - Any One Occurrence	2 Hours	2 Hours
Deductible: Section B – Liability: Underlying Amount(S) or any One Occurrence and/or any one claim	Not Covered	\$10,000

Exclusions (including but not limited to)
Earth Movement Exclusion
Flood Exclusion
Government Action Exclusion
War Exclusion
Nuclear Hazard, Power Failure
Sanction Limitation and Exclusion Clause (Applicable on Both Primary and Excess Basis)

**Perils Covered:**

Type	Description
Special Form Perils	All-Risk or Named Perils Coverage

**Binding Requirements:**

Description
Subject to:
- Subject to Confirmation of no Known or Reported Losses, Threats or Incidents Within the Last 5 Years, At Time of Binding
- In the event of an order we would require the following All Risks policy details: Insured's full trading name and address, Business Description, Policy Type, Policy Number Lead Insurer(s), Period of associated policy, Details of all risks excess if no excess quoted above., Details of the Surplus lines broker – name and license

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

Description
60 Day Premium Payment Condition
Estimated Values - \$938,687,711 - Property Values - \$130,800,000 - Loss of Revenue Values -\$1,069,487,710.66 - Total Insured Values
Wording: As per the Gallagher Vehicle A wording in which we follow the all risks policy of Tampa-Hillsborough County Expressway Authority, which we refer to as the associated policy and convert coverage to reflect the perils of Sabotage and Terrorism
Lead Insurer: Aegis Lloyds syndicate 1225 via Gallagher Vehicle A (Benign US) on behalf of various insurers in the London Market

## Premium Summary

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

Line of Coverage		Expiring	Proposed
		Zurich American Insurance Company	Zurich American Insurance Company
Property	Premium	\$950,491.00	\$1,180,199.00
	<b>Estimated Cost*</b>	<b>\$959,995.91</b>	<b>\$1,192,000.99</b>
	Change (\$)	-	\$183,612.95
	Change (%)	-	18.21%
	Exposure / TIV	\$1,054,120,790.00	\$1,069,487,710.66
		Philadelphia Indemnity Insurance Company	Allmerica Financial Benefit Insurance Co
Crime	Premium	\$4,055.00	\$3,581.00
	<b>Estimated Cost*</b>	<b>\$4,095.55</b>	<b>\$3,616.81</b>
	Change (\$)	-	(\$478.74)
	Change (%)	-	(11.69%)
		Underwriters at Lloyd's London	Underwriters at Lloyd's London
Terrorism	Premium	\$33,612.35	\$30,500.00
	<b>Estimated Cost*</b>	<b>\$33,612.35</b>	<b>\$30,500.00</b>
	Change (\$)	-	(\$3,112.35)
	Change (%)	-	(9.25%)
	Exposure / TIV	\$1,054,140,790.00	\$1,069,487,710.66
<b>Total Program Cost</b>		<b>\$997,703.81</b>	<b>\$1,226,117.80</b>

\*Estimated Cost includes all taxes, fees, surcharges and TRIA premium (if applicable)

Quote from **Zurich American Insurance Company (Zurich Insurance Group Ltd)** is valid until **7/1/2025**

Quote from **Underwriters at Lloyd's London** is valid until **7/1/2025**

Quote from **Travelers Property Casualty Company of America (The Travelers Companies, Inc.)** is valid until **7/1/2025**

Quote from **Allmerica Financial Benefit Insurance Co (Hanover Insurance Companies)** is valid until **7/1/2025**

Premiums are due and payable as billed and may be financed, subject to acceptance by an approved finance company. Following acceptance, completion (and signature) of a premium finance agreement with the specified down payment is required. Note: Unless prohibited by law, Gallagher may earn compensation for this optional value-added service.

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

**Property**

**Crime**

**Terrorism**

**Earthquake, Flood, Wind Storm, Named Storm - 1104 E Twiggs St - Flood NFIP**

**Earthquake, Flood, Wind Storm, Named Storm - 1104 1/2 E Twiggs St - Flood NFIP**

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

<i>Carrier / Payable Carrier</i>	<i>Line Of Coverage</i>	<i>Payment Schedule</i>	<i>Payment Method</i>
<b>Zurich American Insurance Company (Zurich Insurance Group Ltd)</b>	Property	Annual, Pre-Paid	Agency Bill
<b>Allmerica Financial Benefit Insurance Co (Hanover Insurance Companies)</b>	Crime	Annual, Pre-Paid	Agency Bill
<b>Underwriters at Lloyd's London</b>	Terrorism	Annual, Pre-Paid	Agency Bill

## Proposal Disclosures

## 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.

### ***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.

## Client Signature Requirements

## Surplus Lines Disclosure and Acknowledgement

At my direction, Arthur J. Gallagher Risk Management Services, LLC 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.

Tampa-Hillsborough County Expressway Authority

---

Named Insured

By:

---

Signature of Named Insured

Date

---

Printed Name and Title of Person Signing

Underwriters at Lloyd's of London

---

Name of Excess and Surplus Lines Carrier

Terrorism

---

Type of Insurance

7/1/2025

---

Effective Date of Coverage

## 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

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 7/1/2025, 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	<b>Property</b>
	Zurich American Insurance Company ( <b>Premium: \$1,180,199.00</b> )
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	<b>TRIA - Property</b>
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	<b>Crime (3 Year Policy)</b>
	Allmerica Financial Benefit Insurance Co. ( <b>Annual Premium: \$3,581.00</b> )
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	<b>TRIA - Crime</b>
<input type="checkbox"/> Accept <input type="checkbox"/> Reject	<b>Terrorism</b>
<input type="checkbox"/> Option # 1	Underwriters at Lloyd's of London ( <b>Premium: \$30,500.00</b> )
<input type="checkbox"/> Option # 2	Option 1: Section B - Liability: \$1,000.000 Any One Occurrence and in the Annual Aggregate for Terrorism Liability – <b>Additional Premium: \$750.00 (Premium: \$31,250.00)</b>
<input type="checkbox"/> Option # 3	Option 2: Section B - Liability: \$5,000.000 Any One Occurrence and in the Annual Aggregate for Terrorism Liability - <b>Additional Premium: \$3,750.00 (Premium: \$34,250.00)</b>
<input type="checkbox"/> Option # 4	Option 3: Section B - Liability: \$10,000.000 Any One Occurrence and in the Annual Aggregate for Terrorism Liability - <b>Additional Premium: \$7,125.00 (Premium: \$37,625.00)</b>

### 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

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:

---



---

**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: \_\_\_\_\_

## Appendix

## Compensation Disclosure Schedule

**Client Name:** Tampa Hillsborough County Expressway Authority

Coverage	Carrier Name(s)	Wholesaler, MGA, or Intermediary Name <sup>1</sup>	Est. Annual Premium <sup>2</sup>	Gallagher U.S. Owned Wholesaler, MGA, or Intermediary % and/or Fee %
Property	Zurich American Insurance Company (Zurich Insurance Group Ltd)	N/A	\$1,180,199.00	
Crime	Allmerica Financial Benefit Insurance Co (Hanover Insurance Companies)	N/A	\$3,581.00	
Terrorism	Underwriters at Lloyd's London	Arthur J Gallagher (UK) Limited **Wholesale**	\$30,500.00	15 %

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

<sup>2</sup> 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.

**Note:** When placing business with insurance companies, Gallagher Companies receive commission based on negotiated contractual terms with those carriers. The commission rate is a percentage of the premium excluding taxes and fees. Major lines of coverage, and their typical range of commissions are listed below. If you wish to receive more details on actual compensation paid to Gallagher Companies, please contact your Gallagher representative.

- **Accident & Health:** 15-25%
- **Aviation:** 14-15%
- **All Other Commercial:** 10-20%
- **Bonds/Surety:** 30-35%
- **Builders Risk:** 15-18%
- **Casualty:** 14-15%
- **Commercial Auto:** 12.5-15%
- **Inland Marine:** 20-22.5%
- **Ocean Marine:** 15-17.5%
- **Package / Business Owners Package:** 15-16.8%
- **Executive and Professional Liability:** 12-16.5%
- **Property:** 15-22%
- **Workers Compensation:** 8-11%

*Compensation to Gallagher may also be disclosed in a Client Services Agreement or Consulting Services Agreement.*

## Binding Requirements

Coverage (Issuing Carrier)	Binding Requirements
<b>Property</b> Zurich American Insurance Company	N/A
<b>Crime</b> Allmerica Financial Benefit Insurance Co	Subject to: - Required Prior to Bind: Crime Loss History for the past 5 Years, Regardless of Whether Covered by an Insurance Policy - Required Prior to Bind: 950-70022 App 06 24 False Pretense Crime Application
<b>Terrorism</b> Underwriters at Lloyd's London	Subject to: - Subject to Confirmation of no Known or Reported Losses, Threats or Incidents Within the Last 5 Years, At Time of Binding - In the event of an order we would require the following All Risks policy details: Insured's full trading name and address, Business Description, Policy Type, Policy Number Lead Insurer(s), Period of associated policy, Details of all risks excess if no excess quoted above., Details of the Surplus lines broker – name and license

## Claims Reporting By Policy

**Immediately report all claims.** Each insurer requires notice of certain types of claims depending on the potential exposure or particular injury types. It is important to thoroughly review your policy to ensure you are reporting particular incidents and claims, based upon the insurer's policy requirements.

If you are using a third party administrator ("TPA"), your TPA may or may not report claims to an insurer on your behalf. Although we will assist you where requested, it is important that you understand whether your TPA will be completing this notification.

### Reporting Direct to Carrier [Only When Applicable]

Coverage(s): <i>Property</i>	Report To:
Insurer: Zurich American Insurance Company Policy Number: TBD Policy Term: 7/1/2025 - 7/1/2026	Insurer/TPA Name: Zurich American Insurance Company Phone: 800-987-3373 Fax: 877-962-2567 Email: <a href="mailto:USZ_CareCenter@Zurichna.com">USZ_CareCenter@Zurichna.com</a> Web: <a href="https://www.zurichna.com/claims">https://www.zurichna.com/claims</a>

Coverage(s): <i>Terrorism</i>	Report To:
Insurer: Underwriters at Lloyds London Policy Number: TBD Policy Term: 7/1/2025 - 7/1/2026	Insurer/TPA Name: Underwriters at Lloyds London Phone: McCord Phone#: 402-514-6100 / F/U Jessica Schere jschere@mccordclaims.com 402-51-6100 ext. 6201 Fax: Email: <a href="mailto:claims@mccordclaims.com">claims@mccordclaims.com</a> Web: <a href="https://www.intlxs.com/">https://www.intlxs.com/</a>

Coverage(s): <i>Crime</i>	Report To:
Insurer: Allmerica Financial Benefit Company Policy Number: TBD Policy Term: 7/1/2025 - 7/1/2028	Insurer/TPA Name: Allmerica Financial Benefit Company Phone: 800-628-0250; Platinum Holders: 800-799-6977 Fax: 800-399-4734 Email: <a href="mailto:firstreport@hanover.com">firstreport@hanover.com</a> Web: <a href="https://www.hanover.com/claims.html">https://www.hanover.com/claims.html</a>

### Reporting to Gallagher or Assistance in Reporting

Coverage(s):	Report To:
<b>Gallagher Claim Center</b> Policy Number: TBD Policy Term: 7/1/2025 - 7/1/2026	Phone: 855-497-0578 Fax: 225-663-3224 Email: <a href="mailto:ggb.nrcclaimscenter@ajg.com">ggb.nrcclaimscenter@ajg.com</a>

Tampa-Hillsborough County Expressway Authority  
Minutes of the May 19, 2025, 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 19, 2025, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

**BOARD:**

Vincent Cassidy, Chairman  
Bennett Barrow, Vice Chairman  
John Weatherford, Secretary  
Commissioner Donna Cameron Cepeda, Member

**STAFF:**

Greg Slater	Gary Holland
Amy Lettelleir	Emma Antolinez
Raul Rosario	Brian Ramirez
Gregory Deese	Brian McElroy
Keisha Boyd	Judith Villegas
Shari Callahan	Anna Quinones
Charlene Varian	Felipe Velasco
Chaketa Mister	Frederick Pekala
Pedro Leon	Lisa Pessina

**OTHERS:**

Christina Matthews, WSP	Rachel Ebner, Americanstructurepoint
Scarlett Sharpe, WSP	Juan Monsalve, Kimley Horn
Sally Dee, Playbook	Nathan Silva, RS&H
Sarah Lesch, Playbook	David Hubbard, Wey Engineering
Maddi Baptiste, Playbook	Jonathan Tursky, TransCore
James Drapp, HNTB	Scott Chase, Webber
Len Becker, HNTB	Priya Bawanaka, Kimley Horn
Brad Jones, Infotect	Stefanie McQueen, HDR
Steve Williams, Infotect	Matt Betancourt, RS&H
Christina Zeinali, Estrada Hinojosa	Katherine Brittian, RS&H
Steve Ferrell, HDR	Alex Bourne, RS&H
Scott Hooton, Neology	David Franklin, Quest

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

**Public Input/Public Presentations** – There was no public input.

## Consent Agenda

1. Approval of April 28, 2025, Board meeting minutes
2. Approval of May 5, 2025, Budget Workshop minutes

*Chairman Cassidy requested a motion to approve the consent items. Mr. Barrow moved approval, seconded by Mr. Weatherford.*

*The motion passed unanimously.*

## Discussion/Action Items

**Operations & Engineering** – Bennett Barrow – Committee Chair – *Greg Deese, P.E., Director*

### 1. Final Adjustment - Hubbard Construction Company – Resurfacing 78th Street to Falkenburg Road

Mr. Deese introduced himself as the new Director of Operations and Engineering. He presented a request to reimburse Hubbard Construction Company, in accordance with the contract, for costs related to incentives, actual quantities, and material quality totaling \$142,931, which is a 5.9% increase for a total contract amount of \$2,576,704.

