TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

FY26 WORK PROGRAM

JUNE 2025

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A WORD FROM GREG SLATER

THEA's Mission is to provide safe, reliable, and financially-sustainable transportation services to the Tampa Bay region while reinvesting customer-based revenues back in the community.

At the Tampa Hillsborough Expressway Authority (THEA), we are in a period of exciting transformation, filled with energy and promise for the future, as the Tampa Bay region is rapidly growing and changing literally before our eyes. It is a revolution that is proceeding quickly, even faster than predicted just a few years ago. With these changes come increased demands on our transportation systems and great responsibility as a transportation agency. As we present our Fiscal Year (FY) 2026 Work Program, I am proud to report that THEA's initiatives to elevate safety and mobility, strengthen our community connections, and optimize resources to enhance regional needs, not only align with this transformation, but also reflect THEA's visionary spirit to anticipate future needs and develop projects that will serve both current and future generations of Tampa Bay. This Work Program reflects a strategic approach focused on foundational activities that utilize data to guide our planning and development. Our investment decisions today preserve a state of good repair and lay the groundwork for future expansion.

Data-driven technology is at the core of THEA's decision making process and the data is clear, our region is seeing unprecedented growth with the typical burdens associated with it. One example is traffic congestion, which is both growing and changing. In 2024, our systems averaged 270,000 transactions a day, 10,000 higher than just one year earlier. While this growth was anticipated, it was realized at a much quicker pace than anticipated. These numbers are 20 percent higher than those projected prior to the pandemic. Congestion is also shifting. It is no longer limited to morning and afternoon peak hours but is now also occurring in the middle of the day.

THEA's Strategic Blueprint is the foundation for our agency decisions to provide innovative, sustainable, and resilient transportation solutions to meet our rapidly evolving transportation needs. Our FY 2026 Work Program embodies these objectives and brings them to life, with specifics on how we will target investments and improve current assets. Together, the Strategic Blueprint and Work Program reflect our steadfast commitment to Serve, Invest, Transform, and Excel going forward. Working in collaboration with our local and regional partners, our vision for the future of transportation is becoming a reality.

The programs and projects on the pages that follow are not simply a plan, this is our promise to Tampa Bay. Your passion and engagement in our goals, objectives, and strategies, inspires and strengthens our determination. Together we are shaping Tampa Bay's transportation infrastructure into a model of excellence, a true testament to the power of proactive collaboration.

GREG SLATER
THEA EXECUTIVE DIRECTOR & CEO

WE ARE THEA

The Tampa Hillsborough Expressway Authority was established in 1963 as an independent agency of the state.

THEA currently owns, operates and maintains the Lee Roy Selmon Expressway (Selmon Expressway), the Brandon Parkway and Trail, Meridian Avenue and Trail, and the Selmon Greenway.

The Selmon Expressway stretches 17 miles from Brandon in east Hillsborough County to the Gandy Bridge in west Hillsborough County. Reversible Express Lanes (REL) provide additional capacity and congestion relief for westbound commuters traveling from Brandon to downtown Tampa in the mornings and eastbound commuters traveling from downtown Tampa to Brandon in the evenings. In addition, Meridian Avenue and Brandon Parkway are THEA owned local roadways that provide easy access to the REL and Selmon Expressway, and keep regional traffic off the local roadway network.

In addition to roadway connections, THEA provides pedestrian and bicycle mobility through the Selmon Greenway, Meridian Avenue Trail, and Brandon Parkway Trail. The Selmon Greenway is a 1.7-mile multi-use trail that utilizes the space below the Selmon Expressway traversing through downtown Tampa, with several pocket parks providing shaded community spaces throughout the urban core. THEA also constructed the Deputy Kotfila Dog Park between the Channelside District and Ybor City and works with communities surrounding the expressway to provide underpass improvements and community enhancements, where possible.

THEA is committed to continuing to provide excellence through cutting-edge innovation, reliability, and customer focused safety, experience and efficiency. THEA is focused on providing the connections that enrich the Tampa Bay community and proactively reimagine the transportation path forward.

OUR PROCESS...

THEA continuously monitors infrastructure integrity, safety, and system performance and operations throughout the year in order to begin the work program development process early with data and knowledge to guide strategic investment needs and opportunities. Every year, THEA invests in new tools and data to better understand these factors to maintain a state of good repair and identify areas of enhancements consistent with the goals and objectives set forth within the THEA Strategic Blueprint. The Strategic Blueprint is the Authority's guide to meeting goals established not only for its system and internal organization, but also for its customers and stakeholders. This Blueprint is the basis for capital investments identified within the FY 2026 Work Program.

THEA'S STRATEGIC BLUEPRINT

The Strategic Blueprint establishes a cohesive vision of the future that focuses on key priorities, strategic investments, and collaboration, establishing THEA's foundation for an integrated and data driven culture. Its development was a collaborative process across THEA's organization with the customer experience as the primary focus. The Strategic Blueprint provides a roadmap to meet the agency's goals for its system, internal organization, and external engagement with customers and stakeholders. This framework is the basis for the capital investments identified with this FY 2026 Work Program.

GOALS & OBJECTIVES

SERVE

Deliver best-in-class experience for customers in all aspects of THEA business

- Reimagine the customer experience
- Identify opportunities to optimize stakeholder communication
- Maintain and build strategic partnerships
- Build a culture of servant leadership

INVEST

Amplify THEA's ability to proactively address the region's growth

- Diversify and expand THEA's transportation investments
- Optimize THEA's financial capacity
- Collaborate with regional partners to build an integrated and cohesive transportation system
- Optimize THEA's organizational infrastructure

TRANSFORM

Create the next generation transportation agency and system

- Explore opportunities to reimagine the THEA's current infrastructure
- Identify emerging technologies to advance THEA's evolution as an agency
- Strengthen collaboration with diverse industries to position THEA as a technology incubator
- Explore organizational needs to meet next generation transportation

EXCEL

Use data to deliver excellence in all aspects of business

- Utilize a data-driven approach to guide investment decisions and priorities
- Integrate standard data across THEA
- Modernize internal business operations utilizing a data-driven approach
- Establish Key Performance Indicators for each THEA business unit

SERVE

Deliver best-in-class experience for customers in all aspects of THEA business

We are committed to serving Hillsborough County and the communities we touch, with a focus on giving back and providing best in class transportation facilities.

FY26 offers several opportunities to serve the public by working with our community partners to give back and provide enhanced mobility options. Through active collaboration with the Florida Department of Transportation (FDOT), Hillsborough County, and the City of Tampa, both the US 301 PD&E Study and the Whiting Street Improvements projects are moving forward to provide congestion relief in the southeast Hillsborough County, enhance access to downtown Tampa, and reconnect Tampa's city street-grid.

As stated in THEA's Strategic Blueprint Values, we are committed to ensuring the money and investment earned from our assets goes back into the communities we serve. Through collaboration, we partner to provide safe, reliable, and financially sustainable transportation services to our customers and the community.

Our commitment to service is exemplified in our community projects. From simple maintenance and community enhancements to larger capacity projects, THEA is dedicated to the Tampa Bay region and the people it serves.

Projects that exemplify THEA's goal to SERVE include:

Brorein Pedestrian Safety Improvements

Total Budget (FY25-27): $1.2M

Safety is a priority for THEA and its partners, particularly for vulnerable road users (VRUs), including pedestrians, cyclists, and micromobility users.The Brorein Pedestrian Safety Improvements project focuses on utilizing technology to warn drivers of queue backups along the Brorein exit ramp and dynamically adjust signal timing at the ramp intersection to relieve queue buildup and warn drivers exiting the Selmon Expressway of the presence of pedestrians.

This project intends to utilize both Intelligent Transportation System (ITS) technology and Connected Vehicle to Everything (CV2X) technologies to reduce queue spills onto the expressway that can lead to crashes and integrate alerts to drivers when there are pedestrians present at off-ramp intersections and crosswalks. Technologies include traffic surveillance cameras, VRU identification cameras and queue detection cameras, V2X Roadside Units, and flashing warning beacons for both pedestrian and queue warnings.

Intelligent Transportation Systems Master Plan

Total Budget (FY26, 28, 30-32): $500k

Intelligent Transportation Systems (ITS) enable roadway users to be better informed and increases safety through technologies incorporated into the actual roadway system. ITS on THEA facilities include dynamic message signs, wrong-way detection countermeasures, and future focused multi-modal intelligent traffic signal and advanced traffic management systems. Projects such as these all result from the ITS Master Plan as technologies improve and the existing systems age. Through the Plan, THEA evaluates its ITS components for their use of life and renewal. Updates are added to the ITS System and new improvements are identified annually.

Vulnerable Road User Safety Project – Meridian Avenue

Total Budget (FY24-26): $800k

With rapid development and a greater number of bicyclists, pedestrians, and micromobility users (scooters) in the downtown area, especially in the Channelside District, there is a need to increase safety for everyone in the transportation landscape. This project demonstrates how technology can increase safety by warning vehicular drivers of a potential conflict with pedestrians, bicyclists, and/or other micromobility users of potential imminent threats through an onboard unit (OBU). Existing roadside unit technology will communicate warnings and messages to OBU equipped vehicles of potential conflicts with vulnerable road users. This project is located along Meridian Avenue and will include pursuing collaboration opportunities with local scooter companies. Pilot development began in FY24 and will continue through FY26.

INVEST

Amplify THEA's ability to proactively address the growth of the Tampa Bay Area

THEA invests all toll revenues back into the community it serves, keeping customer dollars local to improve safety, ease congestion and contribute to the surrounding community livability. Whether investing in system capacity enhancements, innovative technologies, or providing mindful mobility options in the shade of the expressway, THEA proactively addresses the needs of a growing Tampa Bay.

THEA is investing in more than its own facilities; it is partnering with the City of Tampa on the Whiting Street Improvements Project to reconnect the city's street grid, providing greater connectivity to the downtown core. THEA is also improving safety through their Wrong-Way Driver Detection and Warning Systems project and focusing on improved health and community wellness by embracing the vision of the Selmon Greenway Master Plan (2024). Projects like the 12th Street Park progresses to 30% design with the use of creative stormwater facilities, recreational facilities, greenspace and trails to serve the surrounding growing communities in downtown Tampa.

Projects that exemplify THEA's goal to INVEST include:

Whiting Street Improvements

Total Budget (FY20–32): $90M

In conjunction with the City of Tampa, THEA is committed to extending Whiting Street east to Meridian Avenue to reconnect the city street grid and provide easier access to the rapidly redeveloping Channelside District. The project will provide a new Exit Ramp 6B from the Selmon Expressway, moving it from its current location at Channelside Drive and Morgan Street north to connect to the improved Whiting Street, where enhanced pedestrian and bicycle facilities are provided. The project also includes reconfiguring the on-ramp from Jefferson Street to the Selmon Expressway providing a safer pedestrian crossing at Florida Avenue. Following the completion of a Project Development and Environment (PD&E) Study, this project is programmed to continue into design and construction within this FY26 Work Program.

Wrong-Way Driving Countermeasures

Total Budget (FY24–26): $7M

THEA is installing additional safety improvements to address the issue of wrong-way drivers entering the Selmon Expressway. Improvements include wrong-way driving countermeasures, such as wrong-way detection, warning devices and other safety improvements on the Selmon Expressway and ramps within the downtown core. Both vehicle detection systems and in-pavement lighting will be implemented to increase driver awareness.

12th Street Park

Total Budget (FY25–30): $27M

The 12th Street Park project is currently in the 30% design phase, preparing for full design to be construction ready. This community park located north of THEA's hugely popular Kotfila Dog Park will be a vital connection between Ybor City and the Channelside District with improved mobility options between the two communities alongside active and passive recreational spaces. 12th Street Park is a top priority to the agency to invest in the community spaces identified in the Selmon Greenway Master Plan.

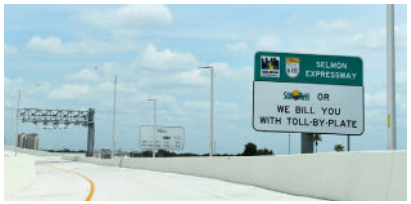
TRANSFORM

Create the next generation transportation agency and system for the Tampa Bay area

Transforming transportation infrastructure to meet today's needs and tomorrow's challenges is at the core of THEA's values. Through innovation and emerging technologies, THEA is striving to provide a safer, more connected, best-in-class transportation facility for today's customer and generations beyond. As technology rapidly changes, THEA is adapting.

Projects are identified through THEA's ITS Master Plan with reciprocal innovations identified to enhance transportation. THEA is striving to bring transformative, reliable, and forward-thinking solutions to the Tampa Bay region.

Examples that exemplify THEA's goal to TRANSFORM include:



Tolling Sign Enhancements

Total Budget (Annual): $110k

As more toll agencies participate in interoperability within the "Southeast Hub" to provide more seamless travel for customers with different agency transponders, THEA must update signage to communicate whether or not an agency's transponder works on the Selmon Expressway. Current interoperable agencies include: E-Pass, Lee Way, Peach Pass, NC QuickPass, E-ZPass, Sun Pass, KTag, PikePass and Central Texas.

This project focuses on integrating the signage needed annually along the Selmon Expressway (graphics design, fabrication and installation of new sign panels) every time a new agency is added.

