

Department-Owned Facilities



ALLIGATOR ALLEY

PAGE 31

- \$26.8 million total toll revenue
- 8.0 million total transactions
- SunPass participation increased to 57.5 percent during the year.



BEACHLINE EAST EXPRESSWAY

PAGE 43

- \$4.9 million total toll revenue
- 15.8 million total transactions
- SunPass participation increased to 63.1 percent during the year.



PINELLAS BAYWAY SYSTEM

PAGE 51

- \$4.1 million total toll revenue
- 8.8 million total transactions
- SunPass participation increased to 62.1 percent during the year.



SUNSHINE SKYWAY BRIDGE

PAGE 63

- \$22.7 million total toll revenue
- 19.2 million total transactions
- SunPass participation increased to 53.7 percent during the year.



95 EXPRESS

PAGE 73

- \$21.9 million total toll revenue
- 20.6 million total transactions



595 EXPRESS

PAGE 87

- \$320 thousand total toll revenue
- 898 thousand total transactions

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ALLIGATOR ALLEY

2.1 BACKGROUND

Alligator Alley (Everglades Parkway in the original bond documents) was originally constructed as a two-lane, controlled access, 78-mile toll facility connecting the southwestern coastal areas of Collier and Lee Counties (Naples and Fort Myers) to the southeastern coastal areas of Broward and Miami-Dade Counties (Fort Lauderdale and Miami).

During the late 1970's and early 1980's, the Department completed construction of the I-75 corridor on the west coast between Tampa and Naples. Additionally, from 1986 to 1992, the Department widened Alligator Alley to four lanes and made it a limited-access, tolled, interstate facility (I-75) that is part of the Strategic Intermodal System (SIS). The facility was constructed with a mainline plaza located at each end of the facility, and two intermediate toll-free interchanges. The East mainline plaza is located in Broward County near the US 27 interchange, while the West mainline plaza is located in Collier County near the CR 951 interchange. Originally, both mainline plazas had six lanes, and collected tolls in both directions. The two intermediate toll-free interchanges are located at SR 29, the route to Immokalee; and CR 833, serving the Miccosukee Indian Reservation.

In April 2013, Standard and Poor's Rating Services raised its rating on bonds issued for the Alligator Alley



toll road to AA- from A+. The outlook is stable. The upgrade reflects their view of historically strong debt service coverage (DSC), which is expected to continue, and no additional debt plans. Standard and Poor's Rating Services affirmed the AA- rating on the Alligator Alley bonds in October 2014.

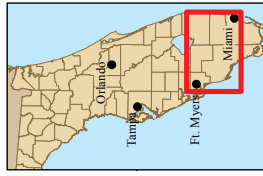
At the east end of Alligator Alley the facility is connected to I-595. I-595 is approximately 10.5 miles long and serves primarily commuter traffic traveling to and from work. Construction on I-595, now referred to as 595 Express, to add three new ground level reversible express lanes in the median to help alleviate traffic congestion was completed in late March 2014 (FY 2014).

The original toll configuration on Alligator Alley (payment made at the two mainline plazas in both directions) was converted to the one-stop toll configuration in May 1999. Under the one-stop toll configuration, a toll is collected at the West Plaza from vehicles traveling eastbound. The same toll is collected for the westbound traffic at the East plaza. With one-stop tolling, transactions on Alligator Alley decrease, but the total toll incurred to travel on the facility remains the same thereby not impacting revenues. **Figure 2.1** shows a detailed map of the facility with the most recent toll rates effective July 1, 2014 (FY 2015).

In February 2006, a toll rate increase was implemented for all customers on Alligator Alley. This was the first toll rate increase since the facility opened to traffic in 1969. Toll rates for two-axle vehicles increased from \$1.50 to \$2.00 for SunPass customers and to \$2.50 for non-SunPass customers. Concurrent with the toll rate increase, the 10 percent SunPass discount program was discontinued. The discount program is explained further in **Section 2.3**.

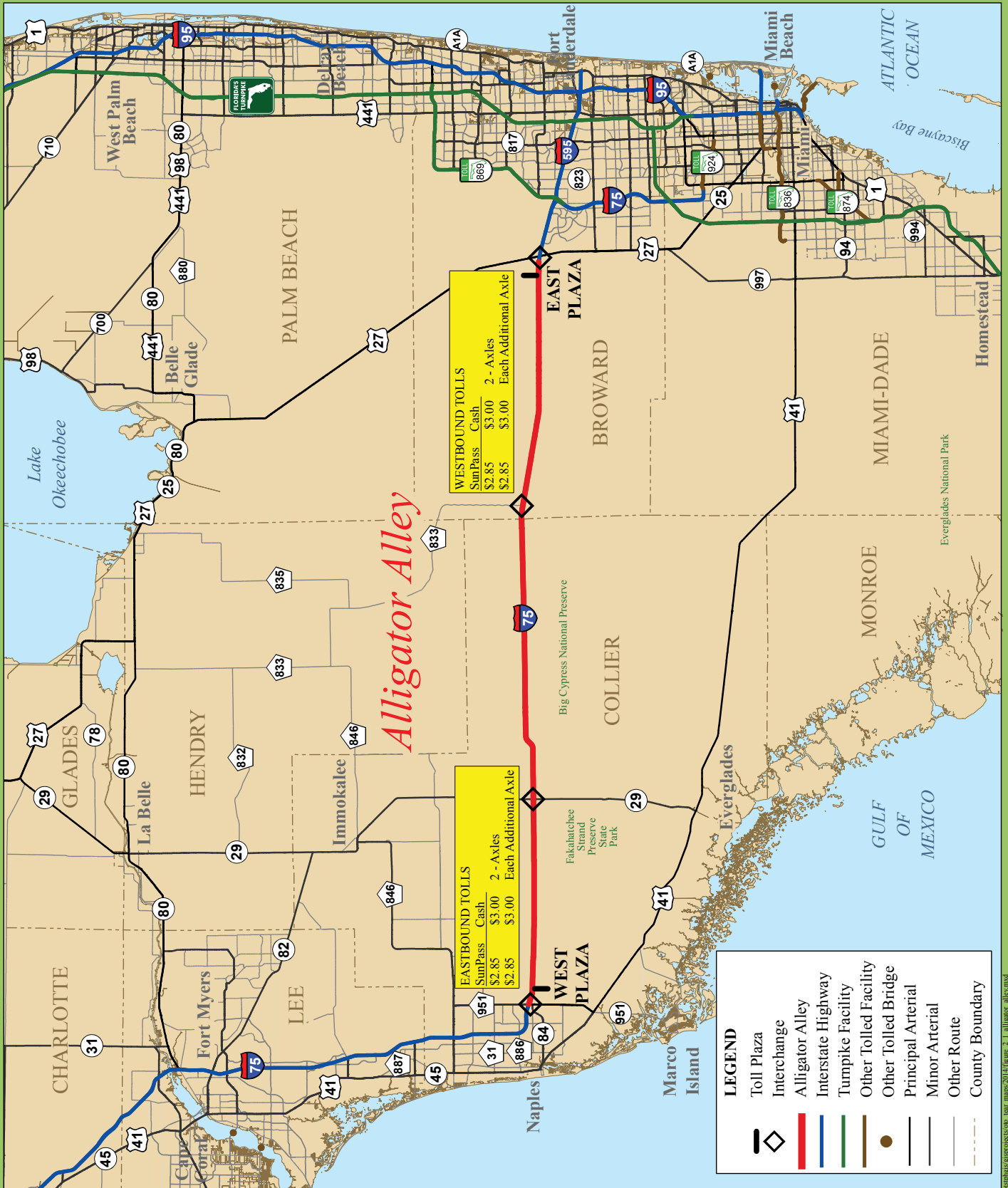
Figure 2.1

Alligator Alley



SOURCE:
Florida Department
of Transportation 2014;
NAVTEQ 2013

Produced by:
URS Corporation



In June 2012 (FY 2012), a toll rate increase was implemented for all customers on Alligator Alley, as mandated by the Florida Legislature. Toll rates for two-axle vehicles increased from \$2.00 to \$2.75 for SunPass customers and from \$2.50 to \$3.00 for cash customers. SunPass tolls were further indexed on July 1, 2013 (FY 2014) and July 1, 2014 (FY 2015) by the consumer price index, while cash rates remain unchanged.

Alligator Alley annual traffic and toll revenue from FY 2004 through FY 2014 are presented in **Table 2.1**. As a result of the FY 2006 toll rate increase, FY 2006 revenues significantly increased by 31.4 percent while transactions grew by 0.6 percent over FY 2005 levels. Compared to FY 2006, FY 2007 transactions increased by approximately 0.2 percent, while revenues increased by 24.1 percent as a result of a full year of higher tolls from the FY 2006 toll rate increase (i.e., partial year of toll rate increase in FY 2006). In FY 2008, transactions and revenue decreased by 5.2 percent and 6.7 percent, respectively, compared to FY 2007 levels. In FY 2009, traffic and revenue continued to decrease by 8.4 percent and 11.7 percent, respectively. This decline in FY 2008 and FY 2009 can primarily be attributed to the economic recession. In FY 2010, transactions and revenue increased by 3.9 percent and 3.0 percent, respectively, compared to FY 2009 levels. When compared to FY 2010, FY 2011 transactions and revenue both decreased by 1.1 percent, due to the continuing uncertainty of the economic recovery. In FY 2012, transactions slightly increased by 0.7 percent while revenues decreased by 0.5 percent, compared to FY 2011 levels. The revenue decline can be attributed to an increase in SunPass participation which resulted in a slight revenue decline since SunPass customers on Alligator Alley paid 20 percent less than cash customers before the June 2012 toll rate increase.

Table 2.1
Alligator Alley
Historical Transactions and Revenue Growth
FY 2004 through FY 2014

Fiscal Year	Transactions (000)				Toll Revenue ⁽¹⁾ (\$000)		Average Toll
	Toll Paying	Non Revenue	Total	Percent Change	Amount	Percent Change	
2004	7,720	33	7,753	-	\$14,118	-	\$1.821
2005	7,734	567	8,301	7.1%	14,437	2.3%	1.739
2006 ⁽²⁾	8,095	253	8,348	0.6	18,968	31.4	2.272
2007	8,321	45	8,366	0.2	23,538	24.1	2.814
2008	7,919	14	7,933	(5.2)	21,962	(6.7)	2.768
2009	7,193	76	7,269	(8.4)	19,384	(11.7)	2.667
2010	7,530	24	7,554	3.9	19,962	3.0	2.643
2011	7,449	22	7,471	(1.1)	19,737	(1.1)	2.642
2012 ⁽³⁾	7,492	32	7,524	0.7	19,647	(0.5)	2.611
2013	7,529	37	7,566	0.6	25,115	27.8	3.319
2014 ⁽⁴⁾	7,962	38	8,000	5.7	26,755	6.5	3.344

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.

Note: The non-revenue class includes authorized vehicles that pass through a toll plaza without incurring a toll (i.e., law enforcement, emergency vehicles) and transactions reported during toll suspensions attributable to hurricanes.

- (1) Toll revenue reported net of the SunPass discount from FY 2002 through FY 2006.
- (2) A toll rate increase for cash and SunPass customers was implemented on February 5, 2006.
- (3) A toll rate increase for both cash and SunPass customers was implemented on June 24, 2012.
- (4) A toll rate increase for SunPass customers was implemented on July 1, 2013.

In FY 2013, transactions increased by 0.6 percent, while revenues increased by 27.8 percent as a result of a full year of higher tolls from the June 2012 (FY 2012) toll rate increase.

In FY 2014, transactions and revenue both increased by 5.7 percent and 6.5 percent, respectively, from FY 2013. The increase in transactions can be attributed to the continued effects of the economic recovery in Florida, while the increase in revenue is due to the FY 2014 SunPass toll rate increase.

Historical operating and routine maintenance expenses from FY 2004 through FY 2014 are shown in **Table 2.2**. Operating expenses have increased from \$2.5 million in FY 2004 to approximately \$4.0 million in FY 2014. This increase represents an annual compounded growth rate of 4.9 percent. FY 2014 operating expenses increased by approximately 10.0 percent, or \$363 thousand, from FY 2013 levels primarily due to an increase in expenses related to toll plaza operating contracts, transponder purchases and credit card fees.

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**Table 2.2
Alligator Alley
Historical Operating and Routine
Maintenance Expenses (\$000)
FY 2004 through FY 2014**

Fiscal Year	Operating Expense	Routine Maintenance Expense	Total O&M Expenses
2004	\$2,475	\$3,197	\$5,672
2005	2,487	3,049	5,536
2006	2,099	2,796	4,895
2007	2,953	3,192	6,145
2008	3,460	2,089	5,549
2009	3,696	3,265	6,961
2010	3,085	3,262	6,347
2011	3,690	3,369	7,059
2012	3,781	3,409	7,190
2013	3,644	3,719	7,363
2014	4,007	4,252	8,259

Source: FDOT Office of the Comptroller.

Maintenance of Alligator Alley, along with other portions of I-75, has been under private contract since the beginning of FY 2001, with the Department providing oversight through its Asset Management Coordinator. Maintenance activities include rest area preservation, mowing, canal and cabling system upkeep, litter removal and repairs due to accidents. Beginning in FY 2008, Road Ranger service was included under a separate contract through District 4, providing roadside assistance to stranded motorists as well as roadway debris removal. In previous years, these costs were included as part of the Asset Maintenance Contract.

FY 2014 routine maintenance expenses increased approximately 14.3 percent over FY 2013 levels primarily due to an increase in toll facility maintenance and building maintenance costs. In addition to routine maintenance expenses, renewal and replacement and capital improvement periodic costs totaling \$9.1 million were incurred primarily for rest area and fire station construction.

2.2 FY 2014 TRANSACTIONS, REVENUES AND EXPENSES

Monthly transactions and toll revenue on Alligator Alley during FY 2014 are presented in **Table 2.3** and

show the East and West mainline plazas, as well as system totals. Total transactions at the East plaza were slightly over 4.2 million for the year compared to 3.8 million at the West plaza, totaling approximately 8.0 million transactions on the facility for FY 2014. The corresponding revenues were approximately \$14.2 million and \$12.6 million at the East and West plazas, respectively, for a system-wide total of \$26.8 million. The third quarter of FY 2014 (i.e., January through March) was the peak period for travel on the facility. Transactions of over 2.1 million and revenues of \$7.1 million were realized during that period.

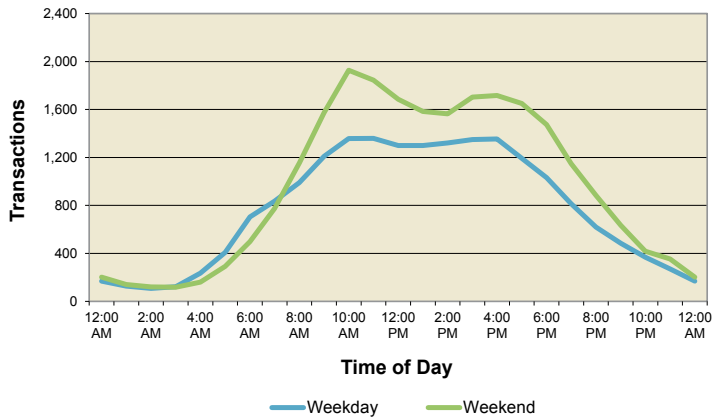
**Table 2.3
Alligator Alley
Monthly Transactions and Toll Revenue
FY 2014**

Month	Transactions (000)			Toll Revenue (\$000)		
	East Plaza	West Plaza	Total	East Plaza	West Plaza	Total
July 2013	347	310	657	\$1,149	\$1,033	\$2,182
August	352	311	663	1,172	1,033	2,205
September	291	261	552	984	873	1,857
1st Quarter Total	990	882	1,872	3,305	2,939	6,244
October	321	284	605	1,087	959	2,046
November	355	311	666	1,192	1,044	2,236
December	373	337	710	1,250	1,111	2,361
2nd Quarter Total	1,049	932	1,981	3,529	3,114	6,643
January 2014	361	317	678	1,215	1,054	2,269
February	351	315	666	1,178	1,061	2,239
March	415	376	791	1,388	1,240	2,628
3rd Quarter Total	1,127	1,008	2,135	3,781	3,355	7,136
April	356	320	676	1,218	1,076	2,294
May	368	327	695	1,236	1,085	2,321
June	338	303	641	1,123	994	2,117
4th Quarter Total	1,062	950	2,012	3,577	3,155	6,732
Annual Total	4,228	3,772	8,000	\$14,192	\$12,563	\$26,755

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.
Note: Transactions represent toll-paying and non-revenue traffic at mainline plazas.

Transactions on Alligator Alley vary by time of day. **Graph 2.1** shows the number of hourly weekday and weekend transactions of a typical week at the mainline plazas during FY 2014. Travel demand on the facility increases during the early morning hours and remains relatively high throughout the midday period, tapering off during the evening hours. For Alligator Alley, there is no clear morning or evening peak periods typical of commuter facilities. Instead, Alligator Alley serves long-distance trips between the southeastern and southwestern coasts of Florida.

**Graph 2.1
Alligator Alley
Typical Hourly Transactions
FY 2014**



Source: Data obtained from Turnpike Enterprise Finance Office for the 7-day period beginning Monday, January 6, 2014.

Due to recreational travel, weekend transactions tend to exceed weekday transactions. Over 1,900 transactions occur between 10:00 a.m. and 11:00 a.m. on weekends.

The monthly transaction variation in FY 2014 is analyzed in **Table 2.4**. On average, 21,900 vehicles traveled through the East and West toll plazas each day. The seasonal transaction analysis identifies periods of the year when traffic exceeds or falls below the normal pattern observed on the facility under average conditions. Based on average daily transactions at the East and West plazas, March was 16 percent above the average for the facility, while September was the lowest month at 16 percent below the average. September is typically the lowest month in south Florida due to fewer seasonal residents and tourists at that time of year. Construction on the recently completed 595 Express did not produce any noticeable traffic impacts on Alligator Alley.

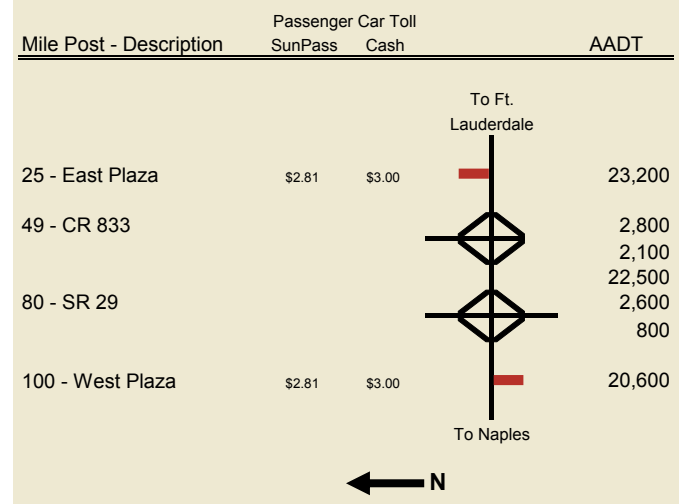
The FY 2014 two-way annual average daily traffic (AADT) profile for the facility is presented in **Figure 2.2**. Although East plaza paying-transactions averaged 11,600 per day, total two-way traffic volumes at the East mainline location averaged approximately 23,200 vehicles per day. Corresponding

**Table 2.4
Alligator Alley
Seasonal Transaction Variation
FY 2014**

Month	Average Daily Transactions			Seasonal Factor
	East Plaza	West Plaza	Total	
July 2013	11,200	10,000	21,200	0.97
August	11,400	10,000	21,400	0.98
September	9,700	8,700	18,400	0.84
October	10,400	9,200	19,600	0.89
November	11,800	10,400	22,200	1.01
December	12,000	10,900	22,900	1.05
January 2014	11,600	10,200	21,800	1.00
February	12,500	11,300	23,800	1.09
March	13,400	12,100	25,500	1.16
April	11,900	10,700	22,600	1.03
May	11,900	10,500	22,400	1.02
June	11,300	10,100	21,400	0.98
AADT	11,600	10,300	21,900	1.00

paying-transaction volumes at the West plaza averaged 10,300 per day, with total two-way traffic volumes totaling 20,600. The East mainline location had approximately 1,300 more paying-transactions per day, due to the CR 833 and SR 29 ramps to and from the east having higher volumes than the respective ramps to and from the west.

**Figure 2.2
Alligator Alley
Two-way AADT Profile
FY 2014**



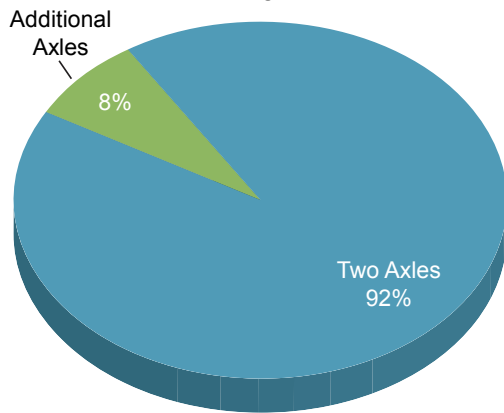
The "N minus 1" method of toll collection was implemented on Alligator Alley concurrent with one-stop

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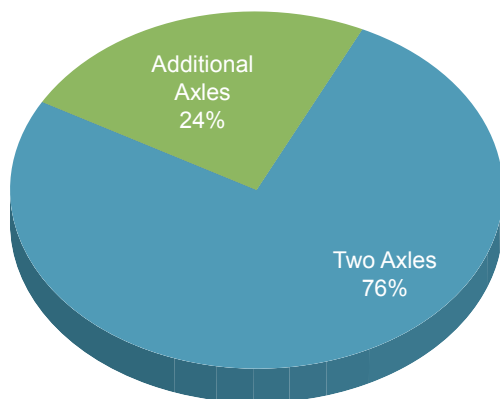
tolling. Currently, truck toll rates are established in even multiples of the two-axle passenger car toll. This method results in a more equitable toll structure for passenger cars relative to trucks. Additionally, revenue can be reconciled to the treadle counts for accountability (i.e., it does not rely on manual classification of various truck types).

Graph 2.2 shows the truck transactions and revenue contributions for FY 2014. Since Alligator Alley is part of the interstate highway system, the truck percentages are the greatest of the eight Department-owned and Department-operated toll facilities. Trucks accounted for 8 percent of traffic on the facility and 24 percent of the revenue. In terms of actual revenue contributions, two-axle vehicles provided approximately

**Graph 2.2
Alligator Alley
Transactions by Axle Class
FY 2014**



**Revenue Contribution by Axle Class
FY 2014**



\$20.4 million while vehicles with three or more axles provided \$6.4 million in revenue for FY 2014.

The Department monitors the cost associated with the collection of tolls from customers by comparing the annual operating expense budget for the facility to the actual performance for the year. **Table 2.5** provides a comparison between the FY 2014 actual and budgeted operating and routine maintenance expenses. Actual operating expenses were 1.8 percent less than the FY 2014 budget primarily due to lower costs associated with transponder purchases and credit card fees than what was originally budgeted. Actual routine maintenance expenses were approximately 6.1 percent higher than the FY 2014 budget amount primarily due to a general increase in routine maintenance needed on the facility compared to what was originally budgeted.

**Table 2.5
Alligator Alley
Operating and Routine Maintenance
Expenses (\$000)
FY 2014**

Type of Expense	Budget	Actual	Over/ (Under)	Variance
Operating	\$4,079	\$4,007	(\$72)	(1.8%)
Routine Maintenance	4,008	4,252	244	6.1
Total	\$8,087	\$8,259	\$172	2.1%

Source: FDOT Office of the Comptroller, Turnpike Enterprise Finance Office and the FY 2013 Enterprise Toll Operations Traffic Engineer's Annual Report.

2.3 SUNPASS

SunPass technology was implemented on Alligator Alley beginning in October 1999. The project included the installation of new electronic toll collection equipment at the East and West plazas and allows for future installation of SunPass equipment and conversion to mixed-use or dedicated lanes, if needed (see **Appendix A** for current lane configurations).

A SunPass discount program was implemented concurrently with the deployment of SunPass and provided a 10 percent retroactive discount. The discount was offered to drivers of all vehicle classes when they reached a threshold of 40 monthly toll

payments. Concurrent with the February 2006 toll rate increase for all customers on Alligator Alley, the 10 percent SunPass discount program was discontinued. Under the current toll rate structure, SunPass customers pay less than non-SunPass customers at the East and West plazas with no minimum transaction threshold required.

Table 2.6 shows transactions by payment method on Alligator Alley for FY 2014. SunPass accounted for 57.5 percent of the total transactions in FY 2014, an increase from the 56.0 percent realized in FY 2013. Non-SunPass transactions constituted the remaining 42.5 percent. Monthly SunPass percentages ranged from approximately 54 percent to 60 percent during the year. SunPass participation on Alligator Alley is lower than most other Florida toll facilities due to fewer commuters using the facility.

Table 2.6
Alligator Alley
Transactions by Payment Method
FY 2014

Month	Transactions (000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	385	272	657	58.6%
August	395	268	663	59.6
September	331	221	552	60.0
October	355	250	605	58.7
November	384	282	666	57.7
December	396	314	710	55.8
January 2014	374	304	678	55.2
February	359	307	666	53.9
March	432	359	791	54.6
April	390	286	676	57.7
May	417	278	695	60.0
June	383	258	641	59.8
Total	4,601	3,399	8,000	
Percentage	57.5%	42.5%	100.0%	

Source: Turnpike Enterprise Finance Office.

Table 2.7 shows gross toll revenue by payment method. Revenue attributable to SunPass was approximately \$16.0 million, representing 59.6 percent of the total revenue in FY 2014. Non-SunPass constituted the remaining 40.4 percent of revenue (\$10.8 million). Monthly SunPass revenue percentages ranged from 56 to 62 percent during the year.

Table 2.7
Alligator Alley
Gross Toll Revenue by Payment Method
FY 2014

Month	Gross Toll Revenue (\$000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	\$1,316	\$866	\$2,182	60.3%
August	1,353	852	2,205	61.4
September	1,142	715	1,857	61.5
October	1,250	796	2,046	61.1
November	1,332	904	2,236	59.6
December	1,360	1,001	2,361	57.6
January 2014	1,314	955	2,269	57.9
February	1,259	980	2,239	56.2
March	1,493	1,135	2,628	56.8
April	1,377	917	2,294	60.0
May	1,443	878	2,321	62.2
June	1,315	802	2,117	62.1
Total	\$15,954	\$10,801	\$26,755	
Percentage	59.6%	40.4%	100.0%	

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.