The requested action is for the Board to authorize payment to Hubbard Construction Company for contract adjustments related to fuel and bituminous, spread rate, and material quality in the amount of \$142,931 from the capital budget.

*Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.*

*The motion passed unanimously.*

### 2. Final Design of Whiting Street Improvement Project – Shortlist Selection

Mr. Deese presented the Evaluation Committee's recommendation to shortlist three firms responding to THEA's RFP for the design of the Whiting Street improvement project.

Firms
American Structurepoint
Kisinger Campo & Associates, Corp
Michael Baker International, Inc.



The requested action is for the Board to approve the Evaluation Committee’s recommended shortlist of firms for the design of Whiting Street improvement project and direct staff to move forward with proposal evaluations and interviews with the shortlisted firms.

***Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.***

***The motion passed unanimously.***

**Toll Technology & Customer Experience – Bennett Barrow, Committee Chair**  
– Raul Rosario, Director

### **1. Operational Back-Office System (OBOS) Selection**

Mr. Rosario presented an item to select a technical vendor to implement a new Operational Back Office System (OBOS) to support toll collections for the next 10-15 years. The new OBOS will provide flexibility, scalability, and efficiency to support THEA’s tolling initiatives while mitigating operational risks.

Firm	Rank
Neology, Inc.	1
Quarterhill Inc.	2

The requested action is for the Board to accept the rankings of the Evaluation Committee and to 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. The contract is subject to review and approval of THEA Chief Legal Officer.

***Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by Mr. Weatherford.***

***The motion passed unanimously.***

## **Staff Reports**

**Operations & Engineering – Greg Deese, P.E., Director**

Mr. Deese provided an update on the following projects:

- East Toll Plaza and Tech Building Roof Replacement - completed May 7, within budget, with a final contract value of \$110,000.
- East Selmon Resurfacing from 78<sup>th</sup> Street to Falkenburg Road – completed April 18 with a contract value of \$2,576,703.

He also showed before and after photos of two of THEA's Asset Maintenance projects – the ditch cleaning and bridge pressure washing.

Finally, he highlighted THEA's maintenance scores showing a 4-point increase in three months. Mr. Slater added that the drainage ditch shown earlier in the presentation was completely cleaned and is part of the Webber contract.

## Executive Reports

Executive Director – *Greg Slater, Executive Director*

- 1. Contract Renewals and Expirations** – Mr. Slater reported on one contract renewal with Gannett Fleming for Miscellaneous Toll Operations Support Services. It is the second one-year renewal.
- 2. Director's Report** – Mr. Slater thanked everyone for the budget workshop conversation and noted we are preparing for the June budget presentation. He mentioned that the Planning team will give a detailed presentation next month with the results of the early planning on 301, and he will update the BOCC sometime this summer.

Mr. Slater reported that there was a recent fire on the system at 22<sup>nd</sup> Street. The area has been inspected, and we are having Webber perform the recommended surface repairs. We will also be clearing vegetation and doing fence repairs as required.

He noted that the THEA team met recently to walk through our hurricane procedures and have begun our preparation with cleaning and inspecting storm drain systems.

Mr. Slater welcomed Greg Deese, the new Director of Operations and Engineering, and updated the Board on upcoming travel. Ms. Lettelleir will be serving on a panel at IBTTA, and he will participate in the Forum for Infrastructure leaders.

He also provided an update on THEA accomplishments during FY2025. He reported project and staff accolades such as the international recognition of the East Selmon Slip Ramps, IBTTA Toll Excellence Award, THEA being named a Top 10 Road and the GFOA Award for Financial Reporting. Some of the leadership achievements include Judith Villegas advancing through the FTBA Leadership Program and Keisha Pickett Boyd being named "Women Who Win" finalist and being selected for Tampa Bay Chamber Leadership Tampa. He also mentioned some of the prominent speaking engagements THEA has participated in, such as CoMotion Miami, ITS America, FAV Summit, and COMTO, as well as some notable upcoming speaking engagements ITE International, ITS World Congress, Cambridge Forum for Infrastructure Leaders, and IBTTA Legal and HR Conference.

Mr. Slater also pointed to the strengthening of the THEA Team, noting the new personnel and new roles.

He reviewed project milestones for:

- US 301
- South Selmon
- Whiting Street
- East Selmon
- Selmon Greenway
- Wrong-way Driving
- Enhanced Asset Maintenance
- Tax Collector partnerships
- Hurricane readiness

He touched on THEA's financial readiness and real estate strategy and noted the extensive procurement activity over the past fiscal year.

Mr. Slater concluded by noting that THEA's consistent focus on innovation, planning, and operational excellence is driving record level construction, transformative initiatives, and a bold, forward-looking 6-year capital program.

Chairman Cassidy made note of the terrific work staff has done over the past year.

**B. Chief Legal Officer – *Amy Lettelleir, Esquire***

No report.

**C. Chairman – *Vince Cassidy***

**1. Upcoming Meetings**

- Committees of the Whole – June 9, 2025 – Cancelled
- Board Meeting – June 23, 2025
- Committees of the Whole – July 14, 2025
- Board Meeting – July 28, 2025

**VI. Old Business**

No old business.

**VII. New Business**

No new business.

**VIII. Adjournment**

With no further business, the meeting adjourned at 1:45 p.m.

**APPROVED:** \_\_\_\_\_ **ATTEST:** \_\_\_\_\_  
**Chairman: Vince Cassidy** **Vice Chairman: Bennett Barrow**

**DATED THIS 23<sup>RD</sup> DAY OF JUNE 2025.**

---

**SEGMENTAL STRUCTURE ENGINEERING AND ADVISORY SERVICES  
FOR  
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA)**

**SCOPE OF ENGINEERING SERVICES – BRIDGE MODELING (REV. 1)**

**June 9, 2025**

Hardesty & Hanover (H&H) will provide the Tampa Hillsborough Expressway Authority (THEA) with engineering services for the modeling of Unit 5 of the West Selmon Extension Viaduct.

**1. Bridge Description**

The West Selmon Extension Viaduct is a 7,059'-6" long segmental bridge that is currently carrying one lane of vehicular traffic in both the east and westbound directions. The width of the bridge is 59' and the depth of the precast segmental box girder superstructure is 8'. Increased span lengths beyond conventional span-by-span segmental span lengths are achieved by using extrados post-tensioning tendons placed within extrados struts.

Unit 5 of the West Selmon Expressway Viaduct is a four-span structure with centerline of column span lengths of 173', 216', 216', and 173'. The construction of the unit combined balanced cantilever and span-by-span construction. Short cantilever portions of the spans are erected at the piers and the other span segments are placed in span-by-span fashion. The temporary erection trusses are supported by temporary towers.

**2. Segmental Engineering Tasks**

H&H will provide bridge engineering services related to the analysis of Unit 5 of the West Selmon Extension Viaduct.

**Task A – Line Girder Modeling**

H&H will develop a two-dimensional, time-dependent construction analysis of Unit 5 using the program BD2. The construction staging will be consistent with the erection manual produced during construction. Sufficient analyses will be performed to develop the current predicted state of stress in the bridge for permanent loads. The two-dimensional analyses will also be made for design thermal gradients and HL93 design live loads. The results of the analyses will be used to calculate top and bottom superstructure fiber stresses for the LRFD Service 3 limit state at critical locations.

**Task B – Solid FEM Modeling**

H&H will develop three-dimensional solid finite element model of portions of the bridge to better understand the behavior of the extradosed spans. An area of interest will be the modeling of the connection of the extrados struts to the segmental box girder superstructure. Information related to this behavior may be used to augment the line girder modeling.

**Task C – Report**

H&H will prepare a final report that includes a summary of analytical effort and results.

**Task D – Meetings**

H&H will take part in meetings to discuss the analysis results and the final report.

**3. Information to be Provided by THEA**

- The original design plans
- Unit 5 Erection Manual
- Midas bridge model of Unit 5
- Responses to requests made during the recent modeling meeting.
- Structural prop plans
- Temporary support blocking at piers
- Measured prop forces called for in the erection manual.
- As-built data for all segment erection ages and segment concrete cylinder break strengths.
- Additional construction and design information, if necessary.

**4. Schedule**

H&H proposes a ten week schedule to complete this scope of services and reviews. The work would begin after receiving a written notice-to-proceed and the information provided by THEA.

**SEGMENTAL STRUCTURE ENGINEERING AND ADVISORY SERVICES  
FOR  
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA)**

**SCOPE OF ENGINEERING SERVICES – BRIDGE MODELING (Rev. 1)**

**June 9, 2025**

**Fee Estimate**

Fee Computation

Chief Engineer 2	280	hrs x	103.84	\$/hr =	\$29,075.20
Chief Engineer 1	0	hrs x	90.50	\$/hr =	\$0.00
Senior Engineer 2	0	hrs x	82.35	\$/hr =	\$0.00
Engineer 2	400	hrs x	72.24	\$/hr =	\$28,896.00
Engineer 1	0	hrs x	45.04	\$/hr =	\$0.00
Designer	0	hrs x	38.22	\$/hr =	\$0.00
Sr Eng Technician	0	hrs x	62.28	\$/hr =	\$0.00

Total Hours = 680

Labor Subtotal	\$57,971.20
Overhead	139.49%
FCCM	0.598%
Home Direct Expense	3.51%
Operating Margin	31%
FDOT Multiplier	174.598%
Labor Burden	\$101,216.56
Total Estimated Fee	\$159,187.76



January 10, 2025

**Tampa Hillsborough Expressway Authority  
Miscellaneous Emerging Technology Services  
Contract No. P-2324**

**Control System and Dynamic Message Sign Fiber Communication Upgrades Support**

**SCOPE OF SERVICES**

Metric Engineering (Metric) provides support on the Miscellaneous Emerging Technology Services Contract for the Tampa Hillsborough Expressway Authority (THEA). Items include support for Intelligent Transportation System (ITS), Network Management, Network Design, Network Monitoring, Integration and Support, and Testing Initiatives.

**PROJECT MANAGEMENT**

Metric will provide adequate project management that will consist of coordinating the overall TWO, attending meetings as required, and ensuring the work product meets THEA's expectations. The THEA Project Manager will be responsible for approving activities related to the TWO and will serve as the liaison between Metric, THEA, Highway Safety Devices (HSD), HNTB, and InfoTect.

**MEETINGS/COORDINATION**

Metric Engineering will attend coordination meetings to provide input as needed and keep abreast of the project and schedule.

**ACTIVITIES**

**Project Documentation Support** – Assist in reviewing project submittals and responding to Requests for Information (RFI).

**Field Device Support** – Network device configuration, deployment, and integration support. Additionally, providing Maintenance of Communication (MOC) support by utilizing cellular connections during the project.

**Testing Oversight** – Stand-alone, subsystem, and system testing support to ensure connectivity to THEA Operations.

**Network Monitoring Services** – Integrating new devices into the THEA network monitoring software, Web HelpDesk ticketing system, and updating THEA network diagrams.





#### SCHEDULE

Metric will assist and attend meetings, as required, throughout the duration of the project up to the maximum amount of the TWO.