Meridian Avenue Refresh

Total Budget (FY26–27): $2.7M

As Water Street and the Channelside District continue to transform and grow in population, the Meridian corridor requires updating along the east side of Meridian Avenue to address the replacement of brick pavers, upgrade lights and signage, irrigation, and landscaping. On the west side of Meridian Avenue, the Meridian Trail and the surrounding THEA property offer the opportunity to create an enhanced Meridian Health Trail with enhanced greenspaces for the urban area to improve community livability to the surrounding residents and visitors. The Meridian Health Trail will integrate health, wellness and mindfulness to complement the downtown area's evolution into a place to live, work and play.

THEA intends to begin developing concepts and designs for integrating the necessary upgrades to safety, aesthetics, and functionality to refresh Meridian Avenue alongside trail and park improvements to develop a cohesive and enhanced corridor.

US 301 Improvements and PD&E Study

Total Budget (FY25–29): $13.8M

THEA, in partnership with FDOT and Hillsborough County, is evaluating the potential for increased capacity along US 301 from the Selmon Expressway to south of Big Bend Road. THEA will conduct a PD&E Study to identify feasible alternatives that will support the travel demand and needs of southeast Hillsborough County. Extending the Selmon Expressway to south of Big Bend Road in the US 301 corridor could reduce congestion and improve safety and mobility on US 301 as well as US 41, I-75, and local roads. It would provide a critical evacuation route in southeast Hillsborough County and access to jobs. The Study is in the early planning and public engagement phase.

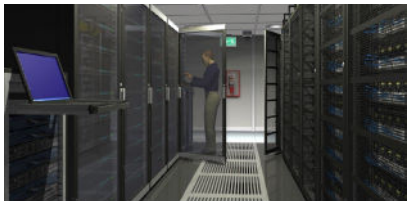
EXCEL

Use data to deliver excellence in all aspects of business

Data is critical to understanding existing operations and internal agency conditions, as well as analyzing trends and forecasts for better planning and decision-making. Our priority on generating and utilizing data enables us to excel in all that we do. Modernization of our internal business operations, asset management, and roadside equipment and technology is paramount to providing and maintaining safety, a state of good repair, and providing the first in class experience our customers expect.

We are investing in projects that will help our agency thrive and excel. When it comes to our toll systems, THEA's operational back office system and roadside toll collection system are both due for replacement. Staying at the forefront of these and other technologies helps to maintain the core of our operations. Integrating new tools and technologies to manage our asset management and ITS is another way we are committed to advancing excellence. In addition to making administrative network upgrades and bolstering cyber security, THEA maintains its brand of excellence through state-of-the-art equipment within the THEA Traffic Management Center utilized by THEA and the City of Tampa, integrating smarter technology like portable gantry devices for disaster recovery and maintaining business continuity, and evaluating future safety innovations.

Projects that exemplify THEA's goal to EXCEL include:



Operational Back Office System Replacement

Total Budget (FY24–27): $10.6M

The existing Operational Back Office System (OBOS) was not originally intended to support today's current back-office tolling environment and is quickly approaching its life cycle for replacement, requiring significant maintenance from THEA staff for systems, backup, and security. THEA is investing in a complete system replacement to ensure that it is future proofed to be flexible and scalable into the future. The new OBOS will support toll collection needs for the next 15 years. The OBOS is being built to provide the necessary agility and responsiveness required for the Florida Statewide Tolling Centralized Customer Service System and the Florida Turnpike Enterprise's New Back Office System.

Roadside Toll Collection System Replacement

Total Budget (FY23–28): $41M

THEA has extended the life of the Roadside Toll Collection System (RTCS) from the typical 10-year lifecycle to 14 years. Due to this, maintenance has increased to allow the system to continue vehicle classification and system operations. With increasing performance concerns and the challenges in obtaining spare parts for the legacy system, it is necessary to replace the existing system. This project will replace the existing RTCS utilizing newer, innovative advancements in toll collection technology. The new RTCS will fully integrate National Interoperability solutions and receive fully formed transactions through the roadside system for transmittal to THEA's OBOS.

Video Wall

Total Budget (FY21–26): $1.3M

This project will replace the existing video wall located within the THEA Traffic Management Center with updated and enhanced technology. The video wall displays real-time camera feeds and traffic information for both THEA and the City of Tampa. The current video wall technology is no longer serviceable and requires replacement as replacement parts are no longer available for the existing system. The video wall is scheduled for replacement in FY26.

WORK PROGRAM
PROCESS & DEVELOPMENT

WORK PROGRAM DEVELOPMENT OVERVIEW

The THEA Work Program outlines planned capital expenditures for projects and programs, and their prospective stages of development. This includes planning, environmental studies, design, right-of-way acquisitions, construction, subscriptions and equipment purchases. Projects range from enhancement projects to replacement and renewal (or preservation). *This is an ongoing process that culminates each July with an updated 6-Year Work Program.*

Developing THEA's 6-Year Work Program includes a detailed and comprehensive process between the Executive Director and THEA's Departmental Directors: Communications and Community Engagement; IT and Security; Planning and Innovation; Operations and Engineering; Toll Technology and Customer Experience; and Finance. Consistent with the State Fiscal Year, each Work Program is incorporated into the agency's budget from July 1st to June 30th. Once approved, the Work Program is used to allocate resources efficiently and effectively.

The development of the Work Program helps ensure financial sustainability of the agency by assigning resources to plan and monitor the delivery status of projects and programs. The program is monitored and updated to reflect resource changes, financial commitments, maintenance and administrative needs, and project development updates.

Monitor & Update as Needed

January–February
Cost Updates

February–April
Project Updates

May–June
Board Presentation & Approval

July 1st
Incorporated into THEA's Budget

THE WORK PROGRAM...

- Identifies capital projects and resource commitments that are reviewed and approved by the THEA Board of Directors
- Provides an annual snapshot of budgeting needs and finances for THEA's upcoming fiscal year
- Establishes a 6-Year Plan for the budget year and the five planning years that follow
- Plans for major capital and enhancement investments, future renewal and replacement needs, and programmatic expenses of the system for 30 years based on maintenance schedules

PROGRAMMING ASSUMPTIONS

The foundation of THEA's funding decisions rests on three categories of programming assumptions:

The first category is Preservation, in which safety and maintenance are major elements to identify programs and projects for the Work Program.

The second category is Enhancement, which includes capacity and improvement projects to THEA's system.

The third category is Programmatic Expense, which includes Non-Capital Improvement Plan (CIP)/Non-OM&A (Operations, Maintenance, and Administration) projects to assess THEA needs.

Brandon Parkway serves as a gateway to the Selmon Expressway's Reversible Express Lanes from Brandon to downtown Tampa. The Parkway is accompanied by the Brandon Trail providing safer walking and biking facilities in the community.

1 PRESERVATION

THEA's Preservation Program is based on ongoing maintenance and monitoring of the system, incorporating future replacement and renewal needs. The Authority maintains a 30-year planning horizon including short-term and long-term replacement and renewal projects.

2 ENHANCEMENT

As the region's population continues to grow, so does our need for greater transportation connectivity and options. After preservation needs are addressed, THEA identifies programmatic and system-wide enhancements and capacity improvements to address both current and future demands.

THEA takes an objective and analytical approach to ensure projects align with the area's transportation needs and preferences. Costs are calculated using industry standards and ongoing experience with the existing system and infrastructure, and are refined as projects move through the project development process.

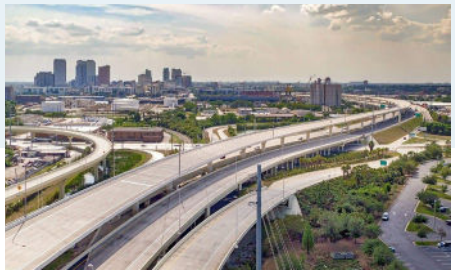
3 PROGRAMMATIC EXPENSE

In order to assess system and agency needs, programmatic expenses provide resources to not only support early planning assessments, but also to respond quickly to agency needs and requirements with advanced funding. Programmatic Expense projects have annual funds allocated for studies, assessments, and project advancements should they be needed quickly. Project development occurring under this category should initiate independent projects in the future.

PROGRAMMING ASSUMPTIONS

Preservation, Enhancement and Capacity, and Programmatic Projects fall into four categories.

Roadway



Lee Roy Selmon Expressway

Starting with the preservation program, roadway projects are based on the lifecycle of the pavement to ensure safety, extend the service life of the existing roadway facilities, and improve customer experience. Resurfacing is programmed every 12–15 years, with restriping every four years between resurfacings. In addition, THEA paints the steel bridges, restains the REL, and replaces pier uplighting. Roadway enhancement focuses on projects that can improve and enhance the customer experience. This includes projects that improve capacity or roadway operations and efficiency.

Toll System

All Electronic Toll Collection Gantry

Functionality of the toll system is crucial to expressway toll operations. This includes back-office improvements and tolling hardware. System hardware and performance are continually monitored and programmed or reprogrammed as necessary.

Intelligent Transportation System

Traffic Management Center

ITS focuses on communication and technologies that provide more information about the system to improve safety and efficiency. Project examples include extending fiber to integrate Dynamic Message Signs (DMS) and Changeable Message Signs (CMS), upgrading REL Gate System Cabinet Backup Power Supply, and upgrading equipment throughout the roadway and in the TMC. Often times this technology lays the groundwork for more advanced system monitoring, analysis and response. THEA has exciting project initiatives like the I-4 FRAME where THEA, in partnership with FDOT, is expanding the Connected Vehicle (CV) program. THEA utilizes an ITS Master Plan to identify integrated projects to advance technologies.

Facilities

THEA Headquarters

THEA manages multiple facilities, including office, warehouse, and toll buildings to operate and maintain the expressway. Ongoing building and property maintenance such as roof upgrades, building heating, ventilation, and cooling upgrades are all part of the Facilities category.

Facilities also include the Selmon Greenway, parks, and community underpass areas. Enhancements to THEA's facilities improve THEA's operations as well as the overall customer experience.

PROGRAM FINANCIAL OVERVIEW

WORK PROGRAM SUMMARY

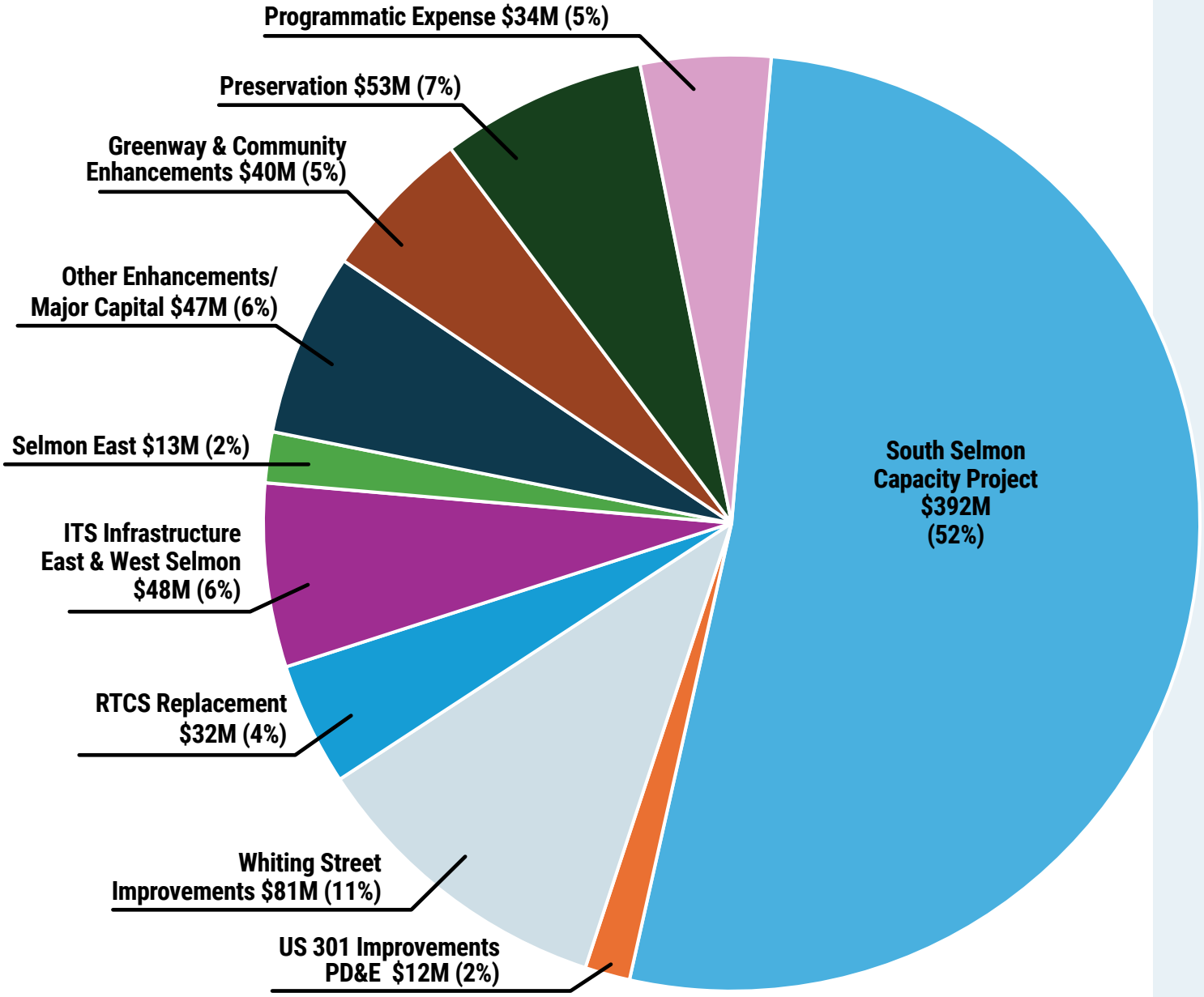
6-YEAR WORK PROGRAM

The 6-Year Work Program Summary provides the capital funding commitments for the budget year (FY26) and five planning years (FY27–FY31)