2.4 NOTEWORTHY EVENTS

The 2007 Legislature amended **Section 338.165**, Florida Statutes, to require the Turnpike System and other FDOT-owned facilities to index toll rates on existing toll facilities to the annual Consumer Price Index (CPI) or similar inflation indicator effective as of July 1, 2007. Toll rate adjustments for inflation may be made no more frequently than once a year and must be made no less frequently than once every five years as necessary to accommodate cash toll rate schedules. As such, SunPass rates are to be adjusted annually based on the year-over-year change in CPI and rounded to the nearest penny, while cash rates will be adjusted once every five years and rounded to the next quarter. Accordingly, on July 1, 2013 (FY 2014) and July 1, 2014 (FY 2015), SunPass toll rates were adjusted by 2.1 percent and 1.5 percent, respectively, and rounded to the penny. Cash rates remained unchanged since they were increased in June 2012 (FY 2012).

Pursuant to this requirement, effective on July 1, 2014 (FY 2015), the two-axle SunPass toll on the Alligator Alley increased to \$2.85; the cash toll remained the same at \$3.00. The observation of SunPass and overall traffic through September 2014 shows a modest

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growth. The relatively small increase in tolls compared to the preceding fiscal year did not divert the traffic from the facility. Traffic and toll revenue impact from this toll increase will continue to be monitored throughout the current year. Details of the traffic and revenue impacts are included in the **Overview** chapter.

In August 2014 (FY 2015), the new rest area at mile marker 63 was completed. The rest area project included building two recreational access areas adjacent to Big Cypress National Preserve, with parking for cars and tractor trailers, as well as increasing the number of restroom facilities. Construction of the new fire station also at mile marker 63 was completed in October 2014 (FY 2015). The location of the fire station is expected to cut dozens of miles and at least half an hour off the average response time to accidents and emergencies on Alligator Alley.



2.5 TRAFFIC, REVENUE AND EXPENSE FORECASTS

The ratio between historical traffic growth and population growth was used along with projected population growth as a guideline to estimate future traffic on Alligator Alley. Historical population growth focused on the four counties that have a significant regional impact on Alligator Alley traffic. These counties are Broward, Collier, Lee and Miami-Dade. Since Alligator Alley is part of the interstate system, the statewide population growth was also considered.

Since FY 2004, the annual compounded traffic growth rate on the Alligator Alley through FY 2013 was approximately 0.3 percent, whereas, the historical annual compounded population growth rate for the same period for the four counties was 1.0 percent. Over the past few years, traffic growth declined as a result of the economic recession. According to the latest economic outlook prepared by the Florida Legislature Office of Economic and Demographic Research in July 2014, Florida's population growth is forecast to continue strengthening, increasing at low levels and rates of growth over the next few years.

Future population estimates have been calculated based on medium projections from the most recent publication by the Bureau of Economic and Business Research (BEBR), College of Business Administration at the University of Florida. The corresponding estimated annual population growth rate through 2020 for the four counties is 1.1 percent. (Historical and projected population growth rates for the four counties were previously shown in **Table 1.4**.) The historical ratio of traffic growth to population growth for the period FY 2004 to FY 2014 was estimated at 0.3%. This ratio was applied to projected population growth rates to obtain a general guideline to estimate future annual traffic growth on the Alligator Alley. For the ten-year forecast period, traffic is estimated to grow at a higher percent during the first four years due to the positive effects of the strengthening economy. In the latter years of the forecast period, growth rates will gradually decline. Traffic profiles are provided in **Appendix B**, showing two-way AADT on each segment of the system, as well as the ramps, for FY 2014 through FY 2025.

The traffic and gross toll revenue forecasts for FY 2015 through FY 2025 are shown in **Table 2.8**. The forecast table includes the impact that indexing will have on revenue. Overall, the gross toll revenue forecast for this ten-year period is slightly above the forecast presented in the 2013 Annual Report due in large

**Table 2.8
Alligator Alley
Traffic and Gross Toll Revenue Forecasts
FY 2015 through FY 2025**

Fiscal Year	Total Traffic	Toll Revenue (\$000)			Toll Revenue Comparisons (\$000)		
		Revenue with Constant Tolls ⁽¹⁾	Indexing Impact	Gross Toll Revenue	2013 Annual Report Forecast	Variance	
					Amount	Percent	
2015	8,263	\$27,648	\$236	\$27,884	\$27,338	\$546	2.0%
2016	8,519	28,433	628	29,061	28,711	350	1.2
2017	8,778	29,232	1,053	30,285	30,050	235	0.8
2018 ⁽²⁾	9,034	30,036	3,038	33,074	32,872	202	0.6
2019	9,280	30,826	3,527	34,353	34,154	199	0.6
2020	9,516	31,597	4,062	35,659	35,465	194	0.5
2021	9,732	32,333	4,670	37,003	36,815	188	0.5
2022	9,940	33,070	5,328	38,398	38,214	184	0.5
2023	10,121	33,692	7,062	40,754	40,575	179	0.4
2024	10,266	34,072	7,724	41,796	41,624	172	0.4
2025	10,400	34,454	8,427	42,881	N/A	N/A	N/A

Note: Total traffic corresponds to the gross toll revenue.
 N/A The FY 2013 Traffic Engineer's Annual Report forecast went through FY 2024.
 (1) Toll revenue forecast without indexing.
 (2) Planned cash toll increase.

part to FY 2014 actual revenues exceeding last year's projection. Additionally, there was no impact on traffic as a result of the July 1, 2013 (FY 2014) toll rate increase. Transactions in FY 2015 and thereafter are not expected to be impacted by the annual indexing of SunPass toll rates. A summary of the economic factors affecting traffic and revenue is included in the **Overview** chapter of this report. In addition, **Appendix A** includes all the indexed toll rate schedules.

Projected operating and maintenance expenses during the same forecast period are shown in **Table 2.9**. The operating expenses for FY 2015 presented in this table represent the budgeted amount for that fiscal year (see **Appendix C** for a detailed description of the FY 2015 operating expense budget). This budget amount exceeds FY 2014 actual expenses by approximately \$169 thousand. The expected increase is due primarily to an increase in credit card fees and insurance. Subsequent to FY 2015, operating expenses are projected to grow at 2.0 percent annually. The routine maintenance expense forecast is based on the Asset Maintenance Contract through FY 2015. Subsequent to FY 2015, routine maintenance expenses were increased at 2.0 percent annually.

In addition, estimated costs for work not performed under the Asset Maintenance Contract are based on FY 2014 actual results increased for inflation at 2.0 percent annually.

Periodic maintenance expenses are based on information provided by the Office of Project Finance based on the 5-year Work Program and include the installation of guardrails and cable barriers in Collier County and construction of the north rest area in FY 2016.



**Table 2.9
Alligator Alley
Projected Operating and Maintenance
Expenses (\$000)
FY 2015 through FY 2025**

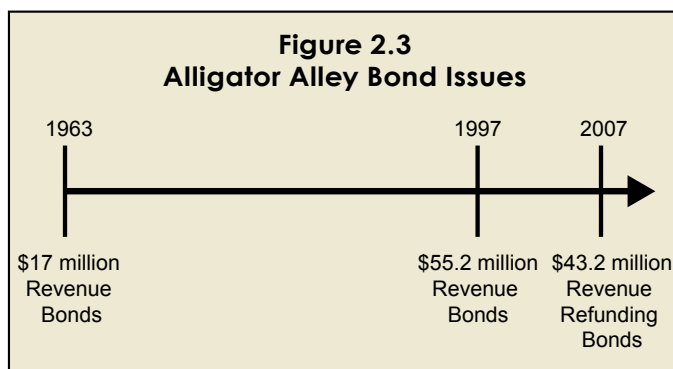
Fiscal Year	Operating Expense	Routine Maintenance Expense	Total Operating & Routine Maintenance Expenses	Periodic Maintenance Expense ⁽¹⁾	Total O&M Expenses
2015	\$4,176	\$4,353	\$8,529	\$5,805	\$14,334
2016	4,260	4,026	8,286	11,051	19,337
2017	4,345	4,029	8,374	19,206	27,580
2018	4,432	4,018	8,450	17,743	26,193
2019	4,520	4,018	8,539	13,078	21,617
2020	4,611	4,018	8,629	13,340	21,969
2021	4,703	4,099	8,802	13,606	22,408
2022	4,797	4,181	8,978	13,878	22,856
2023	4,893	4,264	9,157	14,156	23,313
2024	4,991	4,350	9,341	14,439	23,780
2025	5,091	4,437	9,528	14,728	24,256

Note: Operating expenses are based on the budget developed by Turnpike Enterprise Finance Office for FY 2015.
 (1) Periodic maintenance expenses include installation of guardrails and cable barrier, rest area construction and other Department-funded R&R and improvements in the 5-year Work Program and are reported on a cash basis. Periodic maintenance expenses beyond FY 2019 have not been fully programmed. However, a minimal level of preservation (excluding extraordinary expenses) has been estimated based on FY 2019 expenses increased at 2.0 percent annually.

ENTERPRISE TOLL OPERATIONS

2.6 REVENUE SUFFICIENCY

A timeline of Alligator Alley bond issues is shown in **Figure 2.3**. As of June 30, 2014, bonds in the principal amount of \$32.4 million remain outstanding from the 2007 Series. Each year, an amount of principal and accrued interest (annual debt service) on the outstanding bonds becomes due and payable. As a test of the ability of a facility to repay the annual debt service, a “coverage” calculation is performed. In accordance with the 2007 Series Bond Resolution, gross revenues are first required to provide 100 percent of the administrative, operating and routine maintenance expenses. The amount of revenues remaining (net revenues) is then available for the payment of debt service. Both renewal and replacement and other expenses funded by the Department (including rest area, recreational access and Collier County Fire Station grant) are not included in the operating and routine maintenance expenses for debt service calculations. The Bond Resolution requires that net revenues be 120 percent (1.2 times) of the annual debt service.



Note: A list of projects funded by each bond issue is included in **Table 1.5** of this report.

Table 2.10 provides a forecast of the sufficiency of Alligator Alley to meet annual debt service requirements through FY 2025. Generally, revenues used for debt service analysis on the facility include gross toll revenue and other income derived from (or in connection with) the operation of Alligator Alley. However, a conservative approach was taken for

**Table 2.10
Alligator Alley
Net Toll Revenue Forecast and Debt
Service Coverage (\$000)
FY 2014 through FY 2025**

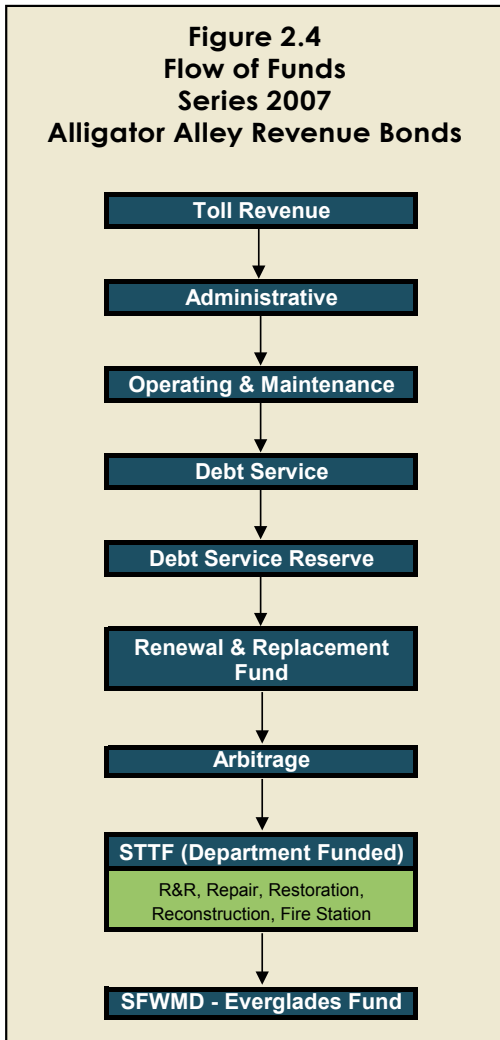
Fiscal Year	Gross Toll Revenue	Operating & Routine Maintenance Expenses ⁽¹⁾	Net Toll Revenue ⁽²⁾	Debt Service ⁽³⁾	
				Payment	Coverage Ratio
2014	\$26,755	\$8,259	\$18,496	\$3,447	5.4
2015	27,884	8,529	19,355	3,450	5.6
2016	29,061	8,286	20,775	3,449	6.0
2017	30,285	8,374	21,911	3,448	6.4
2018	33,074	8,450	24,624	3,452	7.1
2019	34,353	8,539	25,814	3,451	7.5
2020	35,659	8,629	27,030	3,450	7.8
2021	37,003	8,802	28,201	3,453	8.2
2022	38,398	8,978	29,420	3,450	8.5
2023	40,754	9,157	31,597	3,452	9.2
2024	41,796	9,341	32,455	3,446	9.4
2025	42,881	9,528	33,353	3,450	9.7

- (1) Periodic maintenance includes significant expenses for resurfacing of the entire facility; however, these expenses are not included in the operating and routine maintenance expenses as bond resolutions exclude these expenses when calculating net revenue.
- (2) Does not include investment income and operating revenues available for debt service.
- (3) Annual debt service is obtained from the State Board of Administration Annual Report for the year ended June 30, 2014.

this analysis and only gross revenue was used in the calculation of net revenue (i.e., gross toll revenue less operating and routine maintenance expenses). As shown in the table, Alligator Alley significantly exceeds the 1.2 minimum debt service coverage requirement.

As indicated in **Figure 2.4**, revenues remaining after the fulfillment of the annual debt service requirement are used next to fund renewal and replacements and fire station grant.

The 2011 Legislative Session amended FS 338.26 (3) that excess toll revenues after O&M and R&R costs would be used to develop and operate a fire station at mile marker 63 on Alligator Alley to provide fire, rescue and emergency management services to the adjacent counties along Alligator Alley. As previously stated, construction of the rest area and a fire station at the same mile marker began in August 2013 (FY 2014) and were completed in August 2014 (FY 2015) and October 2014 (FY 2015), respectively. Additionally, construction of the north rest area is programmed in FY 2016.



The excess revenues remaining after all of these obligations have been determined and met are transferred to the South Florida Water Management District (SFWMD) to fund environmental projects designed to restore the Florida Everglades from the effects of the construction of Alligator Alley in accordance with **Section 338.26**, Florida Statutes.

In keeping with the intent of the statute, on June 30, 1997, the Department signed a Memorandum of Agreement with the SFWMD regarding the transfer of the excess toll revenues to the SFWMD. This agreement provides the transfer to be made annually and limits the transfer amount to the annual Legislative appropriation. Furthermore, the agreement provides for the total transfers made by the Department not to exceed \$63.6 million by FY 2016. The agreement also requires that prior to its expiration, the agreement shall be renegotiated.

In FY 2014, a \$4.4 million payment was transferred to the SFWMD because there was excess revenue available after paying operating and maintenance expenses and renewal and replacement costs on the facility. To date, the Department has transferred \$47.9 million to the SFWMD.



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BEACHLINE EAST EXPRESSWAY

3.1 BACKGROUND

The Beachline East Expressway (Central Florida Expressway in its original bond documents and formerly known as the Bee Line East Expressway) is an east-west, four-lane toll facility that extends from SR 520 in Orange County east into Brevard County, where it splits into two branches. The 5-mile northeast branch becomes SR 407 and extends to a connection with SR 405, while the 9-mile southeast branch continues as SR 528 to a connection with the Bennett Causeway at US 1. The facility connects the John F. Kennedy Space Center and the aerospace industry to Orlando and serves as a regional connector to Florida's east coast.

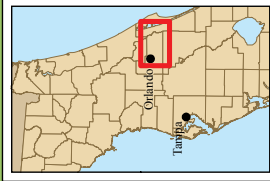
Revenue bonds were sold in 1968 to fund the design and construction of the facility, and were retired on September 1, 1992. The facility opened to traffic in February 1974 with an initial toll of \$0.20 for passenger cars and other two-axle vehicles. In July 1996, this toll was rounded to a quarter (\$0.25) to improve toll collection efficiency. The mainline toll plaza on the facility was originally located east of SR 520. Following an agreement dated May 8, 1998 between the Department the Central Florida Expressway Authority (CFX) - previously the Orlando-Orange County Expressway Authority (OOCEA) - this toll plaza was removed. At this time, CFX began collecting the toll at the Beachline Main Plaza located



west of SR 520 between SR 417 and the interchange to International Corporate Park (ICP), with an initial toll of \$1.00 for two-axle vehicles. Also, as part of this agreement, CFX was authorized to collect an additional \$0.25 at the Beachline Main Plaza for the Department. Therefore, the toll collected at the plaza for two-axle vehicles was \$1.25. This consolidation of toll plazas reduces the number of stops required by drivers, and provides considerable capital and annual operating cost savings to the Department. Subsequent to the removal of the original mainline toll plaza, the ramps to and from the east at SR 520 were tolled at \$0.25 to maintain a closed system west of I-95. The tolling of the SR 520 ramps occurred on August 19, 1999. SunPass, E-Pass, and cash are accepted at these unstaffed ramps (see **Appendix A** for the lane configuration at these ramps).

On March 19, 2012 a new mainline toll plaza was opened at Dallas Boulevard by CFX to create toll equity for customers on the CFX portion of the Beachline Expressway. With the opening of this new mainline toll plaza, tolls at the CFX Beachline Mainline toll plaza were reduced and the \$0.25 toll collected on behalf of FDOT were shifted to the new Dallas Mainline Toll Plaza. There were no changes to the toll collection plan on the SR 520 ramps to and from the east. In July 2012, FDOT indexed the cash rate on Beachline East. This increased the cash toll allocated to FDOT at Dallas Mainline Toll Plaza from \$0.25 to \$0.50. Further, effective July 1, 2013, FDOT indexed SunPass toll rates on the Beachline East by CPI. This increased the SunPass toll collected by CFX on behalf of FDOT from \$0.25 to \$0.26. As a result the 2-axle vehicle tolls collected at the Dallas Mainline Plaza increased to \$0.76 for ETC and \$1.00 for cash (higher for 3+ axle vehicles) of which \$0.50 is allocated to CFX (ETC and cash) and \$0.26 (ETC) and \$0.50 (cash) is allocated to FDOT. Tolls on the SR 520

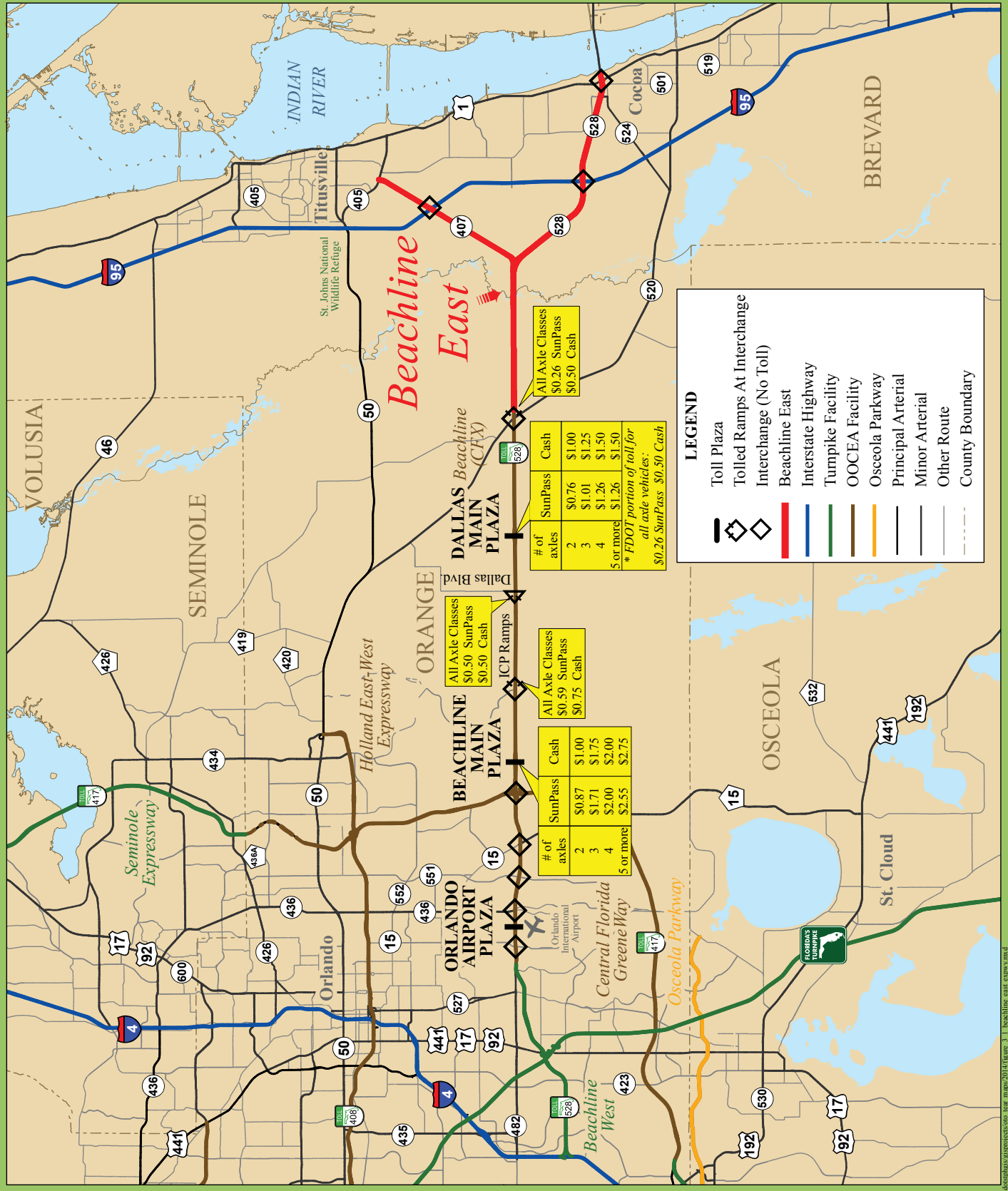
Figure 3.1
Beachline East Expressway



N

SOURCE:
 Florida Department
 of Transportation 2014;
 NAVTEQ 2013

Produced by:
 URS Corporation



# of axles	SunPass	Cash
2	\$0.76	\$1.00
3	\$1.01	\$1.25
4	\$1.26	\$1.50
5 or more	\$1.26	\$1.50

* FDOT portion of toll for all axle vehicles:
 \$0.26 SunPass, \$0.50 Cash

All Axle Classes	SunPass	Cash
	\$0.50	\$0.50

# of axles	SunPass	Cash
2	\$0.87	\$1.00
3	\$1.71	\$1.75
4	\$2.00	\$2.00
5 or more	\$2.55	\$2.75

LEGEND

- Toll Plaza
- Tolled Ramps At Interchange
- Interchange (No Toll)
- Beachline East
- Interstate Highway
- Turnpike Facility
- OOCEA Facility
- Osceola Parkway
- Principal Arterial
- Minor Arterial
- Other Route
- County Boundary

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ramps increased to \$0.26 (ETC) while remaining at \$0.50 for cash payments. Additionally, SunPass toll rates were again indexed on July 1, 2014 by FDOT on the Beachline East by CPI of 1.5 percent; however, this did not result in a toll rate increase for FY 2015 as the SunPass rate was still rounded to \$0.26. **Figure 3.1** shows a detailed map of the facility with the most recent toll rates effective July 1, 2014 (FY 2015).

On June 20, 2014, Florida Governor Rick Scott signed Senate Bill (SB) 230 which created a regional tolling authority, Central Florida Expressway Authority (CFX), and replaced the OOCEA. CFX incorporates representatives from Orlando, Orange, Lake, Osceola and Seminole counties, as well as other board members assigned by the Governor.

Historically, Beachline East transactions and revenue have increased over the years. The annual transactions and revenue for the facility from FY 2004 through FY 2014 are presented in **Table 3.1**. In FY 2005 transactions increased by 4.4 percent, whereas revenue only increased by 1.4 percent. This is primarily due to the impact during the months of August and September 2004 (FY 2005), when the State of Florida was impacted by four major hurricanes leading to periods of toll suspensions to aid in the evacuation of threatened areas and recovery efforts. Estimated revenue losses resulting from these temporary toll suspensions were \$232 thousand. FY 2006 revenues increased by 6.5 percent over FY 2005 revenues primarily due to a less active hurricane season. In FY 2007, the Beachline East experienced a diminished growth rate of 3.4 percent.

In FY 2008, transactions and revenue decreased by 1.8 percent and 2.4 percent, respectively, compared to FY 2007 levels. This decline in FY 2007 and FY 2008 can primarily be attributed to the economic

Table 3.1
Beachline East Expressway
Historical Transactions and Revenue Growth
FY 2004 through FY 2014

Fiscal Year	Transactions (000)				Toll Revenue (\$000)		Average Toll
	Toll Paying	Non Revenue	Total	Percent Change	Amount	Percent Change	
2004	16,671	56	16,727	-	\$4,410	-	\$0.264
2005	16,841	617	17,458	4.4%	4,473	1.4%	0.256
2006	17,917	130	18,047	3.4	4,765	6.5	0.264
2007	18,562	68	18,630	3.2	4,928	3.4	0.265
2008	18,215	75	18,290	(1.8)	4,810	(2.4)	0.263
2009	16,577	132	16,709	(8.6)	4,194	(12.8)	0.251
2010	17,053	72	17,125	2.5	4,410	5.2	0.258
2011	17,808	159	17,967	4.9	4,584	3.9	0.255
2012	17,056	111	17,167	(4.5)	4,432	(3.3)	0.258
2013	15,066	45	15,111	(12.0)	4,645	4.8	0.307
2014	15,751	48	15,799	4.6	4,870	4.8	0.308

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.

Note: The non-revenue class includes authorized vehicles that pass through a toll plaza without incurring a toll (i.e., law enforcement, emergency vehicles) and transactions reported during toll suspensions attributable to hurricanes.

slowdown and rising fuel prices. In FY 2009, transactions and revenue decreased by 8.6 percent and 12.8 percent, respectively, due to the severe economic recession. In FY 2010, transactions and revenue increased by 2.5 percent and 5.2 percent, respectively, compared to FY 2009 levels. This increase can primarily be attributed to the early signs of recovery following the economic recession. In FY 2011, transactions and revenue increased by 4.9 percent and 3.9 percent, respectively. In FY 2012 transactions decreased 4.5 percent while revenues decreased 3.3 percent, due to the fact that tolls collected on behalf of FDOT shifted to Dallas Mainline Plaza which has fewer vehicles than the Beachline Mainline Plaza.

In FY 2013, the first full year of toll collection at the Dallas Mainline Plaza, total transactions for both the Dallas Mainline Plaza and the SR 520 ramps combined decreased 12.0 percent and toll revenues were up 4.8 percent from FY 2012. The decrease in transactions can be attributed to the full year of toll collection at Dallas Mainline toll plaza and the toll rate increase. The increase in revenues is attributed to the cash toll rate increase which went into effect on July 1, 2012.

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In FY 2014, transactions and revenue increased by 4.6 percent and 4.8 percent, respectively. The increases can be attributed to the continued effects of the economic recovery in Florida, as well as the indexing of tolls.

