



January 17, 2022

Ms. Jacki Churchill, C.P.A.
Chief Financial Officer, Florida's Turnpike Enterprise
Florida Department of Transportation
Florida's Turnpike, Milepost 263
Building 5315, Turkey Lake Service Plaza
Ocoee, Florida 34761

Dear Ms. Churchill:

AECOM is pleased to submit this Traffic Engineer's Annual Letter Report on Florida's Turnpike for the fiscal year ended June 30, 2021, in accordance with our role as the Traffic Engineering Consultant for the Florida Turnpike Enterprise. The Turnpike Revenue Bond Resolution, under Section 5.14, requires the Traffic Engineer to annually provide a traffic and earnings report to the Department.

BACKGROUND

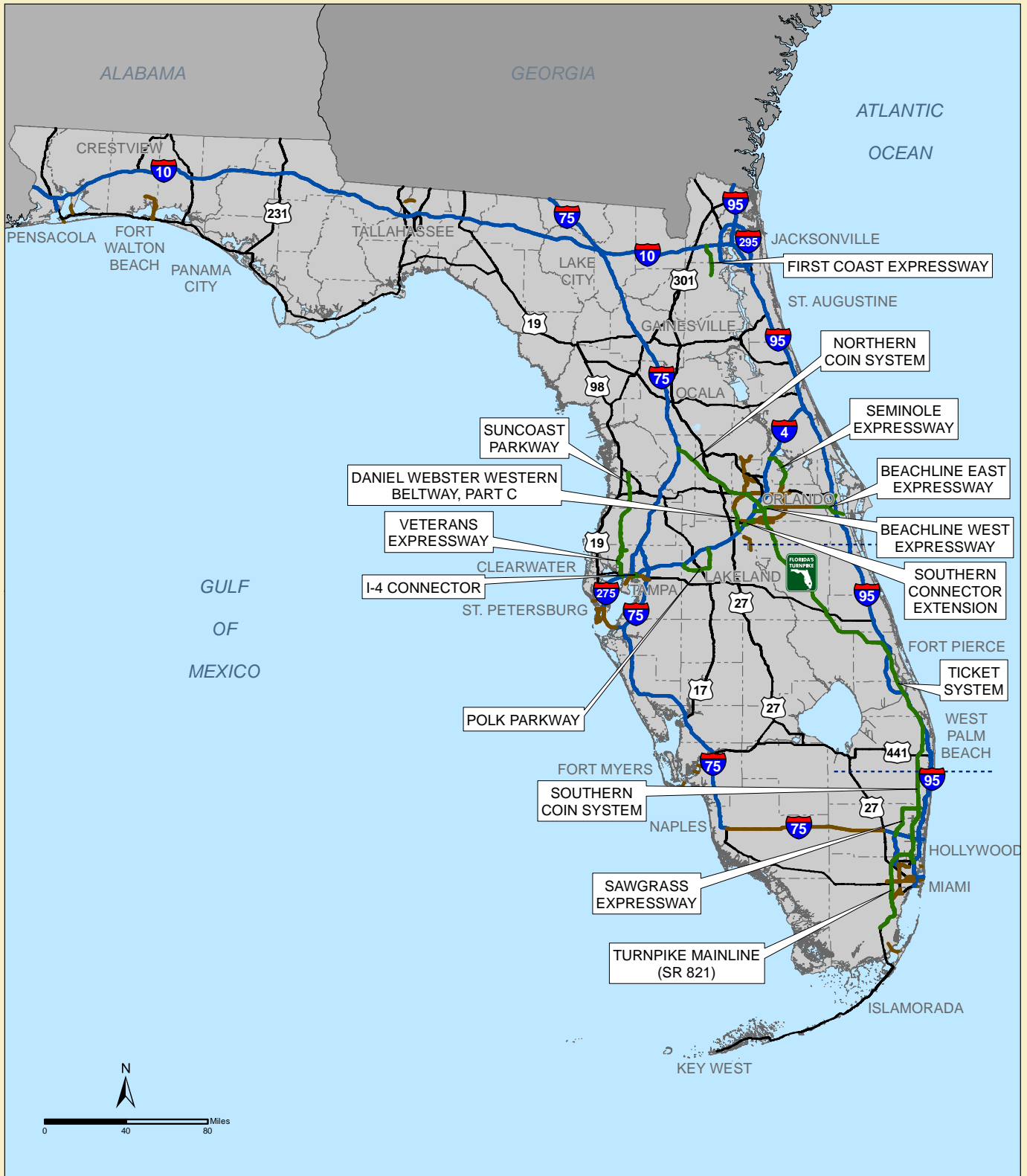
Florida's Turnpike Enterprise consists of the Turnpike System, as well as nine Department-owned and two Department-operated toll facilities in the State. For the purpose of this report, traffic and revenue information for FY 2021 is reported only for those facilities that are part of the Turnpike System (referred to herein interchangeably as "Turnpike" or "Turnpike System"). Similar information for the same period on Department-owned and operated facilities is included in separate reports.