	FY26	FY27	FY28	FY29	FY30	FY31	FY26–FY31 Total
FY26 6-Year Committed Summary							
TOTAL (including inflation/contingencies)	**$ 142,187,685**	**$ 185,547,788**	**$ 173,302,261**	**$ 156,940,299**	**$ 48,583,191**	**$ 45,032,342**	**$ 751,593,566**
THEA Funding	$ 139,816,483	$ 179,006,011	$ 170,430,165	$ 151,362,026	$ 46,096,979	$ 45,032,342	**$ 731,744,006**
Other Funding	$ 13,986,155	$ 14,036,604	$ 6,453,496	$ 9,196,873	$ 6,258,012	$ 3,695,300	**$ 53,626,440**
FY26 6-Year Committed Summary by Program							
Preservation							
Roadway	$ 7,814,661	$ 12,647,794	$ 15,652,052	$ 9,731,078	$ 1,257,168	$ 1,297,560	**$ 48,400,313**
ITS	$ 2,039,923	$ 21,000	$ 0	$ 0	$ 226,825	$ 0	**$ 2,287,748**
Tolls	$ 590,000	$ 160,000	$ 160,000	$ 0	$ 0	$ 0	**$ 910,000**
Facilities	$ 221,060	$ 1,579,129	$ 0	$ 0	$ 0	$ 0	**$ 1,800,189**
TOTAL PRESERVATION	**$ 10,665,644**	**$ 14,407,923**	**$ 15,812,052**	**$ 9,731,078**	**$ 1,483,993**	**$ 1,297,560**	$ 53,398,250
Total THEA Funding	$ 10,665,644	$ 14,407,923	$ 15,812,052	$ 9,731,078	$ 1,483,993	$ 1,297,560	**$ 53,398,250**
Total Other Funding	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	**$ 0**
Programmatic Expenses – Non-CIP/Non-OM&A							
Roadway	$ 10,698,285	$ 6,828,161	$ 3,443,000	$ 3,476,000	$ 3,509,000	$ 3,544,000	**$ 31,498,446**
ITS	$ 250,000	$ 0	$ 138,400	$ 0	$ 115,900	$ 0	**$ 504,300**
Tolls	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	**$ 0**
Facilities	$ 666,667	$ 666,666	$ 0	$ 142,600	$ 146,900	$ 151,300	**$ 1,774,133**
TOTAL PROGRAMMATIC EXPENSES – Non-CIP/Non-OM&A	**$ 11,614,952**	**$ 7,494,827**	**$ 3,581,400**	**$ 3,618,600**	**$ 3,771,800**	**$ 3,695,300**	$ 33,776,879
Total THEA Funding	$ 11,614,952	$ 7,494,827	$ 3,581,400	$ 3,618,600	$ 3,771,800	$ 3,695,300	**$ 33,776,879**
Total Other Funding	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	**$ 0**
Enhancement/Capacity							
Roadway	$ 95,720,344	$ 130,697,788	$ 139,824,031	$ 131,845,194	$ 37,548,550	$ 35,394,299	**$ 571,030,206**
ITS	$ 4,331,064	$ 3,568,167	$ 3,613,839	$ 0	$ 134,302	$ 171,959	**$ 11,819,331**
Tolls	$ 17,824,348	$ 18,153,819	$ 7,193,919	$ 0	$ 0	$ 0	**$ 43,172,086**
Facilities	$ 2,031,333	$ 11,225,264	$ 3,277,020	$ 11,745,427	$ 5,644,546	$ 4,473,224	**$ 38,396,814**
TOTAL ENHANCEMENT/CAPACITY	**$ 119,907,089**	**$ 163,645,038**	**$ 153,908,809**	**$ 143,590,621**	**$ 43,327,398**	**$ 40,039,482**	$ 664,418,437
Total THEA Funding	$ 117,535,887	$ 157,103,261	$ 151,036,713	$ 138,012,348	$ 40,841,186	$ 40,039,482	**$ 644,568,877**
Total Other Funding	$ 2,371,203	$ 6,541,777	$ 2,872,096	$ 5,578,273	$ 2,486,212	$ 0	**$ 19,849,561**

WORK PROGRAM STATISTICS

68 PROJECTS TOTAL



Other Enhancements / Major Capital Projects (6%)

23 Diverse Projects including:

- East Mainline Toll Gantry & Civil Site
- OBOS Replacement
- Selmon East/US 301 Ramp Widening
- ATMS Improvements
- Underpass Remediations
- Tolling Sign Enhancements
- DOE Grant – SECURE V2X
- Safety Projects *(Wrong-Way Driving Countermeasures, Brorein Pedestrian Improvements, VRU Safety)*

OBOS: Operational Back Office System
ATMS: Advanced Traffic Management System
VRU: Vulnerable Road Users
DOE: Department of Energy
RTCS: Roadside Toll Collection System
PD&E: Project Development and Environmental Study
Programmatic Expense: Non-Capital Improvement Plan/Non-Operations, Maintenance and Administration (OM&A) annual funds allocated for studies, assessments and project advancement.

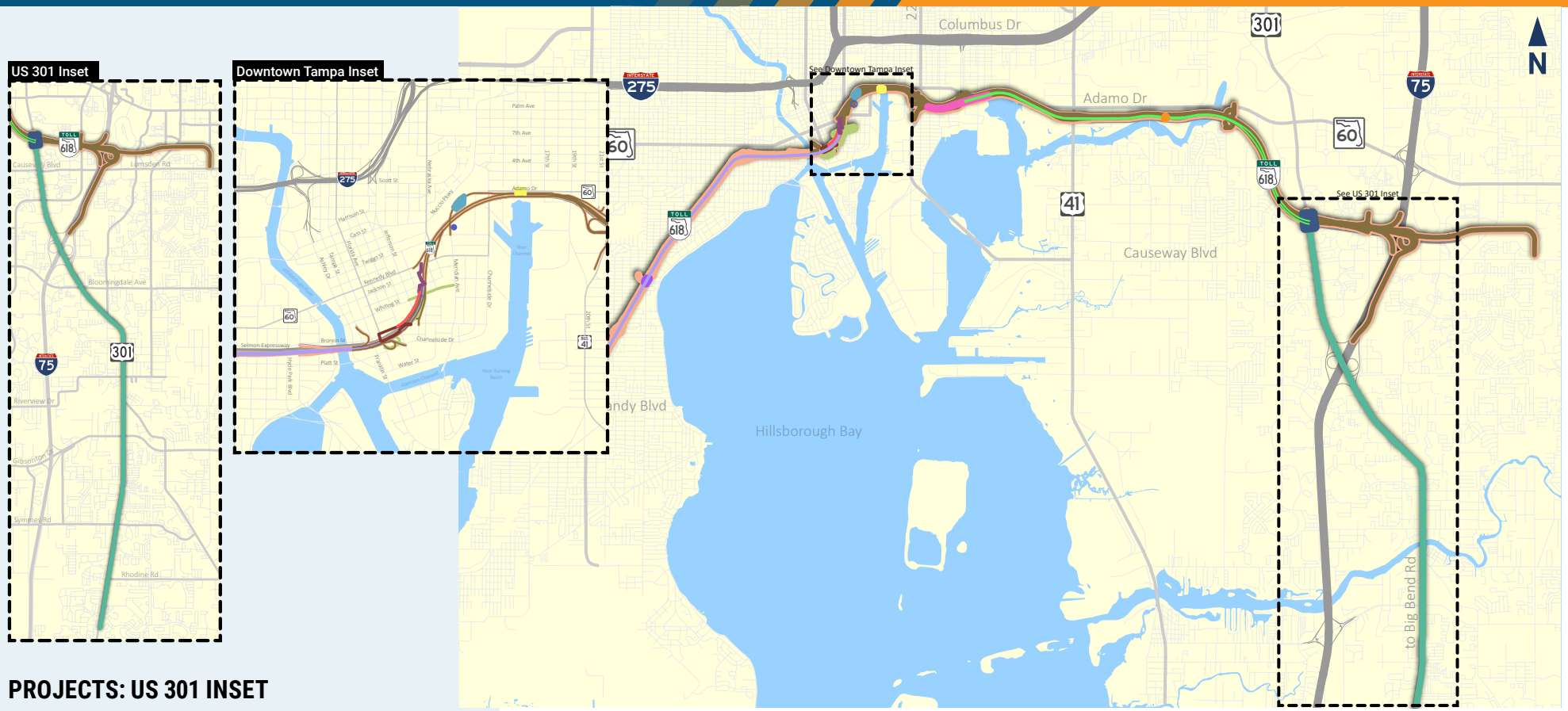
FINANCIAL SUMMARY

	FY26	FY27	FY28	FY29	FY30	FY31	TOTAL (FY26-31)
Preservation (Replacement & Renewal – Pay-go)							
	$ 10,665,644	**$ 14,407,923**	**$ 15,812,052**	**$ 9,731,078**	**$ 1,483,993**	**$ 1,297,560**	**$ 53,398,250**
Enhancement/Capacity							
	$ 131,522,041	**$ 171,139,865**	**$ 157,490,209**	**$ 147,209,221**	**$ 47,099,198**	**$ 43,734,782**	**$ 698,473,238**
Funding Sources							
Pay-Go Cash & Project Fund Reserves	$ 139,816,482	$ 179,006,011	$ 85,512,767	$ 54,925,280	$ 46,096,979	$ 45,032,342	$ 550,389,861
Future Bond Proceeds	$ 0	$ 0	$ 84,917,398	$ 96,436,746	$ 0	$ 0	$ 181,354,144
Other Funds	$ 2,371,203	$ 6,541,777	$ 2,872,096	$ 5,578,273	$ 2,486,212	$ 0	$ 19,849,561
TOTAL WORK PROGRAM	**$ 142,187,685**	**$ 185,547,788**	**$ 173,302,261**	**$ 156,940,299**	**$ 48,583,191**	**$ 45,032,342**	**$ 751,593,566**

PROJECT SUMMARIES & GOAL ALIGNMENT

MAJOR CAPITAL PROJECTS OVERVIEW

THEA is always focused on customer experience, using a robust capital improvement program that focuses on improving safety, operations, efficiency, and identifying future needs. This Overview Map illustrates major enhancement projects in various stages of project development.



PROJECTS: US 301 INSET

- Roadside Toll Collection (RTCS) Replacement
- ITS Infrastructure for East Selmon and West Selmon
- Selmon East
- Selmon East/US 301 Ramp Widening
- US 301–Big Bend to Lee Roy Selmon Exwy

PROJECTS: DOWNTOWN INSET

- 12th Street Park
- Adamo Park and Remediation
- Brorein Pedestrian Safety Improvements
- Greenway Improvements from Whiting to Kennedy
- ITS Infrastructure for East Selmon and West Selmon
- Operational Back Office System (OBOS) System/Replacement
- Roadside Toll Collection (RTCS) Replacement
- Selmon Greenway - Selmon Park to Jefferson
- Whiting Street Improvements

PROJECTS

- Bay to Bay Community Park
- East Mainline Toll Gantry and Civil Site
- Selmon East
- Selmon East Ramps
- Selmon East/US 301 Ramp Widening
- South Selmon Capacity
- US 301–Big Bend to Lee Roy Selmon Exwy

MAJOR CAPITAL PROJECTS

MAJOR CAPITAL PROJECTS INCLUDE
1) Construction and
2) Development and Evaluation investments

ID	PROJECT	SERVE	INVEST	TRANSFORM	EXCEL	Total FY26-31 Budget*
HI-0112	South Selmon Capacity Project	–		–		$ 392,081,975
HI-0141	Whiting Street Improvements				–	$ 80,622,454
HI-0165	US 301 Improvements and PD&E				–	$ 11,693,100
HI-0247	Selmon East/US 301 Widening			–	–	$ 3,295,477
HI-0249	12th Street Park	–			–	$ 26,236,882
HI-0254	Operational Back Office System (OBOS) Replacement					$ 8,528,909
HI-0255	Roadside Toll Collection System (RTCS) Replacement					$ 31,943,177
HI-0256	Greenway Improvements from Whiting Street to Kennedy Boulevard	–			–	$ 5,205,707
HI-0270	ITS Infrastructure for East Selmon and West Selmon	–			–	$ 47,697,609
HI-0285	Meridian Avenue Refresh	–			–	$ 2,725,326
HI-0314	Brorein Pedestrian Safety Improvements				–	$ 1,161,691
HI-0316	Selmon East					$ 13,207,849
HI-0317	DOE Grant - SECURE V2X					$ 7,956,732
HI-0322	Advanced Traffic Management System (ATMS)					$ 2,550,000
HI-0323	THEA Traffic Management Center					$ 2,095,000
HI-0326	East Mainline Toll Gantry and Civil Site			–	–	$ 4,825,283

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

MAJOR CAPITAL PROJECTS *CONTINUED*

MAJOR CAPITAL PROJECTS INCLUDE
1) Construction and
2) Development and Evaluation investments

ID	PROJECT	SERVE	INVEST	TRANSFORM	EXCEL	Total FY26-31 Budget*
HI-0333	Bay to Bay Community Park				–	$ 4,024,446
HI-0334	Adamo Park and Remediation				–	$ 1,609,779

**Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.*

ENHANCEMENT PROJECTS

THEA's Enhancement projects promote travel options and improve the quality of life throughout Tampa Bay, through investments that expand transportation choices, improve Authority operations, and enhance the transportation experience.