**Miscellaneous Emerging Technology Services**  
**Contract: P-2324**

Project No. MEI.0002729  
Task Work Order Description: Control System and Dynamic Message Sign Fiber Communication Upgrades Support  
Task Work Order #: TBD  
Date Estimated: June 2, 2025

Prepared By:  
Kevin Boston  
Metric Engineering, Inc.  
525 Technology Park, Suite 153  
Lake Mary, Florida 32746

Prime Activity	Project Manager 2		Senior ITS Inspector		Senior Computer Programmer		Sr. Engineering Technician		Total	
	Rate/Hr.:	\$281.66	Rate/Hr.:	\$192.04	Rate/Hr.:	\$170.53	Rate/Hr.:	\$123.85		
	Man Hours	Cost by Pos. & Act	Man Hours	Cost by Pos. & Act	Man Hours	Cost by Pos. & Act	Man Hours	Cost by Pos. & Act		
Project Documentation Support	15.00	\$4,224.90	25.00	\$4,801.00	10.00	\$1,705.30	-	\$0.00	<b>50.00</b>	<b>\$10,731.20</b>
Field Device Support	15.00	\$4,224.90	25.00	\$4,801.00	20.00	\$3,410.60	80.00	\$9,908.00	<b>140.00</b>	<b>\$22,344.50</b>
Testing Oversight	15.00	\$4,224.90	30.00	\$5,761.20	20.00	\$3,410.60	40.00	\$4,954.00	<b>105.00</b>	<b>\$18,350.70</b>
Network Monitoring Services	20.00	\$5,633.20	30.00	\$5,761.20	20.00	\$3,410.60	-	\$0.00	<b>70.00</b>	<b>\$14,805.00</b>
<b>Total</b>	<b>65.00</b>	<b>\$18,307.90</b>	<b>110.00</b>	<b>\$21,124.40</b>	<b>70.00</b>	<b>\$11,937.10</b>	<b>120.00</b>	<b>\$14,862.00</b>	<b>365.00</b>	<b>\$66,231.40</b>

Total Basic Activity Costs (Prime)	<u>\$66,231.40</u>
Total Subconsultant Activity Costs	<u></u>
Prime Consultant: Metric Engineering	<u>\$66,231.40</u>
<b>Grand Total Amount</b>	<b><u>\$66,231.40</u></b>



**TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY**  
**TASK WORK ORDER: US 301 PD&E AND PLANNING**  
**Technical Advisory Services**  
**SCOPE OF WORK**  
**DRAFT: MAY 2025**

## **Overview**

THEA was asked by the Hillsborough Board of County Commissioners (BOCC) to evaluate the potential for a toll road along US 301 from Big Bend Road to the Selmon Expressway. THEA has been conducting early Project Development and Environment (PD&E) work activities and engagement and is planning continued planning activities, community coordination efforts and a PD&E Study in Fiscal Year 2026 (FY26) to evaluate feasible toll road alternatives. FY26 activities will include PD&E analysis alongside program management and planning technical review of work products, stakeholder coordination, and community and stakeholder engagement.

## **Services to be Performed**

The CONSULTANT (WSP), as part of the Miscellaneous Planning & Traffic Services Consultant Services contract for THEA, will provide transportation planning and oversight for the PD&E Study evaluation of US 301 from Big Bend Road to the Selmon Expressway. WSP has provided THEA with early planning and technical analysis, stakeholder and public engagement services, and pre-PD&E early work development and technical analysis. As THEA initiates the PD&E Study, WSP will provide technical planning oversight services to review work products and provide planning services to support the ongoing project development. WSP will continue facilitating coordination with critical partners, including but not limited to, the Florida Department of Transportation (FDOT), as well as the Hillsborough County, Hillsborough Planning Commission and Transportation Planning Organization (TPO). WSP will also continue technical assistance for planning consistency with Community Planning and partner agency projects. During pre-PD&E activities, WSP developed a Strategic Engagement Plan that included the launch of project branding and materials, website, and a Speakers Bureau Program. WSP will continue to review public materials for alignment with the Strategic Engagement Plan to ensure consistency of messaging and work products and support any events with the County or from the initial Speakers Bureau launch that are requested.

Planning services may include, but not be limited to:

- PD&E Study technical document reviews
- Stakeholder and community engagement support
- Public workshops and meetings support
- Agency and elected official briefings and coordination support
- Community planning and reports reviews
- GIS, mapping and project visualization support
- Development of project materials and presentations support
- Meeting attendance and preparation



**TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY  
TASK WORK ORDER: US 301 PD&E AND PLANNING  
Technical Advisory Services  
Scope of Work**

THEA will make task assignments, review deliverables, and provide management of work assignments. THEA staff will provide all information and data needed to the selected PD&E consultant and WSP in order to conduct studies and reviews, as available.

### **FY 26 PD&E Technical Review Services**

WSP has conducted early pre-PD&E services to help THEA prepare for the initiation of the US 301 PD&E, including the development of a PD&E Study scope, coordination with local partner agencies, and the development of several required elements for initiating the PD&E, including the Efficient Transportation Demand Management (ETDM) process and Advance Notification (AN). WSP will continue to provide oversight of the PD&E process to ensure that the Study meets all FDOT PD&E requirements. This will include the review of materials for consistency with the THEA intent, project development to date, and requirements for federalizing the project.

WSP will help THEA in reviewing PD&E staff hour estimates and assumptions for the level of effort required based on Class of Action (COA) determination, and ensure the schedule and requirements meet the federal and state requirements. WSP will review all technical work products assumed to be completed within FY26. These include the schedule and work plan, Purpose and Need updates (if required), project Public Involvement Plan (PIP), COA coordination and determination, initial cultural surveys and reports, and traffic and analysis methodologies. WSP will provide comments to THEA for consideration and consultant coordination, and coordinate with the PD&E consultant as needed to ensure product development meets the requirements. WSP will review all public-facing documents and ensure consistency with messaging and early planning efforts and branding of the project.

WSP will take part in regular bi-weekly/monthly meetings with THEA and the PD&E consultant team and provide on-call technical assistance and review to THEA Planning as needed.

#### **Deliverables may include:**

- Staff hour estimate review/comments
- Technical review comments matrices on referenced documentation
- Meeting attendance – preparation and summaries/follow-up actions

### **Community Plan Consistency Coordination**

To date, WSP has led coordination with the Hillsborough County Planning Commission to ensure a coordinated community conversation between the Riverview Community Plan Update and the US 301 PD&E Study. WSP will continue to collaborate with the Planning Commission to support community engagement opportunities and charrettes to ensure alignment with the PD&E process and the Community Plan updates, particularly related to the Riverview Community Plan Update, which will be



**TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY  
TASK WORK ORDER: US 301 PD&E AND PLANNING  
Technical Advisory Services  
Scope of Work**

occurring throughout the timeframe of the US 301 PD&E Study. WSP staff will provide planning research and analysis as needed to ensure consistency between planning processes.

**Deliverables may include:**

- Planning Commission Workshops – coordination, preparation and attendance
- Research as required to ensure planning consistency and partner agency project coordination

**Stakeholder and Project Team Meetings**

WSP developed a Strategic Engagement Plan for THEA during FY25 which embarked on a community “listening tour” to hear concerns and desires from the public in advance of the US 301 PD&E Study. This included a Speakers Bureau Program with presentation opportunities, the development of a website and survey, and three (3) in-person workshops to hear from the public. WSP will continue to support any activities or presentation requests related to the initial launch of the Speakers Bureau (up to five (5)).

WSP will continue to manage the Speakers Bureau database to provide the THEA Planning and Communication Departments as well as the PD&E team with updated groups (chambers/HOAs) that have requested presentations, schedule staff for presentations, and ensure that there are appropriate material packets and presentations for these events.

It is also anticipated that the PD&E Project Team will meet bi-weekly or monthly to discuss schedule and milestones, work plan and technical development methodology and process. WSP will participate in the regular project coordination and review meetings.

Stakeholder engagement with partner agencies was also initiated in advance of the US 301 PD&E in order to solidify the PD&E requirements and process, needs and concerns for key stakeholders, and work plan. WSP will continue to coordinate with THEA’s partner agencies and stakeholders throughout the PD&E study. This may include regular briefings and development of materials to provide updates as needed.

WSP will support the PD&E Study team with one (1) public kickoff meeting/workshop. WSP will review all materials prepared for the workshop by the PD&E team and have up to three (3) staff members in attendance. The PD&E Study team should provide a draft of any proposed materials at least two weeks prior to the meeting.

WSP will continue to develop and/or refine project fact sheets and presentations for THEA Planning staff for the US 301 PD&E Study coinciding with Study findings for briefings and updates. WPS will provide services to develop fact sheets, briefing materials, and presentations as needed with partner agencies.



**TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY  
TASK WORK ORDER: US 301 PD&E AND PLANNING  
Technical Advisory Services  
Scope of Work**

**Speakers Bureau Meeting Deliverables may include:**

- US 301 Stakeholder/Partner Agency Meetings
- Project Team Meetings
- Speakers Bureau Program Packets
  - Presentation materials with scripts
  - Nametags
  - Project materials (Fact Sheets, maps, graphics)
  - FAQ Handouts
  - “Train the Trainer” presentation coordination with team
  - Comment Forms
  - Sign-In Sheets
- Active meeting facilitation
- Meeting Summaries and follow-ups
- The Consultant will provide database updates to PD&E team to log as part of the PD&E Comments and Coordination Report
- Briefing/Fact Sheets (up to 2)
- Presentations (up to 3)

## **General Management Services**

WSP will attend staff and Board meetings, as well as agency and stakeholder meetings as requested. WSP will develop materials for meetings with the THEA 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.

## **Schedule**

The anticipated Period of Performance start date is July 1, 2025, and expected to terminate June 30, 2026.

## **Estimate of Work**

This effort is not to exceed \$249,385.78. Attachment A provides the estimate of work.

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

TBD  
Bob Frey  
P-1225  
US 301 PD&E and Planning Technical Advisory Services  
30-Jun-26



ATTACHMENT A: ESTIMATE OF WORK

Tasks														Staff Hours by Activity	Burdened Cost by Activity
		Project Manager 2	Chief Engineer 2	Senior Engineer 1	Senior Engineer 2	Engineer 1	Chief Planner	Project Planner	Senior Planner	Graphic Designer	Planner	Community Outreach Specialist - Senior	Secretary/ Clerical		
		Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM													
1	FY 26 PD&E Technical Review Services														
a	Technical review of assumptions, staff hours, schedule, work plan Staff technical strategy support, team meetings	40	60	24			72	24	28		28			276	\$67,002.40
b	Review and Consultation on Technical Documents	32	48	34	20	24	76	8	24					266	\$68,349.14
c	Coordination/Review of Public Materials	8					40							48	\$11,154.80
2	Community Plan Coordination														
a	Community Plan Coordination	24					32	32			32	32		152	\$27,568.00
b	Planning Consistency Monitoring and Coordination with Agencies	8					12	16			12			48	\$8,463.80
3	Stakeholder Coordination and Meetings														
a	Stakeholder Coordination - Meetings and Engagement	24	10				30		8		16	24		112	\$24,567.44
b	Staff Materials for briefings and presentations (Fact Sheets, Presentations)	24					40	22		40	32	8		166	\$31,023.00
4	General Management Services														
	a. Project Management/Consultation/Oversight	30											30	60	\$11,257.20
	Total Staff Hours by Classification	190	118	58	20	24	302	102	60	40	120	64	30	1128	\$249,385.78
	Total Staff Cost (Unburdened) by Classification	\$45,904.00	\$39,920.58	\$15,705.82	\$6,168.80	\$4,432.08	\$69,626.10	\$13,800.60	\$14,917.80	\$7,311.20	\$15,996.00	\$11,593.60	\$4,009.20		

Subtotal	\$249,385.78
Total	\$249,385.78



Tampa Hillsborough Expressway Authority  
Task Work Order: Performance Based Planning Program  
Scope of Work  
Draft: June 2025

## OVERVIEW

As THEA develops and monitors the advancement of their Capital Work Program, THEA intends to use a data driven approach to invest in their infrastructure and operational needs that responds to their existing facility conditions and meets targets for system operational and infrastructure conditions. Measuring performance and conditions is a critical step towards identifying and addressing investment needs.

THEA intends to implement a Performance Based Planning Program to highlight current system trends, progress towards achieving system operational and infrastructure targets, and identify and communicate conditions of THEA assets and overall network performance. This will provide a baseline for assessing preservation and enhancements needed for investments and prioritization for the capital work program development. A final report will focus on understanding the demands on the THEA transportation system, key performance measures related to infrastructure condition, operational and safety indicators, and system performance, which can be used to address project needs for long-term resiliency of the system.

A Performance Based Planning Program will support THEA with performance-based planning and programming to align system-level and data-driven strategies to guide investments and scenario planning to meet the goals and objectives set forth within the THEA Strategic Blueprint. THEA has set forth the strategic direction.