**Table 3.2
Beachline East Expressway
Historical Operating and Routine
Maintenance Expenses (\$000)
FY 2004 through FY 2014**

Fiscal Year	Operating Expense	Routine Maintenance Expense	Total O&M Expenses
2004	\$206	\$353	\$559
2005	139	416	555
2006	141	523	664
2007	150	546	696
2008	226	542	768
2009	204	440	644
2010	151	255	406
2011	165	331	496
2012	156	498	654
2013	147	910	1,057
2014	154	470	624

Source: FDOT Office of the Comptroller.

Historical operating and routine maintenance expenses from FY 2004 through FY 2014 are presented in **Table 3.2**. Operating expenses decreased from \$206 thousand in FY 2004 to \$154 thousand in FY 2014. In FY 2004, a change in the methodology used to allocate certain operating costs was adopted resulting in significant reductions in costs associated with the Tolls Data Center, SunPass Service Center, SunPass transponders and toll equipment maintenance. FY 2014 operating expenses increased approximately 4.8 percent from FY 2013. This increase is primarily due to an increase in toll plaza operating contracts and credit card fees.

Maintenance of the Beachline East Expressway is performed under a private Asset Maintenance Contract with the Department providing oversight through its Asset Management Coordinator.

Maintenance activities include roadside mowing and upkeep, guardrail repair, shoulder repair and other routine maintenance items. In FY 2013, routine maintenance expenses totaled \$910 thousand, of this, \$483 thousand was for asset maintenance costs that should have been charged in prior years but were not applied. Excluding the increased costs, FY 2013 routine maintenance expenses were \$427 thousand. Compared to the FY 2013 routine maintenance expenses of \$427 thousand, FY 2014 expenses of \$470 thousand were 10 percent, or \$43 thousand higher; primarily due to an increase in the Asset Management Contract. In addition to the FY 2014 operating and routine maintenance expenses reflected in the table, \$36 thousand in periodic maintenance and capital improvements expense was incurred.

3.2 FY 2014 TRANSACTIONS AND TOLL REVENUES

Monthly transactions and toll revenue on the Beachline East Expressway during FY 2014 are presented in **Table 3.3**. The table shows transactions at the Dallas Mainline Plaza, as well as the SR 520 ramps and system totals. Total transactions at the

**Table 3.3
Beachline East Expressway
Monthly Transactions and Toll Revenue
FY 2014**

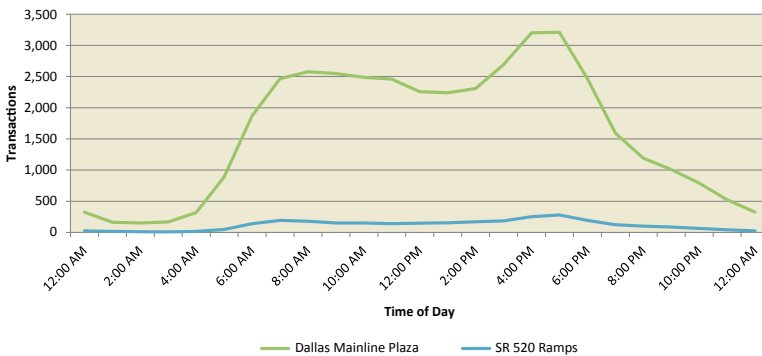
Month	Transactions (000)			Toll Revenue (\$000)		
	Dallas Mainline Plaza	SR 520 Ramps	Total	Dallas Mainline Plaza	SR 520 Ramps	Total
July 2013	1,266	102	1,368	\$404	\$28	\$432
August	1,233	110	1,343	385	30	415
September	1,084	99	1,183	332	27	359
1st Quarter Total	3,583	311	3,894	1,121	85	1,206
October	1,140	96	1,236	350	26	376
November	1,127	92	1,219	348	24	372
December	1,210	90	1,300	378	24	402
2nd Quarter Total	3,477	278	3,755	1,076	74	1,150
January 2014	1,138	87	1,225	353	24	377
February	1,122	85	1,207	348	23	371
March	1,405	110	1,515	444	30	474
3rd Quarter Total	3,665	282	3,947	1,145	77	1,222
April	1,286	101	1,387	402	28	430
May	1,327	113	1,440	410	30	440
June	1,271	105	1,376	394	28	422
4th Quarter Total	3,884	319	4,203	1,206	86	1,292
Annual Total	14,609	1,190	15,799	\$4,548	\$322	\$4,870

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.
Note: Transactions represent toll-paying and non-revenue traffic at Dallas Mainline Plaza and the SR 520 ramps.

Dallas Mainline Plaza were approximately 14.6 million for the year, compared to 1.2 million at the SR 520 ramps, providing approximately 15.8 million total transactions on the facility for FY 2014. The corresponding revenues were approximately \$4.6 million and \$0.3 million at the Dallas Mainline Plaza and the SR 520 ramps, respectively, for a system-wide total of \$4.9 million. The fourth quarter experienced the largest amount of both transactions and revenue in FY 2014. Conversely, the second quarter had the lowest amounts of both transactions and revenue.

Graph 3.1 shows the number of hourly transactions on weekdays of a typical week during FY 2014 at the Dallas Mainline Plaza and the tolled SR 520 ramps. Demand for travel on the facility increases during the morning and evening peak hours with hourly volumes in the evening reaching the maximum levels.

**Graph 3.1
Beachline East Expressway
Typical Hourly Weekday Transactions
FY 2014**



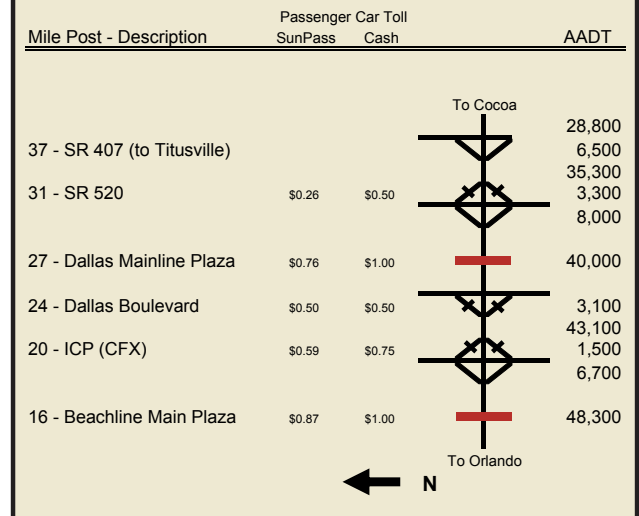
Source: Data obtained from Turnpike Enterprise Finance Office and CFX for the 5-day period beginning Monday, February 10, 2014

The monthly seasonal transaction variation in FY 2014 is analyzed in **Table 3.4**. On average, approximately 40,000 vehicles used the Dallas Mainline Plaza during FY 2014. Furthermore, approximately 3,300 vehicles used the tolled SR 520 ramps. Based on average daily transactions, March had the highest volumes at 13 percent above the average for the facility (Dallas Mainline and SR 520 ramps combined). The FY 2014 two-way annual average daily traffic (AADT) profile for the facility is presented in **Figure 3.2**.

**Table 3.4
Beachline East Expressway
Seasonal Transaction Variation
FY 2014**

Month	Average Daily Transactions			Seasonal Factor
	Dallas Mainline Plaza	SR 520 Ramps	Total	
July 2013	40,800	3,300	44,100	1.02
August	39,800	3,600	43,400	1.00
September	36,100	3,300	39,400	0.91
October	36,800	3,100	39,900	0.92
November	37,600	3,100	40,700	0.94
December	39,000	2,900	41,900	0.97
January 2014	36,700	2,800	39,500	0.91
February	40,100	3,000	43,100	1.00
March	45,300	3,600	48,900	1.13
April	42,900	3,400	46,300	1.07
May	42,800	3,600	46,400	1.07
June	42,400	3,500	45,900	1.06
AADT	40,000	3,300	43,300	1.00

**Figure 3.2
Beachline East Expressway
Two-way AADT Profile
FY 2014**



3.3 SUNPASS/E-PASS

As of January 26, 2001 (FY 2001) the Beachline East Expressway system, as well as all other CFX toll facilities, integrated E-Pass and SunPass, providing two fully inter-operable systems (see **Appendix A** for lane configuration). Drivers can now use either type of transponder to travel on any toll facility in the region, expanding the attractiveness and convenience of electronic toll collection. SunPass (and E-Pass)

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transactions were approximately 10.0 million, or 63.1 percent of the nearly 15.8 million total transactions in FY 2014. As shown in **Table 3.5**, the monthly SunPass participation during FY 2014 ranged from a low of 60.7 percent in March to a high of 65.4 percent in September.

**Table 3.5
Beachline East Expressway
Transactions by Payment Method
FY 2014**

Month	Transactions (000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	837	531	1,368	61.2%
August	844	499	1,343	62.8
September	774	409	1,183	65.4
October	805	431	1,236	65.1
November	784	435	1,219	64.3
December	819	481	1,300	63.0
January 2014	781	444	1,225	63.8
February	753	454	1,207	62.4
March	920	595	1,515	60.7
April	864	523	1,387	62.3
May	921	519	1,440	64.0
June	869	507	1,376	63.2
Total	9,971	5,828	15,799	
Percentage	63.1%	36.9%	100.0%	

Source: Turnpike Enterprise Finance Office.
Note: Cash transactions represent toll-paying and non-revenue traffic.

The resulting SunPass revenue attributable to the Beachline East Expressway is approximately \$2.8 million, or 58.0 percent of the \$4.9 million collected in FY 2014. **Table 3.6** shows the revenue contributions from SunPass and non-SunPass attributable to the Beachline East Expressway. The monthly SunPass revenue contributions ranged from a low of approximately 54.9 percent to a high of 60.6 percent.

3.4 NOTEWORTHY EVENTS

FDOT recently signed an agreement with All Aboard Florida to authorize the transit operator to use the Beachline right of way for a future rail line that partially runs between Cocoa Beach and the Orlando International Airport. In return, FDOT will receive an annual payment. The potential revenue loss on Beachline East due to travelers using rail transit is negligible.

The 2007 Legislature amended **Section 338.165**, Florida Statutes, to require the Turnpike System and other FDOT-owned facilities to index toll rates on existing toll facilities to the annual Consumer Price Index (CPI) or similar inflation indicator effective as of July 1, 2007. Toll rate adjustments for inflation may be made no more frequently than once a year and must be made no less frequently than once every five years as necessary to accommodate cash toll rate schedules. As such, SunPass rates are to be adjusted annually based on the year-over-year change in CPI and rounded to the nearest penny, while cash rates will be adjusted once every five years and rounded to the next quarter. Accordingly, on July 1, 2013 (FY 2014) and July 1, 2014 (FY 2015), SunPass toll rates were adjusted by 2.1 percent and 1.5 percent, respectively, and rounded to the penny. Cash rates remained unchanged since they were increased in FY 2012. Pursuant to this requirement, effective July 1, 2014 (FY 2015), the two-axle SunPass toll collected for the Department on the Beachline East remained unchanged at \$0.26 when increased by 1.5 percent CPI; the cash toll remained the same at \$0.50.

**Table 3.6
Beachline East Expressway
Gross Toll Revenue by Payment Method
FY 2014**

Month	Gross Toll Revenue (\$000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	\$237	\$195	\$432	54.9%
August	238	177	415	57.3
September	217	142	359	60.4
October	228	148	376	60.6
November	220	152	372	59.1
December	232	170	402	57.7
January 2014	223	154	377	59.2
February	213	158	371	57.4
March	260	214	474	54.9
April	246	184	430	57.2
May	263	177	440	59.8
June	246	176	422	58.3
Total	\$2,823	\$2,047	\$4,870	
Percentage	58.0%	42.0%	100.0%	

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.

3.5 FY 2014 EXPENSES AND LIABILITIES

A comparison between actual and budgeted operating and routine maintenance expenses for FY 2014 is shown in **Table 3.7**. Actual operating expenses of \$154 thousand were approximately \$8 thousand, or 4.9 percent, less than the FY 2014 budget of \$162 thousand. This decrease is primarily due to lower actual expenses incurred for transponder purchases. Routine maintenance expenses of \$470 thousand were approximately 12.8 percent lower than the FY 2014 budget amount of \$539 thousand primarily due a general decrease in routine maintenance needed on the facility compared to what was originally budgeted. Overall, actual FY 2014 operating and routine maintenance expenses were \$77 thousand, or 11.0 percent, lower than budgeted.

Table 3.7
Beachline East Expressway
Operating and Routine Maintenance Expenses
(\$000)
FY 2014

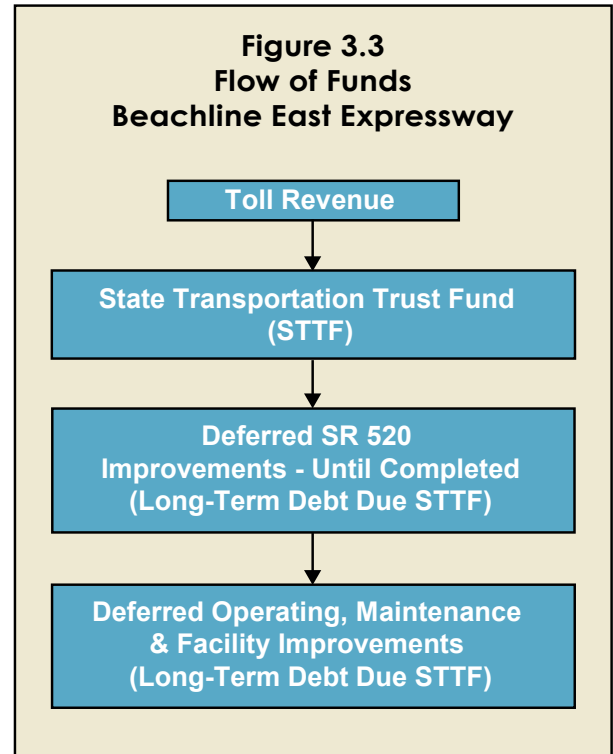
Type of Expense	Budget	Actual	Over/ (Under)	Variance
Operating	\$162	\$154	(\$8)	(4.9%)
Routine Maintenance	539	470	(69)	(12.8)
Total	\$701	\$624	(\$77)	(11.0%)

Source: FDOT Office of the Comptroller, Turnpike Enterprise Finance Office and the FY 2013 Enterprise Toll Operations Traffic Engineer's Annual Report.

The Beachline East Expressway has two liabilities that are payable to the Department. The first liability was set up to defer improvements and operating and maintenance expenses for the facility that exceeded available revenues while the bonds were outstanding. After retirement of the bonds, operating and maintenance expenses, and improvement costs were first added to the liability, then all gross toll revenues were used to reduce the liability.

Beginning in February 1999, gross toll revenue was first transferred to an escrow account to fund SR 520 off-system improvements. However, in FY 2006 the escrow account at the Department's Office

of Financial Services was closed because FY 2006 expenditures for SR 520 improvements significantly exceeded escrow account funding. As shown in **Figure 3.3**, toll revenues are now deposited in the State Transportation Trust Fund (STTF) and are used to reduce the second liability consisting of deferred costs for SR 520 improvements.



Analysis of the FY 2014 long-term liability for deferred SR 520 costs is presented in **Table 3.8**.

Table 3.8
Beachline East Expressway
Deferred STTF Advances for SR 520 Costs (\$000)
FY 2014

Transaction	Amount
Balance, beginning of year	\$9,554
Reductions ⁽¹⁾	4,900
Balance, end of year	\$4,654

Source: FDOT Office of the Comptroller.
(1) As used here, reductions represent deposits from toll receipts.

Analysis of the FY 2014 long-term liability for deferred facility costs is presented in **Table 3.9**.

ENTERPRISE TOLL OPERATIONS

**Table 3.9
Beachline East Expressway
Deferred STTF Advances for Facility Costs (\$000)
FY 2014**

Transaction		Amount
Balance, beginning of year		\$31,347
Additions	Operating & Maintenance	624
	Periodic Maintenance	36
Reductions		-
Balance, end of year		\$32,007

Source: FDOT Office of the Comptroller.

3.6 TRANSFER OF BEACHLINE EAST EXPRESSWAY

On July 1, 2014 (FY 2015), the Beachline East Expressway was transferred by the Department to the Florida's Turnpike Enterprise in accordance with Chapter 338.165(10), Florida Statutes. With the transfer, the long term liabilities were extinguished through



the State Transportation Trust Fund in FY 2015. As such, all future transactions and revenue forecasts along with status of the facility will now be included in the Turnpike Traffic Engineer's Annual Report.

PINELLAS BAYWAY SYSTEM

4.1 BACKGROUND

The Pinellas Bayway System consists of a series of causeways and bridges providing a connection between St. Petersburg Beach, Fort DeSoto Park and I-275. The system is approximately 15.2 miles in length and includes 1.3 miles of bridges. **Figure 4.1** shows a map of the facility with the most recent toll rates effective July 1, 2014 (FY 2015).

The east-west section of the facility (SR 682) provides a connection between I-275 (via 54th Avenue) on the east and Gulf Boulevard (SR 699) on the west. This section crosses the Bayway Isles and Isle Del Sol. The north-south section of the facility (SR 679) extends from Isle Del Sol through Tierra Verde to Mullet Key and Fort DeSoto Park. The facility was opened to traffic in December 1962.

There are three mainline toll plazas on the Pinellas Bayway System. Tolls at the first plaza, located at the northeast end of the facility on the mainland near Eckerd College, are collected for westbound travel only. The second plaza is located on the northwest end of the facility in St. Petersburg Beach, near the intersection with Gulf Boulevard (SR 699). Tolls at this plaza are collected for eastbound travel only. Finally, tolls at the third mainline plaza, located on Tierra Verde, are collected for southbound travel only. No tolls are collected on the Pinellas Bayway System for the return trip from the south end of the facility.

In June 2012 (FY 2012), a toll rate increase was implemented on the Pinellas Bayway System, as mandated by the Florida Legislature. At the same time, the method used to calculate toll rates for three or more axle vehicles was changed from a per-axle basis to "N minus 1" to be consistent with the methodology used on other department facilities and the Turnpike System. Toll rates for two-axle vehicles at each of the plazas on SR 682 increased from \$0.50 to \$0.75 for



cash customers and increases at a rate of \$0.75 per axle for vehicles with three or more axles. Tolls at the southern mainline plaza on SR 679 increased from \$0.35 to \$0.50 for cash customers and increases at a rate of \$0.50 per axle for vehicles with three or more axles. The SunPass toll rates were set \$0.25 less than the adjusted cash rate. The toll rates for both cash and SunPass were the same on the Pinellas Bayway System prior to the toll increase. With indexing, cash rates increased, while the SunPass rates at each of the plazas on SR 682 remained unchanged and the SunPass rate at the SR 679 plaza actually decreased from \$0.35 to \$0.25. This is due to the \$0.25 toll differential compared to the adjusted cash rate. SunPass tolls were further indexed on July 1, 2013 (FY 2014) and later on July 1, 2014 (FY 2015) by the consumer price index, while cash rates remained unchanged.

Annual transactions and revenue for the facility from FY 2004 through FY 2014 are presented in **Table 4.1**. In FY 2004, total transactions were approximately 10.1 million and revenues were \$3.8 million. Primarily due to the active hurricane season, FY 2005 transactions decreased 4.3 percent from the previous year, while revenues dropped by 3.6 percent. The decline in traffic and revenue in FY 2007, FY 2008, and FY 2009 can be attributed to the economic recession. In FY 2010, transactions and revenue

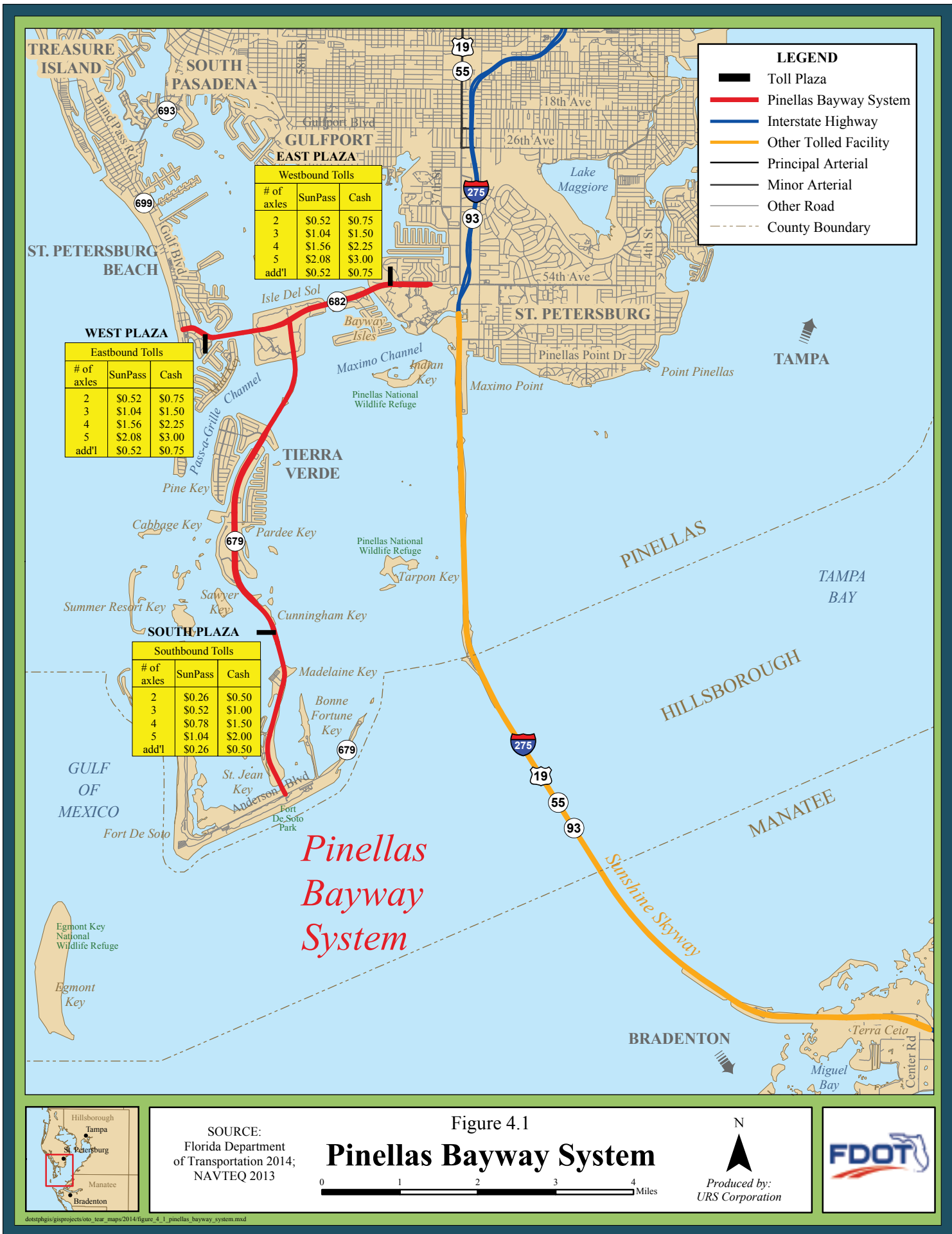


Table 4.1
Pinellas Bayway System
Historical Transactions and Revenue Growth
FY 2004 through FY 2014

Fiscal Year	Transactions (000)				Toll Revenue ⁽¹⁾ (\$000)		Average Toll
	Toll Paying	Non Revenue	Total	Percent Change	Amount	Percent Change	
2004	10,060	46	10,106	-	\$3,769	-	\$0.373
2005	9,451	220	9,671	(4.3%)	3,634	(3.6%)	0.376
2006	9,921	21	9,942	2.8	3,732	2.7	0.375
2007	9,769	26	9,795	(1.5)	3,711	(0.6)	0.379
2008	9,649	30	9,679	(1.2)	3,656	(1.5)	0.378
2009	9,290	37	9,327	(3.6)	3,535	(3.3)	0.379
2010	9,142	26	9,168	(1.7)	3,510	(0.7)	0.383
2011	9,195	30	9,225	0.6	3,605	2.7	0.391
2012	9,098	37	9,135	(1.0)	3,535	(1.9)	0.387
2013	8,557	41	8,598	(5.9)	4,035	14.1	0.469
2014	8,779	38	8,817	2.5	4,113	1.9	0.466

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.
Note: The non-revenue class includes authorized vehicles that pass through a toll plaza without incurring a toll (i.e., law enforcement, emergency vehicles) and transactions reported during toll suspensions attributable to hurricanes.
(1) Toll revenue reported net of the SunPass discount since FY 2000.

decreased by 1.7 percent and 0.7 percent, respectively. This decline can be attributed to the sluggish economy following the economic recession. Compared to FY 2010, FY 2011 transactions and revenue increased by 0.6 percent and 2.7 percent, respectively, which reflects the early signs of a slow recovery following the economic recession. In FY 2012, transactions and revenue decreased by 1.0 percent and 1.9 percent, respectively, compared to FY 2011. This decline can be attributed to various detours as a result of ongoing construction of the SR 682 bridge replacement project, as well as, continued weakness in the economy. FY 2013 transactions were down 5.9 percent from FY 2012, while revenue was up by 14.1 percent. The further decline in transactions can be attributed to continued construction detours from the SR 682 bridge replacement project and the toll rate increase. Correspondingly, the increase in revenues is a result of the full year of the higher cash tolls from the toll rate increase. Transactions in FY 2014 increased 2.5 percent from FY 2013, while revenue was up by 1.9 percent. The increase in transactions can be attributed to a partial opening of two lanes of the SR 682 bridge replacement. The modest increase in

revenue is due to the SunPass only toll rate increase.

Historical operating and routine maintenance expenses from FY 2004 through FY 2014 are presented in **Table 4.2**. As indicated, operating expenses have decreased from \$2.6 million in FY 2004 to \$1.6 million in FY 2014. FY 2014 operating expenses decreased approximately 8.4 percent, or \$144 thousand, over FY 2013.

Table 4.2
Pinellas Bayway System
Historical Operating and Routine
Maintenance Expenses (\$000)
FY 2004 through FY 2014

Fiscal Year	Operating Expense	Routine Maintenance Expense	Total O&M Expenses
2004	\$2,565	\$564	\$3,129
2005	1,997	649	2,646
2006	2,000	650	2,650
2007	2,146	484	2,630
2008	2,083	473	2,556
2009	2,122	588	2,710
2010	1,840	723	2,563
2011	1,802	747	2,549
2012	1,806	695	2,501
2013	1,720	739	2,459
2014	1,576	748	2,324

Source: FDOT Office of the Comptroller.

Maintenance of the Pinellas Bayway System is performed under a private Asset Maintenance Contract beginning in January 2003 (FY 2003). The contract includes expenses for movable bridge maintenance for the two drawbridges, as well as maintenance and inspection of all other bridges on the Pinellas Bayway System. Total FY 2014 routine maintenance expenses increased by 1.2 percent over FY 2013 due to slightly higher bridge inspection costs. In addition to operating and routine maintenance expenses, renewal and replacement and capital improvement (periodic) costs totaling nearly \$14.9 million were incurred during FY 2014 primarily due to bridge replacement costs.