ID	PROJECT	SERVE	INVEST	TRANSFORM	EXCEL	Total FY26-31 Budget*
HI-0129	Tolling Sign Enhancements	■	–	■	–	$ 660,000
HI-0137	Admin Network Upgrades	–	■	■	■	$ 565,410
HI-0172	Wrong Way Driving Countermeasures	–	■	■	–	$ 5,763,327
HI-0216	ITS Grounding Mitigation	–	■	■	■	$ 968,000
HI-0227	MMITSS (Multi-Modal Intelligent Traffic Signal System)	–	■	–	–	$ 129,288
HI-0228	Downtown Viaduct Feasibility Analysis	■	■	–	–	$ 400,000
HI-0231	Disaster Recovery for THEA	–	–	■	–	$ 382,738
HI-0239	Independent Toll Audit System (Hardware & Software)	–	–	■	■	$ 2,150,000
HI-0246	Procure to Pay ERP System	–	–	–	■	$ 1,320,000
HI-0248	I-4 FRAME (Florida' Regional Advanced Mobility Elements)	–	–	■	–	$ 749,451
HI-0268	THEA Headquarters Safety Improvements	–	■	–	–	$ 2,160,447
HI-0271	Vulnerable Road User (Bicycle/Scooters) Project - Meridian Ave	■	■	–	–	$ 202,227
HI-0279	Portable Gantry Devices	–	■	–	■	$550,000
HI-0280	Dynamic Data Display	–	–	–	■	$ 70,000
HI-0289	Cyber Security of THEA Networks	–	■	–	–	$ 493,350
HI-0325	Washington Street ROW Fence	–	■	■	–	$ 392,803

*Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

PRESERVATION PROJECTS

Normal aging of transportation facilities and the subsequent need for cyclical renewal of the infrastructure is critical to maintaining THEA's transportation network. These projects are part of a systematic management process to plan and budget for known repair and replacement requirements.

ID	PROJECT	SERVE	INVEST	TRANSFORM	EXCEL	Total FY26-31 Budget*
HI-0011	Resurfacing Meridian Avenue			–	–	$ 3,127,774
HI-0013	Resurfacing Brandon Parkway			–	–	$ 4,379,690
HI-0016	Pavement Markings Meridian Ave	–		–	–	$ 58,355
HI-0017	Pavement Markings Selmon Expressway & REL	–		–	–	$ 332,160
HI-0018	Pavement Markings Brandon Parkway	–		–	–	$ 312,400
HI-0023	Steel Bridge Painting	–		–	–	$ 8,449,664
HI-0025	Clean & Restain Reversible Express Lane (REL) Structures	–		–	–	$ 12,100,930
HI-0054	Video Wall	–				$ 501,993
HI-0056	TMC Upgrade Control Room Workstations/Monitors	–				$ 20,000
HI-0060	Upgrade Reversible Express Lane (REL) Gate System Cabinet Backup Power Supply	–		–	–	$ 32,749
HI-0061	Network-Upgrade Field ITS Network Equipment (Switches and Routers)	–				$ 226,825
HI-0149	Extend Fiber to Dynamic Message Signs (DMS) & Changeable Message Signs (CMS)			–	–	$ 1,319,181
HI-0164	Miscellaneous Paving	–		–	–	$ 2,386,800
HI-0189	Ops Network Security	–	–	–		$ 187,000
HI-0260	West Toll Plaza Renovation	–		–	–	$ 1,800,189
HI-0262	Asset Management: Legacy Toll System	–		–		$ 910,000

*Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

PRESERVATION PROJECTS *CONTINUED*

Normal aging of transportation facilities and the subsequent need for cyclical renewal of the infrastructure is critical to maintaining THEA's transportation network. These projects are part of a systematic management process to plan and budget for known repair and replacement requirements.

ID	PROJECT	SERVE	INVEST	TRANSFORM	EXCEL	Total FY26-31 Budget*
HI-0286	Sign Replacement: Jefferson Street to Brandon Parkway	–		–	–	$ 3,370,643
HI-0302	Brandon Parkway Street Sign Replacement			–	–	$ 333,135
HI-0327	Drainage Ditch Improvement - 22nd Street to Falkenburg	–		–	–	$ 2,740,020
HI-0328	Infrastructure Repair - Lakewood Drive	–		–	–	$ 937,574
HI-0331	Pavement Markings SWE	–		–	–	$ 575,000
HI-0332	Reversible Express Lane System Replacement				–	$ 4,495,712
HI-0335	Bridge Inspections	–	–			$ 4,800,456

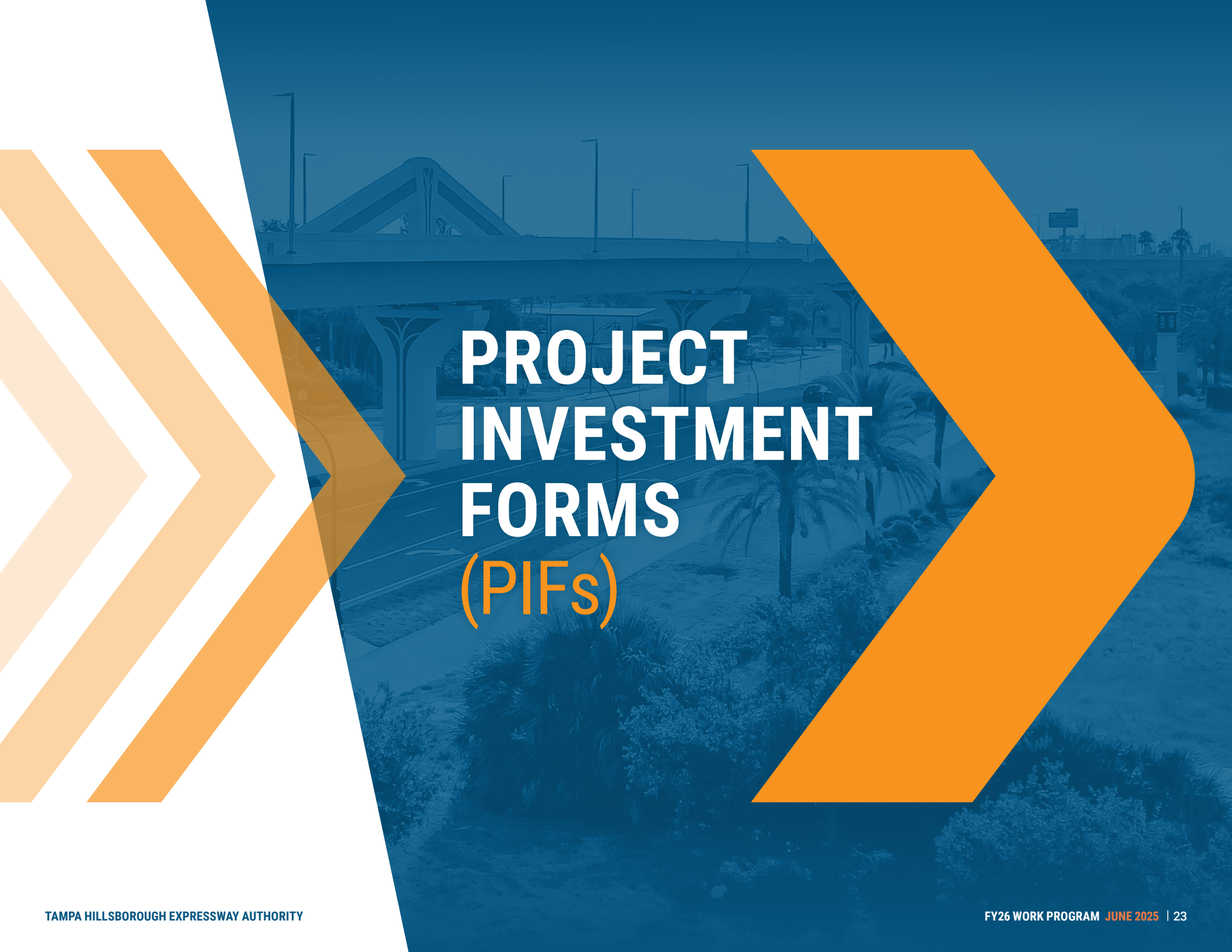
**Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.*

PROGRAMMATIC EXPENSES

Programmatic expenses is a necessary category used annually to assess the agencies needs and understand the resources required for future studies and projects. These projects offer the ability for THEA to conduct necessary assessments quickly.

ID	PROJECT	SERVE	INVEST	TRANSFORM	EXCEL	Total FY26-31 Budget*
HI-0069	ITS Master Plan	■	■	■	■	$ 504,300
HI-0110	Capital Planning for Real Estate Assets	■	■	■	–	$ 602,909
HI-0125	Facilities	–	■	■	■	$ 1,774,133
HI-0171	Transportation Safety Innovations and Pilot Development	■	–	■	■	$ 1,500,000
HI-0253	Systemwide Resiliency Testing	–	■	■	–	$ 358,000
HI-0284	Asset Management Development	–	■	–	■	$ 9,000,000
HI-0304	Post-Tensioned Bridge Monitoring Development	■	■	–	–	$ 12,647,192
HI-0311	Drainage Improvements	■	■	–	–	$ 6,000,000
HI-0321	Strategic Systems Monitoring and Evaluation	■	■	■	■	$ 900,000
HI-0329	RITIS Data Analysis Platform	–	■	■	■	$ 380,345
HI-0330	ESRI Advantage Program	■	■	■	■	$ 110,000

*Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.



PROJECT INVESTMENT FORMS (PIFs)

PROJECT DEVELOPMENT PROCESS & PHASES

All THEA projects must first undergo detailed analysis and consideration before adoption.

The figures here illustrate the Project Development Process and the elements of the four project phases: Planning, Design, Right-of-Way, and Construction.

Planning

Purpose & Need

- Analysis of the need and general feasibility of a project
  Development of Conceptual Designs
- Planning: Coordination between State, Local, and Regional
- Project Development & Environment/Feasibility (PD&E), analysis required to support project implementation
  Process addresses impacts for a project footprint, technical analysis, and public input
- PD&E will lead to a determination of impact, before proceeding to approval of a design alternative for project implementation
- Analysis is required in order to determine acquisition of Right-of-Way

Coordination

Development

Design

Design includes

- Preparation of design plans
- Preparation of Right-of-Way maps
- Resolves any outstanding issues

Right-of-Way

Right-of-Way Acquisition

- Appraisal
- Acquisition
- Outside legal services
- Experts, etc. related to the land/property needed to implement project design

Construction

Construction

- Actual construction phase
- Construction Engineering & Inspection (CEI)
- Construction management and administration
  Construction engineering, and inspection of construction projects to ensure value engineering. Construction cannot begin until necessary environmental permits are obtained
- GEC Oversight
  The GEC often acts as an extension of staff to provide ongoing technical assistance on either a specific project or ongoing services

Operations & Maintenance

OVERVIEW
PIFs

Project Investment Forms (PIFs) are developed and updated each of the Work Program projects. PIFs outline the project's purpose and need, description, project status, and estimated funding needs, as well as provide a project map.

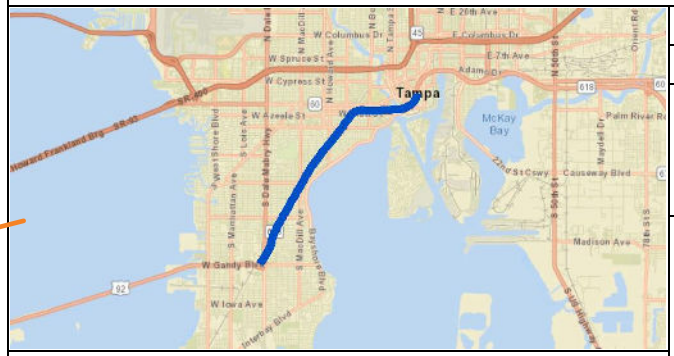
Each PIF has planning level projected costs for project development phases including planning, engineering, right-of-way acquisition, and construction. As study analyses progress, costs are refined and updated as appropriate. PIFs are developed in a consistent format for every project and study.

The figure below shows the basic layout of a PIF. Project costs are identified by fiscal year and project phase. "Other Funding" refers to phases that will receive funding assistance from sources other than THEA, such as federal or state grants, or other local government contribution and/or partnership.

Project Title

HI-0112 - SOUTH SELMON CAPACITY PROJECT — **CONSTRUCTION** ← **Program Status**

Mapped Location



PROJECT: South Selmon Capacity Project

LOCATION: Selmon Expressway, Tampa, Hillsborough County ← **Project Location**

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the South Selmon Capacity Project is to reduce congestion and improve safety along the Selmon Expressway between Himes Avenue and Whiting Street by increasing the existing capacity. Traffic along this portion of the expressway has nearly doubled over the past 10 years, and on/off ramps frequently experience backups onto the mainline. ← **Purpose & Need**

DESCRIPTION: A Project Development and Environment (PD&E) study was completed in 2021 to evaluate alternatives to improve capacity of the South Selmon Expressway from Himes Avenue to the overpass at Whiting Street. A preferred alternative was identified that adds one lane in each direction to provide six lanes, three in each direction. Improvements are to be completed within the existing right-of-way. ← **Project Description**

Project Status

STATUS: The Project Environmental Impact Report was accepted by the THEA Board in August 2021. Construction is scheduled to begin in FY26.