The purpose of the Performance Based Planning Program is to:

- Confirm strategic metrics for “ideal system” performance
- Collect systemwide data, trends and performance to support planning and gap analysis
- Identify potential shortfalls based on “ideal metrics” and existing conditions
- Identify future project needs and reconcile with existing processes (GEC Safety Analysis, Asset Management development, etc)
- Identify projects necessary towards achieving system operational and infrastructure targets for Work Program development



## SCOPE OF WORK

### 1. Data Development and Coordination

#### a. Data Collection Methodology

Integrating operations into planning and programming is a key element to a performance-based approach to planning to ensure investments reflect collaboration and established performance metrics to measure success of activities and projects.

The Consultant (WSP) will coordinate with THEA leadership to identify datasets and categories to be leveraged, analyzed, and reflected within the Performance Report, as well as data availability for use within the document. THEA leadership will establish targets for data measurement, which will be established through coordination meetings and best practices gathered by WSP. WSP will coordinate with THEA Departments (Engineering and Operations, Planning, Tolling, Finance, IT, and Communication) to identify and pull existing data that reflects system conditions and operations. Data will include but not be limited to infrastructure and asset management conditions (per physical asset), toll transactions at gantries and congestion, safety assessments and biennial inspection reports. WSP will also utilize the existing Florida Transportation Commission (FTC) and Key Performance Indicators (KPI) tracking system to assemble existing agency data. All traffic operational data is assumed to be provided by RS&H in a documented and GIS format for inclusion into the report.

WSP will work with THEA to develop an assessment methodology and assumptions for identifying system performance data and targets for ongoing measurement as part of the Performance Report. THEA will identify specific targets and measurements that WSP will coordinate with staff to obtain, as well as additional data from analysis tools.

For the purpose of this effort, it is assumed that no more than 25 measurements and targets will be identified.

#### ***Deliverables:***

- *Data Collection and Performance Target Methodology (draft and final)*
- *Coordination Meetings with Departments (up to 10 coordination meetings)*
- *2 Milestone Meetings (Kickoff and Methodology Review) Internal Briefing Slides*
- *Generation of performance data and system reporting/data (matrix and outline)*

## **b. Data Collection and Development**

WSP will utilize existing and appropriate available datasets identified through the agency data coordination process for the Performance Report. It is assumed that THEA infrastructure, asset management, and operations data will be provided by the appropriate THEA Departments. It is also assumed that THEA will provide native digital data formats (e.g. not paper or hard copy formats) for integration and analysis. Depending on level of data and format, WSP will provide trend analysis for reporting.

WSP will compile regional conditions, trends, and demographic data to provide context to the THEA system and how it supports the surrounding community needs. This will allow THEA to better position future transportation investments based on the social, economic and demographic characteristics of the City of Tampa and Hillsborough County. Data sources will include local agencies and federal data sources to provide regional context. Sources include, but are not limited to US Census data, Hillsborough Planning Commission and Transportation Planning Organization (TPO) data and plans (existing and future land uses, Long Range Transportation Plan (LRTP), Community Plan Areas/data, regional trail maps, TRIP priorities/data), City of Tampa Geographic Information System (GIS) data (resiliency flood maps, capital projects, zoning, active permits, legislative boundaries, truck routes, bike routes)

It is understood that RS&H will be providing travel volumes, trip characteristics and forecasts based on socio-economic and land use plans using the Tampa Bay Regional Planning Model (TBRPM). This information will be documented by RS&H in a memorandum, with necessary GIS digital files (file geodatabase, or ESRI \*.shp files, and map outputs) and supporting graphics that will be transmitted to WSP for inclusion into the Performance Report. RS&H will also utilize RITIS and INRIX tools to compile system performance and reliability. Signal 4 data will provide crash trends and hotspot areas, alongside THEA safety reports. *RS&H data collection efforts are for reference only and are not included in this scope of services and estimate of work.*

Data will be summarized, visualized and reconciled for easy-to-understand reporting and to show data trends and performance. WSP will utilize ESRI GIS to assemble geographic visualization of the datasets and regional data trends.

### ***Deliverables:***

- ***System Performance Operational Results***
  - *TBRPM calibration and validation/Outputs (to be provided by RS&H)*
  - *RITIS/INRIX data (to be provided by RS&H)*
  - *Signal 4 crash data*
  - *Customer zip code layers (to be provided by THEA)*
  - *Customer plate read into zip code reads (historical) (to be provided by THEA)*

- *Trends Data Analysis (Countywide, Citywide and US Census demographic data)*
- *GIS datasets and mapping (all GIS layers will be developed for upload into the THEA GeoHub)*
- *3 Milestone Meeting (Agency Data and Asset Management, Safety Trend Analysis and Traffic Analysis from RSH) Internal Briefing Slides*

### **c. Work Program Assessment**

THEA intends to compile and visualize the system data and needs in order to prepare a responsive Work Program in their future program cycle (beginning in fiscal year 2027). Currently, THEA reconciles GEC safety reports to programmed within the Work Program. The Performance Based Planning Program will align and reconcile additional system data to the Work Program investments including infrastructure conditions (asset management data), traffic and safety trends, and regional/US data trends. In order to assess the years of need within the Capital Work Program, WSP will develop a Master GIS shapefile package to visualize the needs identified from the RS&H data and the infrastructure year of needs provided by Operations data, to assess the needs against the Work Program capital investments. This will be used to provide a gap assessment of needs within the Report and to reconcile how current and future projects happening along the system respond to the needs and changing landscape of Tampa Bay. The team will identify potential shortfalls based on “ideal metrics” and existing conditions.

As the first year this is being prepared, it is understood that there may be initial development of the scoring criteria for program prioritization for coordination with THEA. Future iterations of the assessment may include a prioritization dashboard for scenario testing.

#### ***Deliverables:***

- *GIS master shapefile*
- *1 Milestone Meeting (Work Program Assessment Review) Internal Briefing Slides*

## **2. Performance Report**

WSP will develop a final Performance Report that compiles agency system operations and infrastructure data and data tools to easily summarize and communicate performance trends and conditions. This will include graphical representation of data generation and mapping, and the development of a document that is consistent with THEA communication and branding. WSP will coordinate with the THEA Executive team on documentation style and content, and coordinate reviews with departments and THEA leadership on content for accuracy and appropriate display.

**Deliverables:**

- *Performance Report (draft and final)*

### 3. General Management Services

WSP will manage appropriate project administrative, financial coordination, progress reports, and invoicing. WSP will conduct bi-weekly meetings with THEA Planning staff on ongoing work efforts and status updates.

**Deliverables:**

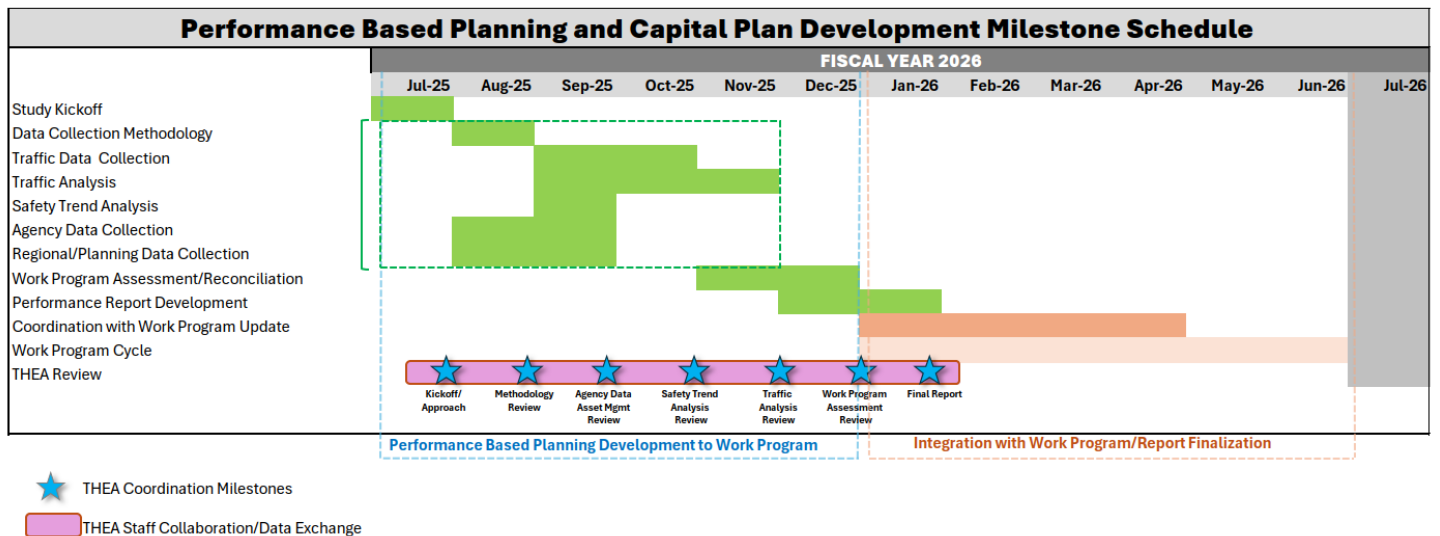
- *Bi-weekly Planning Team Meetings*

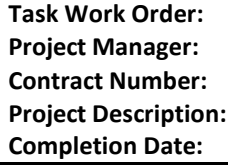
## SCHEDULE AND ESTIMATE OF WORK

The anticipated Period of Performance start date is expected to begin July 1, 2025, ending June 30, 2026. A preliminary schedule of milestones is provided below in Figure 1.

This effort estimate of work is not to exceed \$247,682.40. Attachment A provides the estimate of work.

Figure 1: Preliminary Schedule of Milestones





## ATTACHMENT A: ESTIMATE OF WORK

**TBD**  
Bob Frey  
**P-1225**  
Performance Based Planning Program  
30-Jun-26

Tasks													Staff Hours by Activity	Burdened Cost by Activity
		Project Manager 2	Specialist B	Senior Engineering Technician	Transportation Data Analyst	Transportation Data Scientist	GIS Specialist	Chief Planner	Project Planner	Graphic Designer	Planner	Secretary/ Clerical/		
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM		\$241.60	\$299.62	\$134.17	\$142.01	\$233.87	\$240.71	\$230.55	\$135.30	\$182.77	\$133.31	\$133.64		
	1.0 Data and Performance Targets Development and Coordination													
	Data Collection Methodology	32						32	32		24		120	\$22,637.84
	Data Collection and Development	16	24		100	40	60		32				272	\$53,384.48
	Work Program Assessment	24	24	40	80	60	72	24	80		30		434	\$81,436.70
	Internal milestone meeting presentation updates (up to 6)	28			14	24		14	120		24		224	\$37,028.96
	2.0 Performance Report													
	Report Development (draft and final version)	24						60	20	60	42		206	\$38,902.62
	3.0 General Management Services													
	Project Management and Coordination	28							26			30	84	\$14,291.80
	Total Staff Hours by Classification	152	48	40	194	124	132	130	310	60	120	30	1340	\$247,682.40
	Total Staff Cost (Unburdened) by Classification	\$36,723.20	\$14,381.76	\$5,366.80	\$27,549.94	\$28,999.88	\$31,773.72	\$29,971.50	\$41,943.00	\$10,966.20	\$15,997.20	\$4,009.20		

Subtotal	\$247,682.40
----------	--------------

<b>Total</b>	<b>\$247,682.40</b>
--------------	---------------------

# Tampa Hillsborough Expressway Authority: Systemwide Traffic Operations and Analysis

RS&H Scope of Work

June 2025

**Developed for:**

Bob Frey, AICP  
Director of Planning & Innovation  
Tampa Hillsborough Expressway Authority  
1104 East Twiggs Street, Suite 300  
Tampa, FL 33602  
[BobF@tampa-xway.com](mailto:BobF@tampa-xway.com)

**Developed by:**

Alex Bourne, PE, PTOE, RSP21  
Project Manager  
RS&H, Inc.  
1715 N Westshore Blvd., Suite 600  
Tampa, FL 33607  
407-493-1915  
[Alex.bourne@rsandh.com](mailto:Alex.bourne@rsandh.com)

## 1 Task Purpose

The primary purpose of this task is to assess the current (2025) and expected short-term and medium-term traffic operations on the facilities owned, managed, and operated by the Tampa-Hillsborough Expressway Authority (THEA) to inform future planning efforts. These facilities (henceforth referred to as "the system") include:

- The Selmon Expressway
  - General use lanes
  - Reversible Express Lanes (REL)
  - Selmon West Extension (Gandy Connector)
- Meridian Avenue
- Brandon Parkway
- Brandon Main Street
- Selmon Greenway
- Brandon Parkway Trail

## 2 Task Elements

### 2.1 Existing Conditions Traffic Analysis

#### 2.1.1 Existing Freeway Operations (HCS)

Highway Capacity Software (HCS) will be used to analyze and evaluate expressway operations for mainline segments, ramps, and merge/diverge/weave areas. HCS is a specialized software tool based on the Highway Capacity Manual (HCM), which provides guidelines and methodologies for estimating the capacity of various types of highways and roadways.