ENTERPRISE TOLL OPERATIONS

4.2 FY 2014 TRANSACTIONS AND TOLL REVENUES

Monthly transactions and toll revenue on the Pinellas Bayway System during FY 2014 are presented in **Table 4.3**. Typically, the first quarter (i.e., July through September) generates more revenue compared to the remaining three quarters due to revenues from the general public annual passes (which represent a large percent of the available types of passes) being recorded in September when the passes are primarily sold. The results indicate that the first quarter generated approximately \$1.2 million in revenues compared to the \$0.9 million (average) generated in each of the remaining three quarters. **Graph 4.1** shows the monthly distribution of pass sales.

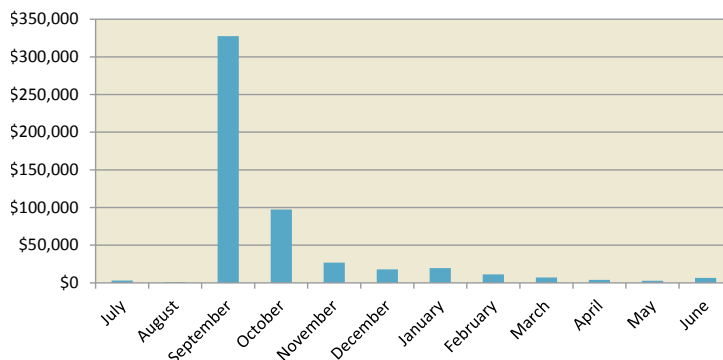
Table 4.3
Pinellas Bayway System
Monthly Transactions and Toll Revenue
FY 2014

Month	Transactions (000)	Toll Revenue (\$000)
July 2013	743	\$330
August	708	300
September	643	587
1st Quarter Total	2,094	1,217
October	684	374
November	648	278
December	669	275
2nd Quarter Total	2,001	927
January 2014	662	266
February	704	282
March	884	369
3rd Quarter Total	2,250	917
April	863	360
May	839	357
June	770	335
4th Quarter Total	2,472	1,052
Annual Total	8,817	\$4,113

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.
Note: Transactions represent toll-paying and non-revenue traffic at the mainline plazas.

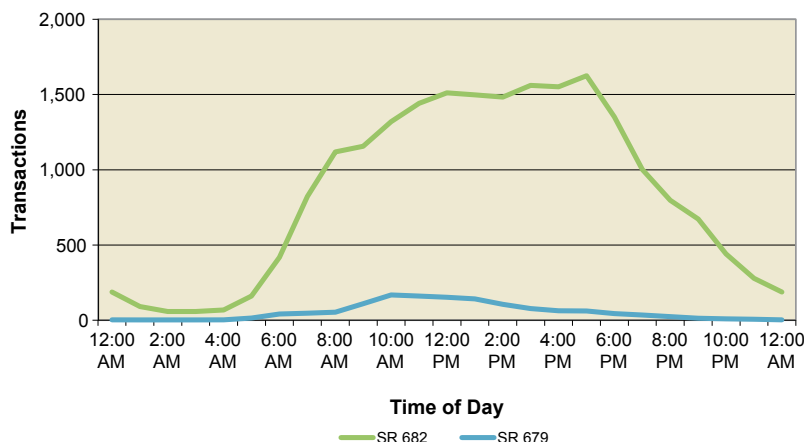
Graph 4.2 shows the number of hourly transactions on weekdays of a typical week during FY 2014 separated between the main east-west traffic on SR 682 and traffic on SR 679 traveling to Fort DeSoto Park. The majority of the transactions occur at the two plazas on SR 682, with a much smaller percentage occurring at the plaza on SR 679. As indicated, the travel demand on the facility quickly builds during the early

Graph 4.1
Pinellas Bayway System
Monthly Pass Sales Distribution
FY 2014



Note: Includes General Public and Bayway Isle passes

Graph 4.2
Pinellas Bayway System
Typical Hourly Weekday Transactions
FY 2014



Source: Data obtained from Turnpike Enterprise Finance Office for the 5-day period beginning Monday, July 14, 2013.

morning hours and remains steady throughout the midday hours. Typical weekday traffic volumes peak in the early evening hours and quickly subside after 6:00 p.m., showing that the Pinellas Bayway System serves both commuter traffic and traffic related to the recreational beach activity in the area.

The monthly transaction variation in FY 2014 is illustrated in **Table 4.4**. Annual average daily traffic (AADT) on the Pinellas Bayway System for FY 2014 was approximately 24,200. The peak season occurred from February through May, with April traffic

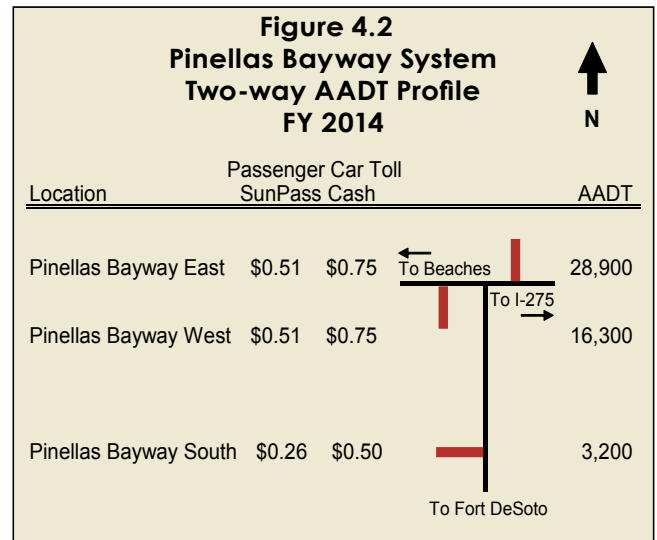
exceeding the average by 19 percent. This transaction level is expected since traffic during this period in west-central Florida tends to exceed the average due to tourists and seasonal residents. September and January transactions are 12 percent below the yearly average as a result of fewer tourists and seasonal residents in the area.

The FY 2014 two-way AADT profile for the facility is presented in **Figure 4.2**. The AADT at the East, West and South plazas during FY 2014 was 28,900, 16,300 and 3,200, respectively. The East Plaza experiences the highest traffic volumes, while the number of drivers traveling to Fort DeSoto Park through the South Plaza is the lowest of the three plazas. The sum of the two-way volumes for the three tolled locations is double that of the one-way volume shown in **Table 4.4**. Paying-transactions averaged 24,200 per day and the total two-way traffic volumes for the three locations averaged 48,400 vehicles per day.

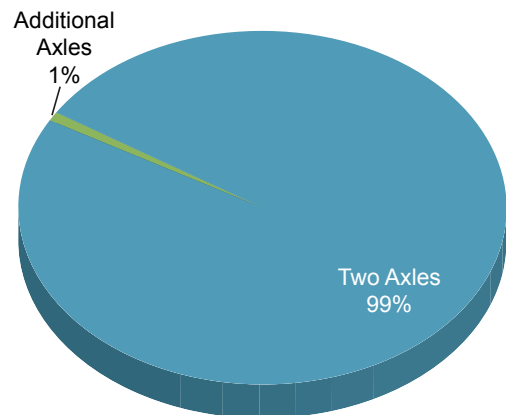
Table 4.4
Pinellas Bayway System
Seasonal Transaction Variation
FY 2014

Month	Average Daily Transactions	Seasonal Factor
July 2013	24,000	0.99
August	22,900	0.95
September	21,400	0.88
October	22,100	0.91
November	21,600	0.89
December	21,600	0.89
January 2014	21,400	0.88
February	25,100	1.04
March	28,500	1.18
April	28,800	1.19
May	27,100	1.12
June	25,700	1.06
AADT	24,200	1.00

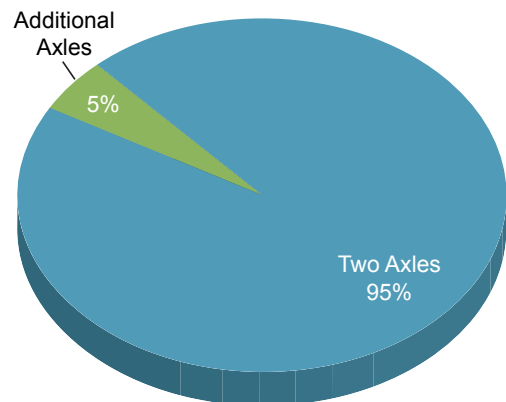
The traffic and revenue contributions from trucks on the Pinellas Bayway System are shown in **Graph 4.3**. For FY 2014, trucks accounted for approximately 1 percent of the traffic on the facility and 5 percent of the revenue. In terms of annual revenue contributions, vehicles with three or more axles accounted



Graph 4.3
Pinellas Bayway System
Transactions by Axle Class
FY 2014



Revenue Contribution by Axle Class
FY 2014

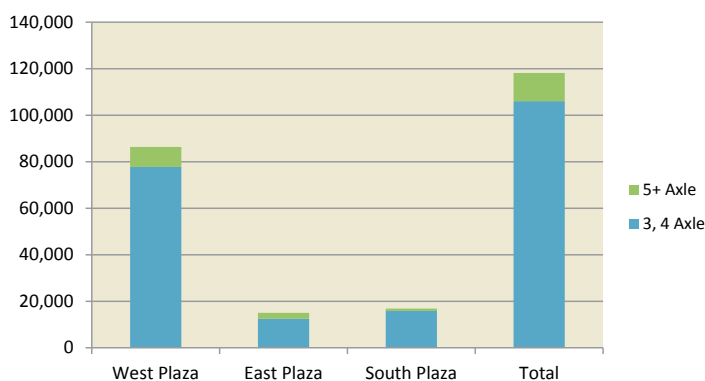


for approximately \$0.2 million while two-axle vehicles comprised the remaining \$3.9 million.

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Graph 4.4 shows multi-axle vehicle transactions by plaza. As shown, the west plaza had the highest amount of truck traffic in FY 2014. As indicated, the majority of multi-axle vehicles on the Pinellas Bayway System are 3 and 4 axles. This is due to a large percentage of customers using the facility for recreational activities such as boating. It is also attributed to the increase in truck traffic due to on-going construction activities related to the bridge replacement project.

**Graph 4.4
Pinellas Bayway System
Multi-Axle Vehicle Transactions by Plaza
FY 2014**



4.3 SUNPASS

Travel on the Pinellas Bayway System has become more convenient with the implementation of SunPass on June 6, 2000. During the conversion to SunPass, electronic toll collection equipment was installed at each of the three toll plazas. While one lane at the East Plaza was converted to a dedicated SunPass lane, all other lanes were retrofitted with SunPass equipment and are designated as mixed-use lanes, accommodating both cash and SunPass transactions (see **Appendix A** for the lane configuration).

Concurrent with the implementation of SunPass, the Bayway Isle decal and the General Public decal were discontinued on June 30, 2000 and September 30, 2000, respectively. However, the discount program remains as annual passes are still issued. Under SunPass, a Bayway Isle resident pays \$15 annually, allowing residents' unlimited passage through the

East toll plaza. The Bayway Isle annual pass, which was authorized at the time of the original construction of the facility, begin selling in June of each year and expires on the first day of July of the following year (e.g., drivers who purchase a pass at the beginning of March will have only four months to use the pass before it expires). Likewise, the general public may purchase an annual pass for unlimited usage of the Pinellas Bayway System for \$50. The General Public annual pass, which was authorized in 1985 pursuant to legislation, is sold in September of each year and expires on the first day of October of the following year. In FY 2014, there were approximately 10,871 General Public and 704 Bayway Isle passes sold.

In FY 2014, approximately 2.7 million transactions or 49.7 percent of all SunPass transactions on the Pinellas Bayway System were attributable to pass usage. **Table 4.5** shows monthly SunPass transactions by payment method.

**Table 4.5
Pinellas Bayway System
SunPass Transactions by Payment Method
FY 2014**

Month	Transactions (000)			Total
	General Public Pass	Bayway Isle Pass	Regular SunPass	
July 2013	193	11	240	444
August	192	12	236	440
September	190	12	213	415
October	193	14	229	436
November	208	15	201	424
December	217	15	202	434
January 2014	233	16	194	443
February	227	16	200	443
March	250	18	255	523
April	238	17	256	511
May	215	14	270	499
June	192	12	257	461
Total	2,548	172	2,753	5,473
Percentage	46.6%	3.1%	50.3%	100.0%

Source: Turnpike Enterprise Finance Office.

Correspondingly, annual pass sales accounted for \$525 thousand (net of refunds) or 27.7 percent of total SunPass revenue. With an average toll of \$0.193 for pass transactions, the annual pass program provided a combined savings of approximately \$832 thousand to pass holders. Essentially passholders save approximately \$0.306 on every transaction.



For those SunPass customers who do not participate in the Bayway Isle or General Public pass programs, a standard 10 percent discount is offered when a threshold of 40 transactions per month is reached. Transactions for SunPass customers with multi-axle vehicles on the Sunshine Skyway Bridge also count toward this minimum threshold. The FY 2014 total for the discount program was approximately \$13.8 thousand.

Table 4.6 shows transactions by payment method on the facility. SunPass transactions remained at 62 percent of total transactions in FY 2014. Non-SunPass transactions constituted the remaining 38 percent of transactions in FY 2014. Monthly SunPass participation percentages ranged from approximately 59 percent to 67 percent during the year. In general, SunPass participation is highest during off season months as a result of fewer tourists and seasonal

residents, indicating that more commuters using SunPass travel on the facility during this time.

Table 4.6
Pinellas Bayway System
Transactions by Payment Method
FY 2014

Month	Transactions (000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	444	299	743	59.8%
August	440	268	708	62.1
September	415	228	643	64.5
October	436	248	684	63.7
November	424	224	648	65.4
December	434	235	669	64.9
January 2014	443	219	662	66.9
February	443	261	704	62.9
March	523	361	884	59.2
April	511	352	863	59.2
May	499	340	839	59.5
June	461	309	770	59.9
Total	5,473	3,344	8,817	
Percentage	62.1%	37.9%	100.0%	

Source: Turnpike Enterprise Finance Office.
Note: General Public and Bayway Isle passes are included in the SunPass Program.
Cash transactions represent toll-paying and non-revenue transactions.

Table 4.7 shows gross toll revenue by payment method. SunPass accounted for 46 percent of the total revenue in FY 2014. Correspondingly, non-SunPass payments totaled 54 percent. Monthly revenues are influenced by annual pass sales.

Table 4.7
Pinellas Bayway System
Gross Toll Revenue by Payment Method
FY 2014

Month	Gross Toll Revenue (\$000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	\$124	\$206	\$330	37.6%
August	118	182	300	39.3
September ⁽¹⁾	433	154	587	73.8
October	211	163	374	56.4
November	128	150	278	46.0
December	119	156	275	43.3
January 2014	117	149	266	44.0
February	111	171	282	39.4
March	134	235	369	36.3
April	130	230	360	36.1
May	137	220	357	38.4
June ⁽²⁾	135	200	335	40.3
Total	\$1,897	\$2,216	\$4,113	
Percentage	46.1%	53.9%	100.0%	

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.
Note: General Public and Bayway Isle passes are included in the SunPass program.
(1) General Public passes are sold in September.
(2) Bayway Isle passes are sold in June.

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As previously mentioned, General Public annual passes are primarily sold in September and October, and as a result, approximately 74 percent of revenue for the month of September is attributable to SunPass. After November, sales drop significantly and the SunPass contribution was 44 percent or lower for all months other than September, October and November. The contribution to revenue from the Bayway Isle annual pass, with yearly renewal in June, is negligible.

4.4 NOTEWORTHY EVENTS

In FY 2012, construction began on the replacement of the bridge along Pinellas Bayway (SR 682). The new high level bridge will increase the traffic capacity between the west toll plaza and SR 679 by adding two additional travel lanes. The construction also includes the reconstruction and resurfacing of a portion of SR 682 from SR 699 to the west toll plaza. New signing, lighting and landscaping will also be added along the entire 1.3 mile length of the bridge. In March 2013 (FY 2013) the first two lanes of the new four-lane bridge opened to traffic. Construction was completed on the bridge in October 2014 (FY 2015). The official opening of the new bridge was on October 17, 2014. To celebrate the opening a Bayway Bridge Bash event was held. The event featured a ribbon cutting, a 5k run on the bridge, a boat tour to watch the lighting of the bridge and various other activities.

The 2007 Legislature amended **Section 338.165**, Florida Statutes, to require the Turnpike System and other FDOT-owned facilities to index toll rates on existing toll facilities to the annual Consumer Price Index (CPI) or similar inflation indicator effective as of July 1, 2007. Toll rate adjustments for inflation may be made no more frequently than once a year and must be made no less frequently than once every five years as necessary to accommodate cash toll rate schedules. As such, SunPass rates are to be adjusted annually based on the year-over-year change in CPI and rounded to the nearest penny, while cash

rates will be adjusted once every five years and rounded to the next quarter. Accordingly, on July 1, 2013 (FY 2014) and July 1, 2014 (FY 2015), SunPass toll rates were adjusted by 2.1 percent and 1.5 percent, respectively, and rounded to the penny. Cash rates remained unchanged since they were increased during the June 2012 (FY 2012) toll rate increase. The Bayway Isle and General Public annual passes are not indexed.



Pursuant to this requirement, effective July 1, 2014 (FY 2015), the two-axle SunPass toll rates on the Pinellas Bayway System at each of the plazas on SR 682 increased to \$0.52, however, the two-axle SunPass toll rate at the southern plaza on SR 679 remained at \$0.26 due to rounding. The cash toll rates remained the same at \$0.75 at each plaza on SR 682 and \$0.50 at the southern plaza on SR 679. The observation of SunPass and overall traffic through September 2014 shows a modest growth. The relatively small increase in tolls did not divert traffic from the facility. Traffic and toll revenue impact of this toll increase will continue to be monitored throughout the current year. Details of the traffic and revenue impacts are included in the **Overview chapter**.

Beginning on July 1, 2014 (FY 2015), maintenance costs on the Pinellas Bayway System will no longer be deferred as part of the long-term liability. Chapter 95-382, Laws of Florida, was amended to read: "all tolls collected on Pinellas Bayway System shall be used first for the payment of annual operating and maintenance costs."

In August 2014, one existing lane at the west plaza was converted to a dedicated SunPass lane. The conversion was done to accommodate SunPass users, as that was the only plaza in the Bayway System without a dedicated SunPass lane.

4.5 FY 2014 EXPENSES AND LIABILITIES

A comparison between actual and budgeted operating and routine maintenance expenses for FY 2014 is presented in **Table 4.8**. Actual operating expenses were approximately 7.2 percent, or \$122 thousand, less than the FY 2014 budget primarily due to lower costs associated with transponder purchases, insurance premiums and credit card fees. Actual routine maintenance expenses were lower than the FY 2014 budget by 4.0 percent, or \$31 thousand due to lower than anticipated costs associated with bridge inspections. Overall, FY 2014 actual operating and routine maintenance expenses were approximately 6.2 percent below the FY 2014 budget.

Table 4.8
Pinellas Bayway System
Operating and Routine Maintenance
Expenses (\$000)
FY 2014

Type of Expense	Budget	Actual	Over/ (Under)	Variance
Operating	\$1,698	\$1,576	(\$122)	(7.2%)
Routine Maintenance	779	748	(31)	(4.0)
Total	\$2,477	\$2,324	(\$153)	(6.2%)

Source: FDOT Office of the Comptroller, Turnpike Enterprise Finance Office and the FY 2013 Enterprise Toll Operations Traffic Engineer's Annual Report.

The Pinellas Bayway System has a liability that is payable to the Department. This liability was set up to defer both routine and periodic maintenance expenses until the completion of the adopted improvement projects required by law (see **Section 4.7**). Annual maintenance and renewal and replacement expenses are added to the liability.

An analysis of the FY 2014 long-term liability on the facility is presented in **Table 4.9**. In addition to routine maintenance, approximately \$141 thousand of capital improvement (periodic) expenses were incurred.

Table 4.9
Pinellas Bayway System
Long-Term Liability (\$000)
FY 2014

Transaction		Amount
Balance, beginning of year		\$40,604
Maintenance	Routine	748
Additions	Periodic (Capitalized District)	141
Balance, end of year		\$41,493

Source: FDOT Office of the Comptroller.

4.6 TRAFFIC, REVENUE AND EXPENSE FORECASTS

The ratio between historical traffic growth and population growth was used along with projected population growth to estimate future traffic growth on the Pinellas Bayway System. Historical population growth focused on Pinellas County, which has a significant impact on the facility.

From FY 2004 through FY 2014, the annual traffic growth rate on the Pinellas Bayway System was negative at -1.4 percent, whereas, the historical annual population growth rate for the same period was -0.1 percent. Additionally, over the past few years traffic growth has been declining as a result of the economic recession. According to the latest economic outlook prepared by the Florida Legislature Office of Economic and Demographic Research in July 2014, Florida's population growth is forecast to continue strengthening, increasing at low levels and rates of growth over the next few years.

Future population estimates have been calculated based on medium projections from the most recent publication by the Bureau of Economic and Business Research (BEBR), College of Business Administration at the University of Florida. The corresponding estimated annual population growth rate through 2020 for Pinellas County is 0.1 percent. (Historical and projected population growth rates for Pinellas County were previously shown in **Table 1.4**.) The historical ratio of traffic growth to population growth was applied to projected population growth rates to

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obtain a general guideline to estimate future annual traffic growth on the Pinellas Bayway System. For the ten-year forecast period, traffic is estimated to grow at a higher percent during the first four years due to the positive effects of the strengthening economy. In the latter years of the forecast period, growth rates will gradually decline. Traffic profiles are provided in **Appendix B**, showing two-way AADT on each segment of the system, for FY 2014 through FY 2025.

The traffic and gross toll revenue forecasts for FY 2015 through FY 2025 are shown in **Table 4.10**. The forecast table includes the revenue impact from toll indexing. The current gross toll revenue forecast is slightly higher than the forecast presented in the 2013 Annual Report due to FY 2014 actual revenue exceeding last year's projection. The actual revenue impact from the construction activities related to the bridge replacement project was less than expected. Transactions in FY 2015 and thereafter are not expected to be impacted by the annual indexing of SunPass toll rates. A summary of the economic factors affecting traffic and revenue is included in the Overview chapter of this report. In addition, **Appendix A** includes future indexed toll rate schedules.

**Table 4.10
Pinellas Bayway System
Traffic and Gross Toll Revenue Forecasts
FY 2015 through FY 2025**

Fiscal Year	Total Traffic	Toll Revenue (\$000)				Toll Revenue Comparisons (\$000)		
		Revenue with Constant Tolls ⁽¹⁾	Indexing Impact	SunPass Discount Impact	Gross Toll Revenue	2013 Annual Report Forecast	Variance	
							Amount	Percent
2015	9,082	\$4,249	\$43	\$15	\$4,277	\$4,238	\$39	0.9%
2016	9,294	4,379	81	16	4,444	4,434	10	0.2
2017	9,373	4,420	123	16	4,527	4,485	42	0.9
2018 ⁽²⁾	9,419	4,435	776	17	5,194	5,139	55	1.1
2019	9,541	4,450	802	17	5,235	5,175	60	1.2
2020	9,653	4,459	833	17	5,275	5,216	59	1.1
2021	9,751	4,468	875	17	5,326	5,262	64	1.2
2022	9,818	4,477	920	17	5,380	5,313	67	1.3
2023	9,846	4,483	1,188	18	5,653	5,570	83	1.5
2024	9,906	4,489	1,234	18	5,705	5,614	91	1.6
2025	9,969	4,494	1,283	18	5,759	N/A	N/A	N/A

Note: Total traffic corresponds to the gross toll revenue.
 N/A The FY 2013 Traffic Engineer's Annual Report forecast went through FY 2024.
 (1) Toll revenue forecast without indexing.
 (2) Planned cash toll rate increase.

Projected operating and maintenance expenses during the same forecast period are shown in **Table 4.11**. The operating expenses in FY 2015 represent the budget in the amount of approximately \$1.8 million. **Appendix C** contains a detailed description of the FY 2015 operating expense budget. Estimated FY 2015 operating expenses increased approximately \$195 thousand over actual FY 2014 levels due, in part, to an expected increase in toll equipment

**Table 4.11
Pinellas Bayway System
Projected Operating and Maintenance
Expenses (\$000)
FY 2015 through FY 2025**

Fiscal Year	Operating Expense	Maintenance Expenses		Total O&M Expenses
		Routine	Periodic ⁽¹⁾	
2015	\$1,771	\$768	\$182	\$2,721
2016	1,806	817	115	2,738
2017	1,843	830	120	2,793
2018	1,879	844	111	2,834
2019	1,917	857	101	2,875
2020	1,955	871	103	2,929
2021	1,994	889	105	2,988
2022	2,034	906	107	3,047
2023	2,075	925	109	3,109
2024	2,117	943	112	3,172
2025	2,159	962	114	3,235

Note: Operating expenses are based on the budget developed by Turnpike Enterprise Finance Office for FY 2015.
 (1) Periodic maintenance expenses include expenditures for toll plaza renovations, SunPass dedicated lane extension at the East plaza and various other improvements as part of the 5-year Work Program and are reported on a cash basis. Periodic maintenance expenses beyond FY 2019 have not been fully programmed, however, a minimum level of preservation (excluding extraordinary expenses such as resurfacing, etc.) has been estimated based on FY 2019 expenses increased at 2.0 percent annually.

maintenance and repair costs. Subsequent to FY 2015, operating expenses are projected to grow at 2.0 percent annually. The routine maintenance expense forecast is based on Asset Maintenance Contract expenses programmed in work program through FY 2018. Subsequent to FY 2018, routine maintenance expenses were increased at 2.0 percent annually. In addition, estimated costs for work not performed under the Asset Maintenance Contract are

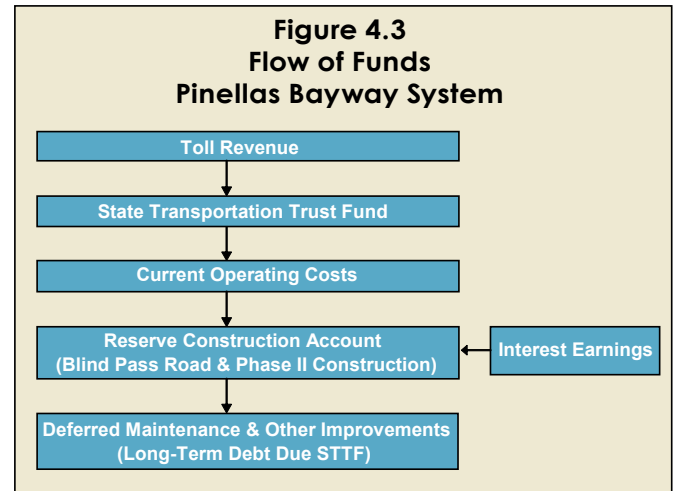
based on FY 2014 results increased for inflation at 2.0 percent annually.