The Turnpike System consists of several components; the principal one is the Mainline with a length of 320 miles. The Mainline includes five different segments: SR 821; the Southern Coin System; the Ticket System; the Northern Coin System; and the Beachline West Expressway. The first four segments of the Mainline are continuous with a north-south direction extending 312 miles from Florida City in southern Miami-Dade County to I-75 at Wildwood in Sumter County to the north. The fifth segment, the 8-mile Beachline West Expressway, intersects with the Northern Coin System in Orlando and has an east-west orientation.

The Turnpike also includes ten expansion projects that are currently open to traffic: Sawgrass Expressway in Broward County; Seminole Expressway in Seminole County; Veterans Expressway in Hillsborough County; Southern Connector Extension in Orange and Osceola counties; Polk Parkway in Polk County; Suncoast Parkway in Hillsborough, Pasco and Hernando counties; Western Beltway, Part C in Orange and Osceola counties; the I-4 Connector in Hillsborough County; the Beachline East Expressway in Orange and Brevard counties; and the First Coast Expressway in Clay and Duval counties. A map of the Turnpike System is presented in **Figure 1**.

FISCAL YEAR 2021 OVERVIEW

FY 2021 was a year of recovery from the impacts of the COVID-19 pandemic for the Turnpike System. During the last four months of FY 2020, traffic declined approximately 32 percent contributing to the overall FY 2020 traffic decline of nearly eight percent. However, traffic steadily increased over the course of FY 2021, beginning during the Summer and Fall of 2020 with the reopening of the state and accelerating in Spring 2021 as the COVID-19 vaccine became widely available. Additionally, starting in March 2021, a notable growth in System traffic occurred when comparing against the most severely COVID-19 impacted months of the preceding year. The resulting net impact was that FY 2021 overall traffic remained virtually unchanged and revenue increased approximately \$14 million, or over one percent from the prior year.



Florida's Turnpike System

Turnpike Enterprise, Florida Department of Transportation

Figure 1



- - - - - Toll System Boundary
- Other Toll Road
- Arterial
- Existing Turnpike System Facility
- Interstate Highway
- County Boundary

Sources: HERE 2020
Florida's Turnpike Enterprise, 2021

As indicated in **Table 1**, the Mainline continues to provide the majority of Turnpike transactions at nearly 60 percent, while generating over 68 percent of the total gross toll revenues. With the exception of the Ticket System, FY 2021 average toll on all the segments of the Turnpike System is generally comparable to the prior year as the toll rates remained unchanged. The average toll on the Ticket System, however, increased \$0.10 largely due to the 11 percent truck traffic growth as a result of the recovery from the impacts of the COVID-19 pandemic.