This analysis will provide the following Measures of Effectiveness (MOEs):

- Level of Service (LOS)
- Volume-to-Capacity Ratio (v/c)
- Density (pc/mi/ln)
- Speed (mph)

### 2.1.2 Existing Intersection Operations (Synchro)

Existing intersection operations for the typical AM and PM peak periods will be quantified using Trafficware's Synchro, Version 12. This analysis will provide the following Measures of Effectiveness (MOEs):

- Overall intersection delay (seconds per vehicle) and LOS
- Movement delay (seconds per vehicle) and LOS
- 95<sup>th</sup>-percentile queue lengths (vehicles and feet)

### 2.1.3 RITIS Data

Historical operational data will be gathered from the Regional Integrated Transportation Information System (RITIS) platform using data from INRIX and HERE. Aggregate data, including speed, congestion, bottlenecks, and incidents will be acquired and assessed. This data will be compared to the other analysis results to form a complete picture of existing operations on the system. Origin-Destination (O-D) data accessed via RITIS' Trip Analytics suite will also be evaluated to better understand trip patterns and demand on the system.

## 2.2 Future Operations Analysis

The analyses conducted for the existing year will be repeated for two horizon years to evaluate the potential operational failure of segments and intersections that may currently be on the cusp of failing. The results of these analyses will inform the prioritization of potential improvements and provide an estimated timeframe for implementation (year of need) based on the two horizon years defined. The traffic volumes used for this analysis will be forecasted as part of a separate effort.

### 2.2.1 Future Freeway Operations (HCS)

Highway Capacity Software (HCS) will be used to analyze and evaluate expressway operations for mainline segments, ramps, and merge/diverge/weave areas. HCS is a specialized software tool based on the Highway Capacity Manual (HCM), which provides guidelines and methodologies for estimating the capacity of various types of highways and roadways.

This analysis will provide the following Measures of Effectiveness (MOEs):

- Level of Service (LOS)
- Volume-to-Capacity Ratio (v/c)
- Density (pc/mi/ln)
- Speed (mph)

### 2.2.2 Future Intersection Operations (Synchro)

Existing intersection operations for the typical AM and PM peak periods will be quantified using Trafficware's Synchro, Version 12. This analysis will provide the following Measures of Effectiveness (MOEs):

- Overall intersection delay (seconds per vehicle) and LOS
- Movement delay (seconds per vehicle) and LOS
- 95<sup>th</sup>-percentile queue lengths (vehicles and feet)

### 2.2.3 Findings

The results of the future operations analysis will document

## 3 Deliverables

The following deliverables will be provided.

1. Report document
2. Data in GIS-compatible format for integration with maps/GeoHub
3. Summary slides



THEA Systemwide Traffic Operations and Analysis Fee Sheet												
Hours and Fee Details					Staff Classifications							
					Chief Engineer 1	Engineer 1	Engineer 2	GIS Specialist	Principal Engineer	Senior Engineer 1	Transportation Data Scientist	
Task Details		Hours/Quantity	Unit Cost		Cost	\$ 325.53	\$ 178.95	\$ 231.05	\$ 157.41	\$ 423.12	\$ 254.50	\$ 134.69
HCS	Existing analysis	80			\$ 16,682.76	2	40	34			4	
	Analysis for 2 horizon years	32			\$ 6,795.86	2	16	12			2	
Synchro	Existing year analysis	248			\$ 49,717.52	4	160	68			16	
	Horizon year 1 analysis	32			\$ 5,924.54		18	6			2	6
	Horizon year 2 analysis	32			\$ 5,924.54		18	6			2	6
RITIS	Trip Analytics (Origin-Destination Patterns)	20			\$ 4,714.80			16			4	
	Congestion Scans	8			\$ 1,871.85			7			1	
	Bottleneck Ranking	4			\$ 947.65			3			1	
	Temporal comparison maps	12			\$ 2,819.50			10			2	
	Trend maps	12		\$ 2,819.50			10			2		
	Other RITIS analyses	16		\$ 3,743.70			14			2		
Manipulation of data for GIS compatability/interoperability		24		\$ 4,067.68		4	4	12			4	
Documentation and Figures/Graphics for Report		90		\$ 19,956.72		40	40		6	4		
Summary Slides and Presentation of Results		28		\$ 6,177.76			20			4	4	
TOTAL				\$ 132,164.38								

**Scope of Work**  
**Tampa Hillsborough Expressway Authority**  
**RITIS Trips Analytics + INRIX XD Speed Data Expansion**

## **Background**

Since 2012, the Regional Integrated Transportation Information System (RITIS), has been available to government agencies in Florida through funding from the Florida Department of Transportation (FDOT). As part of this program, the CATT Laboratory has been integrating FDOT ITS sensor data, probe data from HERE Technologies, and work zone and incident data from SunGuide into the RITIS platform—including the Detector Tools and the Probe Data Analytics Suite. As part of this ongoing relationship, Tampa Hillsborough Expressway Authority (THEA) is authorized to leverage many of the RITIS services already paid for by FDOT, and they have been doing so for the last year. However, there is now a need to expand capabilities and increase access to higher geographic fidelity speed data on THEA and THEA-adjacent roadways.

## **Problem Statement**

THEA has a continued need for historic trips/waypoint data that shows the origins, destinations, and waypoint (breadcrumb trails) of vehicles using THEA operated roadways. These data will be purchased from a 3<sup>rd</sup> party data provider and made visible through the “Trip Analytics” RITIS add-on tool. THEA is also investing in finer granularity probe-based speed data that will shed more light onto local roadway performance that is not currently achievable from the data being provided by FDOT.

## **Project Goals and Objectives**

The objectives of this project are to provide additional insights into people movement like changes to the pattern of life of travelers using THEA roadways, and to provide additional insights into performance of THEA operated roadways through the acquisition of XD segmented probe data and related analytics. This will be accomplished through the following:

1. Acquiring one year’s worth of INRIX Trips data from the start of this contract moving forward.
2. Processing and loading INRIX Trips data into the RITIS Trip Analytics tool
3. Providing access to Trip Analytics to THEA and THEA partners for one year
4. Acquiring, processing and integrating INRIX XD speed data into the RITIS Probe Data Analytics (PDA) Suite for a period of one year.

## **Project Tasks**

The following work will be performed to achieve the objectives listed above.

### **Task 1: Acquire 12 months of Trips Data from INRIX & Load into RITIS Trip Analytics**

The CATT Lab will work with INRIX to acquire Trips Data covering 12 months for all of Hillsborough County. The data set will include trips that began or ended outside of the county so long as a portion of the trip touched Hillsborough County. Data is typically delivered from INRIX to the CATT Lab monthly.

### **Task 2: Process and load INRIX Trips data into the RITIS Trip Analytics tool**

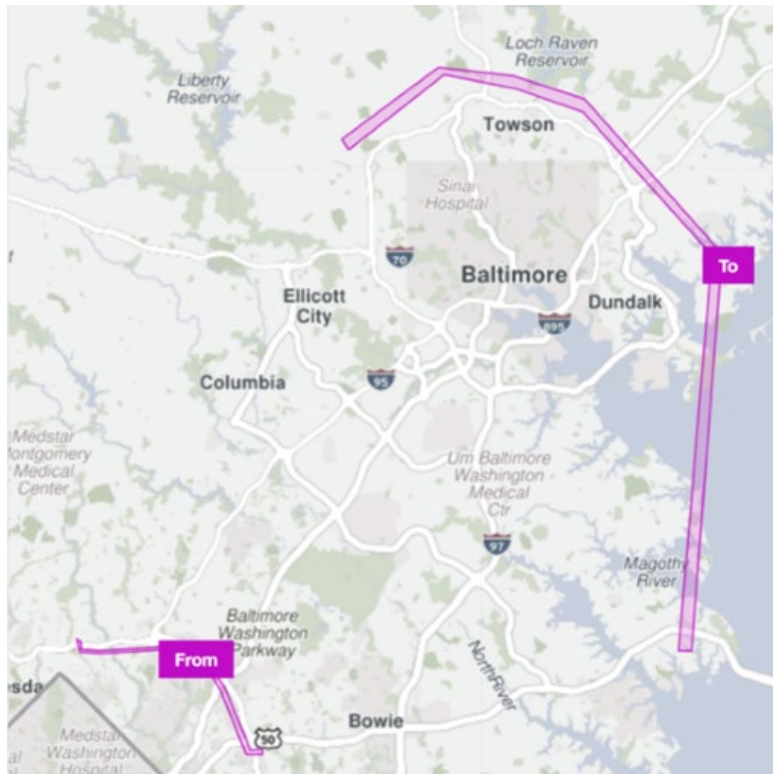
The CATT Lab will take the raw Trips data from INRIX and clean and process it before inserting it into the Trip Analytics tool. This loading process can take several days to load a month’s worth of data.

**Task 3: Provide access to Trip Analytics to THEA and THEA partners for one year.**

The CATT Lab will provide access to the Trip Analytics to THEA and THEA partners for a full year.

This includes O&M, technical support, training, and access to new features and functionality that are developed and deployed during the period of performance. *Trip Analytics (TA)* leverages databases with anonymous samplings of hundreds of thousands — even millions — of real-world trips taken by travelling vehicles. TA provides insights about the trips that people take: where they begin, where they end, and how these patterns change over time. TA provides dynamic in-app spatial filtering and temporal filtering tools that allow you to customize queries to show you the trips you care about.

TA lets you visualize drivers' routes, plus a range of travel time metrics, and an understanding of how these patterns change over time or in response to events.



*Figure 1: A user draws a "From" and "To" filter to see how drivers traveled between DC and Baltimore.*



Figure 2: A user is specifying a study area (gray outlined region) and "to" and "from" spatial filters to see which routes individuals took to get between these two locations.

**Set Spatial Filter(s)**

Use a custom area as a Spatial Filter: Woodstock GA CBD.geojson

Include trips that: Started Outside and Ended Inside

**Set Temporal Filter(s)**

Choose a time range to analyze data in.

☒ Use precise temporal filtering.

☐ Times ☐ Dates ☒ Months ☐ Year

**Start Month** **End Month**

February 2022 April 2022

3 months

**Time of Day:**

07:00 AM - to - 09:00 AM

**Days of Week:**

Sun Mon Tue Wed Thu Fri Sat

DONE

Figure 3: users can specify date ranges, time ranges, day-of-week filters, and even vehicle type (heavy, medium, and light) within TA.

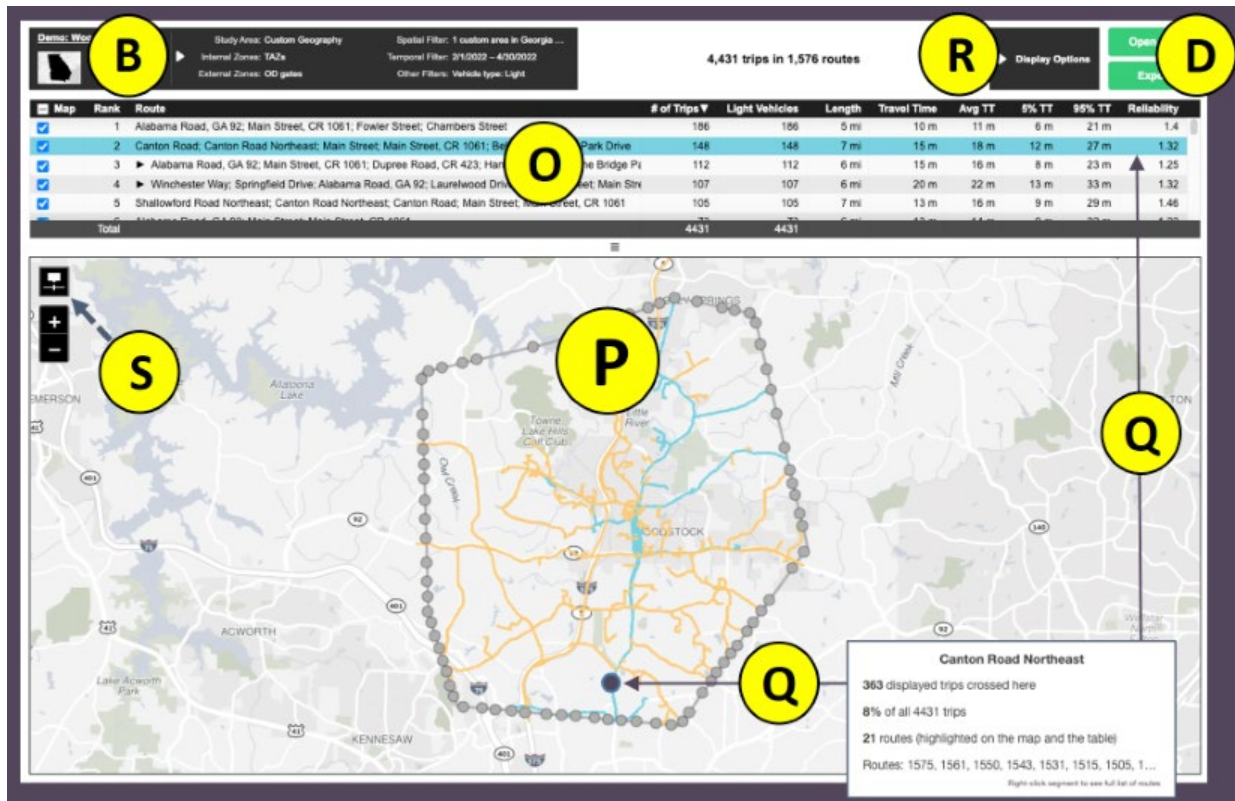


Figure 4: The results of a query can be in the form of an OD matrix (not shown), and OD map (not shown), or a route-map (shown above). The table above the map (letter 'O') depicts unique routes, travel times, reliability of the route, etc.