Estimated Project Cost (in Thousands)

Project Phase ← **Project Cost by Phase**

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 4,941	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 6,543	$ 57	$ -	$ -	$ -	$ -	$ -	$ 57
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 401,056	$ 70,110	$ 102,180	$ 110,530	$ 95,630	$ 13,575	$ -	$ 392,025
Total	**$ 412,540**	**$ 70,167**	**$ 102,180**	**$ 110,530**	**$ 95,630**	**$ 13,575**	**$ -**	**$ 392,082**
THEA Funding	$ 412,540	$ 70,167	$ 102,180	$ 110,530	$ 95,630	$ 13,575	$ -	$ 392,082
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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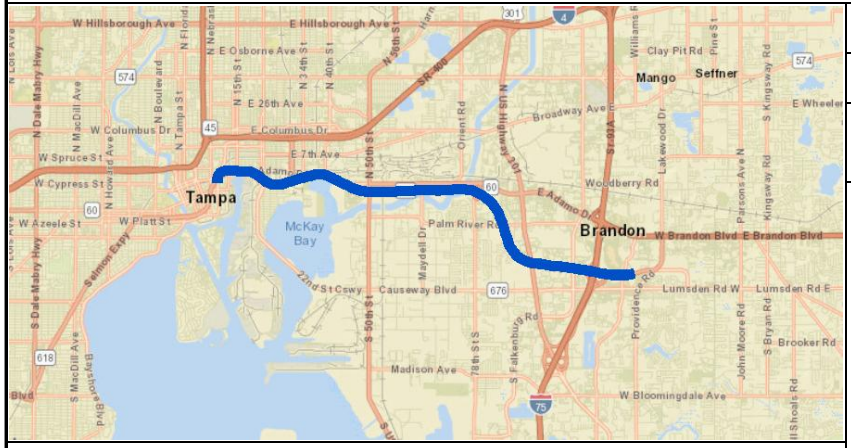
CONSTRUCTION PROGRAMS

HI-0025 - CLEAN & RESTAIN REVERSIBLE EXPRESS LANE (REL) STRUCTURES

CONSTRUCTION



STATUS: Design complete beginning FY26. Construction Q3 FY26.

PROJECT: Clean & Restain Reversible Express Lane (REL) Structures

LOCATION: Selmon REL Bridge structures

PURPOSE & NEED SUMMARY STATEMENT: Cleaning and re-staining the REL structures ensures it maintains its useful life.

DESCRIPTION: Pressure wash the REL to remove mildew and staining, and apply coating/stain to exterior surface of the bridge. THEA cleans and re-stains the REL every 15 years.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 484	$ 97	$ -	$ -	$ -	$ -	$ -	$ 97
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 33,352	$ 1,451	$ 7,857	$ 2,696	$ -	$ -	$ -	$ 12,004
Total	**$ 33,836**	**$ 1,548**	**$ 7,857**	**$ 2,696**	**$ -**	**$ -**	**$ -**	**$ 12,101**
THEA Funding	$ 33,836	$ 1,548	$ 7,857	$ 2,696	$ -	$ -	$ -	$ 12,101
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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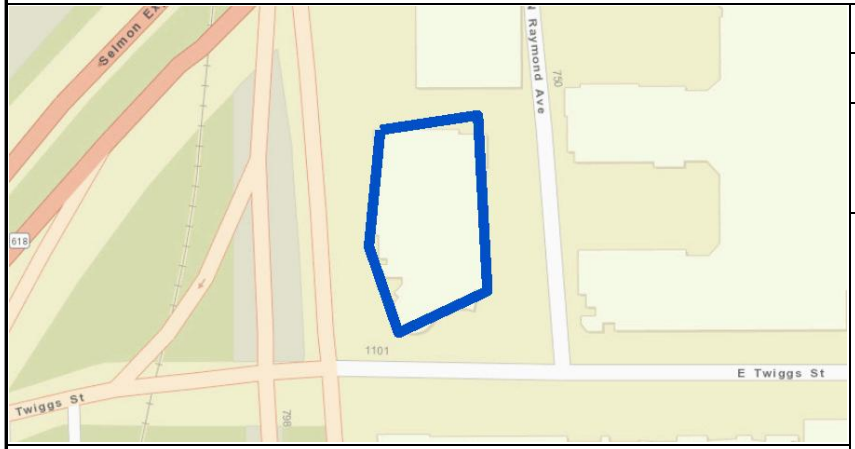
CONSTRUCTION PROGRAMS

HI-0054 - VIDEO WALL

CONSTRUCTION



STATUS: Video wall encountered setbacks due to side wall structural design issues. A new GC selected with progress on submittals. Completion remains FY25.

PROJECT: Video Wall

LOCATION: THEA Headquarters - Traffic Management Center (TMC)

PURPOSE & NEED SUMMARY STATEMENT: The current video wall technology is no longer serviceable and spare parts cannot be acquired. Additional viewing space in the TMC is needed as a foundation for THEA's Operations growth.

DESCRIPTION: Replace the existing video wall with updated and enhanced technology and add additional video viewing space.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 154	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 1,127	$ 502	$ -	$ -	$ -	$ -	$ -	$ 502
Total	**$ 1,281**	**$ 502**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 502**
THEA Funding	$ 1,281	$ 502	$ -	$ -	$ -	$ -	$ -	$ 502
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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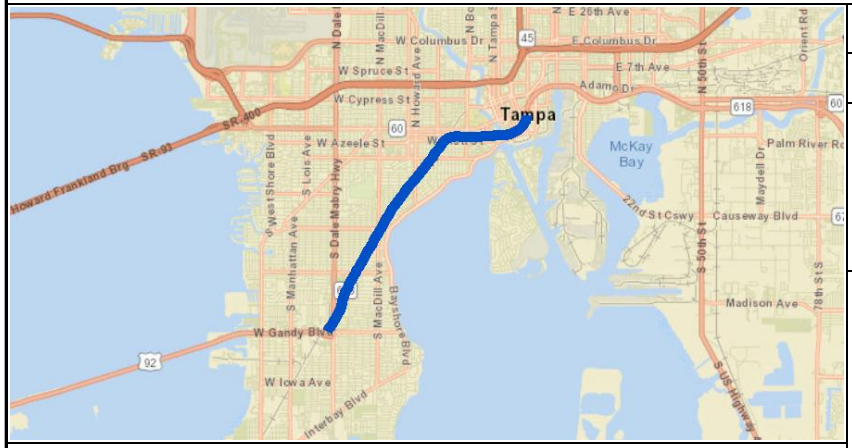
CONSTRUCTION PROGRAMS

HI-0112 - SOUTH SELMON CAPACITY PROJECT

CONSTRUCTION



STATUS: The Project Environmental Impact Report was accepted by the THEA Board in August 2021. Construction is scheduled to begin in FY26.

PROJECT: South Selmon Capacity Project

LOCATION: Selmon Expressway, Tampa, Hillsborough County

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the South Selmon Capacity Project is to reduce congestion and improve safety along the Selmon Expressway between Himes Avenue and Whiting Street by increasing the existing capacity. Traffic along this portion of the expressway has nearly doubled over the past 10 years, and on/off ramps frequently experience backups onto the mainline.

DESCRIPTION: A Project Development and Environment (PD&E) study was completed in 2021 to evaluate alternatives to improve capacity of the South Selmon Expressway from Himes Avenue to the overpass at Whiting Street. A preferred alternative was identified that adds one lane in each direction to provide six lanes, three in each direction. Improvements are to be completed within the existing right-of-way.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 4,941	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 6,543	$ 57	$ -	$ -	$ -	$ -	$ -	$ 57
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 401,056	$ 70,110	$ 102,180	$ 110,530	$ 95,630	$ 13,575	$ -	$ 392,025
Total	**$ 412,540**	**$ 70,167**	**$ 102,180**	**$ 110,530**	**$ 95,630**	**$ 13,575**	**$ -**	**$ 392,082**
THEA Funding	$ 412,540	$ 70,167	$ 102,180	$ 110,530	$ 95,630	$ 13,575	$ -	$ 392,082
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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CONSTRUCTION PROGRAMS

HI-0141 - WHITING STREET IMPROVEMENTS

CONSTRUCTION

STATUS: The project PD&E study was completed in FY24 with a preferred alternative identified and approved. Construction is scheduled for FY28-32.

Exact ROW limits and costs will be determined during Design phase.

PROJECT: Whiting Street Improvements

LOCATION: Whiting Street, Tampa FL

PURPOSE & NEED SUMMARY STATEMENT: The extension of Whiting Street is a THEA commitment to the City of Tampa associated with the Reversible Express Lanes project. The combination of reconfiguring Exit 6A, relocating Exit 6B and extending Whiting Street to Meridian Avenue is anticipated to improve traffic flow and safety for all modes, increase capacity on the adjacent street network, and offer additional connections within the street network.

DESCRIPTION: THEA has just completed a Project Development and Environment (PD&E) study to extend Whiting Street east to Meridian Avenue and align the existing Whiting Street segment between Jefferson Street to Brush Street. The study evaluated and then proposed a new exit ramp for Exit 6B (currently connecting to Channelside Drive), moving it north to connect to Whiting Street. This includes reconfiguring the on-ramps from Jefferson Street to the Selmon Expressway. A pedestrian signal (Rectangular Rapid Flashing Beacon) will be added to the end of Ramp 6A where it meets northbound Florida Avenue.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 4,465	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 8,020	$ 2,360	$ 3,990	$ 920	$ 47	$ 46	$ 36	$ 7,399
Right of Way	$ 2,750	$ -	$ -	$ 2,600	$ -	$ -	$ -	$ 2,600
Construction	$ 74,942	$ -	$ -	$ 4,587	$ 20,361	$ 23,728	$ 21,948	$ 70,623
Total	**$ 90,177**	**$ 2,360**	**$ 3,990**	**$ 8,107**	**$ 20,408**	**$ 23,774**	**$ 21,984**	**$ 80,622**
THEA Funding	$ 90,177	$ 2,360	$ 3,990	$ 8,107	$ 20,408	$ 23,774	$ 21,984	$ 80,622
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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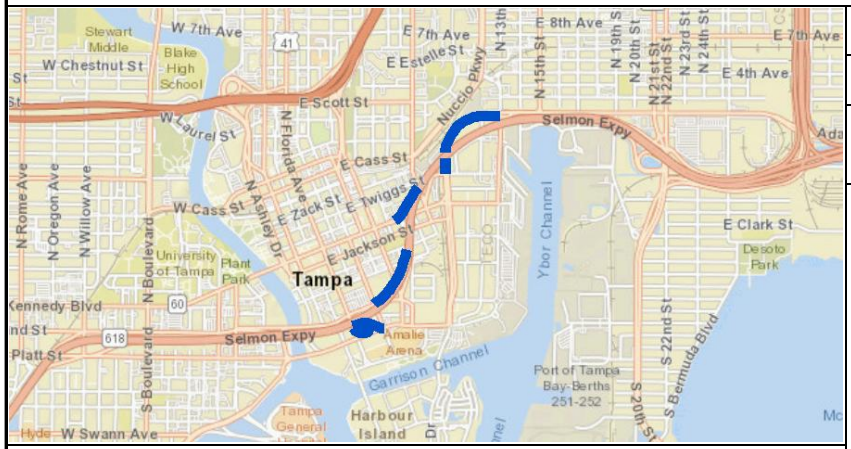
CONSTRUCTION PROGRAMS

HI-0172 - WRONG WAY DRIVING COUNTERMEASURES

CONSTRUCTION



PROJECT: Wrong Way Driving Countermeasures

LOCATION: Selmon Expressway ramps within the downtown core, Tampa, FL

PURPOSE & NEED SUMMARY STATEMENT: Provide additional safety improvements to address the issue of wrong way drivers entering the Selmon Expressway System.

DESCRIPTION: Implement wrong way driving countermeasures, such as Wrong Way Detection, Warning Devices and other safety improvements at exit ramps. The project includes installing vehicle detection systems and in-pavement lighting to increase awareness.

STATUS: Construction is underway, kicked off in January 2025. Project is scheduled to be completed in FY26.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 7,040	$ 5,763	$ -	$ -	$ -	$ -	$ -	$ 5,763
Total	**$ 7,040**	**$ 5,763**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,763**
THEA Funding	$ 7,040	$ 5,763	$ -	$ -	$ -	$ -	$ -	$ 5,763
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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CONSTRUCTION PROGRAMS

HI-0247 - SELMON EAST/US 301 RAMP WIDENING

CONSTRUCTION

PROJECT: Selmon East/US 301 Ramp Widening

LOCATION: Selmon Expressway Eastbound at US 301, Hillsborough County, FL

PURPOSE & NEED SUMMARY STATEMENT: Continuing regional growth and development requires addressing capacity and operational needs at Selmon Expressway ramps. To the east, a major development is planned on US 301, just south of the Selmon Expressway. This development will require improvements along US 301 and at the Selmon Expressway eastbound off-ramp to ensure operational efficiency along the Selmon Expressway. THEA intends to provide funding to FDOT for the roadway improvements needed on THEA's ramp to support operational needs that will result from the new development.