Periodic maintenance expenses are based on information provided by the Office of Project Finance for the 5-year Work Program. Total operating and maintenance expenses are projected to increase from \$2.7 million in FY 2015 to \$3.2 million in FY 2025.

4.7 RESERVE CONSTRUCTION ACCOUNT

Pursuant to legislation passed in 1985 (Chapter 85-364, Laws of Florida) and revised in 1995 (Chapter 95-382, Laws of Florida), toll collection on the Pinellas Bayway System has continued since the retirement of all outstanding bonds. Tolls collected were designated by the legislation for certain improvement projects: Phase I construction, Phase II construction and the Blind Pass Road widening. A description and status of each improvement project is shown in **Table 4.12**.

As indicated in **Figure 4.3**, the Phase II and Blind Pass Road projects were funded by a reserve construction account established by the Department to accumulate toll revenues after the payment of operating expenses. During FY 1995, the Department entered into an agreement with the Department of Financial Services, Division of Treasury, to maintain and invest the reserve construction account. All interest earnings accumulate in this account and assist in funding the projects.



A summary of the activity in the reserve account during FY 2014 is shown in **Table 4.13**. Additions to the reserve account primarily consist of net toll revenues (toll revenues less operating expenses) and interest earnings on the account. Beginning July 1, 2014, net revenues are defined as toll revenues less operating and maintenance expenses. Reductions are reimbursements to the State Transportation Trust Fund related to costs incurred in the prior fiscal year for Phase II construction project.

Table 4.13
Pinellas Bayway System
Analysis of Reserve Construction
Account (\$000)
FY 2014

Transaction	Amount
Balance, beginning of year	\$40,235
Additions	2,701
Reductions ⁽¹⁾	20,260
Balance, end of year	\$22,676

Source: FDOT Office of the Comptroller (reported on a cash basis).
(1) As used here, reductions represent prior year costs for Phase II Construction project.

Table 4.12
Pinellas Bayway System
Improvement Projects

Project	Description	Status
Phase I Construction	Improvements consist of widening the Pinellas Bayway to four lanes from the eastern toll booth to State Road 679.	Complete (November 1991)
Phase II Construction ⁽¹⁾	Improvements consist of widening the Pinellas Bayway to four lanes from State Road 679 west to Gulf Boulevard, including necessary approaches, bridges and avenues of access.	Partially Complete (October 2014)
Blind Pass Road Construction	Improvements consist of widening the Blind Pass Road, State Road 699, to four lanes from 75th Avenue north to the approach of the Blind Pass Bridge, including necessary right-of-way acquisition along said portion of Blind Pass Road, and intersection improvements at 75th Avenue and Blind Pass Road.	Complete (October 2003)

(1) Bridge Structure C was completed in October 2014; however, another bridge (Structure E) has not yet been replaced.

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SUNSHINE SKYWAY BRIDGE

5.1 BACKGROUND

The original Sunshine Skyway Bridge opened in 1954 and was constructed as a two-lane toll project crossing Tampa Bay from US 19 at Maximo Point in Pinellas County to US 41, north of Palmetto in Manatee County. The facility was 15.1 miles in length and consisted of 10.2 miles of embankment and five bridges having a combined length of 4.9 miles. The facility underwent an expansion project to add two additional lanes on the existing causeways, an additional two-lane trestle bridge and a high-level bridge parallel to the existing main bridge span that opened in 1970.

Over the years, several accidents occurred, involving maritime shipping freighters traversing the channel between Tampa Bay and the Gulf of Mexico. These accidents were attributed, in part, to the positioning of the piers of the high-level structure over the navigation channel. On May 9, 1980, a freighter collided with one of the piers of the main span structure carrying the southbound roadway, causing a section of the center span to collapse into Tampa Bay. In order to maximize safe vehicular and maritime passage in the area, the Department constructed the new Sunshine Skyway Bridge as a single four-lane high-level structure, east of the original bridge,



providing greater horizontal clearances between the main piers and an increased vertical height. The new 17.4-mile bridge opened to traffic in 1987 with one mainline plaza located at each end of the facility. The new bridge consists of 13.3 miles of embankment and causeway, which makes the actual bridge approximately 4.1 miles in length. The cost to replace the bridge was approximately \$232 million. Funds to replace the bridge were provided from various sources including insurance recoveries, federal emergency relief and interstate funds, state funds and a \$36 million bond issue in 1984. In honor of former Florida governor, Bob Graham, who spearheaded the state-of-the-art design of the new bridge, the Sunshine Skyway Bridge was designated the Bob Graham Sunshine Skyway Bridge effective July 1, 2005 (FY 2006) with the signing of House Bill 385.

Tolls at the northern plaza in Pinellas County are collected in the southbound direction only, while tolls at the southern plaza in Manatee County are collected in the northbound direction. Toll rates were increased on the facility in July 1982 (FY 1983). In June 2012 (FY 2012) a toll rate increase was implemented for all customers on Sunshine Skyway Bridge, as mandated by the Florida Legislature. Toll rates for two-axle vehicles increased from \$1.00 to \$1.25 for non-SunPass customers and from \$0.75 to \$1.00 for SunPass customers. At the same time, the method used to calculate toll rates for three or more axle vehicles was changed from a per-axle basis to “N minus 1” to be consistent with the methodology used on other department facilities and the Turnpike System. In this method, the truck toll equals the passenger car toll multiplied by the number of axles minus one. SunPass customers with three or more axle vehicles continue to receive a 10 percent discount after a threshold of 40 monthly transactions is reached. SunPass tolls were further indexed on July 1, 2013 (FY 2014) and later on July 1, 2014 (FY 2015) by the consumer price index, while cash rates remained unchanged.



SOURCE:
Florida Department
of Transportation 2014;
NAVTEQ 2013

Figure 5.1
Sunshine Skyway Bridge



Produced by:
URS Corporation



The bridge is part of the Strategic Intermodal System (SIS), designated as I-275, and is managed and operated by the Department. The Department provides for toll collection and maintenance of the facility, but may assign or contract these operations to a third party. **Figure 5.1** shows a detailed map of the facility, with the most recent toll rates effective July 1, 2014 (FY 2015).

Historically, traffic and revenue on the Sunshine Skyway Bridge have increased over the years. In FY 2004, total transactions were approximately 17.7 million, and toll revenues were approximately \$17.2 million. In FY 2014, total transactions increased to 19.2 million, while toll revenues increased to approximately \$22.7 million. Annual transactions and revenue for the facility from FY 2004 through FY 2014 are presented in **Table 5.1**. Over the course of the past 10 years, traffic on the facility has grown at an annual compounded rate of 0.8 percent. Correspondingly, toll revenues have increased by 2.8 percent annually. The decline in traffic and revenue in FY 2008 and FY 2009 can primarily be attributed to the economic recession. The large revenue growth in FY 2013 is due to the toll rate increase in June 2012 (FY 2012). Compared to FY 2013,

FY 2014 transactions and revenue both increased by approximately 3.7 percent and 4.4 percent, respectively. This growth in traffic can be attributed to the continued improvements in the economy. The growth in revenue is partly due to the SunPass toll rate increase on July 1, 2013 (FY 2014). The economic factors affecting traffic and revenue are discussed further in the **Overview** chapter of this report.

Table 5.2
Sunshine Skyway Bridge
Historical Operating and Routine
Maintenance Expenses (\$000)
FY 2004 through FY 2014

Fiscal Year	Operating Expense	Routine Maintenance Expense	Total O&M Expenses
2004	\$3,683	\$1,195	\$4,878
2005	3,395	1,722	5,117
2006	3,879	879	4,758
2007	5,340	1,686	7,026
2008	5,185	1,582	6,767
2009	5,129	2,165	7,294
2010	4,793	1,575	6,368
2011	5,074	2,475	7,549
2012	4,930	1,770	6,700
2013	4,672	2,325	6,997
2014	4,749	1,651	6,400

Source: FDOT Office of the Comptroller.

Table 5.1
Sunshine Skyway Bridge
Historical Transactions and Revenue Growth
FY 2004 through FY 2014

Fiscal Year	Transactions (000)				Toll Revenue ⁽¹⁾ (\$000)		Average Toll
	Toll Paying	Non Revenue	Total	Percent Change	Amount	Percent Change	
2004	17,682	42	17,724	-	\$17,230	-	\$0.972
2005	17,708	397	18,105	2.1%	17,053	(1.0%)	0.942
2006	18,694	30	18,724	3.4	17,798	4.4	0.951
2007	18,748	12	18,760	0.2	17,758	(0.2)	0.947
2008	18,192	15	18,207	(2.9)	17,025	(4.1)	0.935
2009	17,607	32	17,639	(3.1)	16,212	(4.8)	0.919
2010	17,764	22	17,786	0.8	16,310	0.6	0.917
2011	17,974	31	18,005	1.2	16,427	0.7	0.912
2012	18,102	48	18,150	0.8	16,555	0.8	0.912
2013	18,439	63	18,502	1.9	21,722	31.2	1.174
2014	19,131	48	19,179	3.7	22,679	4.4	1.182

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.
Note: The non-revenue class includes authorized vehicles that pass through a toll plaza without incurring a toll (i.e., law enforcement, emergency vehicles) and transactions reported during toll suspensions attributable to hurricanes.
(1) Toll revenue reported net of the SunPass discount since FY 2001.

Historical operating and routine maintenance expenses from FY 2004 through FY 2014 are presented in **Table 5.2**. Operating expenses have increased from \$3.7 million in FY 2004 to \$4.7 million in FY 2014. This increase represents an annual compounded growth rate of 2.6 percent. The significant increase in operating expenses from \$3.9 million in FY 2006 to over \$5.3 million in FY 2007 is due to an increase in insurance costs after the FY 2006 hurricane season. FY 2014 operating expenses increased \$77 thousand, or 1.6 percent, from FY 2013. This increase was primarily related to an increase in toll plaza operating contracts, credit card fees and bank services fees.

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Beginning in February 2004, inspection and maintenance of the Sunshine Skyway Bridge is performed under a private Asset Maintenance Contract with the Department providing oversight through its Asset Management Coordinator. FY 2014 routine maintenance expenses decreased 29.0 percent over FY 2013 levels primarily due to a decrease in the amount of work performed under the Asset Maintenance Contract, specifically the biannual bridge inspection costs. Total operating and routine maintenance expenses on the facility have increased from \$4.9 million in FY 2004 to \$6.4 million in FY 2014. In addition, renewal and replacement and capital improvement periodic costs totaling \$1.5 million were incurred in FY 2014 primarily for bridge repairs and rehabilitation.

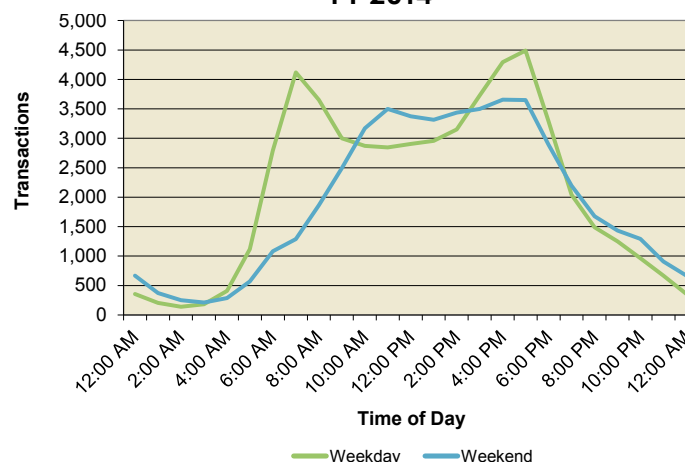
5.2 FY 2014 TRANSACTIONS AND TOLL REVENUES

Monthly transactions and toll revenue on the Sunshine Skyway Bridge during FY 2014 are presented in **Table 5.3** for the north and south mainline plazas. There were approximately 9.6 million transactions at both the north plaza and south plazas, for a total of 19.2 million transactions during FY 2014. The

corresponding annual revenue was \$11.4 million at the north plaza and \$11.3 million at the south plaza, for a total of approximately \$22.7 million during FY 2014. The third quarter experienced the largest amount of transactions and revenue in FY 2014, with March being the busiest month.

Graph 5.1 shows the number of hourly weekday and weekend transactions of a typical week during FY 2014 for both northbound and southbound traffic

**Graph 5.1
Sunshine Skyway Bridge
Typical Hourly Transactions
FY 2014**



Source: Data obtained from Turnpike Enterprise Finance Office for the 7-day period beginning Monday, December 9, 2013.

**Table 5.3
Sunshine Skyway Bridge
Monthly Transactions and Toll Revenue
FY 2014**

Month	Transactions (000)			Toll Revenue (\$000)		
	North Plaza	South Plaza	Total	North Plaza	South Plaza	Total
July 2013	768	756	1,524	\$909	\$898	\$1,807
August	772	767	1,539	913	909	1,822
September	686	700	1,386	811	828	1,639
1st Quarter Total	2,226	2,223	4,449	2,633	2,635	5,268
October	787	773	1,560	930	911	1,841
November	772	761	1,533	912	903	1,815
December	818	799	1,617	971	949	1,920
2nd Quarter Total	2,377	2,333	4,710	2,813	2,763	5,576
January 2014	792	790	1,582	939	934	1,873
February	797	795	1,592	943	937	1,880
March	949	942	1,891	1,128	1,122	2,250
3rd Quarter Total	2,538	2,527	5,065	3,010	2,993	6,003
April	866	862	1,728	1,023	1,018	2,041
May	833	831	1,664	983	973	1,956
June	787	776	1,563	925	910	1,835
4th Quarter Total	2,486	2,469	4,955	2,931	2,901	5,832
Annual Total	9,627	9,552	19,179	\$11,387	\$11,292	\$22,679

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.
Note: Transactions represent toll-paying and non-revenue traffic at mainline plazas.

combined. During weekdays from 7:00 a.m. to 7:00 p.m. traffic levels are over 4,000 vehicles per hour. The weekday traffic on the facility has a morning peak from 7:00 a.m. to 10:00 a.m. and an evening peak from 4:00 p.m. to 7:00 p.m., reflecting the presence of commuters on the facility. On weekends, there is no clear morning or evening peak periods indicating that a large number of non-commuters use the facility (e.g., interstate travel influence).

The FY 2014 monthly transaction variation is analyzed in **Table 5.4**. Annual average daily transactions (AADT) on the Sunshine Skyway

**Table 5.4
Sunshine Skyway Bridge
Seasonal Transaction Variation
FY 2014**

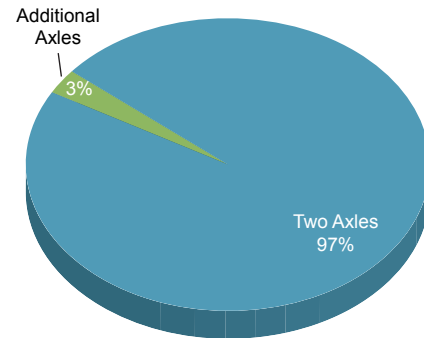
Month	Average Daily Transactions			Seasonal Factor
	North Plaza	South Plaza	Total	
July 2013	24,800	24,400	49,200	0.94
August	24,900	24,800	49,700	0.94
September	22,900	23,300	46,200	0.88
October	25,400	24,900	50,300	0.96
November	25,700	25,400	51,100	0.97
December	26,400	25,800	52,200	0.99
January 2014	25,500	25,500	51,000	0.97
February	28,500	28,400	56,900	1.08
March	30,600	30,400	61,000	1.16
April	28,900	28,700	57,600	1.10
May	26,900	26,800	53,700	1.02
June	26,200	25,900	52,100	0.99
AADT	26,400	26,200	52,600	1.00

Bridge for FY 2014 was 52,600. The peak season occurred from February through April, with March being the highest month at 16 percent above average for the facility. This is expected, as traffic during March in southwest Florida tends to exceed the average due to tourists and seasonal residents. September was the lowest month at 12 percent below average. Historically, the month of September has the fewest transactions.

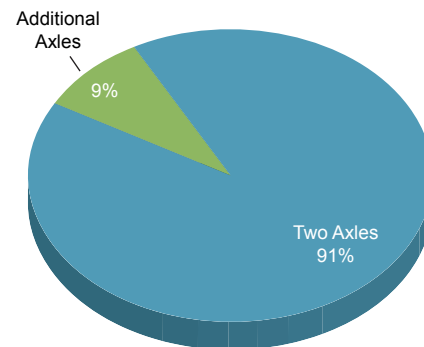
The traffic and revenue contributions from trucks on the Sunshine Skyway Bridge are shown in **Graph 5.2**. For FY 2014, trucks accounted for 3 percent of the traffic on the facility but accounted for 9 percent of the total revenue. In terms of actual revenue contributions, vehicles with three or more axles provided approximately \$2.1 million, while two-axle vehicles comprised the remaining \$20.6 million.



**Graph 5.2
Sunshine Skyway Bridge
Transactions by Axle Class
FY 2014**



**Revenue Contribution by Axle Class
FY 2014**



5.3 SUNPASS

SunPass was installed at the north and south plazas on the Sunshine Skyway Bridge on August 19, 2000 (FY 2001). SunPass implementation included the conversion of three of the six tolled lanes at each of the plazas to SunPass. Currently, there is a dedicated SunPass lane at each plaza and two mixed-use lanes, serving both cash and SunPass users. The remaining three lanes at each plaza are currently manned but will be able to accommodate future conversion to mixed-use or dedicated SunPass lanes if needed (see **Appendix A** for the lane configurations).

Historically, the Sunshine Skyway Bridge offered discounts to drivers in the form of tokens. Until October 2000, tokens were available for two-axle vehicles only and were sold in rolls of 40 coins for \$30 (a revenue value of \$0.75 for each), representing a discount of 25 percent compared to cash payments. The

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discount program now operates through SunPass, and therefore, cash customers do not receive a discount.

Drivers of two-axle vehicles with a SunPass transponder pay \$0.21 less than cash drivers. As stated before, SunPass customers with three or more axle vehicles receive a 10 percent retroactive discount when they reach a threshold of 40 monthly toll payments. The Pinellas Bayway System also participates in the discount program. Drivers who make toll payments on this facility are credited for these payments toward the threshold. SunPass discounts on the Sunshine Skyway Bridge totaled \$20.9 thousand in FY 2014.

Table 5.5 shows the percentage of transactions by payment method on the Sunshine Skyway Bridge. Non-SunPass transactions amounted to approximately 8.9 million, or 46 percent of all transactions; whereas, SunPass transactions totaled nearly 10.3 million, or 54 percent of all transactions on the facility. Over the course of FY 2014, the monthly SunPass transaction percentage ranged from approximately 50 to 56 percent.

**Table 5.5
Sunshine Skyway Bridge
Transactions by Payment Method
FY 2014**

Month	Transactions (000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	824	700	1,524	54.1%
August	848	691	1,539	55.1
September	775	611	1,386	55.9
October	875	685	1,560	56.1
November	823	710	1,533	53.7
December	846	771	1,617	52.3
January 2014	841	741	1,582	53.2
February	812	780	1,592	51.0
March	943	948	1,891	49.9
April	922	806	1,728	53.4
May	916	748	1,664	55.0
June	876	687	1,563	56.0
Total	10,301	8,878	19,179	
Percentage	53.7%	46.3%	100.0%	

Source: Turnpike Enterprise Finance Office.
Note: Cash transactions represent toll-paying and non-revenue transactions.

Revenue attributable to SunPass was approximately \$11.5 million, representing approximately 51 percent of the total system revenue in FY 2014. Toll revenue is reported net of the SunPass discount. Non-SunPass constituted the remaining 49 percent (\$11.2 million) of revenue. Monthly SunPass revenue percentages ranged from 47 to approximately 53 percent during the year. **Table 5.6** shows the gross toll revenue by payment method.

**Table 5.6
Sunshine Skyway Bridge
Gross Toll Revenue by Payment Method
FY 2014**

Month	Gross Toll Revenue (\$000)			Percent SunPass
	SunPass	Non-SunPass	Total	
July 2013	\$919	\$888	\$1,807	50.9%
August	950	872	1,822	52.1
September	861	778	1,639	52.5
October	972	869	1,841	52.8
November	915	900	1,815	50.4
December	942	978	1,920	49.1
January 2014	936	937	1,873	50.0
February	900	980	1,880	47.9
March	1,047	1,203	2,250	46.5
April	1,026	1,015	2,041	50.3
May	1,025	931	1,956	52.4
June	977	858	1,835	53.2
Total	\$11,470	\$11,209	\$22,679	
Percentage	50.6%	49.4%	100.0%	

Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.

5.4 NOTEWORTHY EVENTS

The 2007 Legislature amended **Section 338.165**, Florida Statutes, to require the Turnpike System and other FDOT-owned facilities to index toll rates on existing toll facilities to the annual Consumer Price Index (CPI) or similar inflation indicator effective as of July 1, 2007. Toll rate adjustments for inflation may be made no more frequently than once a year and must be made no less frequently than once every five years as necessary to accommodate cash toll rate schedules. As such, SunPass rates are to be adjusted annually based on the year-over-year change in CPI and rounded to the nearest penny, while cash rates will be adjusted once every five years and rounded to the next quarter. Accordingly, on July 1,

2013 (FY 2014) and July 1, 2014 (FY 2015), SunPass toll rates were adjusted by 2.1 percent and 1.5 percent, respectively, and rounded to the penny. Cash rates remained unchanged since they were increased on June 24, 2012 (FY 2012).

Pursuant to this requirement, effective on July 1, 2014 (FY 2015), the two-axle SunPass toll collected on the Sunshine Skyway Bridge increased to \$1.04; the cash toll remained the same at \$1.25. The observation of SunPass and overall traffic through September 2014 shows a modest growth. The relatively small increase in tolls compared to the preceding fiscal year did not divert any traffic from the facility. Traffic and toll revenue impact of this toll increase will continue to be monitored throughout the current year. Details of the traffic and revenue impacts are included in the **Overview** chapter.

On July 8, 2014 (FY 2015), the Florida Department of Transportation released its Tampa Bay Cruise Study Pre-Feasibility report. The purpose of the study is to address the infrastructure issue that will impact cruise line deployment in Tampa Bay and Florida's west coast region in the next 10-25 years. Part of the study focused on the low-bridge clearance on the Sunshine Skyway Bridge. At its current height, the bridge will not allow larger cruise vessels to pass underneath. One of the options presented in the study is to replace or raise the Sunshine Skyway Bridge. Replacement of the bridge would cost approximately \$2 billion and take 4 years for construction and 2 years for demolition. The other alternative would be to raise the bridge height at a cost of \$1.5 billion, with 3 years of construction. At this time no decision has been made regarding the future replacement of the Sunshine Skyway Bridge.

5.5 FY 2014 EXPENSES AND LIABILITIES

A comparison between actual and budgeted operating and routine maintenance expenses for FY 2014 is shown in **Table 5.7**.

Actual FY 2014 operating expenses were 5.9 percent lower than the FY 2014 operating budget. This variance is primarily due to a decrease in insurance premiums and transponder purchases. Routine maintenance expenses were approximately 5.7 percent lower than the FY 2014 budget amount primarily due to a general decrease in routine maintenance needed on the facility compared to what was originally budgeted. Overall, actual FY 2014 operating and routine maintenance expenses were 5.8 percent lower than the budget.

Table 5.7
Sunshine Skyway Bridge
Operating and Routine Maintenance
Expenses (\$000)
FY 2014

Type of Expense	Budget	Actual	Over/ (Under)	Variance
Operating	\$5,046	\$4,749	(\$297)	(5.9%)
Routine Maintenance	1,751	1,651	(100)	(5.7)
Total	\$6,797	\$6,400	(\$397)	(5.8%)

Source: FDOT Office of the Comptroller, Turnpike Enterprise Finance Office and the FY 2013 Enterprise Toll Operations Traffic Engineer's Annual Report.

The Sunshine Skyway Bridge has two liabilities that are payable to the Department. Any expenditure for improvements or new projects on the Sunshine Skyway Bridge is first added to this liability. Then, net toll revenues are used to reduce the liability. An analysis of the FY 2014 liability for facility costs is presented in **Table 5.8**.

Table 5.8
Sunshine Skyway Bridge
STTF Advances for Facility Costs (\$000)
FY 2014

Transaction	Amount
Balance, beginning of year	\$3,590
Additions ⁽¹⁾	1,522
Reductions ⁽²⁾	3,590
Balance, end of year	\$1,522

Source: FDOT Office of the Comptroller.

(1) Additions represent costs incurred in the FY being reported.

(2) Reductions represent costs from prior FY that were reimbursed in the FY being reported.

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Analysis of the second liability that was established to defer costs for off-system improvements is presented in **Table 5.9**. Off-system capital projects, including the Selmon Crosstown/I-4 Connector, SR 64 widening, US 19 interchange and the Manatee County automated traffic management system are initially funded by the STTF. These costs are being reimbursed by excess revenue after operating and maintenance (O&M) expenses and facility costs. Pursuant to **Section 338.165 (4)**, Florida Statutes, the Department is authorized to issue bonds backed by Sunshine Skyway Bridge toll revenues to help fund a portion of these needed transportation projects located in Manatee, Hillsborough and Pinellas Counties. At this time, the Department has no plans to issue bonds backed by Skyway revenues.

**Table 5.9
Sunshine Skyway Bridge
Deferred STTF Advances for Off-System
Improvements (\$000)
FY 2014**

Transaction	Amount
Balance, beginning of year	\$36,818
Additions	3,491
Reductions	13,285
Balance, end of year	\$27,024

Source: FDOT Office of the Comptroller.

5.6 TRAFFIC, REVENUE AND EXPENSE FORECASTS

The ratio between historical traffic growth and population growth was used along with projected population growth to estimate future traffic on the Sunshine Skyway Bridge. Historical population growth focused on the five counties that have a significant regional impact on the facility. These counties are Hillsborough, Manatee, Pasco, Pinellas and Sarasota. Since the facility is part of the Strategic Intermodal System, the statewide growth in population was also considered.

From FY 2004 to FY 2014, the annual compounded traffic growth rate on the Sunshine Skyway Bridge was approximately 0.8 percent, whereas, the historical

annual compounded population growth rate for the same period for the five counties was 1.1 percent. In past years, traffic growth has exceeded population growth, however in FY 2013 and continuing in FY 2014, traffic growth was slightly less than population growth. Over the past few years, traffic growth has declined as a result of the economic recession. According to the latest economic outlook prepared by the Florida Legislature Office of Economic and Demographic Research in July 2014, Florida's population growth is forecast to continue strengthening, increasing at low levels and rates of growth over the next few years.

Future population estimates have been calculated based on medium projections from the most recent publication by the Bureau of Economic and Business Research (BEBR), College of Business Administration at the University of Florida. The corresponding estimated annual population growth rate through 2020 for the five counties is 1.3 percent. (Historical and projected population growth rates for the five counties were previously shown in **Table 1.4**.) The historical ratio of traffic growth to population growth was applied to projected population growth rates to obtain a general guideline to estimate future annual traffic growth on the Sunshine Skyway Bridge. For the ten-year forecast period, traffic is estimated to grow at a higher percent during the first four years due to the positive effects of the strengthening economy. In the latter years of the forecast period, growth rates will gradually decline. Traffic profiles are provided in **Appendix B**, showing two-way AADT on the facility for FY 2014 through FY 2025.