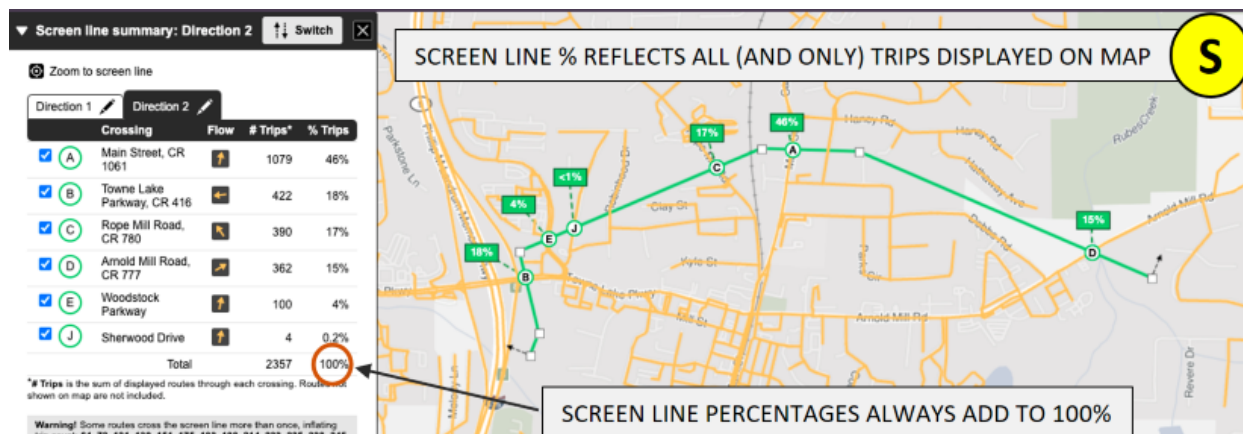


Figure 5: Screen Lines (shown in green on the map) can be drawn and analyzed to see what percent of traffic take one route vs. another.



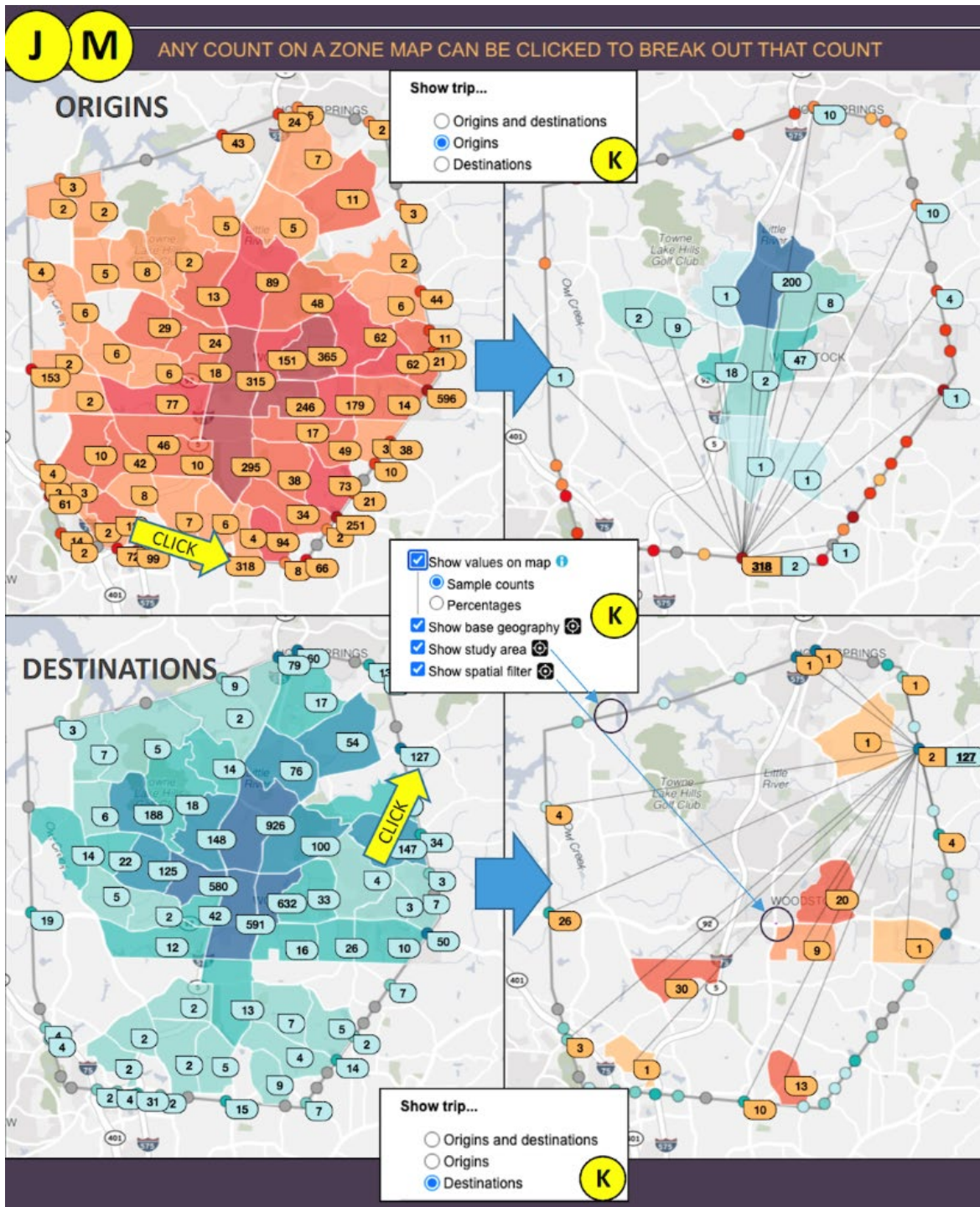


Figure 6: Interactive O-D maps show both origins and destinations of trips within a given study area, date range, and time range. Zone structures can be customized.

The University shall include THEA staff and consultants in all RITIS, Trip Analytics, and Probe Data Analytics User Group meetings which occur on a quarterly basis. The focus of these webinars and/or in-person meetings is to allow for Users to share their experiences (both positive and negative) with their use of the tools, and to provide guidance to developers on needed functionality and/or the prioritization of the building out of new functionality dependent on availability of funds.

**Task 4: Acquiring, processing and integrating INRIX XD speed data into the RITIS Probe Data Analytics (PDA) Suite for a period of one year.**

Under task four, the CATT lab will acquire real-time INRIX XD data for a period of one-year moving forward for all of Hillsborough County. Historic data covering 2019 will also be procured. These data will be made available within the real-time RITIS website, but also made available within the PDA suite for use in all relevant XD analytics tools. The data will be archived for the entirety of this contract and subsequent contracts.

The RITIS platform's Probe Data Analytics Suite add-on, allows agencies to support real-time operations, undertake planning activities, perform analysis and research activities, develop performance measurement reports, and respond to Federal PM3 reporting requirements. In Florida, the Probe Data Analytics Suite leverages 3rd party probe data from HERE Technologies fused with other agency event, incident, and weather data in a true "big data" analytics platform. For this task, however, the HERE data will be replaced for the finer granular INRIX XD data.

RITIS consists of a collection of data visualization and retrieval tools. These web-based tools allow users to maintain situational awareness, coordinate with operations and planning partners, download reports, visualize data on maps or in other interactive graphics, and download raw data for off-line analysis.

Intended uses of the RITIS with the PDA Suite include:

- Responding to MAP-21 reporting requirements
- Developing system performance reports
- Identifying problems
- Prioritizing projects
- Performing After Action Incident Review
- Conducting Before & After Studies
- Making informed, real-time operations decisions
- Travel time and reliability analysis
- Work zone monitoring
- Developing and publishing press releases for public and media consumption
- Measuring the economic and environmental impacts of passenger and commercial vehicle user delay
- Maintaining situational awareness
- Coordinating operations among agencies
- Sharing information across borders

Because of the existing funding relationship with FDOT, the CATT Lab will continue to provide access to (and agency data integration and archival support for) the RITIS Platform which is the backbone of the Probe Data Analytics Suite, Work Zone Performance Monitoring, and other advanced analytics and collaboration tools. RITIS will archive agency incident/event data from SunGuide feeds, integrate agency sensor and ITS device data, and provide access to relevant coordination, situational awareness tools, after-action review tools, interactive maps, incident timelines, ATMS query tools, CCTV viewers, the TrafficView website and API, RITIS meeting, RITIS Chat, and other relevant RITIS tools (assuming the required data is provided by FDOT or THEA). Access shall be given to THEA and any additional users that THEA deems a partner in operations, planning, and/or other DOT functions. Examples could include MPOs, contractors, and/or Universities so long as they abide by the terms of the 3<sup>rd</sup> party data providers acceptable use policies.

The CATT Lab will continue to archive real-time TMC-based vehicle probe data purchased by FDOT from HERE Technologies, but will also add the INRIX XD data for Hillsborough County. We will provide access to this archive through the PDA Suite.

Tools made available through the Probe Data Analytics Modules include:

- a. The Region Explorer
- b. Massive Data Downloader
- c. Congestion Scan
- d. Corridor Speed Bins
- e. Corridor Time Comparison
- f. Causes of Congestion Graphs (if THEA and/or FDOT provides TMC-based volume profiles for all TMC segments)
- g. Animated Trend Map
- h. Performance Charts (which includes these performance measures):
  - i. Speed
  - ii. Historic Average Speed
  - iii. Comparative Speed
  - iv. Congestion %
  - v. Historic Average Congestion %
  - vi. Buffer Time (minutes)
  - vii. Buffer Index
  - viii. Planning Time (minutes)
  - ix. Planning Time Index
  - x. Travel Time (minutes)
  - xi. Travel Time Index
- i. Performance Summaries
- j. Bottleneck Ranking for TMC segments
- k. User Delay Cost Analysis (if THEA or FDOT provides volume profiles for each TMC segment)
- l. Temporal Comparison Map
- m. Two arterial performance measures modules (if XD data is integrated):
  1. Travel Time Comparisons Module (CDF Plots)
  2. Travel Time Delta Ranking: (normalization and comparison of multiple arterials and how performance is changing over time)
- n. Dashboards that cover the following:
  - i. Real-time dashboards display:
    - A. Current top X bottleneck locations
    - B. Current speeds & travel times (compared to historic) for user-defined corridors
  - ii. Historic performance dashboards that show comparative information on:
    - A. User Delay – based on posted speed instead of free-flow speed
    - B. Reliability – based on posted speed instead of free-flow speed
    - C. MAP-21 PM3 metrics
    - D. Top X bottlenecks
- o. NPMRDS MAP-21 Federal Reporting Modules
- p. Historic Probe Data API:  
(ability to programmatically run TMC-based historic queries related to the above-mentioned functionality. This allows agencies to build their own internal applications based off of historical data and performance measures).
- q. My History  
(shows individual user's past queries, and makes it easier to re-run/access past queries)



## Project Contacts

Technical Contract / CATT Lab RITIS Contact

Michael Pack, Director, CATT Laboratory

240.676.4060, [PackML@umd.edu](mailto:PackML@umd.edu)

CATT Lab Business Contact

Monique Prince, Financial Coordinator, CATT Laboratory

301.405.2185, [MPrince1@umd.edu](mailto:MPrince1@umd.edu)

UMD Contract Manager

Catherine Parker, CRA, UMD Office of Research Administration

301.405.6275, [caparker@umd.edu](mailto:caparker@umd.edu)

## Schedule and Budget

This project is expected to last 12 months with an estimated cost of \$380,345. The budget includes:

Item	Unit Cost
INRIX Real-time XD Data & Trips Data	\$288,900
5% Overhead on INRIX Data	\$14,445
CATT Lab Trips Analytics Tool & XD Data Storage	\$77,000
<b>Total =</b>	<b>\$380,345</b>



Environmental Systems Research Institute, Inc.  
380 New York St  
Redlands, CA 92373-8100  
Phone: (909) 793-2853  
DUNS Number: 06-313-4175 CAGE Code: 0AMS3

*To expedite your order, please attach a copy of  
this quotation to your purchase order.  
Quote is valid from: 5/28/2025 To: 8/26/2025*

## Quotation # Q-547871

Date: May 29, 2025

Customer # 722153 Contract #

Tampa Hillsborough County Expressway  
Authority THEA  
1104 E Twiggs St  
Tampa, FL 33602-3103

ATTENTION: Bob Frey  
PHONE: 8132726740  
EMAIL: bobf@tampa-xway.com

Material	Qty	Term	Unit Price	Total
97717	1	Year 1	\$113,900.00	\$113,900.00

Esri Advantage Program: Annual subscription designed to provide enterprise-wide visioning and geospatial enablement through technical advisory, an annual planning meeting, a collaboratively developed technical work plan, and access to exclusive quarterly technology webcasts. The program also provides access to a combination of consulting, premium support, and training services. This configuration includes a one-day annual planning session; up to 100 Advisor hours; Technology Webcasts and 100 Learning and Services Credits. The Esri Advantage Program terms and conditions shall apply. If not attached, or already incorporated into an existing and current Esri master contract, these terms and conditions can be viewed on the web at <https://www.esri.com/en-us/legal/terms/services>.