STATUS: Design and construction for this project started in FY25 and will extend into FY27.

DESCRIPTION: This project will widen the Selmon Expressway US 301 eastbound off-ramp to include a dedicated right-turn lane onto US 301.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 200	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 4,275	$ 2,727	$ 568	$ -	$ -	$ -	$ -	$ 3,295
Total	**$ 4,475**	**$ 2,727**	**$ 568**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,295**
THEA Funding	$ 4,475	$ 2,727	$ 568	$ -	$ -	$ -	$ -	$ 3,295
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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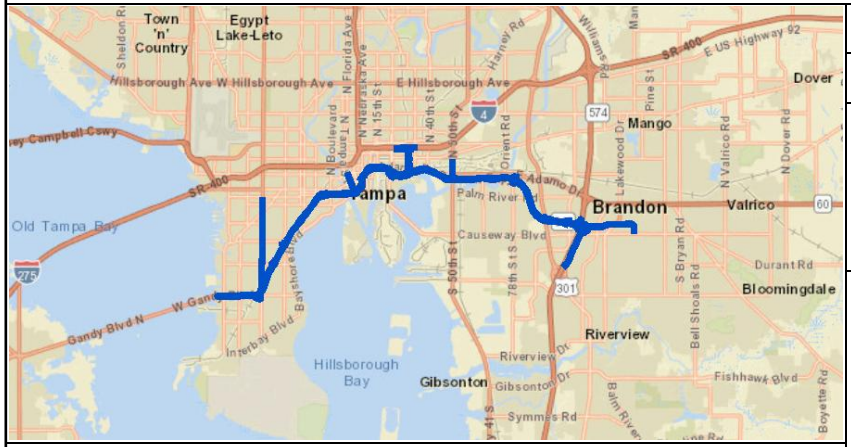
CONSTRUCTION PROGRAMS

HI-0248 - I-4 FRAME (FLORIDA' REGIONAL ADVANCED MOBILITY ELEMENTS)

CONSTRUCTION



PROJECT: I-4 FRAME (Florida' Regional Advanced Mobility Elements)

LOCATION: Selmon Expressway and connecting arterial roadways

PURPOSE & NEED SUMMARY STATEMENT: THEA is leveraging the success of the CV pilot to collaborate with peer agencies on their projects. FDOT and THEA are seizing this opportunity to work together to connect THEA to FDOT's intercity integrated corridor management (ICM) project running from the Central Business District in Tampa to the southwest side of Orlando at the Florida Turnpike.

STATUS: In partnership with FDOT, the project is scheduled through FY26.

DESCRIPTION: Through a Joint Participation Agreement (JPA), Florida Department of Transportation (FDOT) is providing funding to THEA to expand their Connected Vehicle (CV) program and to integrate THEA CV devices with FDOT's I-4 FRAME initiative.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning**	$ 1,900	$ 566	$ -	$ -	$ -	$ -	$ -	$ 566
Design	$ 275	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 840	$ 183	$ -	$ -	$ -	$ -	$ -	$ 183
Total	**$ 3,015**	**$ 749**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 749**
THEA Funding	$ 1,115	$ 183	$ -	$ -	$ -	$ -	$ -	$ 183
Other Funding	$ 1,900	$ 566	$ -	$ -	$ -	$ -	$ -	$ 566

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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***All Design costs are included in Construction.*

CONSTRUCTION PROGRAMS

HI-0249 - 12TH STREET PARK

CONSTRUCTION

STATUS: 12th Street Park 30% design in progress.

PROJECT: 12th Street Park

LOCATION: Tampa, FL

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the 12th Street Park project is to provide additional recreational opportunities and community connectivity in a rapidly developing area of downtown Tampa in need of recreational and activity spaces.

DESCRIPTION: The 12th Street Park is a new park area identified between Ybor City and the Channelside District, north of the Deputy Kotfila Dog Park, where THEA has vacant property beneath the Reversible Express Lanes. The Park will provide ecological space with passive recreation opportunities, active recreational areas, greenspace, and plaza public space for events.

The project construction has been separated into four phases for completion.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 550	$ 91	$ 91	$ -	$ -	$ -	$ -	$ 183
Design	$ 100	$ 100	$ -	$ -	$ -	$ -	$ -	$ 100
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 25,954	$ 1,000	$ 10,644	$ 2,937	$ 6,351	$ 5,022	$ -	$ 25,954
Total	**$ 26,604**	**$ 1,191**	**$ 10,735**	**$ 2,937**	**$ 6,351**	**$ 5,022**	**$ -**	**$ 26,237**
THEA Funding	$ 13,727	$ 691	$ 5,438	$ 1,494	$ 3,200	$ 2,536	$ -	$ 13,360
Other Funding	$ 12,877	$ 500	$ 5,297	$ 1,444	$ 3,150	$ 2,486	$ -	$ 12,877

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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CONSTRUCTION PROGRAMS

HI-0254 - OPERATIONAL BACK OFFICE SYSTEM (OBOS) REPLACEMENT

CONSTRUCTION

STATUS: The RFP has been advertised. THEA has shortlisted four Proposers. The next step is for the Proposer to submit their round two of questions. The proposals are due on April 2nd.

PROJECT: Operational Back Office System (OBOS) Replacement

LOCATION: THEA Headquarters, 1104 E. Twiggs Street, Tampa, FL

PURPOSE & NEED SUMMARY STATEMENT: The existing THEA OBOS was not originally intended to support all the elements necessary within today's current back-office tolling environment. The existing system is quickly approaching its life cycle for replacement, and requires significant maintenance from THEA staff for systems, backup, and security. The inability for the current system to be flexible or scalable to THEA's needs has resulted in the need for a complete system replacement.

DESCRIPTION: The new THEA Operational Back Office System (OBOS) will support THEA's toll collection needs for the next 10 to 15 years, with a design that will provide for the necessary agility and responsiveness required for the Florida Statewide Tolling Centralized Customer Service System and Florida Turnpike Enterprise's New Back Office System. The OBOS will be THEA owned with contractor maintenance.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 1,760	$ 165	$ -	$ -	$ -	$ -	$ -	$ 165
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 8,873	$ 4,612	$ 3,752	$ -	$ -	$ -	$ -	$ 8,364
Total	**$ 10,633**	**$ 4,777**	**$ 3,752**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,529**
THEA Funding	$ 10,633	$ 4,777	$ 3,752	$ -	$ -	$ -	$ -	$ 8,529
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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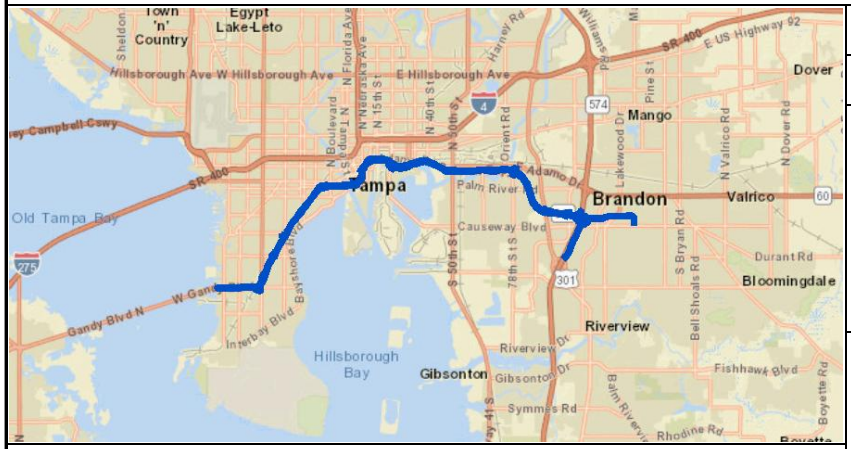
CONSTRUCTION PROGRAMS

HI-0255 - ROADSIDE TOLL COLLECTION SYSTEM (RTCS) REPLACEMENT

CONSTRUCTION



STATUS: The RFP development process began in FY24. Contracting and design is anticipated to begin in FY25.

PROJECT: Roadside Toll Collection System (RTCS) Replacement

LOCATION: THEA System

PURPOSE & NEED SUMMARY STATEMENT: THEA's existing roadside collection system is 14 years old, as of 2025. Four years beyond the 10-year typical lifecycle expected for roadside toll collection equipment. Maintenance has increased for the system to continue vehicle classification and system operations. With increasing performance concerns and the challenges in obtaining spare parts for the legacy system, it is necessary to replace the existing system. The existing maintenance contract ends in FY27.

DESCRIPTION: This project will replace the existing RTCS system utilizing newer, innovative advancements in toll collection technology. The new RTCS will fully integrate National Interoperability solutions and receive fully formed transactions through the roadside system for transmittal to THEA's Operational Back Office System.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 1,066	$ 315	$ -	$ -	$ -	$ -	$ -	$ 315
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 39,933	$ 10,066	$ 14,385	$ 7,177	$ -	$ -	$ -	$ 31,629
Total	**$ 40,999**	**$ 10,381**	**$ 14,385**	**$ 7,177**	**$ -**	**$ -**	**$ -**	**$ 31,943**
THEA Funding	$ 40,999	$ 10,381	$ 14,385	$ 7,177	$ -	$ -	$ -	$ 31,943
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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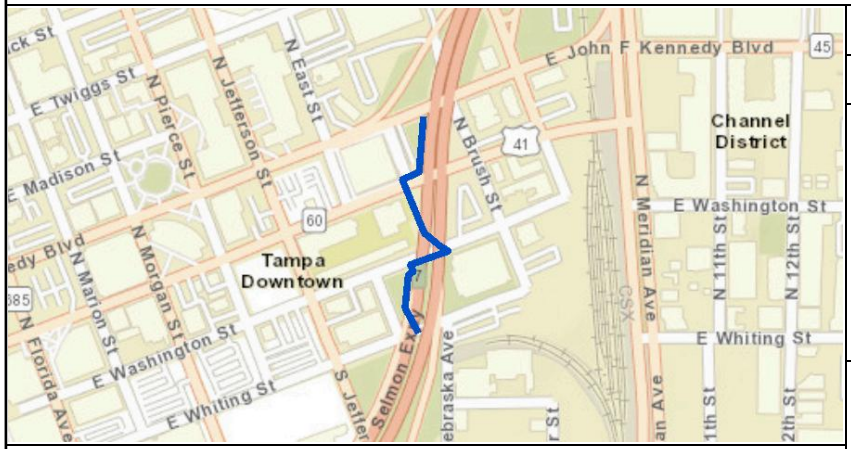
CONSTRUCTION PROGRAMS

HI-0256 - GREENWAY IMPROVEMENTS FROM WHITING STREET TO KENNEDY BOULEVARD

CONSTRUCTION



STATUS: Improvements between Whiting Street and Kennedy Boulevard have been identified in the Selmon Greenway Masterplan. Improvements are scheduled to begin in FY29.

PROJECT: Greenway Improvements from Whiting Street to Kennedy Boulevard

LOCATION: Selmon Greenway - Whiting Street to Kennedy Boulevard

PURPOSE & NEED SUMMARY STATEMENT: As downtown Tampa continues to experience significant growth, additional access, safety and amenities are needed along the Selmon Greenway. The Selmon Greenway bridges the gap between the downtown Central Business District and the development and changing landscape in the Channelside District. Pedestrians, bicyclists and multi-modal traffic between Whiting Street and Kennedy Boulevard continues to increase with the growing commercial and residential development. Improvements to this portion of the Selmon Greenway will support safety and community needs.

DESCRIPTION: Improvements to the Selmon Greenway trail and park improvements between Whiting Street and Kennedy Boulevard as outlined in the Selmon Greenway Masterplan.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 250	$ -	$ 250	$ -	$ -	$ -	$ -	$ 250
Design **	$ 100	$ -	$ -	$ 100	$ -	$ -	$ -	$ 100
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 4,856	$ -	$ -	$ -	$ 4,856	$ -	$ -	$ 4,856
Total	**$ 5,206**	**$ -**	**$ 250**	**$ 100**	**$ 4,856**	**$ -**	**$ -**	**$ 5,206**
THEA Funding	$ 2,778	$ -	$ 250	$ 100	$ 2,428	$ -	$ -	$ 2,778
Other Funding	$ 2,428	$ -	$ -	$ -	$ 2,428	$ -	$ -	$ 2,428

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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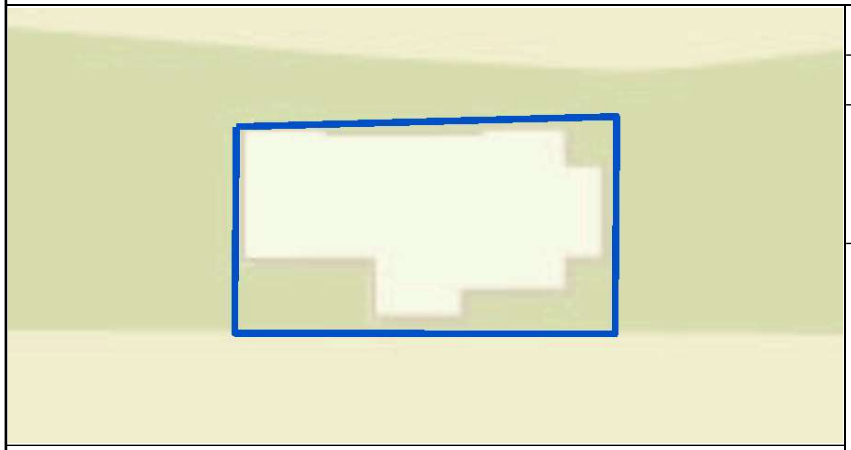
***All Design costs are included in Construction.*

CONSTRUCTION PROGRAMS

HI-0260 - WEST TOLL PLAZA RENOVATION

CONSTRUCTION



STATUS: West Toll Plaza A/C upgrade will be completed in FY25. Building renovations are scheduled to begin in FY27.