Table 1
Florida's Turnpike System
Traffic/Transactions and Gross Toll Revenue for FY 2021

Component	Miles	Transactions		Gross Toll Revenue		Average Toll
		Volume (000)	Percent of Total	Amount (\$000)	Percent of Total	
Turnpike Mainline (SR 821)	47	189,129	22.0%	\$163,115	16.8%	\$0.86
Southern Coin System	43	154,041	17.9	156,671	16.1	1.02
Ticket System	155	51,837	6.0	166,889	17.2	3.22
Northern Coin System	67	92,018	10.7	152,912	15.8	1.66
Beachline West Expressway	8	27,019	3.1	23,323	2.4	0.86
Total Mainline	320	514,044	59.7%	\$662,910	68.3%	\$1.29
Sawgrass Expressway	23	79,799	9.3	76,395	7.9	0.96
Seminole Expressway	18	39,351	4.6	53,422	5.5	1.36
Veterans Expressway	15	61,025	7.1	51,896	5.4	0.85
Southern Connector Extension	6	14,100	1.6	12,101	1.2	0.86
Polk Parkway	25	36,702	4.3	37,099	3.8	1.01
Suncoast Parkway	42	35,136	4.1	27,855	2.9	0.79
Western Beltway, Part C	11	15,114	1.7	15,795	1.6	1.05
I-4 Connector	1	19,067	2.2	13,113	1.4	0.69
Beachline East Expressway	22	17,899	2.1	5,710	0.6	0.32
First Coast Expressway	15	28,825	3.3	13,566	1.4	0.47
Total Expansion Projects	178	347,018	40.3%	\$306,952	31.7%	\$0.88
Total System	498	861,062	100.0%	\$969,862	100.0%	\$1.13

Source: Turnpike Enterprise Finance Office.

The Turnpike continues to invest in state-of-the-art tolling equipment and prioritize conversion of certain facilities to All Electronic Tolling (AET). This innovative toll collection method eliminates cash toll booths and allows customers to pay tolls electronically while traveling uninterrupted at highway speeds. Electronic tolling at highway speeds increases throughput, shortens travel times, enhances safety and reduces pollution. Customers today experience the benefits of AET on the entire Mainline from Florida City to Wildwood. Specifically, the SR 821; Southern Coin System; Ticket System (completed FY 2022), Northern Coin System; Suncoast Parkway, Sawgrass Expressway, Veterans Expressway, First Coast Expressway; and the I-4 Connector. Additional planned conversion includes the Polk Parkway in FY 2025, resulting in nearly 90 percent of the Turnpike centerline miles under AET.

Additionally, the Turnpike provides a convenient and affordable, high-quality customer experience by increasing capacity through widening projects. Key projects on the Turnpike System planned in the Work Program include widenings: from Bird Road to Miramar Plaza on SR 821; from SR 821 to Griffin Road and from Sawgrass Expressway to Glades Road on the Southern Coin System; most of the Sawgrass Expressway; from Boynton Beach to SR 710 on the Ticket System; from Kissimmee Park Road to Osceola Parkway, and from Clermont to Leesburg North on the Northern Coin System; and from Aloma Avenue to SR 434 on the Seminole Expressway. Further, the Suncoast Parkway 13-mile extension from US 98 to SR 44 is planned for opening in FY 2022.

The Turnpike also continues to invest in building more access points to the Mainline with AET technology. On the Northern Coin System, new interchanges are planned for opening at Sand Lake Road in FY 2027 and at Nolte Road in FY 2029, along with new ramps to/from the north at Leesburg South interchange in FY 2027. Also, a new interchange at NW 170th Street on the SR 821 and new ramps to/from the north at Jog Road on the Ticket System are planned for FY 2027 and FY 2030, respectively. Additionally, a new interchange at Ridge Road on Suncoast Parkway is planned for FY 2023, followed by a new interchange at Braddock Road on Polk Parkway in FY 2025. Further, a new interchange on Sawgrass Expressway at NW 8th Street is planned for opening in FY 2031.