Subtotal:	\$113,900.00
Sales Tax:	\$0.00
Estimated Shipping and Handling (2 Day Delivery):	\$0.00
Contract Price Adjust:	\$0.00
Total:	\$113,900.00

Renewing Esri Advantage Program under existing Agreement, No. 00332492.0.  
Term dates for the renewal will be 7/3/2025 – 7/2/2026.

Esri may charge a fee to cover expenses related to any customer requirement to use a proprietary vendor management, procurement, or invoice program.

<b>For questions contact:</b> Alison Yeloushan	<b>Email:</b> ayeloushan@esri.com	<b>Phone:</b> (909) 793-2853 x3713
<p>The items on this quotation are subject to and governed by the terms of this quotation, the most current product specific scope of use document found at <a href="https://assets.esri.com/content/dam/esrisites/media/legal/product-specific-terms-of-use/e300.pdf">https://assets.esri.com/content/dam/esrisites/media/legal/product-specific-terms-of-use/e300.pdf</a>, and your applicable signed agreement with Esri. If no such agreement covers any item quoted, then Esri's standard terms and conditions found at <a href="https://go.esri.com/MAPS">https://go.esri.com/MAPS</a> apply to your purchase of that item. If any item is quoted with a multi-year payment schedule, Esri may invoice at least 30 days in advance of each anniversary date without the issuance of a Purchase Order, and Customer is required to make all payments without right of cancellation. Third-party data sets included in a quotation as separately licensed items will only be provided and invoiced if Esri is able to provide such data and will be subject to the applicable third-party's terms and conditions. If Esri is unable to provide any such data set, Customer will not be responsible for any further payments for the data set. US Federal government entities and US government prime contractors authorized under FAR 51.1 may purchase under the terms of Esri's GSA Federal Supply Schedule. Supplemental terms and conditions found at <a href="https://www.esri.com/en-us/legal/terms/state-supplemental">https://www.esri.com/en-us/legal/terms/state-supplemental</a> apply to some US state and local government purchases. All terms of this quotation will be incorporated into and become part of any additional agreement regarding Esri's offerings. Acceptance of this quotation is limited to the terms of this quotation. Esri objects to and expressly rejects any different or additional terms contained in any purchase order, offer, or confirmation sent to or to be sent by buyer. Unless prohibited by law, the quotation information is confidential and may not be copied or released other than for the express purpose of system selection and purchase/license. The information may not be given to outside parties or used for any other purpose without consent from Esri. Delivery is FOB Origin for customers located in the USA.</p>		

YELOUSHANA

This offer is limited to the terms and conditions incorporated and attached herein.



## Quotation # Q-547871

Date: May 29, 2025

Customer # 722153 Contract #

Tampa Hillsborough County Expressway  
Authority THEA  
1104 E Twiggs St  
Tampa, FL 33602-3103

ATTENTION: Bob Frey  
PHONE: 8132726740  
EMAIL: bobf@tampa-xway.com

Environmental Systems Research Institute, Inc.  
380 New York St  
Redlands, CA 92373-8100  
Phone: (909) 793-2853  
DUNS Number: 06-313-4175 CAGE Code: 0AMS3

*To expedite your order, please attach a copy of  
this quotation to your purchase order.  
Quote is valid from: 5/28/2025 To: 8/26/2025*

If you have made ANY alterations to the line items included in this quote and have chosen to sign the quote to indicate your acceptance, you must fax Esri the signed quote in its entirety in order for the quote to be accepted. You will be contacted by your Customer Service Representative if additional information is required to complete your request.

If your organization is a US Federal, state, or local government agency; an educational facility; or a company that will not pay an invoice without having issued a formal purchase order, a signed quotation will not be accepted unless it is accompanied by your purchase order.

In order to expedite processing, please reference the quotation number and any/all applicable Esri contract number(s) (e.g. MPA, ELA, SmartBuy, GSA, BPA) on your ordering document.

BY SIGNING BELOW, YOU CONFIRM THAT YOU ARE AUTHORIZED TO OBLIGATE FUNDS FOR YOUR ORGANIZATION, AND YOU ARE AUTHORIZING ESRI TO ISSUE AN INVOICE FOR THE ITEMS INCLUDED IN THE ABOVE QUOTE IN THE AMOUNT OF \$\_\_\_\_\_, PLUS SALES TAXES IF APPLICABLE. DO NOT USE THIS FORM IF YOUR ORGANIZATION WILL NOT HONOR AND PAY ESRI'S INVOICE WITHOUT ADDITIONAL AUTHORIZING PAPERWORK.

Please check one of the following:

☐ I agree to pay any applicable sales tax.

☐ I am tax exempt, please contact me if exempt information is not currently on file with Esri.

\_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name (Please Print)

\_\_\_\_\_  
Title

The quotation information is proprietary and may not be copied or released other than for the express purpose of system selection and purchase/license. This information may not be given to outside parties or used for any other purpose without consent from Environmental Systems Research Institute, Inc. (Esri).

Any estimated sales and/or use tax reflected on this quote has been calculated as of the date of this quotation and is merely provided as a convenience for your organization's budgetary purposes. Esri reserves the right to adjust and collect sales and/or use tax at the actual date of invoicing. If your organization is tax exempt or pays state tax directly, then prior to invoicing, your organization must provide Esri with a copy of a current tax exemption certificate issued by your state's taxing authority for the given jurisdiction.

Esri may charge a fee to cover expenses related to any customer requirement to use a proprietary vendor management, procurement, or invoice program.

### For questions contact:

Alison Yeloushan

### Email:

ayeloushan@esri.com

### Phone:

(909) 793-2853 x3713

The items on this quotation are subject to and governed by the terms of this quotation, the most current product specific scope of use document found at <https://assets.esri.com/content/dam/esrisites/media/legal/product-specific-terms-of-use/e300.pdf>, and your applicable signed agreement with Esri. If no such agreement covers any item quoted, then Esri's standard terms and conditions found at <https://go.esri.com/MAPS> apply to your purchase of that item. If any item is quoted with a multi-year payment schedule, Esri may invoice at least 30 days in advance of each anniversary date without the issuance of a Purchase Order, and Customer is required to make all payments without right of cancellation. Third-party data sets included in a quotation as separately licensed items will only be provided and invoiced if Esri is able to provide such data and will be subject to the applicable third-party's terms and conditions. If Esri is unable to provide any such data set, Customer will not be responsible for any further payments for the data set. US Federal government entities and US government prime contractors authorized under FAR 51.1 may purchase under the terms of Esri's GSA Federal Supply Schedule. Supplemental terms and conditions found at <https://www.esri.com/en-us/legal/terms/state-supplemental> apply to some US state and local government purchases. All terms of this quotation will be incorporated into and become part of any additional agreement regarding Esri's offerings. Acceptance of this quotation is limited to the terms of this quotation. Esri objects to and expressly rejects any different or additional terms contained in any purchase order, offer, or confirmation sent to or to be sent by buyer. Unless prohibited by law, the quotation information is confidential and may not be copied or released other than for the express purpose of system selection and purchase/license. The information may not be given to outside parties or used for any other purpose without consent from Esri. Delivery is FOB Origin for customers located in the USA.

YELOUSHANA

This offer is limited to the terms and conditions incorporated and attached herein.

SUMMARY FEE SHEET																	
ATTACHMENT "A"																	
HNTB PR 2026XXXX																	
2025-2026 ITS Master Plan (7/1/25 - 6/30/26)																	
HNTB Corporation																	

**HNTB PR 2026XXXX**  
**HI-0069 D-XX**

**2025-2026 ITS Master Plan (7/1/25 - 6/30/26)**  
**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 develop their ITS Master Plan.

**Scope**

Services to be performed include:

1. Assist THEA staff as required to develop an updated ITS Master Plan to support THEA's AV/CV & ITS programs.
2. Assist THEA staff as required in preparing ITS, TMC and operational recommendation for incorporation into their new ITS Master Plan.
3. Assist THEA staff in preparing project packages for projects identified in the ITS Master Plan to support THEA's AV/CV & ITS programs.
3. Assist THEA staff in preparing project advertisements for RFQ and RFP packages for projects identified in the ITS Master Plan to support THEA's AV/CV & ITS programs.
4. Assist THEA staff in coordinating with other stakeholders such as COT and FDOT and attending meetings as requested to support THEA's AV/CV & ITS programs.

Services from 7/1/25 - 6/30/26.

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

**HNTB PR 2026XXXX**

**HI-0165 P-XX**

**2025-2026 US 301 PD&E Support (7/1/25 - 6/30/26)**

**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 the East Selmon PD&E project. This task work order is for support services from 7/1/25 - 6/30/26.

**Scope**

Provide improvement support as required to assist THEA Staff in the management and review of the East Selmon PD&E project. Anticipated work includes providing engineering, administrative, review and coordination support to assist with the completion of the project.





**HNTB PR 2025XXXX**

**HI-0304 C-XX**

**Meridian Avenue Refresh Support (7/1/25-6/30/26)**

**Scope Of Services**

**Purpose & Need**

With their small in-house staff, THEA requires support to provide support to assist THEA Staff in the procurement and construction services for these improvements. This task work order is for support services from 7/1/25 - 6/30/26.

**Scope**

The Tampa Hillsborough Expressway Authority is requesting Engineering services including procurement, project management and construction administration services related to the Meridian Avenue Refresh of the THEA System.

The project scope includes:

Provide support for procurement and design reviews.

Provide Project Management Coordination and QA/QC.

Provide Construction Administration(RFI's/Mtgs/Site Visits) as required.