PROJECT: West Toll Plaza Renovation

LOCATION: THEA West Toll Plaza

PURPOSE & NEED SUMMARY STATEMENT: Renovations are needed at the original west toll plaza building to allow the structure to continue be utilized efficiently by THEA, its consultants, and contractors.

DESCRIPTION: Renovations to the West Toll Plaza building include painting the exterior, replacing windows, and replacing interior finishes (flooring, paint, trim, ceiling tiles, light fixtures).

The West Toll Building future needs or refurbishments will be assessed under the THEA Asset Management Program.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design**	$ 183	$ 183	$ -	$ -	$ -	$ -	$ -	$ 183
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 1,755	$ 38	$ 1,579	$ -	$ -	$ -	$ -	$ 1,617
Total	**$ 1,938**	**$ 221**	**$ 1,579**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,800**
THEA Funding	$ 1,938	$ 221	$ 1,579	$ -	$ -	$ -	$ -	$ 1,800
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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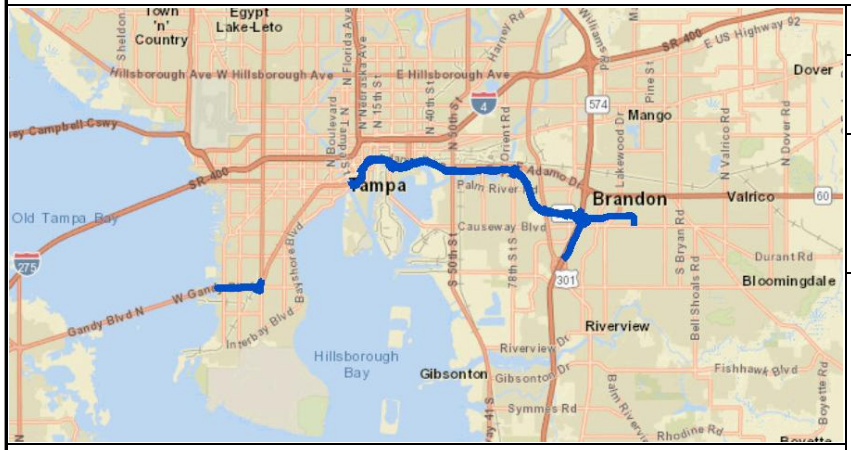
***All Design costs are included in Construction.*

CONSTRUCTION PROGRAMS

HI-0270 - ITS INFRASTRUCTURE FOR EAST SELMON AND WEST SELMON

CONSTRUCTION



STATUS: Procurement documents are being prepared for THEA review.

PROJECT: ITS Infrastructure for East Selmon and West Selmon

LOCATION: Selmon West Extension and local lanes from Florida Avenue to east end of the system

PURPOSE & NEED SUMMARY STATEMENT: Currently, no ITS or fiber backbone exists on the Selmon West Extension or the local lanes from Florida Avenue east to the system end in Brandon. THEA desires to develop an incident response system for these areas by providing cameras, detectors, DMS and other ITS infrastructure.

DESCRIPTION: Construction of ITS cameras, detectors and dynamic message systems on the Selmon West Extension and Selmon Expressway local lanes from Florida Avenue east to the end of the system in Brandon.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 5,263	$ 600	$ 3,300	$ 1,167	$ 70	$ -	$ -	$ 5,137
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 49,138	$ 2,085	$ 11,818	$ 15,110	$ 13,547	$ -	$ -	$ 42,560
Total	**$ 54,401**	**$ 2,685**	**$ 15,118**	**$ 16,277**	**$ 13,617**	**$ -**	**$ -**	**$ 47,698**
THEA Funding	$ 54,401	$ 2,685	$ 15,118	$ 16,277	$ 13,617	$ -	$ -	$ 47,698
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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***All Design costs are included in Construction.*

CONSTRUCTION PROGRAMS

HI-0279 - PORTABLE GANTRY DEVICES

CONSTRUCTION

PROJECT: Portable Gantry Devices

LOCATION: THEA System

PURPOSE & NEED SUMMARY STATEMENT: The portable gantry solution supports both disaster recovery/business continuity and toll revenue collection during construction projects that impact ramp toll sites standard tolling operations.

DESCRIPTION: Procurement of two portable gantry systems that can be used for both disaster recovery/business continuity and risk mitigation/revenue loss reduction during construction projects that impact toll sites. The portable gantry systems will support single and two-lane ramp toll sites and include both readers for transponders and image capture cameras for video tolling.

STATUS: Project began in FY25. Portable Gantry Devices are expected to be delivered July-Sept 2025.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 150	$ 150	$ -	$ -	$ -	$ -	$ -	$ 150
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 400	$ 400	$ -	$ -	$ -	$ -	$ -	$ 400
Total	**$ 550**	**$ 550**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 550**
THEA Funding	$ 550	$ 550	$ -	$ -	$ -	$ -	$ -	$ 550
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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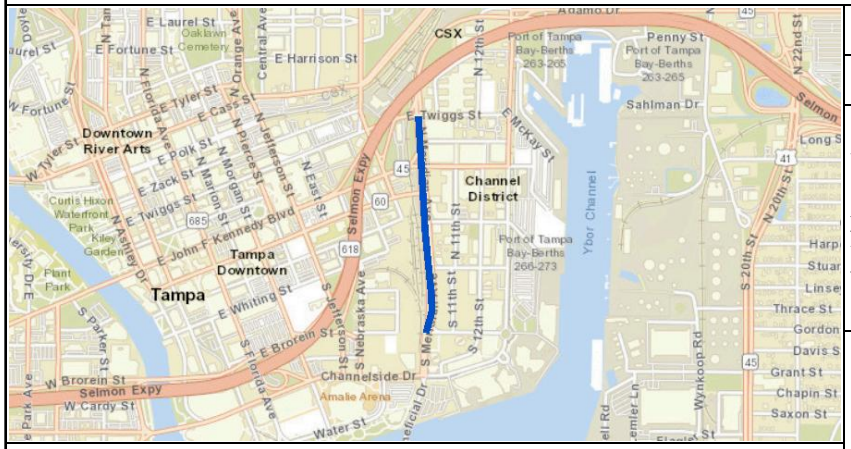
CONSTRUCTION PROGRAMS

HI-0285 - MERIDIAN AVENUE REFRESH

CONSTRUCTION



STATUS: Begin project design in FY26 with construction in FY27 and 28

PROJECT: Meridian Avenue Refresh

LOCATION: Meridian Avenue, Tampa

PURPOSE & NEED SUMMARY STATEMENT: With the rapidly developing areas of Water Street and Channelside, Meridian Avenue must keep pace with the evolving urban culture. The existing aesthetic features and landscaping were installed over 20 years ago and need updates and rehabilitation and/or replacement. Additionally, there has been a large increase in pedestrian activity. These improvements allow THEA to make necessary upgrades to safety, aesthetics, and functionality to a vibrant urban corridor.

DESCRIPTION: This project combines Meridian Trail Improvements with necessary upgrades to hardscape, landscape, and lighting. This will include replacing all brick pavers, upgrading lights and signs, irrigation, and landscaping. The project also provides trail improvements that include a focus on new land uses, as well as health and wellness, which complements the downtown area's evolution into a place to live, work, and play.

Collaboration partners include Tampa General Hospital, City of Tampa Channelside CRA, and local HOAs.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 150	$ 150	$ -	$ -	$ -	$ -	$ -	$ 150
Design	$ 500	$ 500	$ -	$ -	$ -	$ -	$ -	$ 500
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 2,075	$ 295	$ 1,780	$ -	$ -	$ -	$ -	$ 2,075
Total	**$ 2,725**	**$ 945**	**$ 1,780**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,725**
THEA Funding	$ 2,725	$ 945	$ 1,780	$ -	$ -	$ -	$ -	$ 2,725
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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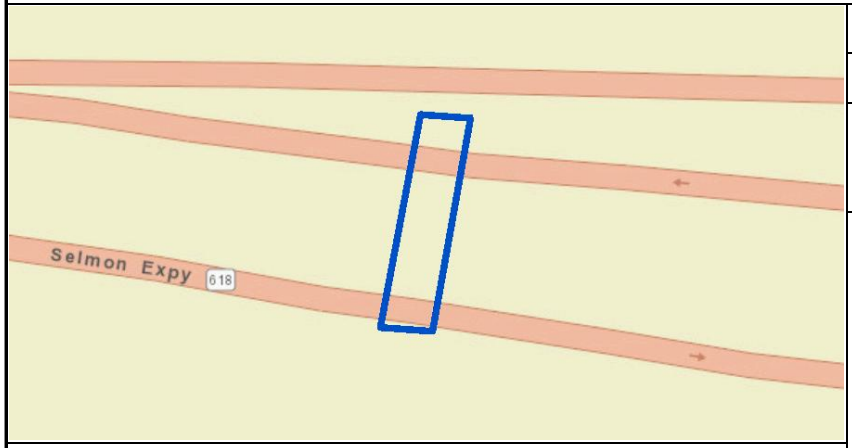
CONSTRUCTION PROGRAMS

HI-0326 - EAST MAINLINE TOLL GANTRY AND CIVIL SITE

CONSTRUCTION



STATUS: Design to start Q4 of FY25.

PROJECT: East Mainline Toll Gantry and Civil Site

LOCATION: Selmon Expressway East Toll Plaza

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to minimize disruption to the toll collection system by commissioning a new toll gantry site that will accommodate future Selmon Expressway capacity projects.

DESCRIPTION: THEA will be designing and constructing a new toll gantry adjacent to the existing toll gantry site near the East Toll Plaza.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ 497	$ 426	$ -	$ -	$ -	$ -	$ -	$ 426
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 4,714	$ 4,677	$ -	$ -	$ -	$ -	$ -	$ 4,677
Total	**$ 5,211**	**$ 5,103**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,103**
THEA Funding	$ 5,211	$ 5,103	$ -	$ -	$ -	$ -	$ -	$ 5,103
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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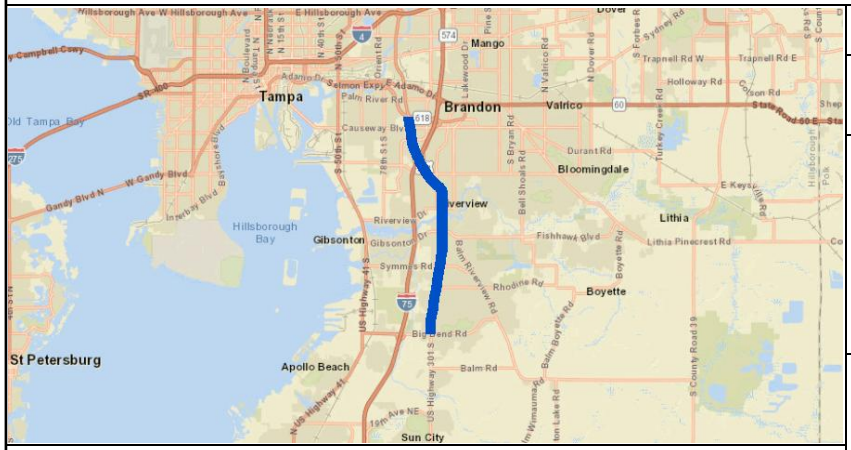
PROGRAM DEVELOPMENT

HI-0165 - US 301 IMPROVEMENTS: SELMON EXPRESSWAY TO SOUTH OF BIG BEND ROAD

PROGRAM DEVELOPMENT



STATUS: Early planning and community engagement on-going. PD&E scheduled to begin in FY26.

PROJECT: US 301 Improvements: Selmon Expressway to south of Big Bend Road

LOCATION: US 301 from the Selmon Expressway to south of Big Bend Road, Hillsborough County

PURPOSE & NEED SUMMARY STATEMENT:
Gibsonton Dr from I-75 to Balm Riverview Rd and Big Bend Rd between US 41 and I-75 are on the Hillsborough County Top 20 High Injury Network. Bloomingdale Ave from US 301 to Lithia Pinecrest Rd is on the Next 30 High Injury Network. Extending the Selmon Expressway to south of Big Bend Road could reduce congestion and improve safety and mobility on US 301 as well as US 41, I-75, and local roads. It could provide access to jobs and a critical evacuation route in southeast Hillsborough County.