COMPARISON OF ACTUAL REVENUES TO ESTIMATED REVENUES

Table 2 provides a comparison of actual FY 2021 and FY 2020 total revenues. It also shows a comparison of actual and projected FY 2021 total revenue as included in the FY 2020 Annual Letter Report. FY 2021 total revenue of \$980 million (includes \$10 million of concession revenues) represents an increase of \$15 million, or 1.5 percent compared to the preceding fiscal year. As discussed previously, this modest increase is due to the diminishing impact of the COVID-19 pandemic throughout FY 2021, most notably after the COVID-19 vaccine roll out in the spring of 2021. In addition, there were no hurricane related traffic impacts and toll suspensions in FY 2021 compared to FY 2020, which was affected by 4.5 days of toll suspension due to Hurricane Dorian resulting in an \$11.9 million revenue loss.

Table 2
Florida's Turnpike System
Comparison of FY 2021 Actual vs. FY 2020 Actual and FY 2021 Estimated Revenue

Turnpike System Component	Actual Revenue (\$000) FY 2021 vs. FY 2020		Actual Change FY 2021 vs. FY 2020		Estimated Revenue ⁽¹⁾ (\$000) FY 2021	Comparison FY 2021 Actual vs. FY 2021 Estimated	
	FY 2021	FY 2020	Amount (\$000)	Change		Amount (\$000)	Change
Turnpike Mainline (SR 821)	\$163,115	\$154,087	\$9,028	5.9%	\$147,372	\$15,743	10.7%
Southern Coin System	156,671	154,610	2,061	1.3	144,085	12,586	8.7
Ticket System	166,889	159,124	7,765	4.9	148,574	18,315	12.3
Northern Coin System	152,912	151,071	1,841	1.2	139,635	13,277	9.5
Beachline West Expressway	23,323	24,246	(923)	(3.8)	21,601	1,722	8.0
Total Mainline	\$662,910	\$643,138	\$19,772	3.1%	\$601,267	\$61,643	10.3%
Sawgrass Expressway	76,395	80,244	(3,849)	(4.8)	74,108	2,287	3.1
Seminole Expressway	53,422	56,008	(2,586)	(4.6)	52,165	1,257	2.4
Veterans Expressway	51,896	53,781	(1,885)	(3.5)	50,301	1,595	3.2
Southern Connector Extension	12,101	13,203	(1,102)	(8.3)	11,632	469	4.0
Polk Parkway	37,099	35,431	1,668	4.7	34,216	2,883	8.4
Suncoast Parkway	27,855	26,623	1,232	4.6	25,644	2,211	8.6
Western Beltway, Part C	15,795	15,771	24	0.2	14,330	1,465	10.2
I-4 Connector	13,113	14,013	(900)	(6.4)	13,636	(523)	(3.8)
Beachline East Expressway	5,710	6,256	(546)	(8.7)	6,187	(477)	(7.7)
First Coast Expressway	13,566	11,792	1,774	15.0	10,583	2,983	28.2
Total Expansion Projects	\$306,952	\$313,122	(\$6,170)	(2.0%)	\$292,802	\$14,150	4.8%
TURNPIKE SYSTEM TOTAL TOLL REVENUE	\$969,862	\$956,260	\$13,602	1.4%	\$894,069	\$75,793	8.5%
Concession Revenue	9,822	8,733	1,089	12.5	9,144	678	7.4
TURNPIKE SYSTEM GRAND TOTAL	\$979,684	\$964,993	\$14,691	1.5%	\$903,213	\$76,471	8.5%

⁽¹⁾ As forecast in the Traffic Engineer's FY 2020 Annual Letter Report.

Actual concession revenues increased \$1.1 million, or 12.5 percent compared to the preceding fiscal year. This increase is due to a higher noncompliance fine and a full year of concessionaire contract payments in the current year compared to one month of waived payment in the prior year as a result of the pandemic.

Overall, FY 2021 actual toll revenue exceeded forecast by nearly \$76 million in large part due to a faster than anticipated pace of recovery from the impacts of the pandemic.