SUMMARY FEE SHEET																				
ATTACHMENT "A"																				
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority				HNTB PR 2026XXXX																
GEC CONTRACT NO. HNTB PR 2026XXXX				Asset Management Additional Development Support (7/1/25 - 6/30/26)																
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 \$ 178.57	Man Hours	Hourly Rate \$ 144.88	Man Hours	Hourly Rate \$ 105.26	Man Hours	Hourly Rate \$ 82.35	Man Hours	Hourly Rate \$ 63.47	Man Hours	Hourly Rate \$ 49.66	Man Hours	Hourly Rate \$ 40.12	Man Hours	Hourly Rate \$ 23.34	Manhours By Activity	Salary Cost By Activity	
Rdwy, Pavt, Drainage, Signs & ITS Asset Mgmnt		36	\$6,428.52	360	\$52,156.80	480	\$50,524.80	520	\$42,822.00	540	\$34,273.80	520	\$25,823.20	442	\$17,733.04	30	\$700.20	2928	\$230,462.36	\$78.71
Bridge & Facilities Asset Mgmnt		48	\$8,571.36	500	\$72,440.00	564	\$59,366.64	680	\$55,998.00	700	\$44,429.00	680	\$33,768.80	634	\$25,436.08	58	\$1,353.72	3864	\$301,363.60	\$77.99
Performance, Risk & Program Mgmnt/Technology		88	\$ 15,714.16	780	\$113,006.40	780	\$82,102.80	780	\$64,233.00	780	\$49,506.60	720	\$35,755.20	690	\$27,682.80	86	\$2,007.24	4704	\$390,008.20	\$82.91
Total Man Hours		0	\$30,714.04	360	\$237,603.20	480	\$191,994.24	320	\$163,053.00	320	\$128,209.40	520	\$95,347.20	442	\$70,851.92	30	\$4,061.16	11,496	\$ 921,834.16	\$80.19
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$921,834.16		
Cost Elements & Additives																				
(a) 2.78 Multiplier																		\$2,562,698.96		
Direct Expenses		4.37%		\$ 40,284.15		SUBTOTAL (Cost Elements applied to Basic Activities Fee):													\$2,562,698.96	
(d) Direct Reimbursables																		\$40,284.15		
Subconsultants- Tierra (Geotechnical)/Element (Survey) SBE																		\$297,016.88		
Total Project Cost:																		\$2,900,000.00		
Maximum Limiting Amount:																		\$2,900,000.00		

## **HNTB PR 2026XXXX**

### **Asset Management Additional Development Support (7/1/25 - 6/30/26)**

#### **Scope Of Services**

##### **Purpose & Need**

Provide additional support for THEA staff and its Board implementing THEA's Asset Management Program. This work will include gathering and tracking additional data related to the system roadway coupled with anticipated expenses related to routine preservation and maintenance projects to be undertaken in future years. This work will include monitoring and testing to develop an annual update to identify future priorities for both preservation and capacity projects for an improved expressway system. This management program will help staff and the THEA Board quickly reference a history and projection of the projects as well as anticipate future expenses and projects. Ongoing development of a short and long term maintenance program, along with supporting data will help convey the long term vision of the agency to its customers and aid in interaction and planning with complementary transportation agencies.

##### **Scope**

The GEC worked with THEA staff to develop a Roadway, S&PM, ITS, Bridge and Building Management Program to include data collection and analysis procedures to implement a short and long term Pavement, Signing and Pavement Markings & ITS Maintenance program. Additional items to be added to the inventory include highway lighting, guardrail, attenuators and drainage assets. The GEC will work with THEA staff to include Lidar data collection for existing condition evaluation to enhance THEA's ArcGIS system and Asset Management Program. Other existing data including previous MRP inspections, biennial inspections and safety audit reports will also be incorporated into THEA's ArcGIS system. Risk-mitigation strategies will be utilized to develop action-plans to put in-place before the potential risks manifest themselves. The risk-mitigation plans will be more intensive the higher the risk's impact to the system. KPI clarifications, assessment methods, and data-management techniques including collection, governance, storage, quality-control, and reporting will also be implemented.

GEC will assist THEA in establishing a program of maintenance and preservation activities, along with recommendations for the interval of updating the Roadway, S&PM and ITS Management Program and a format for reflecting updated costs or project information for both maintenance and capital improvement replacement projects to be incorporated into THEA Work Programs. GEC will use the final THEA Asset Management Strategy and Implementation Plan as a guideline for implement the Asset management Program. A plan for the future yearly work program efforts for the next 5 years will also be developed.

The GEC in working with THEA staff will further develop and continue implementation of a Building Asset Management Program to include data collection and analysis procedures to develop a short and long term Roadway Maintenance program. The GEC will discuss with THEA staff several options for the type of information to be included in the data collection. Items to be discussed include: inclusion of maintenance and preservation activities, inclusion of internal staffing input, inclusion and specificity of GEC recommendations, interval of updating Roadway Management Program and format for reflecting updated costs or project information.

The GEC will gather existing plan information and pLidar Surveys of all THEA Buildings, including the TMC, Warehouse, West Toll Plaza, East Toll Plaza and Maintenance Buildings for input into the THEA ArcGIS system for the Buildings Asset Management Program. This data, along with original construction dates, BIM 3D models and visual and other inspections will be utilized to develop a maintenance schedule with work details for the major building components including walls, flooring, ceilings, windows, lighting, AC/Heating, and roofing. Cost estimates will be developed for inclusion in the THEA operations budget and capital work program for major replacement projects.

SUMMARY FEE SHEET																					
ATTACHMENT "A"																					
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority				HNTB PR 2026XXXX															
GEC CONTRACT NO.		HNTB PR 2026XXXX				Post Tensioned Bridge Asset Management Development (7/1/25 - 6/30/26)															
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 \$ 178.57	Man Hours	Hourly Rate \$ 144.88	Man Hours	Hourly Rate \$ 105.26	Man Hours	Hourly Rate \$ 82.35	Man Hours	Hourly Rate \$ 63.47	Man Hours	Hourly Rate \$ 49.66	Man Hours	Hourly Rate \$ 40.12	Man Hours	Hourly Rate \$ 23.34	Manhours By Activity	Salary Cost By Activity		
Post Tensioned Bridge Asset Mngmnt Development		20	\$ 3,571.40	240	\$34,771.20	200	\$21,052.00	180	\$14,823.00	120	\$7,616.40	30	\$1,489.80	33	\$1,323.96	45	\$1,050.30	868	\$85,698.06	\$98.73	
Total Man Hours		Total Salary [(MHxHR)]	20	\$3,571.40	240	\$34,771.20	200	\$21,052.00	180	\$14,823.00	120	\$7,616.40	30	\$1,489.80	33	\$1,323.96	45	\$1,050.30	868	\$ 85,698.06	\$98.73
																		Basic Activities Maximum Limiting Fees (Salary Costs)		\$85,698.06	
																		Cost Elements & Additives			
																		(a) 2.78 Multiplier		\$238,240.61	
Direct Expenses		4.37%		\$ 3,745.01														SUBTOTAL (Cost Elements applied to Basic Activities Fee):		\$238,240.61	
																		(d) Direct Reimbursables		\$3,745.01	
																		Total Project Cost:		\$241,985.61	
																		Maximum Limiting Amount:		\$242,000.00	

## **HNTB PR 2026XXXX**

### **Post Tensioned Bridge Asset Management Development (7/1/25 - 6/30/26)**

#### **Scope Of Services**

##### **Purpose & Need**

Provide additional support for THEA staff and its Board implementing THEA's Post Tensioned Bridge Asset Management Program. This work will include gathering and tracking additional data related to the system post tensioned bridges coupled with anticipated expenses related to routine preservation and maintenance projects to be undertaken in future years. This work will include monitoring and testing to develop an annual update to identify future priorities for both preservation and capacity projects for an improved expressway system. This management program will help staff and the THEA Board quickly reference a history and projection of the projects as well as anticipate future expenses and projects. Ongoing development of a short and long term maintenance program, along with supporting data will help convey the long term vision of the agency to its customers and aid in interaction and planning with complementary transportation agencies.

##### **Scope**

The GEC worked with THEA staff to develop a Bridge Management Program to include data collection and analysis procedures to implement a short and long term Maintenance program. The GEC will work with THEA staff to include post tensioned bridge monitoring for existing condition evaluation to enhance THEA's ArcGIS system and Asset Management Program. Other existing data including previous bridge inspections, biennial inspections and safety audit reports will also be incorporated into THEA's ArcGIS system. Risk-mitigation strategies will be utilized to develop action-plans to put in-place before the potential risks manifest themselves. The risk-mitigation plans will be more intensive the higher the risk's impact to the system. KPI clarifications, assessment methods, and data-management techniques including collection, governance, storage, quality-control, and reporting will also be implemented.

SUMMARY FEE SHEET																					
ATTACHMENT "A"																					
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority				HNTB PR 2026XXXX																	
GEC CONTRACT NO. O-00121				2025-2026 Advanced Traffic Management System (ATMS) Support (7/1/25 - 6/30/26)																	
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 \$ 178.57	Man Hours	Hourly Rate \$ 144.88	Man Hours	Hourly Rate \$ 105.26	Man Hours	Hourly Rate \$ 82.35	Man Hours	Hourly Rate \$ 63.47	Man Hours	Hourly Rate \$ 49.66	Man Hours	Hourly Rate \$ 40.12	Man Hours	Hourly Rate \$ 23.34	Manhours By Activity	Salary Cost By Activity		
ATMS Development and Procurement Support			\$0.00	40	\$5,795.20	1116	\$117,470.16		\$0.00	520	\$33,004.40		\$0.00	99	\$3,971.88	25	\$583.50	1800	\$160,825.14	\$89.35	
ATMS Implementation (Vendor Oversight)			\$0.00	8	\$0.00	80	\$0.00		\$0.00	60	\$0.00		\$0.00		\$0.00	12	\$0.00	160	\$0.00	\$0.00	
Sprint (1 .. N)			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	#DIV/0!	
Testing and Verification			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	#DIV/0!	
Documentation and Training			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	#DIV/0!	
Total Man Hours		Total Salary [(MHxHR)]	0	\$0.00	48	\$5,795.20	1,196	\$117,470.16	0	\$0.00	580	\$33,004.40	0	\$0.00	99	\$3,971.88	37	\$583.50	1,960	\$160,825.14	\$82.05
		Basic Activities Maximum Limiting Fees (Salary Costs)																	\$160,825.14		
		Cost Elements & Additives																			
		(a) 2.78 Multiplier																	\$447,093.89		
Direct Expenses		4.37%		\$ 7,028.06	SUBTOTAL (Cost Elements applied to Basic Activities Fee):														\$447,093.89		
		(d) Direct Reimbursables																	\$7,028.06		
		Total Project Cost:																	\$454,121.95		
		Maximum Limiting Amount:																	\$454,123.00		

**O-00121**

**2025-2026 Advanced Traffic Management System (ATMS)**

**Support (7/1/25 - 6/30/26)**

**Scope Of Services**

**Purpose & Need**

With their small in-house staff, THEA requires support to provide engineering and administrative support to meet the requirements of an Advanced Traffic Management System (ATMS). Services from 7/1/25 - 6/30/26.

**Scope**

HNTB shall provide administrative/program management support services as included in the master contract scope of services. These services include:

- 1) Develop ATMS Scan Tour and Summaries.
- 2) Develop ATMS Concept of Operations.
- 3) Develop ATMS Requirements and Architecture Definition.
- 4) Develop ATMS High Level Design.
- 5) Develop ATMS RFP and support acquisition process.
- 6) Review other Miscellaneous ATMS Plans.

HNTB shall provide perform these six major efforts by performing numerous interim analysis and document developments. These services include:

- 1) Identify ATMS Scan Tour Locations.
- 2) Develop Draft ATMS Concept of Operations.
- 3) Develop Final ATMS Concept of Operations.
- 4) Develop Draft ATMS Requirements and Architecture Definition.
- 5) Develop Final ATMS Requirements and Architecture Definition.
- 6) Develop Draft ATMS High Level Design.
- 7) Develop Final ATMS High Level Design.
- 8) Develop Draft ATMS RFP.
- 9) Develop Final ATMS RFP.
- 10) Support Proposal reviews and vendor interviews.
- 11) Review ATMS Security Plan.
- 12) Review ATMS Software Development Plan.
- 13) Review ATMS Quality Management Plan.
- 14) Review ATMS System and Field Integration Test Plan.

HNTB shall provide support THEA in developing the planning level cost estimates..



# Contract Renewal and Expiration Report

Project Manager	Firm	Description of Services	Contract Effective Date	Contract Expiration Date	Term of Contract (Years)	Bid / Renew / End
Greg S	Ballard Partners	Gov't Relations and Lobbyist Services	1/1/2021	12/31/2025	3-yr, 2 Optional 1-yr Renewals	Renew (2nd one-year renewal ~ 1/01/26 - 12/31/26)
Greg D	Conсор Engineering	Misc. Design and CEI Services	7/21/2020	12/31/2025	3-yr, 2 Optional 1-yr Renewals	Expires ~ 12/31/2025
Greg D	KapschTraffic	Access Control System in Support of the Selmon Expressway REL Services	3/1/2016	12/31/2025	4 -yr, 4 Optional 1-yr Renewals	Expires ~ 12/31/2025
Greg D	KCA	Misc. Design and CEI Services	9/1/2020	12/31/2025	3-yr, 2 Optional 1-yr Renewals	Expires ~ 12/31/2025
Keisha	Playbook Public Relations	Marketing and Communication Services	8/2/2020	12/31/2025	3-yr, 2 Optional 1-yr Renewals	Expires ~ 12/31/2025
Keisha	Vistra Communications	Marketing and Communication Services	10/1/2020	12/31/2025	3-yr, 2 Optional 1-yr Renewals	Expires ~ 12/31/2025
Bob Frey	Yunex	Misc. Emerging Technology	9/6/2019	12/31/2025	3-yr, 2 Optional 1-yr Renewals	Expires ~ 12/31/2025