The traffic and gross toll revenue forecasts for FY 2015 through FY 2025 are shown in **Table 5.10**. The gross toll revenue for the forecast period is slightly higher than the forecast presented in the 2013 Annual Report due in large part to FY 2014 actual revenues exceeding last year's projection. Additionally, there was no impact on traffic as a result of the July 1, 2013 (FY 2014) toll rate increase. Transactions in FY 2015

Table 5.10
Sunshine Skyway Bridge
Traffic and Gross Toll Revenue Forecasts
FY 2015 through FY 2025

Fiscal Year	Total Traffic	Toll Revenue (\$000)				Toll Revenue Comparisons (\$000)		
		Revenue with Constant Tolls ⁽¹⁾	Indexing Impact	SunPass Discount Impact (\$000)	Gross Toll Revenue	2013 Annual Report Forecast	Variance	
							Amount	Percent
2015	19,694	\$23,310	\$261	\$22	\$23,549	\$23,457	\$92	0.4%
2016	20,178	23,872	559	24	24,407	24,323	84	0.3
2017	20,607	24,358	893	25	25,226	25,145	81	0.3
2018 ⁽²⁾	20,896	24,750	2,894	27	27,617	27,543	74	0.3
2019	21,195	25,098	3,258	28	28,328	28,243	85	0.3
2020	21,502	25,447	3,650	28	29,069	28,986	83	0.3
2021	21,811	25,794	4,070	29	29,835	29,776	59	0.2
2022	22,122	26,172	4,524	30	30,666	30,613	53	0.2
2023	22,321	26,526	6,018	31	32,513	32,417	96	0.3
2024	22,607	26,899	6,523	32	33,390	33,315	75	0.2
2025	22,907	27,298	7,071	33	34,336	N/A	N/A	N/A

Note: Total traffic corresponds to the adjusted gross toll revenue.
 N/A The FY 2013 Traffic Engineer's Annual Report forecast went through FY 2024.
 (1) Toll revenue forecast without indexing.
 (2) Planned cash toll rate increase.

and thereafter are not expected to be impacted by the annual indexing of SunPass toll rates. A summary of the economic factors affecting traffic and revenue is included in the **Overview** chapter of this report. In addition, **Appendix A** includes future indexed toll rate schedules.

been increased 2.0 percent annually and take into account biennial bridge inspection expenses. Additional maintenance expenses not covered under the Asset Maintenance Contract are budgeted based on actual FY 2014 expenses increased by 2.0 percent annually.

The projected operating and maintenance expenses for FY 2015 through FY 2025 are shown in **Table 5.11**. The operating expenses in FY 2015 represent the budget amount for that fiscal year (see **Appendix C** for a detailed description of the FY 2015 operating expense budget). The budget amount of \$4.9 million is 3.9 percent higher than FY 2014 actual operating expenses. The expected increase is due primarily to an increase in transponder purchases and credit card fees. Subsequent to FY 2015, operating expenses are projected to grow at 2.0 percent annually to account for inflation.

Table 5.11
Sunshine Skyway Bridge
Projected Operating and Maintenance Expenses (\$000)
FY 2015 through FY 2025

Fiscal Year	Operating Expense	Routine Maintenance Expense	Total Operating & Routine Maintenance Expenses	Periodic Maintenance Expense ⁽¹⁾	Total O&M Expenses
2015	\$4,933	\$2,787	\$7,720	\$916	\$8,636
2016	5,032	2,458	7,490	8,629	16,119
2017	5,132	3,067	8,199	8,174	16,373
2018	5,235	2,389	7,624	6,050	13,674
2019	5,340	3,008	8,348	4,273	12,621
2020	5,446	2,414	7,860	4,358	12,218
2021	5,555	3,068	8,623	4,446	13,069
2022	5,666	2,462	8,128	4,535	12,663
2023	5,780	3,130	8,910	4,625	13,535
2024	5,895	2,512	8,407	4,718	13,125
2025	6,013	3,192	9,205	4,812	14,017

Note: Operating expenses are based on the budget developed by Turnpike Enterprise Finance Office for FY 2015.
 (1) Periodic maintenance expenses include bridge repairs, bridge painting, Florida Highway Patrol services and other Department-funded improvements included in the 5-year Work Program and are reported on a cash basis. Periodic maintenance expenses beyond FY 2019 have not been fully programmed, however, a minimal level of preservation (excluding extraordinary expenses such as major bridge repairs) has been estimated based on FY 2019 expenses increased at 2.0 percent annually.

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Periodic maintenance expenses were provided by the Department's Office of Project Finance and are based on estimated expenditures for projects included in the Work Program and include bridge repairs, bridge painting, fishing pier repairs and other Department-funded improvements.

Table 5.12 shows the projected net toll revenues through FY 2025. Net toll revenues consist of gross

toll revenue less operating expense and routine and periodic maintenance expenses. The projected net revenues for the facility are estimated to increase from \$14.9 million in FY 2015 to \$20.3 million in FY 2025.

Net revenues are currently being used to reimburse STTF for system related costs and non-system related costs (long term debt).

**Table 5.12
Sunshine Skyway Bridge
Net Toll Revenue Forecast (\$000)
FY 2015 through FY 2025**

Fiscal Year	Adjusted Gross Toll Revenue	Total O&M Expenses	Net Toll Revenue
2015	\$23,549	\$8,636	\$14,913
2016	24,407	16,119	8,288
2017	25,226	16,373	8,853
2018	27,617	13,674	13,943
2019	28,328	12,621	15,707
2020	29,069	12,218	16,851
2021	29,835	13,069	16,766
2022	30,666	12,663	18,003
2023	32,513	13,535	18,978
2024	33,390	13,125	20,265
2025	34,336	14,017	20,319

95 EXPRESS

6.1 BACKGROUND

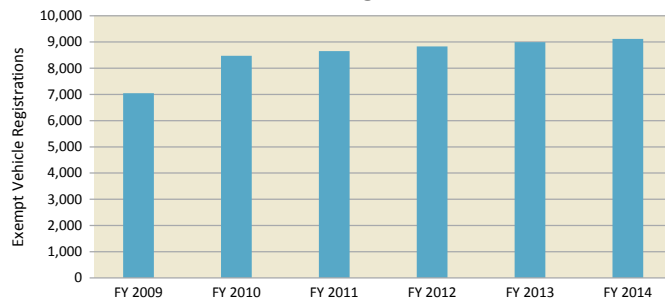
In 2007, District Six applied for and received \$62.9 million in federal funding from the U.S. Department of Transportation Urban Partnership Agreement (UPA) program to assist in implementing 95 Express. The partnership is between USDOT, FDOT Districts Four and Six, Florida's Turnpike Enterprise, the Miami-Dade and Broward Metropolitan Planning Organizations (MPO), Miami-Dade Expressway Authority, Miami-Dade and Broward County Transit and South Florida Commuter Services. 95 Express is a facility that provides limited access express lanes for drivers traveling north and south on 95 from I-395 in downtown Miami to Broward Boulevard in Fort Lauderdale. Phase 1A of the project, which began toll collection in December 2008 (FY 2009), includes the 7-mile northbound direction only from SR 112 to the Golden Glades interchange just north of 151st Street in Miami-Dade County. Phase 1B, which began toll collection in January 2010 (FY 2010), includes the southbound direction from the Golden Glades interchange to just south of S.R. 836. This phase also extends the northbound express lanes further to the south from SR 112 to I-395. The express lanes are currently 7.3 miles in both directions. Phase 2 of the project, which is under construction, will extend the express lanes north 13 miles for both northbound and southbound lanes to provide continuous mobility between I-395 and Broward Boulevard in Broward County. Phase 3A, which is currently funded and split into 2 phases, will extend the express lanes north to SW 10th Street. Studies are underway to further extend the 95 Express project to Indiantown Road in Palm Beach County. As a result, the full length of the express lane system on I-95 could eventually exceed 80 miles. **Figure 6.1** shows a map of 95 Express phases 1 and 2, and **Figure 6.2** shows the entry/exit locations along the project.

The express lanes operate as High Occupancy Toll (HOT) lanes for two-axle vehicles only (no trucks) and



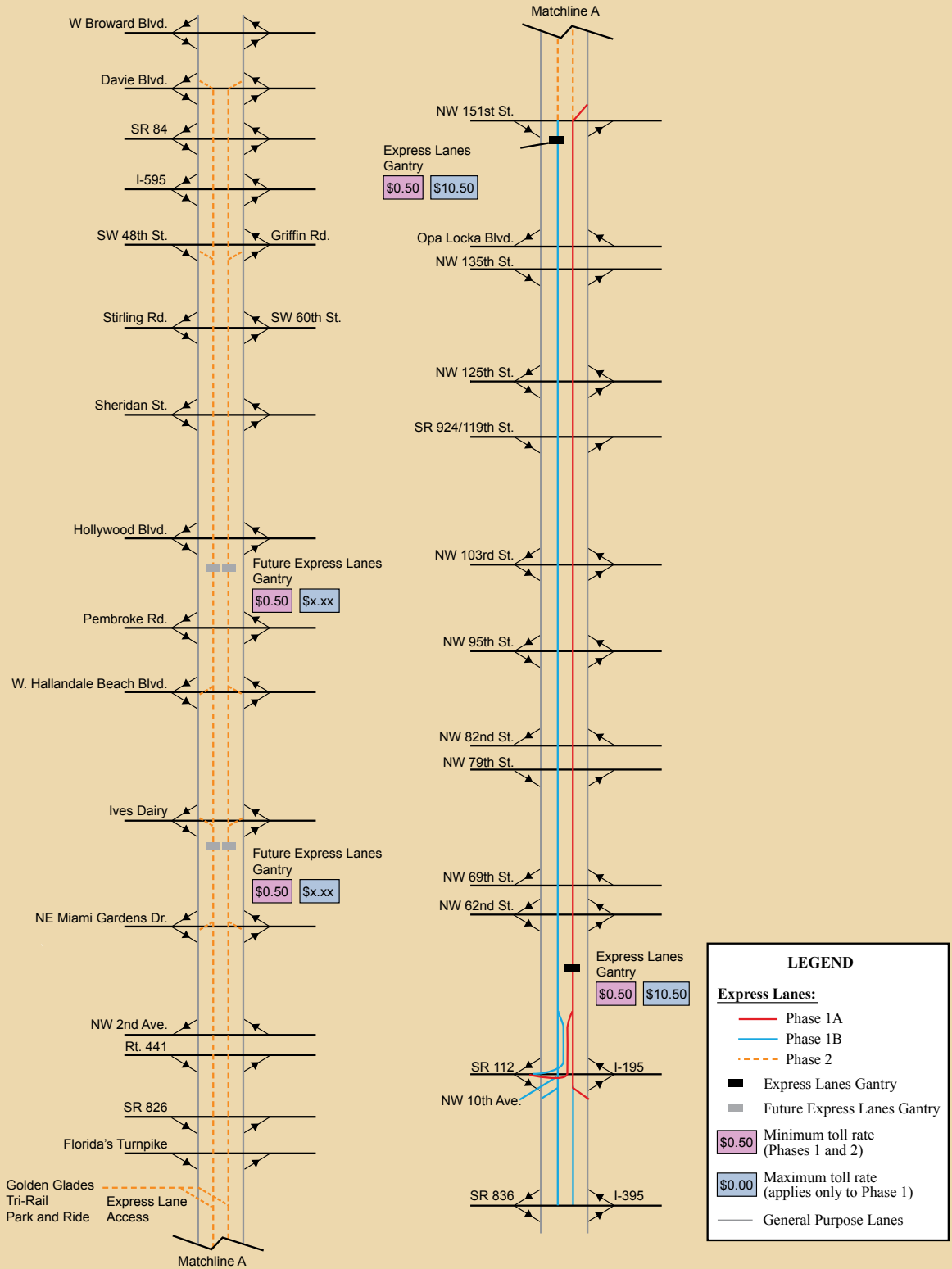
are designed to alleviate traffic congestion on the heavily traveled section of I-95. HOV 3+ (high occupancy vehicles, or carpools, of three or more passengers), South Florida vanpools, hybrid vehicles, Miami-Dade and Broward County transit buses, Miami-Dade and Broward County public school buses and over-the-road motor coaches can drive toll-free on the facility after registering with South Florida Commuter Services (SFCS), the regional commuter assistance program funded by the Florida Department of Transportation. Motorcycles and emergency vehicles are also allowed to travel toll-free on the facility but are not required to register with SFCS. **Graph 6.1** shows the number of exempt vehicle registrations by year since inception of the

Graph 6.1
95 Express
Exempt Vehicle Registrations
FY 2009 through FY 2014





95 Express



Map Not to Scale



SOURCE:
Florida Department
of Transportation 2014

Figure 6.2
**95 Express Lane Entry /
Exit Illustration - Phases 1 and 2**

Produced by:
URS Corporation

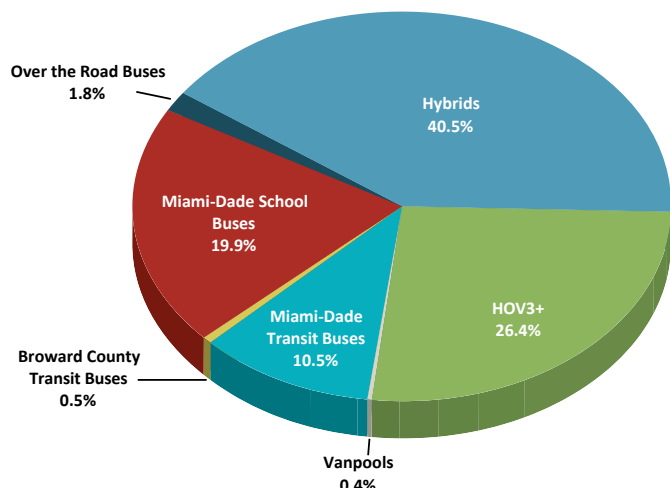


dotshp/gis/projects/oto_tear_maps/2014/figure_6_2_95_express_illustration.mxd

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express lanes. As of June 2014, approximately 9.1 thousand vehicles were registered with SFCS. The percentage of exempt vehicle registrations by type for FY 2014 is shown in **Graph 6.2**.

Graph 6.2
95 Express
Exempt Vehicle Registrations to Date by Type
FY 2014



95 Express was converted from High Occupancy Vehicle lanes to a tolled facility in order to utilize the excess capacity available in these lanes to relieve congestion in the general purpose lanes. Therefore, all other unregistered 2-axle vehicles can use 95 Express lanes by paying a toll with their SunPass transponder. Tolls in these lanes are collected electronically using SunPass and are variably priced based on traffic volume. The toll rate is increased during peak periods when demand is greater in order to control the number of vehicles using the facility, enabling traffic to continue moving at a minimum speed of 45 miles per hour.

In the fall 2013 (FY 2014), FDOT conducted rulemaking to modify the minimum and maximum toll rates on 95 Express. The rule was adopted and went into effect on March 1, 2014 (FY 2014). Under the new toll structure the minimum toll rate increased to \$0.50, from \$0.25, and the maximum toll increased to \$1.50 per mile, from \$1.00

per mile. Additionally, the maximum toll will further increase by \$0.50 per mile every time the maximum (\$1.50) is reached 45 days in a six month period. The maximum toll only applies to Phase 1. The toll rates were increased in order to keep travelers from overburdening the express lanes and slowing down the travel speed. Once level of service erodes in the express lanes, the same happens in the general purpose lanes. The results from the four months of higher tolls are discussed in more detail in **Section 6.2**.

95 Express is an all-electronic toll facility, meaning that no cash payment option is available. As previously mentioned, vehicles equipped with a transponder are processed through SunPass. For vehicles without a SunPass transponder, an image of the vehicle's license plate is captured and either recognized as a registered toll-exempt vehicle or processed through the toll violation system (see **Section 6.3**).

Table 6.1 shows the historical transactions and revenue growth on 95 Express. In FY 2009, the facility was open to traffic for approximately seven months in the northbound direction. During that time, 4.1 million transactions occurred, with the toll revenue amounting to approximately \$2.8 million. FY 2010 was the first full year of operation for the northbound lanes. In addition, the southbound lanes began toll collection on January 15, 2010 (FY 2010). Annual transactions totaled approximately 11.9 million, resulting in

Table 6.1
95 Express
Historical Transactions and Revenue Growth
FY 2009 through FY 2014

Fiscal	Transactions (000)				Toll Revenue ⁽¹⁾ (\$000)		Average
	Toll Paying	Non Revenue	Total	Percent Change	Amount	Percent Change	
2009 ⁽¹⁾	4,075	69	4,144	-	\$2,777	-	\$0.681
2010 ⁽²⁾	11,631	285	11,916	N/A	9,224	N/A	0.774
2011	18,341	451	18,792	57.7%	15,780	71.1%	0.840
2012	19,198	468	19,666	4.7	17,918	13.5	0.911
2013	19,467	608	20,075	2.1	19,393	8.2	0.966
2014	19,926	650	20,576	2.5	21,889	12.9	1.064

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.
 Note: The non-revenue class includes authorized vehicles that pass through a toll plaza without incurring a toll (i.e., law enforcement, emergency vehicles and exempt vehicles registered with SFCS) and transactions reported during toll suspensions.
 (1) The facility opened in December 2008 (FY 2009) in the northbound direction only.
 (2) The southbound express lanes opened in January 2010 (FY 2010).

toll revenues of approximately \$9.2 million. FY 2011 was the first full year of operation for the southbound lanes. Annual transactions on 95 Express totaled nearly 18.8 million and toll revenues totaled nearly \$15.8 million. The average toll on the facility during FY 2011 was \$0.84.

In FY 2012 annual transactions were approximately 19.7 million, a 4.7 percent increase over FY 2011. FY 2012 toll revenues totaled \$17.9 million, up 13.5 percent over FY 2011. The average toll on the facility during FY 2012 was \$0.91. In FY 2013 annual transactions were approximately 20.1 million, an increase of 2.1 percent over FY 2012. Toll revenues in FY 2013 totaled \$19.4 million, up 8.2 percent from FY 2012. During FY 2013 the average toll on 95 Express was \$0.97.

In FY 2014, annual transactions were approximately 20.6 million, a 2.5 percent increase over FY 2013; while revenues were nearly \$21.9 million, up 12.9 percent. The increase in revenue is attributed, in part, to higher minimum and maximum toll rates during four months in FY 2014. The average toll in FY 2014 was \$1.06.

Historical toll operating and routine maintenance expenses for FY 2009 through FY 2014 are presented in **Table 6.2**. Total toll operating expenses on the facility increased from nearly \$1.3 million in FY 2013 to approximately \$1.5 million in FY 2014. This increase is attributed to toll plaza operating contracts and credit card fees. Also, additional operating costs totaling \$7.5 million were paid with toll revenue in FY 2014. These costs were for 95 Express highway operations incurred by District Six (e.g. incident management, road ranger, ITS, express bus operations). In addition, routine maintenance expenses totaling \$1.3 million were incurred during FY 2014 primarily for the

Table 6.2
95 Express
Historical Operating and Routine
Maintenance Expenses (\$000)
FY 2009 through FY 2014

Fiscal Year	Operating Expense	Routine Maintenance Expense	Total O&M Expenses
2009	\$518	-	\$518
2010	961	-	961
2011	1,269	\$1,084	2,353
2012	1,634	1,152	2,786
2013	1,339	1,179	2,518
2014	1,465	1,322	2,787

Source: FDOT Office of the Comptroller.

replacement of pavement delineators along the roadway.

6.2 FY 2014 TRANSACTIONS AND TOLL REVENUES

Monthly transactions and toll revenue on 95 Express during FY 2014 are presented in **Table 6.3** and show the northbound and southbound lanes, as well as system totals. Total transactions on the northbound lanes and southbound lanes were approximately 10.0 million and 10.6 million, respectively, for the year, totaling 20.6 million for the facility. The corresponding revenues were approximately \$10.9 million and \$11.0 million on the northbound and southbound

Table 6.3
95 Express
Monthly Transactions and Toll Revenue
FY 2014

Month	Transactions (000)			Toll Revenue (\$000)		
	Northbound Lanes	Southbound Lanes	Total	Northbound Lanes	Southbound Lanes	Total
July 2013	779	829	1,608	\$792	\$714	\$1,506
August	815	852	1,667	834	744	1,578
September	764	806	1,570	771	735	1,506
1st Quarter Total	2,358	2,487	4,845	2,397	2,193	4,590
October	846	891	1,737	806	873	1,679
November	818	876	1,694	879	861	1,740
December	826	915	1,741	796	926	1,722
2nd Quarter Total	2,490	2,682	5,172	2,481	2,660	5,141
January 2014	878	927	1,805	986	949	1,935
February	839	872	1,711	999	1,032	2,031
March	901	964	1,865	1,018	1,156	2,174
3rd Quarter Total	2,618	2,763	5,381	3,003	3,137	6,140
April	868	931	1,799	1,039	1,160	2,199
May	872	912	1,784	1,020	1,064	2,084
June	804	791	1,595	910	825	1,735
4th Quarter Total	2,544	2,634	5,178	2,969	3,049	6,018
Annual Total	10,010	10,566	20,576	\$10,850	\$11,039	\$21,889

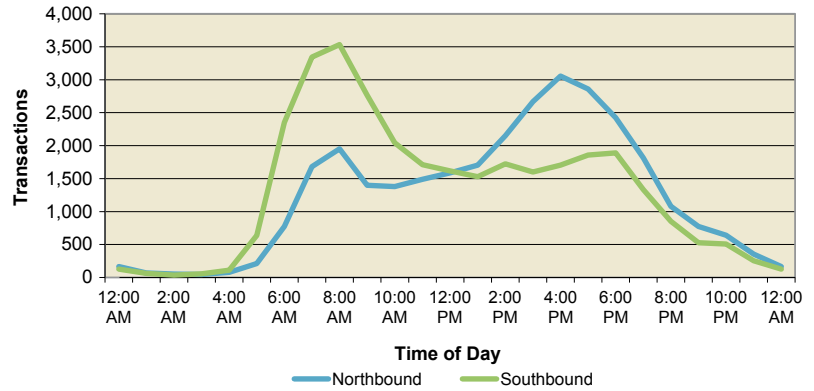
Source: FDOT Office of the Comptroller (Annual Toll Revenue) and Turnpike Enterprise Finance Office.
Note: Transactions represent toll-paying and non-revenue traffic at mainline plazas.

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lanes, respectively, for a system-wide total of \$21.9 million. The third quarter of FY 2014 (i.e., January through March) was the peak period for travel on the facility. Transactions of approximately 5.4 million were realized during that period.

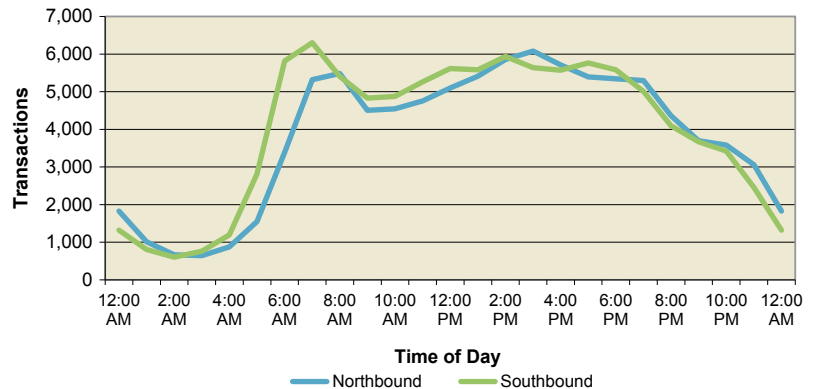
Graph 6.3 shows the number of hourly transactions on weekdays of a typical week during FY 2014 separate between northbound and southbound express lanes on 95 Express. As indicated, the demand for travel on the facility is highest during the morning and evening peak hours. The morning peak period occurs from 7:00 a.m. to 10:00 a.m. primarily in the southbound lanes and the evening peak period occurs from 3:00 p.m. to 7:00 p.m. in the northbound lanes. In addition, the noticeable number of transactions during the middle of the day indicates that there are a number of non-commuters also using the facility. **Graph 6.4** shows the number of hourly transactions on weekdays of a typical week during FY 2014 for the northbound and southbound general purpose lanes on 95 Express. The morning and evening peak hours mirror the peak hours in the express lanes.

Graph 6.3
95 Express
Typical Hourly Weekday Transactions
FY 2014



Source: Data obtained from Turnpike Enterprise Finance Office for the 5-day period beginning Monday, October 7, 2013.

Graph 6.4
95 Express
Typical Hourly Weekday Transactions
General Purpose Lanes
FY 2014

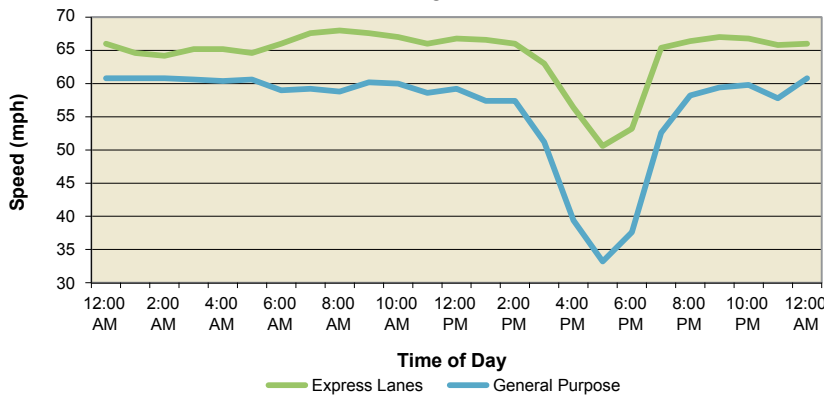


Source: Data obtained from SunGuide for the 5-day period beginning Monday, October 7, 2013.



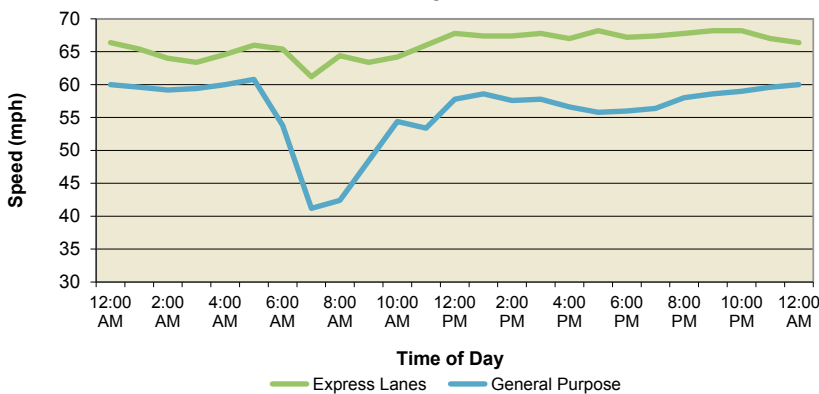
Graph 6.5 and **Graph 6.6** show the typical hourly speeds in the express lanes and general purpose lanes for northbound and southbound traffic, respectively. Traffic in the express lanes generally travels at higher speeds than traffic in the general purpose lanes. Commuters using the express lanes during the peak hours travel between 12 and 20 miles per hour faster than the general travel lanes. Similarly, express lane customers traveling during off peak hours drive approximately 5 to 9 miles per hour faster than traffic in the general purpose lanes.

