

FORECAST SUMMARY

As the Turnpike's Traffic Engineering Consultant, URS Corporation (URS) regularly updates forecasts of traffic and revenue for its Mainline and Expansion projects. These traffic and revenue forecasts are required by bond covenants and, with the Turnpike's Five-Year Work Program, provide the basis for the Department's Finance and Cash Forecast Plans.

Revenues from the existing Mainline represent the majority of total Turnpike System toll revenues (approximately 75 percent in FY 2005). Future revenue estimates for the existing Turnpike System are based on actual traffic and revenue performance and the recognition of major system events such as toll increases and the opening of access and improvement projects. Historically, the revenue estimates for the Mainline have been very reliable. This trend is expected to continue.

Initial traffic and revenue estimates for Expansion projects are based on forecasts of travel demand developed for the relevant metropolitan areas without actual traffic or revenue data to serve as a starting point. The computer simulation models of travel demand contain the latest transportation system and land use data forecasts provided by local and state agencies. Revenue estimates for all of the Expansion projects (except Western Beltway, Part C) are now aided with actual traffic and revenue experience. Even though the traffic and revenue history on these facilities is brief, much of the uncertainty has been eliminated.

URS will continue to monitor traffic and revenue conditions on all parts of the expanding Turnpike System and update traffic and revenue estimates as conditions warrant. Improved methods of forecasting traffic and toll revenues based on this experience will be utilized. URS will refine travel demand models to reflect the experience on Turnpike Expansion projects and to reflect the latest information on transportation and land use conditions in the vicinity of Turnpike projects.

6.1 COMBINED REVENUE FORECASTS

The revenue forecasts contained in this section are a result of analyses made of the individual components of the Turnpike System presented earlier in this Annual Report.

6.1.1 MAINLINE

During the forecast period through FY 2016, toll revenues on the Mainline are projected to increase to nearly \$618 million, up from approximately \$438 million in FY 2005. The forecast for FY 2006 includes the impacts of toll suspensions for four hurricanes that impacted the State of Florida during the 2005 Atlantic hurricane season (June 1, 2005 through November 30, 2005). Toll revenue projections are higher than the previous year's revenue forecast due to actual traffic and revenue being higher than the previous estimate. The following is a summary of major factors that impact the revenue forecast for each individual component of the Mainline:

- **HEFT:** The current revenue forecast was increased from the prior year forecast due in part to higher than expected traffic growth observed during FY 2005. The forecast also includes the impact of the NW 74th Street interchange in FY 2008 (previously FY 2015).
- **Southern Coin System:** The current revenue forecast was increased from the prior year forecast due in part to higher than expected traffic growth observed during FY 2005 as a result of the continued growth in the suburban areas west of the Turnpike.
- **Ticket System:** The current revenue forecast was increased from the prior year forecast due in part to higher than expected traffic growth observed during FY 2005. The forecast also includes the impact of the SR 710 interchange in FY 2006 and the Jog Road partial interchange and Becker Road interchange in FY 2007.

- Northern Coin System: The current revenue forecast was increased from the prior year forecast due in part to higher than expected traffic growth observed during FY 2005. The forecast includes the impact of the Kissimmee Park Road interchange in FY 2007.
- Bee Line West Expressway: The current revenue forecast was increased from the prior year forecast due in part to higher than expected traffic growth observed during FY 2005 due mainly to the robust tourism industry.

6.1.2 EXPANSION PROJECTS

- Sawgrass Expressway: During the period FY 2006 through FY 2016, toll revenues on the Sawgrass Expressway are projected to increase to \$61 million, up from \$47 million in FY 2005. The forecast for FY 2006 includes the impacts of toll suspensions for three of the four hurricanes that impacted the State of Florida during the 2005 Atlantic hurricane season (June 1, 2005 through November 30, 2005). Toll revenue projections are higher than the previous year's revenue forecast due to actual traffic and revenue being higher than the previous estimate.
- Seminole Expressway: During the forecast period through FY 2016, toll revenues on the Seminole Expressway are projected to increase to \$50 million, up from \$31 million in FY 2005. This significant increase primarily reflects the strong development in the corridor. The forecast for FY 2006 includes the impacts of toll suspensions for Hurricane Wilma in October 2005. Toll revenue projections for the Seminole Expressway are higher than the previous year's revenue forecast due to higher than estimated actual traffic and revenue results observed in FY 2005.
- Veterans Expressway: From FY 2006 through FY 2016, toll revenues on the Veterans Expressway are projected to increase to