COMBINED TOLL REVENUE FORECAST

In developing the forecast from FY 2022 through FY 2032, the ongoing statewide recovery from the COVID-19 pandemic, unemployment rates, population growth, as well as the most recent trends regarding commuter and commercial traffic, and visitor travel were considered. The FY 2022 forecast revenues on many of the facilities are projected to reach FY 2019 pre-pandemic actual levels by FY 2022, with all facilities reaching or exceeding FY 2019 levels by FY 2024. With these factors in mind, this year's forecast was prepared based on actual revenues from FY 2019 through FY 2021, as well as other major events. Such events include additional access to the Turnpike System, capacity improvements and upcoming conversions to AET. Accordingly, the forecast includes revenue from additional lanes on various facilities on the Turnpike as detailed earlier, the new 13-mile extension of Suncoast Parkway and eight new and modified interchanges: Sand Lake Road, Nolte Road, NW 170th Street, Ridge Road, Braddock Road, Leesburg South, Jog Road, and NW 8th Street. The Ticket System AET conversion was completed in November 2021 (FY 2022) with the Polk Parkway conversion expected in FY 2025. For FY 2022 and beyond, all toll rates are held constant with the prior year.

The revenue forecasts contained in this section are a result of analyses made of the individual segments of the Turnpike System covered in this Annual Letter Report. The forecasts through FY 2032 are detailed by Turnpike System component in order to facilitate monitoring and analysis of each component's performance. Gross toll revenue forecasts for the Mainline and expansion projects are shown in **Table 3** and **Table 4**, respectively. Forecasts for the total Turnpike System toll and concession revenues are shown in **Table 5**.

Table 3
Florida's Turnpike Mainline Toll Revenue Forecast (\$000)
FY 2022 through FY 2032

Fiscal Year	Turnpike Mainline (SR 821)	Southern Coin	Ticket System	Northern Coin	Beachline West	Total
2022	\$172,709	\$167,993	\$169,201	\$164,808	\$25,511	\$700,222
2023	181,386	178,576	172,521	173,378	27,552	733,413
2024	187,146	186,255	179,940	180,313	29,481	763,135
2025	192,949	192,774	187,137	186,624	31,397	790,881
2026	200,364	198,557	192,752	193,485	32,967	818,125
2027	209,480	203,720	197,570	199,621	33,956	844,347
2028	216,157	208,609	202,114	204,291	34,804	865,975
2029	222,620	213,199	206,359	210,075	35,605	887,858
2030	228,413	217,463	213,845	214,782	36,388	910,891
2031	234,041	221,377	218,127	218,906	37,116	929,567
2032	239,125	224,919	221,632	223,105	37,784	946,565

Note: The above revenue forecasts reflect the implementation of All-Electronic Tolling on the Ticket System in the second half of FY 2022. The forecasts also include revenues from widening on the sections of the HEFT from Bird Road to SR 836 in the second quarter of FY 2022, and from SR 836 to east of I-75 in the second quarter of FY 2026. Similarly, the Northern Coin System forecast includes the widening impact from Clermont to Minneola in FY 2026, from Minneola to Leesburg North in FY 2027, and from Kissimmee Park Road to Osceola Parkway in FY 2029. Further, the Southern Coin System includes the revenue impact from additional auxiliary lane capacity from the HEFT to Griffin Road and from Sawgrass Expressway to Glades Road. Additionally, the forecasts reflect revenues from widening on the Ticket System from Boynton Beach to SR 710 in FY 2030. Further, the forecasts incorporate new interchanges opening on the HEFT at NW 170th Street in FY 2027, on the Northern Coin System at Sand Lake Road and new ramps to/from north at Leesburg South in FY 2027 and at Nolte Road in FY 2029, and on the Ticket System at Jog Road in FY 2030.