Graph 6.5
95 Express
Typical Hourly Speed Northbound
FY 2014



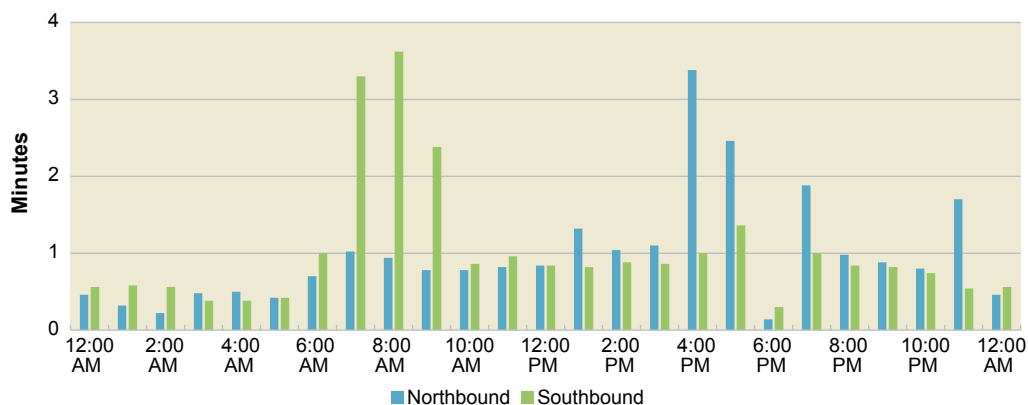
Source: Data obtained from SunGuide for the 5-day period beginning Monday, October 7, 2013.

Graph 6.6
95 Express
Typical Hourly Speed Southbound
FY 2014



Source: Data obtained from SunGuide for the 5-day period beginning Monday, October 7, 2013.

Graph 6.7
95 Express
Express Lanes Travel Time Savings
Northbound and Southbound
FY 2014



Source: Data obtained from SunGuide for the 5-day period beginning Monday, October 7, 2013.

The amount of time commuters saved during FY 2014 when using the express lanes over the general purpose lanes is presented in **Graph 6.7**. During the peak hours, commuters saved an average of three minutes in the northbound lanes and an average of four minutes in the southbound lanes.

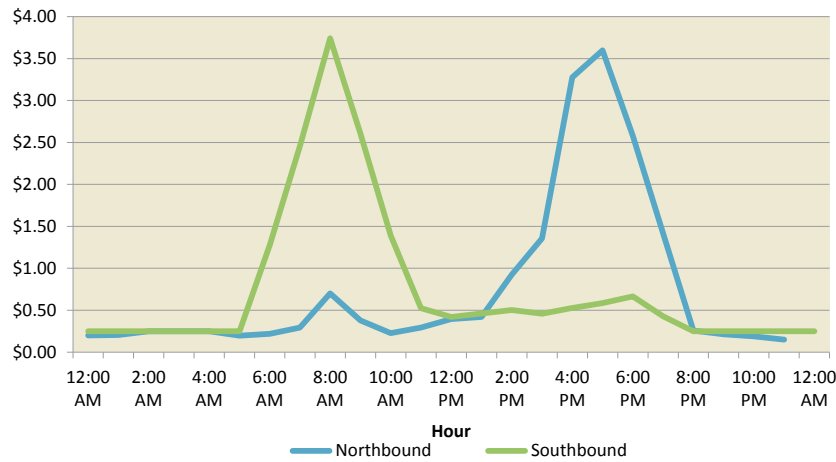
The average weekday toll amounts by hour for a typical week during FY 2014 are presented in **Graph 6.8**. As indicated, tolls for the 95 Express facility increase during the morning and evening peak periods when traffic volumes in the express lanes are the highest.

As mentioned above, the minimum and maximum toll rates on 95 Express were increased on March 1, 2014. The FY 2014 transactions and revenue before and after the toll rate increase are shown in the following graphs.

The toll amount on the 95 Express lanes fluctuates throughout the day. The percent of time the toll amount was in effect during FY 2014 before the toll increase is presented in **Graph 6.9**. Approximately 58 percent of

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**Graph 6.8
95 Express
Average Weekday Toll Amounts by Hour**

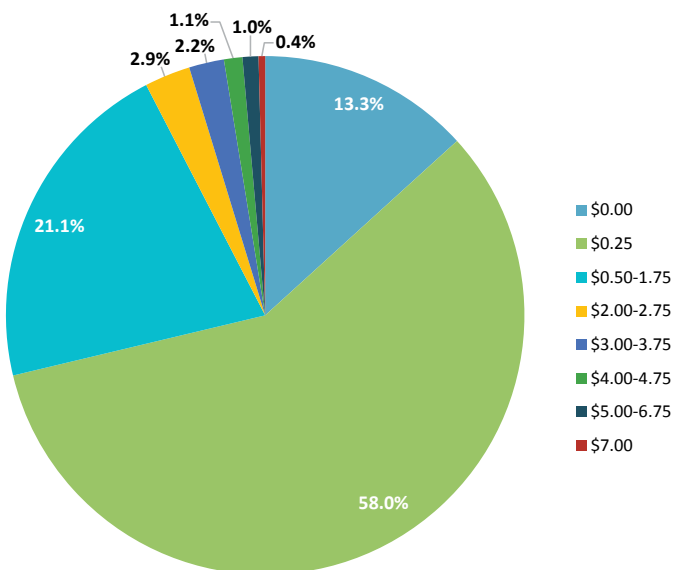


Source: Data obtained from Turnpike Enterprise Finance Office for the 5-day period beginning Monday, October 7, 2013.

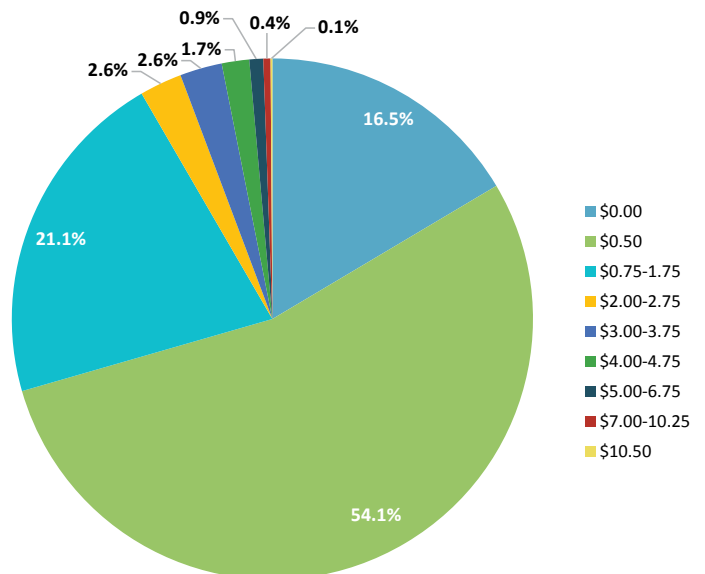
the time the minimum toll of \$0.25 was in effect. The maximum toll of \$7.00 was in effect for just 0.4 percent of the time during FY 2014. For nearly 13 percent of the time a zero rate was in effect on the express lanes in FY 2014. This is due to routine event management, Express Lanes Phase 2 construction, weekly Express Lanes maintenance and other construction project

activities occurring in the area. **Graph 6.10** illustrates the percent of time the toll amount was in effect after the toll rate increase in FY 2014. The minimum toll of \$0.50 and maximum toll of \$10.50 were in effect approximately 54 percent and 0.1 percent, respectively. The zero rate was in effect approximately 17 percent during the time after the toll rate increase.

**Graph 6.9
95 Express
Percent of Time Toll Amount in Effect
Before Toll Rate Increase
FY 2014**



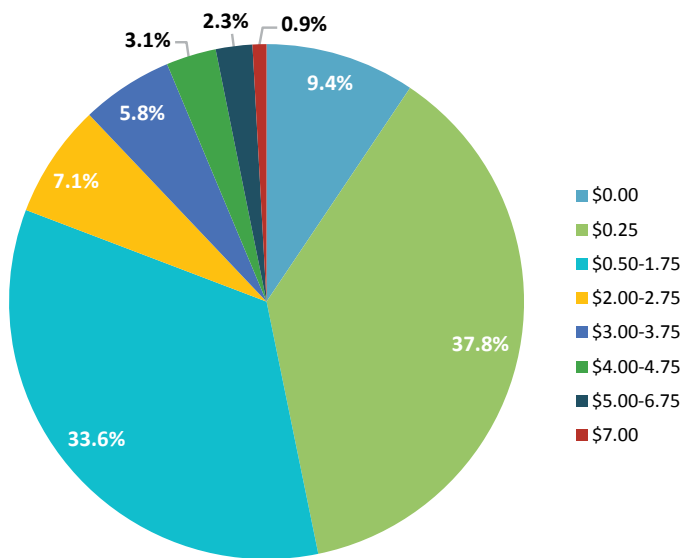
**Graph 6.10
95 Express
Percent of Time Toll Rate in Effect
After Toll Rate Increase
FY 2014**



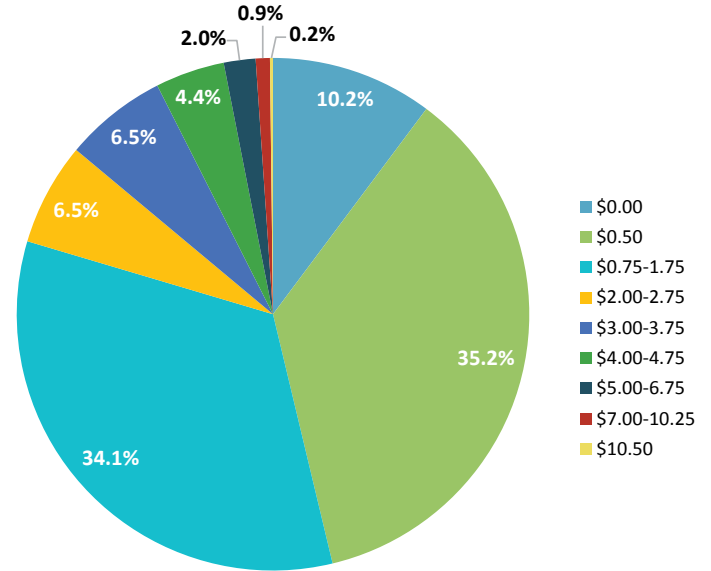
As previously stated, in FY 2014 there were 20.6 million transactions in the express lanes. Of the 20.6 million transactions, 13.5 million occurred before the toll rate increase and 7.1 million were after the toll rate increase. Nearly 5.1 million, or 37.8 percent, of the 13.5 million transactions were charged the minimum toll, as shown in **Graph 6.11**. Approximately 118 thousand transactions, or 0.9 percent, were charged the maximum toll rate. The nearly 37.8 percent of transactions at the minimum toll represents 8.5 percent of the

revenue in FY 2014, as shown in **Graph 6.12**. The 0.9 percent of transactions at the maximum toll rate represents 5.5 percent of the FY 2014 revenue. Therefore, nearly 86 percent of revenue occurs between the minimum and maximum toll rates. Following the toll rate increase, approximately 2.5 million, or 35.2 percent, of the 7.1 million transactions were charged the \$0.50 maximum toll rate as shown in **Graph 6.13**. Slightly more than 13 thousand transactions, or 0.2 percent, were charged the \$10.50 maximum toll rate.

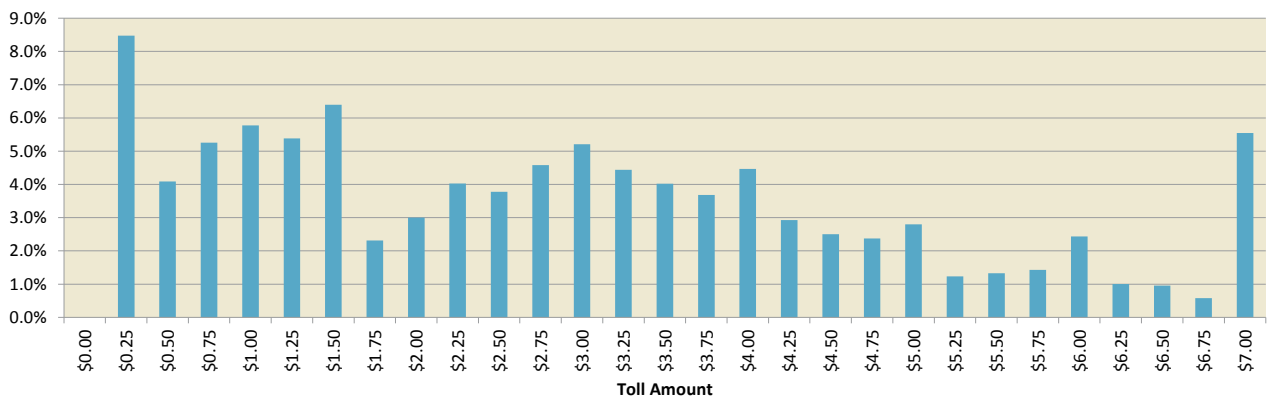
Graph 6.11
95 Express
Transactions by Toll Amount
Before Toll Rate Increase
FY 2014



Graph 6.13
95 Express
Transactions by Toll Amount
After Toll Rate Increase
FY 2014

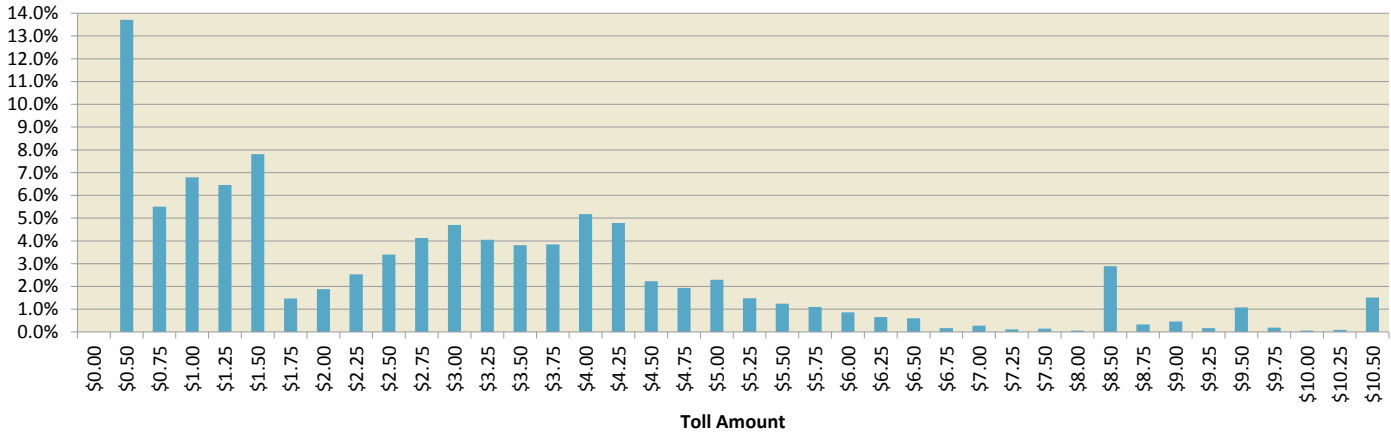


Graph 6.12
95 Express
Revenues by Toll Amount Before Toll Rate Increase
FY 2014



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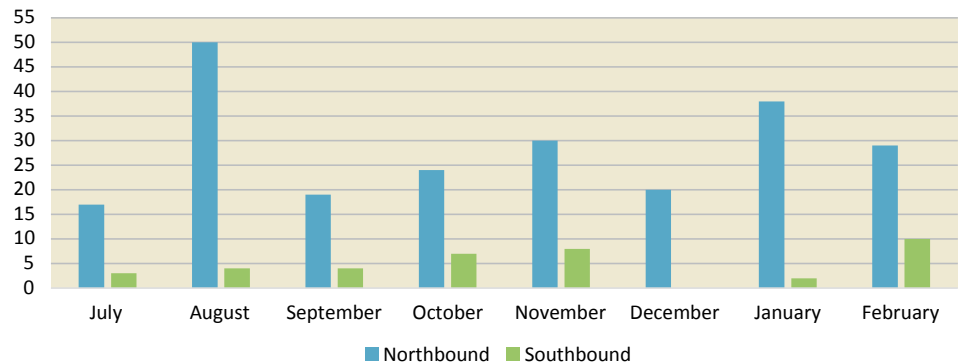
Graph 6.14
95 Express
Revenues by Toll Amount After Toll Rate Increase
FY 2014



The 35.2 percent of transactions at the minimum toll represent 13.7 percent of the revenue in FY 2014, as shown in **Graph 6.14**, while the 0.2 percent of transactions at the maximum toll rate represent approximately 1.5 percent of the revenue. As such, nearly 85 percent of the revenue after the toll rate increase occurred between the minimum and maximum toll rates. It should be noted that the toll rate increase that took effect on March 1, 2014 did not have a material impact on traffic using the express lanes.

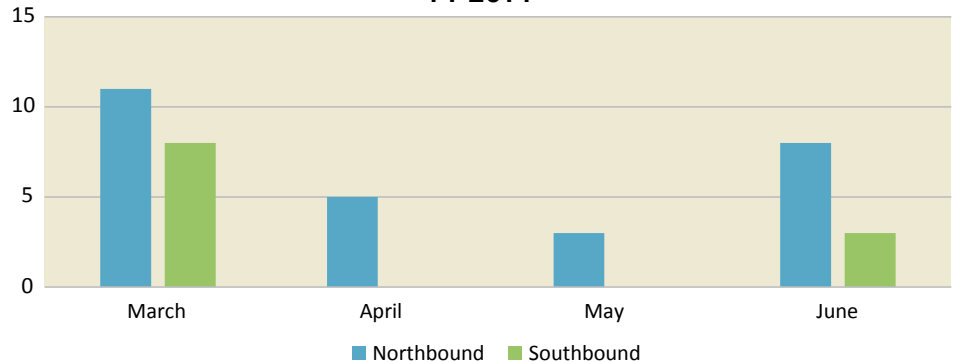
Graph 6.15 and **Graph 6.16** show the number of times during FY 2014 the toll rate was at the maximum rate before and after the toll rate increase, respectively. In the northbound lanes, the toll reached the maximum toll rate a total of 227 times before the toll rate increase and 27 times after the

Graph 6.15
95 Express
Number of Times Maximum Toll (Before Toll Rate Increase)
FY 2014



Source: Turnpike Finance Enterprise Office

Graph 6.16
95 Express
Number of Times Maximum Toll (After Toll Rate Increase)
FY 2014



Source: Turnpike Finance Enterprise Office



toll rate increase during the peak travel times (3:00 p.m. to 7:00 p.m.). In the southbound lanes during FY 2014 the maximum toll rate was reached 38 times before the toll rate increase and only 11 times after the toll rate increase during the peak travel times (7:00 a.m. to 10:00 a.m.).

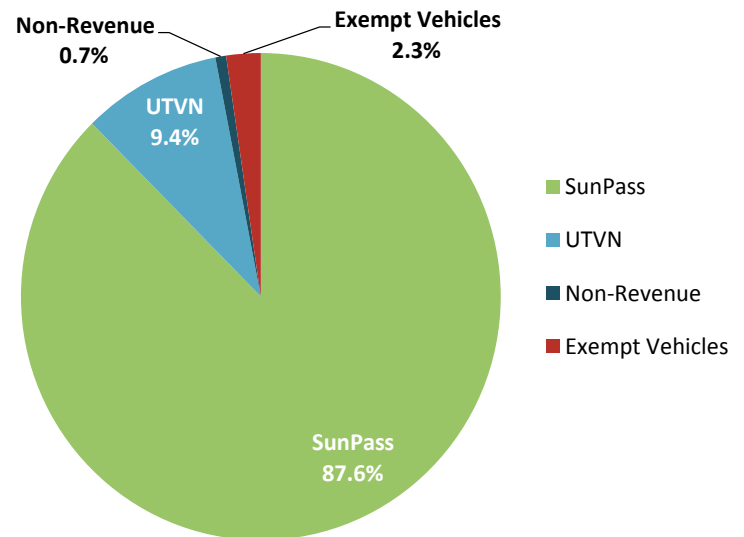
The FY 2014 monthly transaction variation is analyzed in **Table 6.4**. On average, approximately 56,300 vehicles use the facility each day. Based on average daily transactions, 61,000 vehicles per day used the facility during the month of February, resulting in 8 percent more traffic than the average. July was the lowest month at 8 percent below the average.

Table 6.4
95 Express
Seasonal Transaction Variation
FY 2014

Month	Average Daily Transactions			Seasonal Factor
	Northbound Lanes	Southbound Lanes	Total	
July 2013	25,100	26,700	51,800	0.92
August	26,300	27,500	53,800	0.96
September	25,500	26,900	52,400	0.93
October	27,300	28,700	56,000	0.99
November	27,300	29,200	56,500	1.00
December	26,700	29,500	56,200	1.00
January 2014	28,300	29,900	58,200	1.03
February	29,900	31,100	61,000	1.08
March	29,100	31,100	60,200	1.07
April	28,900	31,000	59,900	1.06
May	28,100	29,400	57,500	1.02
June	26,800	26,400	53,200	0.94
AAVT	27,400	28,900	56,300	1.00

Transactions by customer type on 95 Express are shown in **Graph 6.17**. For FY 2014, SunPass accounted for approximately 88 percent of the transactions on the facility and essentially all of the revenue. Unpaid Toll Violation Notice (UTVN) transactions, exempt vehicles, and non-revenue vehicles account for the remaining 12 percent of the transactions. The UTVN process is explained in detail in **Section 6.3** of this chapter.

Graph 6.17
95 Express
Transactions by Customer Type
FY 2014



6.3 SUNPASS ONLY

As previously mentioned, 95 Express is an all-electronic toll facility. Drivers of exempt vehicles are responsible for shielding their SunPass transponder to prevent the toll rate from being deducted from their account as they travel under the toll gantry.

In order to manage safety conditions on 95 Express, the Florida Department of Transportation (FDOT), has implemented a program that includes cameras, traffic detectors, incident response, and other measures to reduce the effects of crashes and breakdowns on traffic flow. Various situations on I-95 (Express Lanes or General Purpose Lanes) that affect traffic flow can result in no tolls being charged for a period of time.

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This includes incidents that result in blocked travel lanes on the facility or when traffic is diverted from the general purpose lanes into the express lanes.

The toll gantry structures include enforcement beacons to alert Florida Highway Patrol troopers when a vehicle has entered the express lanes without a transponder. License plate images are captured for all vehicles without a transponder and are then processed and filtered against the SFCS database of registered toll exempt users. All vehicles not registered as exempt are identified by their license plate and sent a UTVN which is an itemized bill of unpaid toll transactions. The total amount collected in FY 2014 as a result of the UTVN process was approximately \$843 thousand. The itemized bill includes an administrative charge of \$2.50 to recover the cost of administering this payment option. The customer is responsible for paying the bill via phone, mail or online at www.sunpass.com. Cameras also allow law enforcement vehicles to monitor illegal movement in and out of the express lanes.

6.4 FY 2014 EXPENSES

A comparison between actual and budgeted operating and routine maintenance expenses for FY 2014 is shown in **Table 6.5**. Actual toll operating expenses were approximately \$31 thousand or 2.1 percent less than the FY 2014 budget. The decrease is primarily due to lower actual expenses incurred for toll equipment repairs and toll operating contracts. Routine maintenance expenses were approximately 9.9 percent lower than the FY 2014 budget. The decrease is primarily due to lower actual expenses incurred

Table 6.5
95 Express
Toll Operating and Routine Maintenance
Expenses (\$000)
FY 2014

Type of Expense	Budget	Actual	Over/ (Under)	Variance
Toll Operating	\$1,496	\$1,465	(\$31)	(2.1%)
Routine Maintenance	1,468	1,322	(\$146)	(9.9%)
Total	\$2,964	\$2,787	(\$177)	(6.0%)

Source: FDOT Office of the Comptroller

for the replacement of delineators, which are used to separate the express lanes from the general purpose lanes.

6.5 NOTEWORTHY EVENTS

As previously mentioned, Phases 1A and 1B of the 95 Express project are fully open to traffic. Phase 2, which is under construction, is a 13-mile long project that includes extending the express lanes from the Golden Glades interchange in northern Miami-Dade County to Broward Boulevard in Fort Lauderdale. This phase is primarily funded by \$88 million in federal economic stimulus money. Phase 2 construction is scheduled for completion in June 2015. In addition, there are three Project Development and Environmental (PD&E) studies, as well as a traffic and revenue study underway to evaluate the extension of the express lanes into Palm Beach County.

Starting in FY 2010, an escrow account was created to transfer excess 95 Express revenue. This account will be used for future facility costs (i.e. Transit, R&R and other local projects). The escrow account balance as of June 30, 2014 is \$48.8 million. From the escrow account, \$22.5 million has been committed to the Palmetto Express Lanes project and \$2.4 million has been committed to expand the Traffic Management Center (TMC) to prepare for future expansion of the Southeast Florida Express Lanes Network.

Broward County Transit (BCT) and Miami-Dade Transit (MDT) both offer express bus service on 95 Express for passengers traveling to and from downtown Miami. The 95 Express bus service only operates on weekdays during the rush hour traffic commutes. The first morning route in the southbound direction begins at 5:30 a.m. for BCT and 5:28 a.m. for MDT. The final morning route is at 9:38 a.m. and 9:28 a.m. for BCT and MDT, respectively. The afternoon route leaving downtown Miami in the northbound direction begins at 3:07 p.m. for BCT and 3:35 p.m. for MDT. The final afternoon route for BCT is at 8:46 p.m. and 7:52 p.m. for MDT.

The services provided by BCT and MDT continues to be a huge success with approximately 1,600 BCT riders and 3,600 MDT riders taking advantage of the routes on a daily basis during FY 2014. BCT currently has four 95 Express routes for commuters to ride into downtown Miami. In March, BCT added a new route from Miramar Regional Park to the Civic Center. Also in March, due to the Miramar Town Center location exceeding parking capacity the 95 Express route was relocated to North Perry Airport with service to the Civic Center. The other two routes provided by BCT are Hollywood to the Civic Center and downtown Miami and Pembroke Pines/Miramar at CB Smith Park to downtown Miami. MDT has four 95 Express routes; Broward Boulevard, Sheridan Street, and two

routes from Golden Glades. The most popular route is Golden Glades, which serves nearly 2,300 riders a day. The route is operated by MDT, however, it is not included as part of the Miami Urban Partnership Agreement (UPA).