nearly \$43 million, up from approximately \$30 million in FY 2005. This significant increase reflects a combination of development in the corridor and the additional traffic brought to the Veterans Expressway from the Suncoast Parkway, which opened in FY 2001. Due to the contiguous nature of these two facilities, revenues collected on the Veterans Expressway will increase as patrons in Hillsborough, Pasco, Hernando and Citrus counties are now furnished with a 57-mile connected facility. Toll revenue projections for the Veterans Expressway are higher than the previous year's revenue forecast due to higher than estimated actual traffic and revenue results observed in FY 2005.

- Southern Connector Extension: During the forecast period through FY 2016, toll revenues on the Southern Connector Extension are projected to increase to \$6.6 million, up from approximately \$4.5 million in FY 2005. The forecast for FY 2006 includes the impacts of toll suspensions for Hurricane Wilma in October 2005. Toll revenue projections for the Southern Connector Extension are higher than the previous year's revenue forecast due to higher than estimated actual traffic and revenue results observed in FY 2005.
- Polk Parkway: From FY 2006 through FY 2016, toll revenues on the Polk Parkway are projected to increase to more than \$32 million, up from approximately \$19 million in FY 2005. The increases throughout the earlier years of the forecast period can be attributed to ramp-up on the facility. The forecast for FY 2006 includes the impacts of toll suspensions for Hurricane Wilma in October 2005. Toll revenue projections are higher than the previous year's revenue forecast due to higher than estimated actual traffic and revenue results observed in FY 2005. The forecast also includes the impact of the Pace Road interchange in FY 2010.

- Suncoast Parkway: During the period FY 2006 through FY 2016, toll revenues on the Suncoast Parkway are projected to increase to nearly \$34 million, up from approximately \$17 million in FY 2005. The increases throughout the forecast period can be attributed to continued ramp-up as motorists realize the time savings offered by this facility, development in the corridor, and additional access provided at Ridge Road. Toll revenue projections are higher than the previous year's revenue forecast due to higher than estimated actual traffic and revenue results observed in FY 2005.
- Western Beltway, Part C (Planned): The Western Beltway, Part C (SR 429), is a four-lane, limited-access, toll facility that provides an alternative north-south bypass route between the Turnpike Mainline west of Orlando and I-4 southwest of Walt Disney World. This toll facility is being jointly developed by the Turnpike and OOCEA. The revenue disclosed herein is strictly for the 11-mile Turnpike portion that extends from I-4 in Osceola County to Seidel Road in Orange County. The forecast for the Western Beltway, Part C is unchanged from the prior year. While a portion of the Western Beltway, Part C, from US 192 to Seidel Road opened to traffic in December 2005, toll collection is limited to specific locations. As such, toll revenue projections for FY 2006 were excluded in order to provide a more conservative forecast. Upon the final connection to I-4 in December 2006 (FY 2007), traffic volumes will fully materialize on this facility.

6.1.3 CONCESSION REVENUE

- During the forecast period through FY 2016, concession revenues are projected to increase to nearly \$12 million, up from approximately \$9 million in FY 2005. The Turnpike's current contracts with HMSHost

and Martin Petroleum will expire halfway through FY 2009. A conservative growth rate was used to estimate revenues beginning in FY 2009 assuming a contract with comparable terms will be negotiated. The forecast for service station revenues is proportional to estimated traffic on the Mainline from Golden Glades to Wildwood. Concession revenue forecasts also include Travelers Marketing revenue forecasts which are based on required payments as stipulated in the contract for Road Ranger sponsorship and toll booth advertising.

The toll revenue forecasts for Florida's Turnpike Mainline and Expansion projects are shown in **Table 6.1** and **Table 6.2**, respectively. The systemwide revenue forecast is presented in **Table 6.3**.

The forecast of total toll and concession revenue in **Table 6.3** indicates that revenues on the Turnpike System are expected to increase from approximately \$629 million in FY 2006 to over \$862 million in FY 2016. This forecast is higher than the FY 2004 Annual Report revenue forecast based on actual traffic and revenue growth observed during FY 2005.