Table 4
Florida's Turnpike Expansion Projects
Toll Revenue Forecast (\$000)
FY 2022 through FY 2032

Fiscal Year	Sawgrass Expressway	Seminole Expressway	Veterans Expressway	Southern Connector	Polk Parkway	Suncoast Parkway	Western Beltway - C	I-4 Connector	Beachline East	First Coast Expressway	Total
2022	\$80,284	\$55,590	\$54,269	\$12,882	\$38,150	\$30,435	\$16,983	\$14,501	\$5,981	\$14,251	\$323,326
2023	86,707	60,593	56,983	14,042	39,485	35,828	17,832	14,907	6,399	14,821	347,597
2024	91,043	63,623	58,692	15,165	40,590	37,540	18,546	15,280	6,975	15,265	362,719
2025	94,684	66,486	60,336	16,075	39,673	39,150	19,195	15,647	7,254	15,693	374,193
2026	97,525	69,145	61,904	16,557	40,720	40,529	19,771	16,007	7,472	16,116	385,746
2027	99,963	71,565	63,390	16,971	41,757	42,708	20,324	16,359	7,621	16,535	397,193
2028	103,713	73,712	64,785	17,310	42,778	44,184	20,873	16,702	7,736	16,949	408,742
2029	107,337	75,904	66,080	17,622	43,778	45,630	21,416	17,036	7,844	17,356	420,003
2030	110,921	77,796	67,270	17,922	44,755	47,048	21,951	17,360	7,946	17,755	430,724
2031	115,142	79,657	68,346	18,208	45,666	48,428	22,500	17,655	8,041	18,145	441,788
2032	117,583	81,483	69,440	18,482	46,502	49,735	23,062	17,920	8,130	18,526	450,863

Note: The above revenue forecasts reflect the implementation of All-Electronic Tolling on the Polk Parkway in FY 2025. The Sawgrass Expressway forecast includes revenues from widening on most sections of the facility starting in FY 2028 through FY 2031. Additionally, the Seminole Expressway forecasts reflect widening revenues from Aloma Avenue to SR 434 in FY 2029. Further, revenue from new interchanges opening on the Suncoast Parkway at Ridge Road in FY 2023, Polk Parkway at Braddock Road in FY 2025, and Sawgrass Expressway at NW 8th Street in FY 2031 are included in the forecast. Also, the forecast includes revenue from Suncoast Parkway 2 which is expected to open in stages starting in FY 2022. The first segment from US 98 to Cardinal Street in January 2022 and the second segment between Cardinal Street and SR 44 in the Spring 2022, followed by the third segment between SR 44 and CR 486 in FY 2027.

Table 5
Summary of Florida's Turnpike System
Toll and Concession Revenue Forecast (\$000)
FY 2022 through FY 2032

Fiscal Year	Mainline	Expansion Projects	Total Toll Revenue	Gross Concession Revenue	Total Gross Revenue
2022	\$700,222	\$323,326	\$1,023,548	\$9,279	\$1,032,827
2023	733,413	347,597	1,081,010	9,410	1,090,420
2024	763,135	362,719	1,125,854	9,544	1,135,398
2025	790,881	374,193	1,165,074	9,622	1,174,696
2026	818,125	385,746	1,203,871	9,761	1,213,632
2027	844,347	397,193	1,241,540	9,902	1,251,442
2028	865,975	408,742	1,274,717	10,046	1,284,763
2029	887,858	420,003	1,307,861	10,193	1,318,054
2030	910,891	430,724	1,341,615	10,341	1,351,956
2031	929,567	441,788	1,371,355	10,493	1,381,848
2032	946,565	450,863	1,397,428	10,648	1,408,076

As indicated earlier, the revenue forecasts presented in this report are subject to economic uncertainties regarding the COVID-19 pandemic recovery and contingencies beyond the control of AECOM. As such, if any number of unforeseen events occur, the forecasts may require adjustment.

We acknowledge with thanks the cooperation and support of the Florida's Turnpike Enterprise staff in the preparation of this report.

Respectfully,
AECOM Technical Services, Inc.



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