During FY 2014, FDOT modified the pricing policy on interstate express lanes to start charging over-the-road motor coaches the dynamic toll in these lanes. Transit and school buses will continue to use the express lanes without paying a toll. The new pricing policy will take effect once the FDOT directive, Express Lanes for Non-Turnpike Limited Access Facilities on the state highway system, is issued in 2015.



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595 EXPRESS

7.1 BACKGROUND

595 Express is a three-lane 9.5 mile facility that provides limited access reversible express lanes for patrons traveling east and west on I-595 in Broward County between I-75/Sawgrass Expressway and Florida's Turnpike. This facility was built to provide a variety of choices for a more reliable trip. Eastbound (a.m.) drivers can enter the express lanes from I-595 or I-75/Sawgrass Expressway and exit at Florida's Turnpike or east of SR 7. Drivers traveling westbound (p.m.) can enter from I-595 west of I-95 or from Florida's Turnpike and exit west of 136th Avenue before the I-75/Sawgrass Expressway interchange or continue west on I-75 after the Sawgrass Expressway.

Figure 7.1 shows a map of 595 Express and **Figure 7.2** shows the entry/exit locations to the express lanes.

On March 3, 2009, the Florida Department of Transportation signed a public-private partnership (P3) agreement with I 595 Express, LLC. to serve as the concessionaire to design, build, finance, operate and maintain (DBFOM) the I-595 corridor improvements project for a 35-year period. The \$1.2 billion design-build project is the first P3 DBFOM agreement in the state of Florida, where monthly availability

payments are given if the facility meets state performance requirements. The concessionaire maintains and operates the facility, but the state owns it and collects the tolls. As part of the I-595 project, corridor improvements were made to enhance SR 84, which resulted in reduced congestion on the 595 corridor.

The 595 reversible express lanes are open on weekdays to eastbound traffic between 4:00 a.m. and 1:00 p.m. and westbound for drivers between 2:00 p.m. and 2:00 a.m. The express lanes close between 1:00 p.m. and 2:00 p.m. and also between 2:00 a.m. and 4:00 a.m. for routine maintenance and to allow time for reversing the lanes. The express lanes are open on weekends for eastbound travel only.

The 595 express lanes opened to traffic on March 26, 2014 (FY 2014). During the first two weeks of operation no tolls were charged and toll collection began on April 9, 2014. The facility is open to all vehicles (trucks are permitted in the express lanes on a pilot project basis). Tolls are variably-priced based on traffic volume, operating speeds and level of service in the express lanes. To aid in customer decision making,

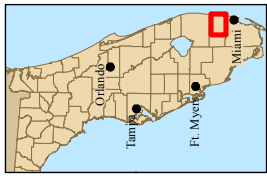
the amount of the toll is posted before the entry point on overhead dynamic message signs.

595 Express is a SunPass Only all-electronic toll facility, meaning that no cash payment option is available. Tolls are collected using SunPass. For vehicles without a SunPass transponder, an image of the vehicle's license plate is captured and processed through the toll violation system (see **Section 7.3**).



Figure 7.1

595 Express



SOURCE:
Florida Department
of Transportation 2014;
NAVTEQ 2013

Produced by:
URS Corporation



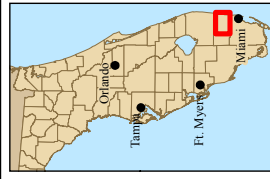
LEGEND

- Toll Gantry
- 595 Express
- Interstate Highway
- Turnpike Facility
- Principal Arterial
- Minor Arterial
- Other Route
- County Boundary

U:\Maps\Tolls\TEAR\Report\Map2014\Figure 7.1_595_Express.mxd

Figure 7.2

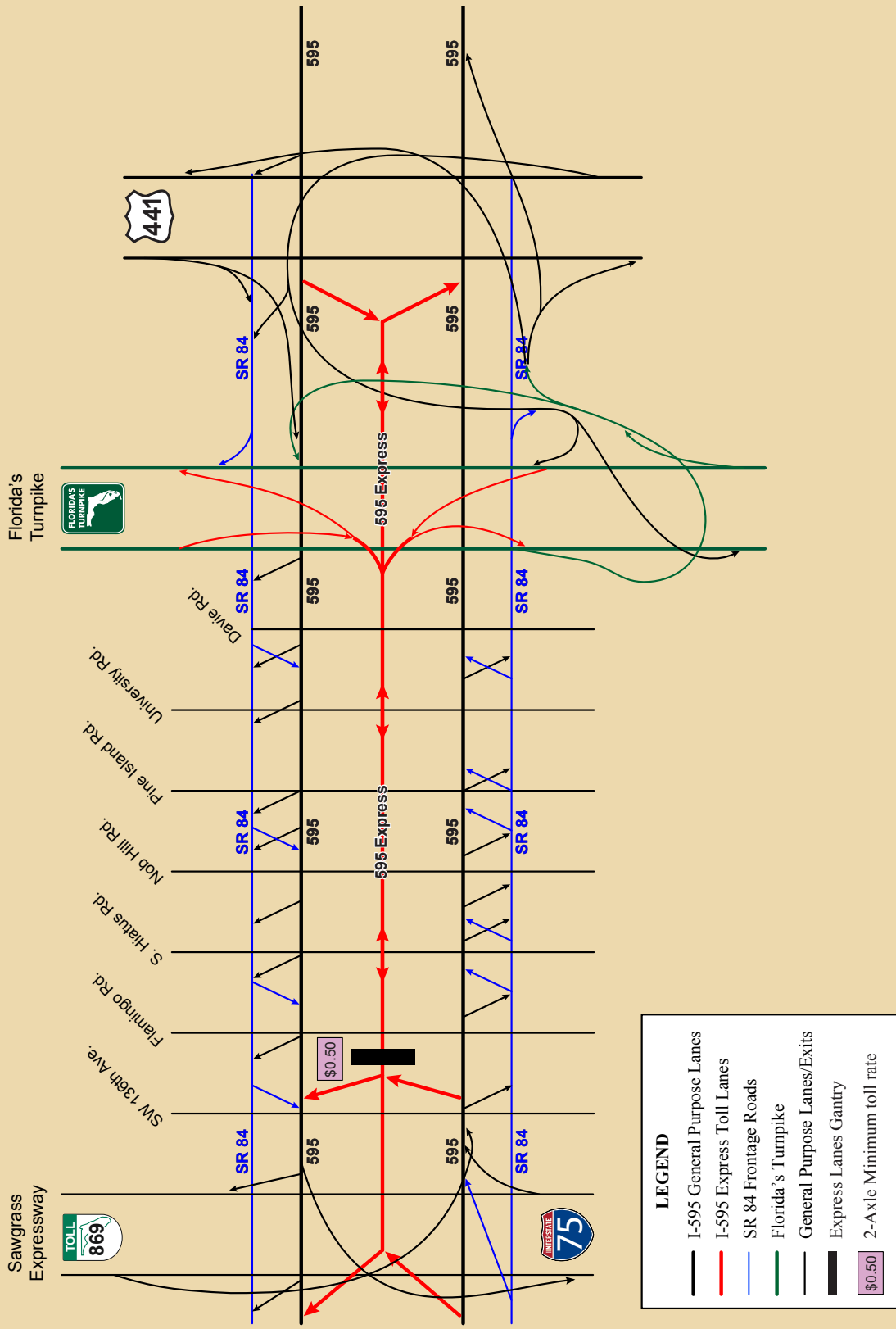
595 Express Lane Entry/Exit Locations



Map Not to Scale

SOURCE:
Florida Department
of Transportation 2014;
NAVTEQ 2013

Produced by:
URS Corporation



LEGEND

- I-595 General Purpose Lanes
- I-595 Express Toll Lanes
- SR 84 Frontage Roads
- Florida's Turnpike
- General Purpose Lanes/Exits
- Express Lanes Gantry
- \$0.50 Minimum toll rate

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ENTERPRISE TOLL OPERATIONS

7.2 FY 2014 TRANSACTIONS AND TOLL REVENUES

Monthly transactions and toll revenue on 595 Express during FY 2014 are presented in **Table 7.1**. Transactions on the facility totaled 898 thousand for the four months the facility was open in FY 2014, while revenues totaled \$320 thousand. The month of May generated the most toll paying transactions and revenue with 256 thousand and \$121 thousand, respectively. The average toll on the facility during FY 2014 was \$0.471. This average toll on 595 Express is slightly lower than the \$0.50 minimum due to traffic violations.

Table 7.1
595 Express
Monthly Transactions and Toll Revenue
FY 2014

Month	Transactions (000)			Toll Revenue ⁽¹⁾ (\$000)	Average Toll
	Toll Paying	Non Revenue	Total		
March	0	80	80	0	N/A
April	191	135	326	\$85	\$0.445
May	254	2	256	121	0.476
June	235	1	236	114	0.485
Total	680	218	898	\$320	\$0.471

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.
Note: The non-revenue class includes authorized vehicles that pass through a toll plaza without incurring a toll (i.e., law enforcement, emergency vehicles).

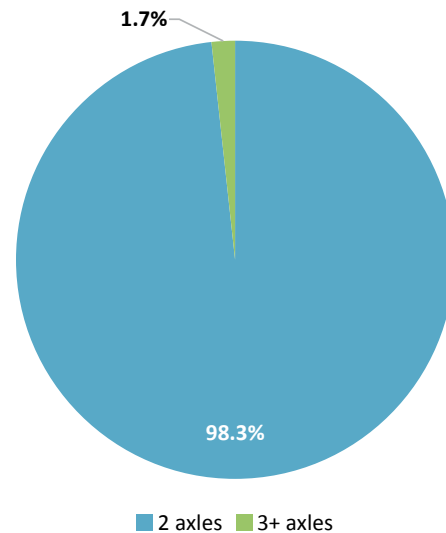
(1) The facility opened on March 26, 2014. Toll collection began on April 9, 2014.

The minimum toll rate for 2-axle vehicles is \$0.50 per Florida Administration Rule 14-100.003. The maximum toll rate is driven by the traffic entering the express lanes. The 2-axle toll rate increases in \$0.25 increments during peak periods when demand is greater in the express lanes. The toll rate for multi-axle vehicles is calculated by taking the current displayed rate for a 2-axle vehicle, dividing by 2 and multiplying by the number of axles. For example, the toll for a 4-axle vehicle when the displayed rate is \$0.50, is \$1.00 ($\$0.50/2 \times 4 = \1.00). During FY 2014, the 2-axle toll rate charged in the express lanes did not increase above the minimum of \$0.50.

Graph 7.1 shows the transactions by axle class in FY 2014. Approximately 98 percent of the transactions

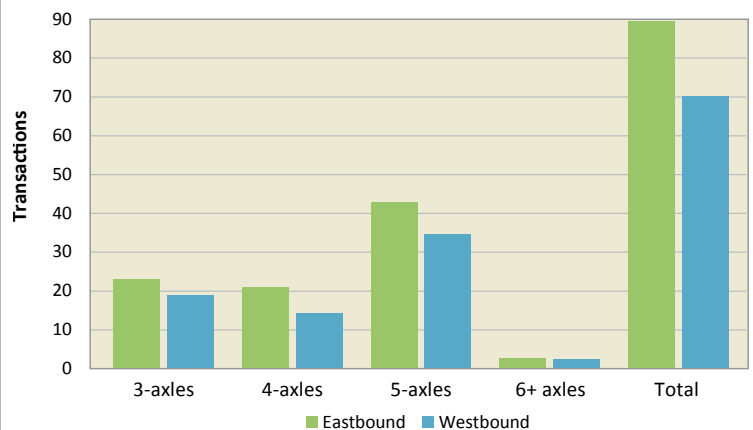
on the 595 Express lanes are from 2-axle vehicles. FY 2014 multi-axle transactions by direction are presented in **Graph 7.2**. The eastbound express lanes experienced more multi-axle vehicles, specifically 5-axle vehicles.

Graph 7.1
595 Express
Transactions by Axle Class
FY 2014



Source: Turnpike Enterprise Finance Office

Graph 7.2
595 Express
Daily Multi-Axle Transactions
FY 2014



Source: Turnpike Enterprise Finance Office

Graph 7.3 shows the number of hourly transactions on weekdays of a typical week during FY 2014 by eastbound and westbound express lanes on 595

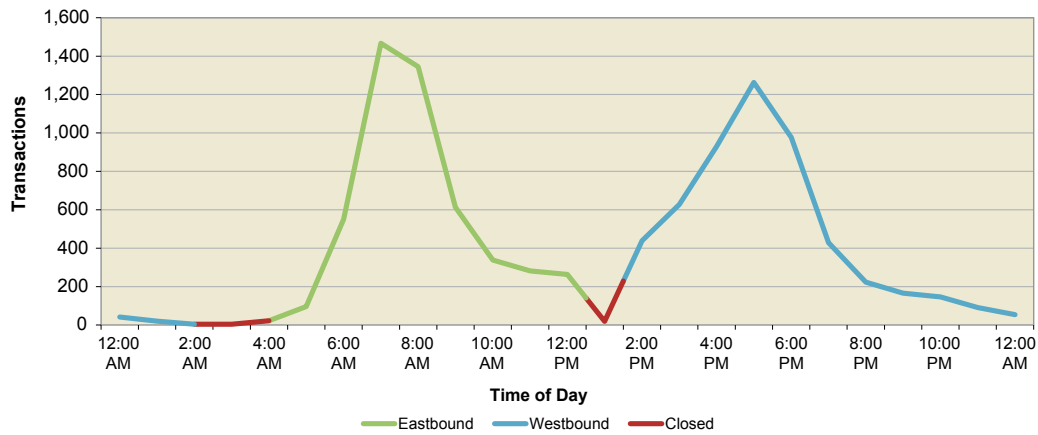
express. As indicated, the demand for travel on the facility was highest during the morning and evening peak hours. The morning peak period occurs from 7:00 a.m. to 9:00 a.m. in the eastbound direction and the evening peak period occurs from 4:00 p.m. to 7:00 p.m. in the westbound direction. The transactions during the middle of the day indicates that some non-commuters used the facility.

Graph 7.4 shows the hourly traffic on weekdays of a typical week during FY 2014 for the eastbound and

westbound general purpose lanes in the I-595 corridor. The morning and evening peak hours in the general purpose lanes mirror the peak hours in the express lanes.

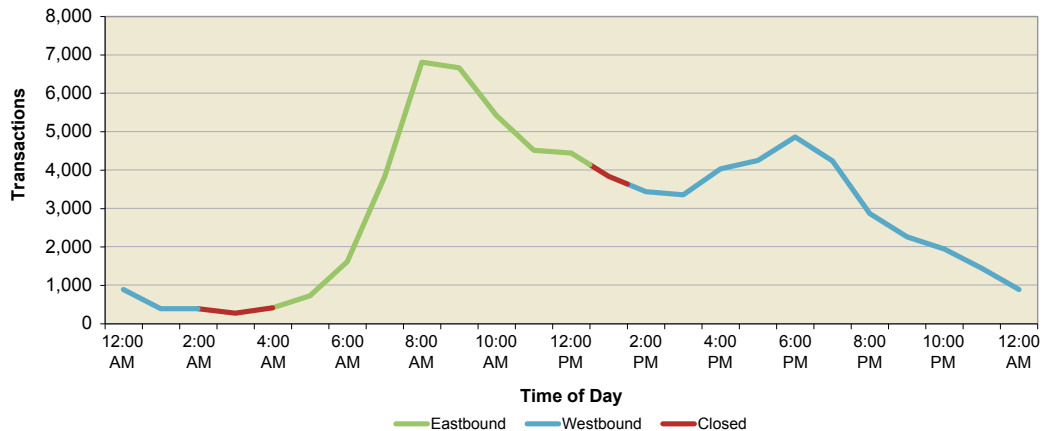
Graph 7.5 and **Graph 7.6** show the typical hourly speed in the express lanes and general purpose lanes for eastbound and westbound traffic, respectively. Traffic in the express lanes generally travels at higher speeds than traffic in the general purpose lanes, it should be noted that the speed in the express lanes

Graph 7.3
595 Express
Typical Hourly Weekday Transactions
FY 2014



Source: Data obtained from Turnpike Enterprise Finance Office for the 5-day period beginning Monday, May 12, 2014.

Graph 7.4
595 Express
Typical Hourly Weekday Traffic
General Purpose Lanes
FY 2014



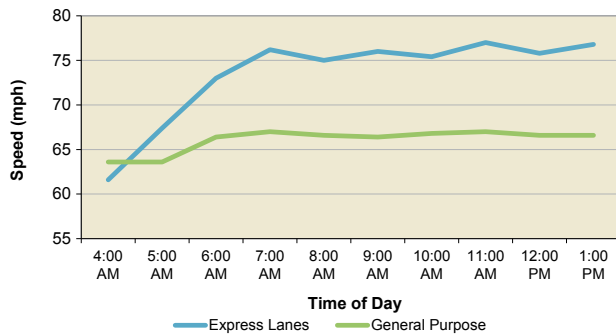
Source: Data obtained from SMARTSunGuide for the 5-day period beginning Monday, May 12, 2014.
 Note: General Purpose lanes traffic does not include traffic on adjacent SR 84 Frontage Road.

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is almost 5 miles per hour higher than the speed in the general purpose lanes. Commuters using the express lanes during the peak hours traveled on average 9 miles per hour faster in the eastbound direction and 5 miles per hour faster in the westbound direction than the general purpose lanes. Similarly, express lane patrons traveling during off peak hours drove an average of 7 miles per hour faster eastbound and 3 miles per hour faster westbound than traffic in the general purpose lanes.

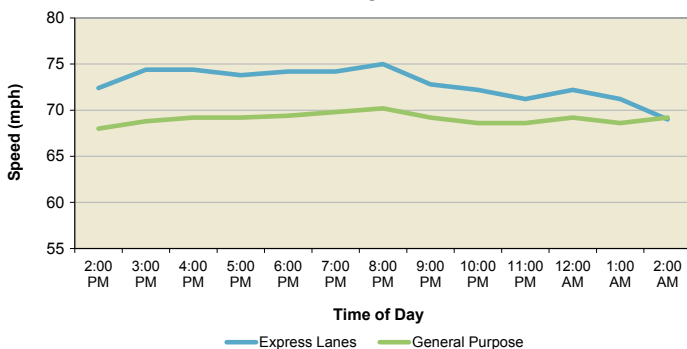
As previously stated, the 595 Express lanes are open to multi-axle vehicles; however, as shown in

**Graph 7.5
595 Express
Typical Hourly Speed
Eastbound
FY 2014**



Source: Data obtained from SMARTSunGuide for the 5-day period beginning Monday, May 12, 2014.

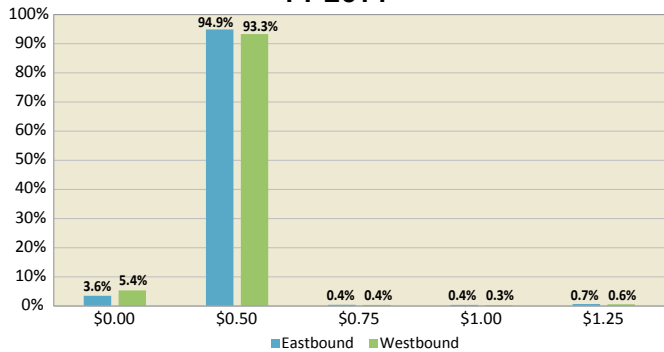
**Graph 7.6
595 Express
Typical Hourly Speed
Westbound
FY 2014**



Source: Data obtained from SMARTSunGuide for the 5-day period beginning Monday, May 12, 2014.

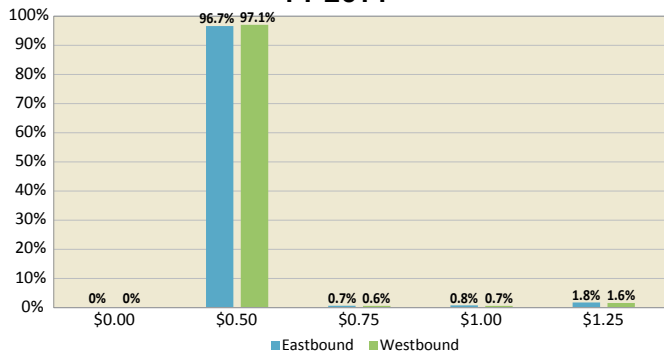
Graph 7.7 nearly all of the transactions eastbound and westbound were attributed to 2-axle vehicles. As a result of similar travel speeds multi-axle drivers are choosing to use the general purpose over the express lanes. The zero rate is due to routine event management and daily maintenance in the express lanes. Approximately 97 percent of the revenue from both the eastbound and westbound express lanes is attributed to the minimum \$0.50 toll rate charged to 2-axle vehicles, as shown in **Graph 7.8**. Nearly 2 percent of the revenue for both eastbound and westbound is attributed to 5-axle vehicles being charged the \$1.25 toll rate.

**Graph 7.7
595 Express
Transactions by Toll Amount
FY 2014**



Source: Turnpike Enterprise Finance Office

**Graph 7.8
595 Express
Revenues by Toll Amount
FY 2014**



Source: Turnpike Enterprise Finance Office

The FY 2014 monthly transaction variation is analyzed in **Table 7.2**. Based on the 97 days the facility was open in FY 2014 on average, approximately 9,200 vehicles use the facility each day. Based on average daily transactions, 13,400 vehicles per day used the 595 Express lanes when the facility opened on March 26, 2014 when travel on the express lanes was free. The first full month of toll collection was May, when approximately 8,200 vehicles per day used the facility, which resulted in 11 percent below the average. Fewer drivers drove the facility in June than any other month, 14 percent below the average.

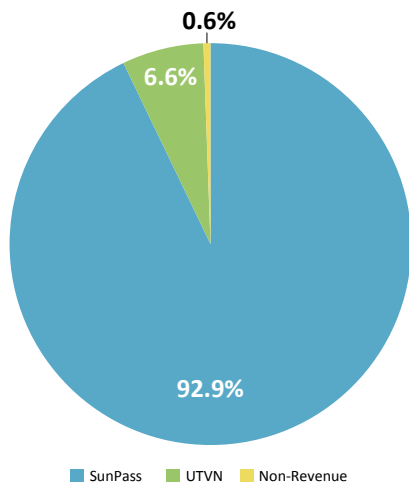
Table 7.2
595 Express
Seasonal Transaction Variation
FY 2014

Month	Average Daily Transactions			Seasonal Factor
	Eastbound Lanes	Westbound Lanes	Total	
March ⁽¹⁾	6,900	6,500	13,400	1.46
April ⁽²⁾	5,700	5,200	10,900	1.18
May	4,400	3,800	8,200	0.89
June	4,300	3,600	7,900	0.86
AA DT	4,900	4,300	9,200	1.00

(1) Traffic is based on 6 days only, with toll-free travel.
(2) Toll-free travel April 1-8, 2014.

Transactions by customer type on 595 Express are shown in **Graph 7.9**. For FY 2014, once toll collection started on April 9, 2014, SunPass accounted for

Graph 7.9
595 Express
Transactions by Customer Type
FY 2014



Source: Turnpike Enterprise Finance Office
Note: Transactions as of April 9, 2014, beginning of toll collection.

approximately 93 percent of the transactions on the facility and essentially all of the revenue. Unpaid Toll Violation Notice (UTVN) transactions and non-revenue vehicles account for the remaining 7 percent of the transactions. The UTVN process is explained in detail in **Section 7.3** of this chapter.

7.3 SUNPASS ONLY TOLL FACILITY

As previously mentioned, 595 Express is an all-electronic toll facility. Only drivers with a SunPass transponder should enter the express lanes.

In order to prevent drivers from entering the express lanes when they are closed or driving in the wrong direction, overhead dynamic message signs are placed before the entrance to the express lanes to alert drivers when the lanes are closed. In addition to the signs, there are red and white striped warning gates in the closed position along the ramp, the final gate is a barrier gate and is designed to stop a vehicle.



In order to manage safety conditions on 595 Express, the Florida Department of Transportation has implemented a program that includes cameras, traffic detectors, incident response and other measures to reduce the effects of crashes and breakdowns on traffic flow. Dedicated Road Rangers provide necessary assistance to stranded motorists and support incident management. There are five emergency access gates throughout the corridor to provide emergency vehicles access into the express lanes

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(two in the eastbound direction and three in the westbound direction). A fire suppression system was also installed throughout the project. There are five fire suppression valves, which allows the fire department to connect their hose to the valve and have access to a water supply in the express lanes.

The toll gantry structures include enforcement beacons to alert Florida Highway Patrol troopers when a vehicle has entered the express lanes without a SunPass transponder. License plate images are captured for all vehicles without a transponder. All vehicles are identified by their license plate and sent a UTVN which includes an itemized bill of unpaid toll transactions. The total amount collected in FY 2014 as a result of the UTVN process was approximately \$5 thousand.

7.4 FY 2014 EXPENSES

A comparison between actual and budgeted toll operating expenses for FY 2014 is shown in **Table 7.3**. Actual toll operating expenses were approximately \$149 thousand, or 53.0 percent, less than the FY 2014 budget. This decrease is primarily due to lower actual expenses incurred for credit card fees and toll plaza operating contracts. These toll operating expenses are for transaction costs and get paid out of toll revenue. The concessionaire does not pay these costs; however, they do perform other operating and routine maintenance on the express lanes, that are not reported in this publication.

Table 7.3
595 Express
Toll Operating Expenses (\$000)
FY 2014

Type of Expense	Budget	Actual	Over/ (Under)	Variance
Toll Operating	\$281	\$132	(\$149)	(53.0%)
Total	\$281	\$132	(\$149)	(53.0%)

Source: FDOT Office of the Comptroller
 Notes: Toll Operating Expenses are for transaction costs and not paid by the concessionaire. Other operating and routine maintenance is performed by the concessionaire.



7.5 NOTEWORTHY EVENTS

In FY 2014, an escrow account was created to transfer excess 595 Express revenue. The account will be used for the toll revenue portion of the availability payments to the concessionaire. The escrow account balance as of June 30, 2014 is \$197 thousand.

Broward County Transit offers express bus service on 595 Express for passengers traveling to and from downtown Fort Lauderdale, Miami and the Miami Civic Center. The 595 Express bus service operates on weekdays during the rush hour traffic commutes. This express bus fleet is comprised of new hybrid buses equipped with free Wi-Fi and 12-volt power outlets for charging electronic communication equipment. Morning express bus service starts at 5:20 a.m. The evening express bus service starts at 3:30 p.m. and ends at 7:40 p.m. Average weekday ridership during FY 2014 was approximately 618 riders. The current routes provided by Broward County Transit are: the BB&T Center to downtown Fort Lauderdale, the BB&T Center to downtown Miami/Brickell and Westgate Square park-and-ride to the Miami Civic Center.