**Table 6.1
Florida's Turnpike Mainline
Toll Revenue Forecast (\$000)
FY 2006 through FY 2016**

Fiscal Year	HEFT	Southern Coin	Ticket	Northern Coin	Bee Line West	Total
2006 ⁽¹⁾	\$105,729	\$107,241	\$141,711	\$87,735	\$16,588	\$459,004
2007	112,548	114,832	151,863	91,758	17,058	488,059
2008	113,208	118,253	156,450	95,280	17,481	500,672
2009	116,023	121,741	161,029	98,867	17,913	515,573
2010	118,730	125,291	165,550	102,668	18,354	530,593
2011	121,425	128,947	170,161	105,686	18,804	545,023
2012	123,904	132,655	174,864	108,849	19,262	559,534
2013	126,362	136,358	179,661	111,885	19,730	573,996
2014	128,595	140,149	184,555	114,987	20,208	588,494
2015	130,524	144,062	189,546	118,202	20,703	603,037
2016	132,404	147,891	194,637	121,413	21,177	617,522

Notes: The revenue impacts prompted by construction of the following interchanges are included in the above revenue forecasts: HEFT: NW 74th Street (FY 2008), Ticket System: SR 710 (FY 2006), Jog Road (FY 2007) and Becker Road (FY 2007); Northern Coin: Kissimmee Park Road (FY 2007).
 (1) The FY 2006 revenue forecasts reflect the impacts attributable to toll suspensions from Hurricanes Dennis, Katrina, Rita and Wilma.

Table 6.2
Florida's Turnpike Expansion Projects
Toll Revenue Forecast (\$000)
FY 2006 through FY 2016

Fiscal Year	Sawgrass Expressway	Seminole Expressway	Veterans Expressway	Southern Connector Extension	Polk Parkway ⁽¹⁾	Suncoast Parkway ⁽²⁾	Western Beltway Part C ⁽³⁾	Total
2006 ⁽⁴⁾	\$48,776	\$34,678	\$32,184	\$4,897	\$20,705	\$19,333		\$160,573
2007	52,124	36,745	33,340	5,100	22,134	20,952	\$1,004	171,399
2008	53,291	38,626	34,483	5,285	23,475	22,573	2,416	180,149
2009	54,416	40,434	35,611	5,466	24,788	24,178	2,871	187,764
2010	55,493	42,148	36,718	5,643	26,057	25,745	3,315	195,119
2011	56,520	43,750	37,802	5,815	27,268	27,251	3,816	202,222
2012	57,492	45,220	38,856	5,982	28,408	28,673	4,430	209,061
2013	58,406	46,540	39,878	6,141	29,462	29,990	4,843	215,260
2014	59,259	47,694	40,863	6,294	30,417	31,177	5,257	220,961
2015	60,148	48,887	41,885	6,451	31,405	32,424	5,669	226,869
2016	61,014	50,080	42,907	6,605	32,382	33,686	6,082	232,756

- (1) The revenue forecast for the Polk Parkway includes the impacts of construction of the Pace Road interchange in FY 2010.
 (2) The revenue forecast for the Suncoast Parkway includes the impacts of construction of the Ridge Road interchange in FY 2013.
 (3) Western Beltway, Part C is expected to fully open to traffic in December 2006 (FY 2007).
 (4) The FY 2006 revenue forecasts reflect the impacts attributable to the toll suspensions from Hurricanes Katrina, Rita and Wilma.

Table 6.3
Summary of Florida's Turnpike System
Toll Revenue Forecast (\$000)
FY 2006 through FY 2016

Fiscal Year	Mainline	Expansion Projects	Total Toll Revenue	Gross Concession Revenue	Total Gross Revenue
2006	\$459,004	\$160,573	\$619,577	\$9,418	\$628,995
2007	488,059	171,399	659,458	9,696	669,154
2008	500,672	180,149	680,821	9,983	690,804
2009	515,573	187,764	703,337	10,254	713,591
2010	530,593	195,119	725,712	10,487	736,199
2011	545,023	202,222	747,245	10,726	757,971
2012	559,534	209,061	768,595	10,970	779,565
2013	573,996	215,260	789,256	11,171	800,427
2014	588,494	220,961	809,455	11,375	820,830
2015	603,037	226,869	829,906	11,584	841,490
2016	617,522	232,756	850,278	11,744	862,022