DESCRIPTION: THEA, in partnership with FDOT and Hillsborough County, is evaluating the potential for increased capacity along US 301 from the Selmon Expressway to south of Big Bend Rd. THEA will conduct a Project Development and Environment (PD&E) Study to identify feasible alternatives along the US 301 corridor to extend the Selmon Expressway to support the travel demand and needs for southeast Hillsborough County.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 13,837	$ 3,441	$ 3,241	$ 3,241	$ 1,770	$ -	$ -	$ 11,693
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ 13,837**	**$ 3,441**	**$ 3,241**	**$ 3,241**	**$ 1,770**	**$ -**	**$ -**	**$ 11,693**
THEA Funding	$ 13,837	$ 3,441	$ 3,241	$ 3,241	$ 1,770	$ -	$ -	$ 11,693
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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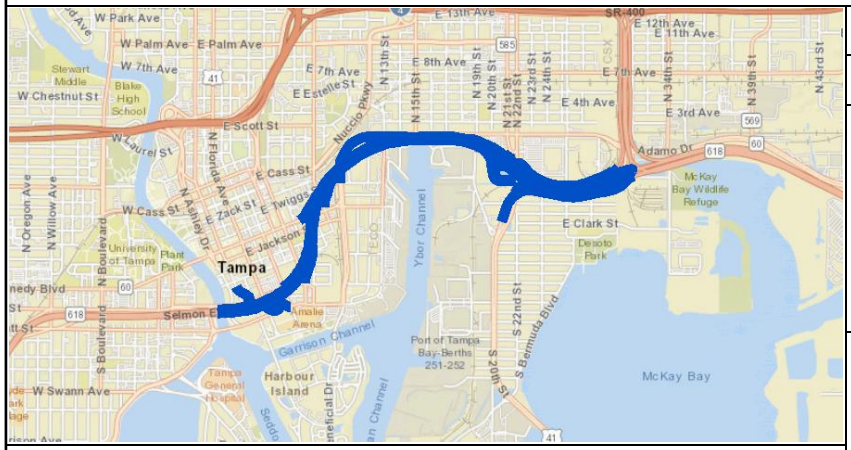
PROGRAM DEVELOPMENT

HI-0228 - DOWNTOWN FEASIBILITY ANALYSIS

PROGRAM DEVELOPMENT



STATUS: THEA will conduct the feasibility analysis in FY26.

PROJECT: Downtown Feasibility Analysis

LOCATION: Downtown Tampa from the Hillsborough River to I-4 Connector

PURPOSE & NEED SUMMARY STATEMENT: In 2019, traffic volumes along the Selmon Expressway local lanes between I-75 and Downtown Tampa had grown to an Average Daily Traffic (ADT) of over 100,000 vehicles. Traffic is projected to increase an additional 70% by 2040 requiring additional capacity, safety and operational improvements as partially provided by this project. The purpose and need for this project are to evaluate potential safety, efficiency, and capacity improvements to support growing trip demands within the urban context.

DESCRIPTION: The Downtown Ramp Analysis will evaluate alternatives to enhance safety and efficiency of the Selmon Expressway and ramps throughout downtown, while maintaining and improving efficiency and capacity throughout downtown, between Brorein Street and the I-4 Connector. The development of a downtown transportation model will be developed to support various traffic and safety analyses throughout downtown and model outputs will be available on THEA's GeoHub.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ 400	$ 320	$ 80	$ -	$ -	$ -	$ -	$ 400
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ 400**	**$ 320**	**$ 80**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 400**
THEA Funding	$ 400	$ 320	$ 80	$ -	$ -	$ -	$ -	$ 400
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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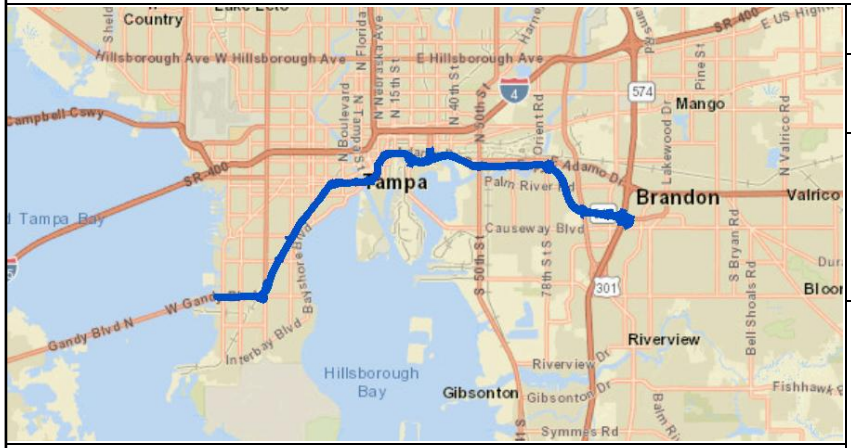
PROGRAM DEVELOPMENT

HI-0284 - ASSET MANAGEMENT DEVELOPMENT

PROGRAM DEVELOPMENT



STATUS: In development for FY25.

PROJECT: Asset Management Development

LOCATION: THEA's bridges, facilities, and roadway infrastructure from Selmon West Extension to Brandon Parkway

PURPOSE & NEED SUMMARY STATEMENT: This plan will identify components necessary to manage specified assets including pavement-condition, signs, lighting, and pavement-markings. Starting with the end in mind, it defines the current key performance indicators that steer the organization towards meeting its stated objectives.

DESCRIPTION: Deveopment of a plan that will allow THEA to enhance their Transportation Asset-Management Program to define specific management aspects, optimize asset performance, extend asset useful service life, and forecast funding for both periodic maintenance activity requirements and replacement funding needs.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 13,200	$ 2,900	$ 2,100	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 9,000
Total	**$ 13,200**	**$ 2,900**	**$ 2,100**	**$ 1,000**	**$ 1,000**	**$ 1,000**	**$ 1,000**	**$ 9,000**
THEA Funding	$ 13,200	$ 2,900	$ 2,100	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 9,000
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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PROGRAM DEVELOPMENT

HI-0289 - CYBER SECURITY OF THEA NETWORKS

PROGRAM DEVELOPMENT

PROJECT: Cyber Security of THEA Networks

LOCATION: THEA Headquarters, 1104 E. Twiggs Street, Tampa, FL

PURPOSE & NEED SUMMARY STATEMENT: To increase staff, data, and company security by better securing the entire network environment, including physical, digital, and virtual.

DESCRIPTION: Multi-faceted project including physical security, training, network hardening and added monitoring tools to enhance all aspects of protection for THEA networks, data, and staff.

STATUS: Plans are being discussed and implemented in all THEA departments for security measures of all types to be implemented. Design and Construction to continue in FY26.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 716	$ 80	$ 82	$ 75	$ 75	$ 90	$ 92	$ 493
Total	**$ 716**	**$ 80**	**$ 82**	**$ 75**	**$ 75**	**$ 90**	**$ 92**	**$ 493**
THEA Funding	$ 716	$ 80	$ 82	$ 75	$ 75	$ 90	$ 92	$ 493
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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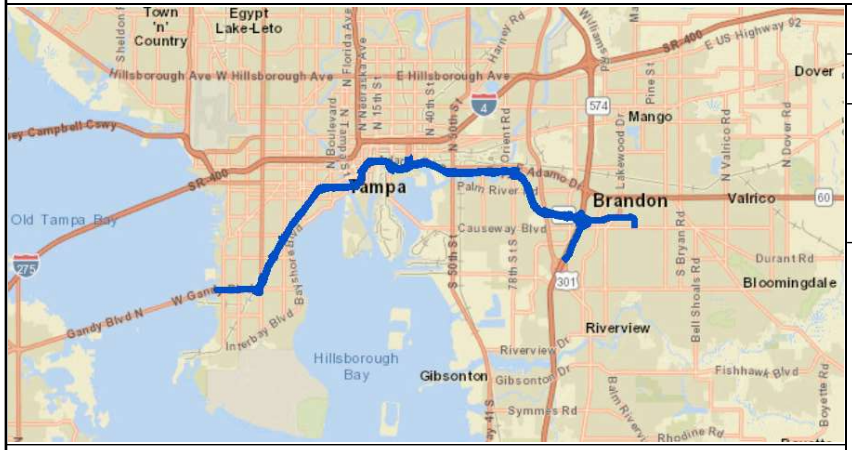
PROGRAM DEVELOPMENT

HI-0335 - BRIDGE INSPECTIONS

PROGRAM DEVELOPMENT



STATUS: This project will continue indefinitely for the lifespan of each structure in THEA's inventory

PROJECT: Bridge Inspections

LOCATION: Selmon Expressway Bridges

PURPOSE & NEED SUMMARY STATEMENT: THEA is required to periodically inspect all its bridges and ancillary structures in accordance with Florida Statutes and National Bridge Inspection Standards. These inspections are necessary to maintain safe bridge operation and prevent structural failures.

DESCRIPTION: Inspection of all THEA owned structures including bridges, overhead sign structures, toll gantries, high mast light poles, and traffic signal mast arms.

Estimated Project Cost (in Thousands)

		Budget Year	Five Planning Years					
Phase	Total	FY26	FY27	FY28	FY29	FY30	FY31	Total (FY26 - FY31)
Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Design	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Right of Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 4,800	$ 720	$ 765	$ 789	$ 815	$ 842	$ 870	$ 4,800
Total	**$ 4,800**	**$ 720**	**$ 765**	**$ 789**	**$ 815**	**$ 842**	**$ 870**	**$ 4,800**
THEA Funding	$ 4,800	$ 720	$ 765	$ 789	$ 815	$ 842	$ 870	$ 4,800
Other Funding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Costs that are shown are representative of all THEA costs related to the project, including but not limited to Design, Construction, CEI, GEC and legal.

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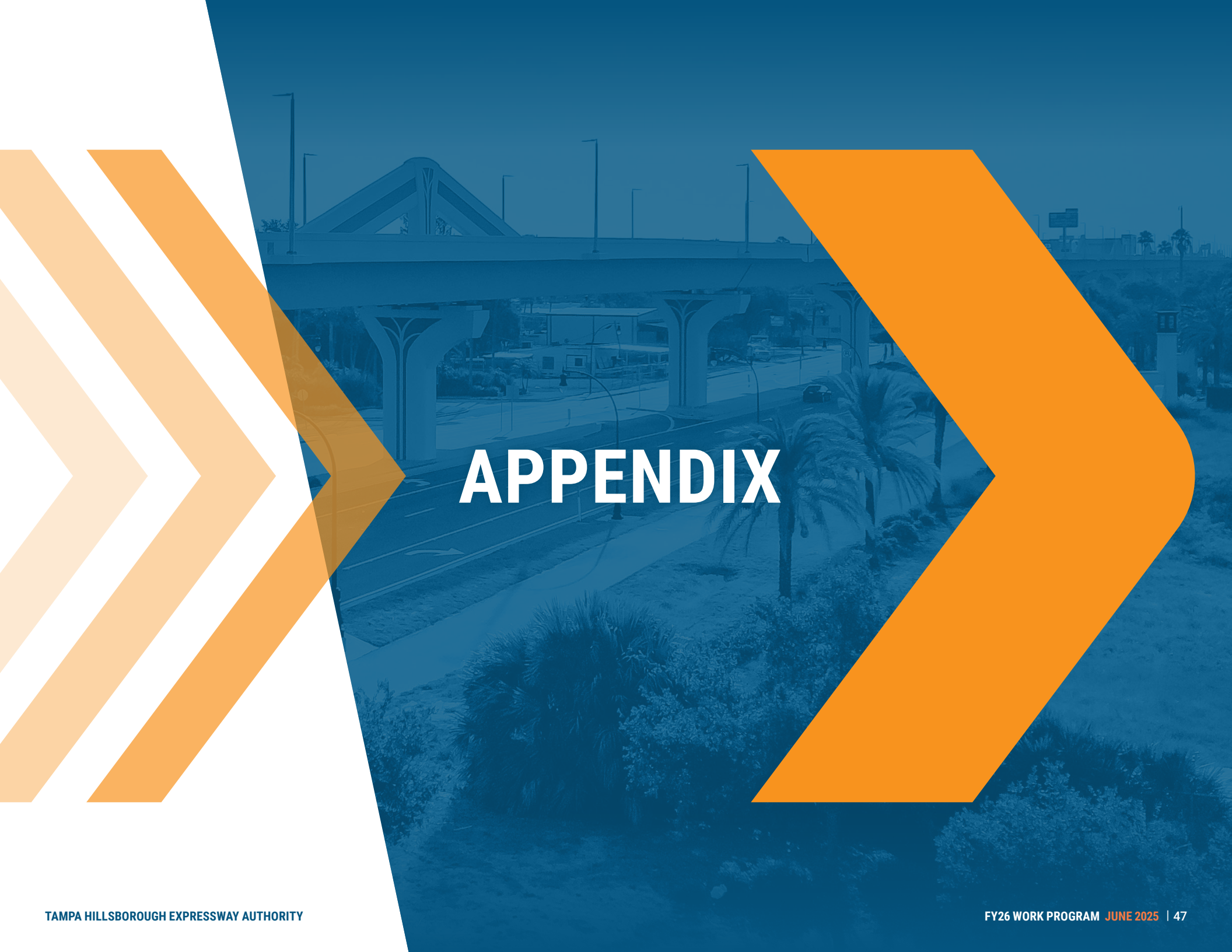

APPENDIX

APPENDIX

GLOSSARY OF TERMS

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

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

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

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

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

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

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

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

Express Lane: Actively managed lanes/facilities that maintain a free-flow condition.

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

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

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

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

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

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

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

Metropolitan Planning Organization (MPO): A transportation policymaking board for urbanized areas with populations over 50,000. (Also a Transportation Planning Organization (TPO)).

GLOSSARY OF TERMS

CONTINUED

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

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

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

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

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

Project Total: Entire cost estimated for all development phases.

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

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

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

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

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

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

Transportation Planning Organization (TPO): A TPO is a transportation policy board for urbanized areas with populations over 50,000 (Also a MPO).

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

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

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

FY26 WORK PROGRAM

JUNE 2025

Tampa Hillsborough Expressway Authority
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