



January 13, 2023

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, 2022, 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

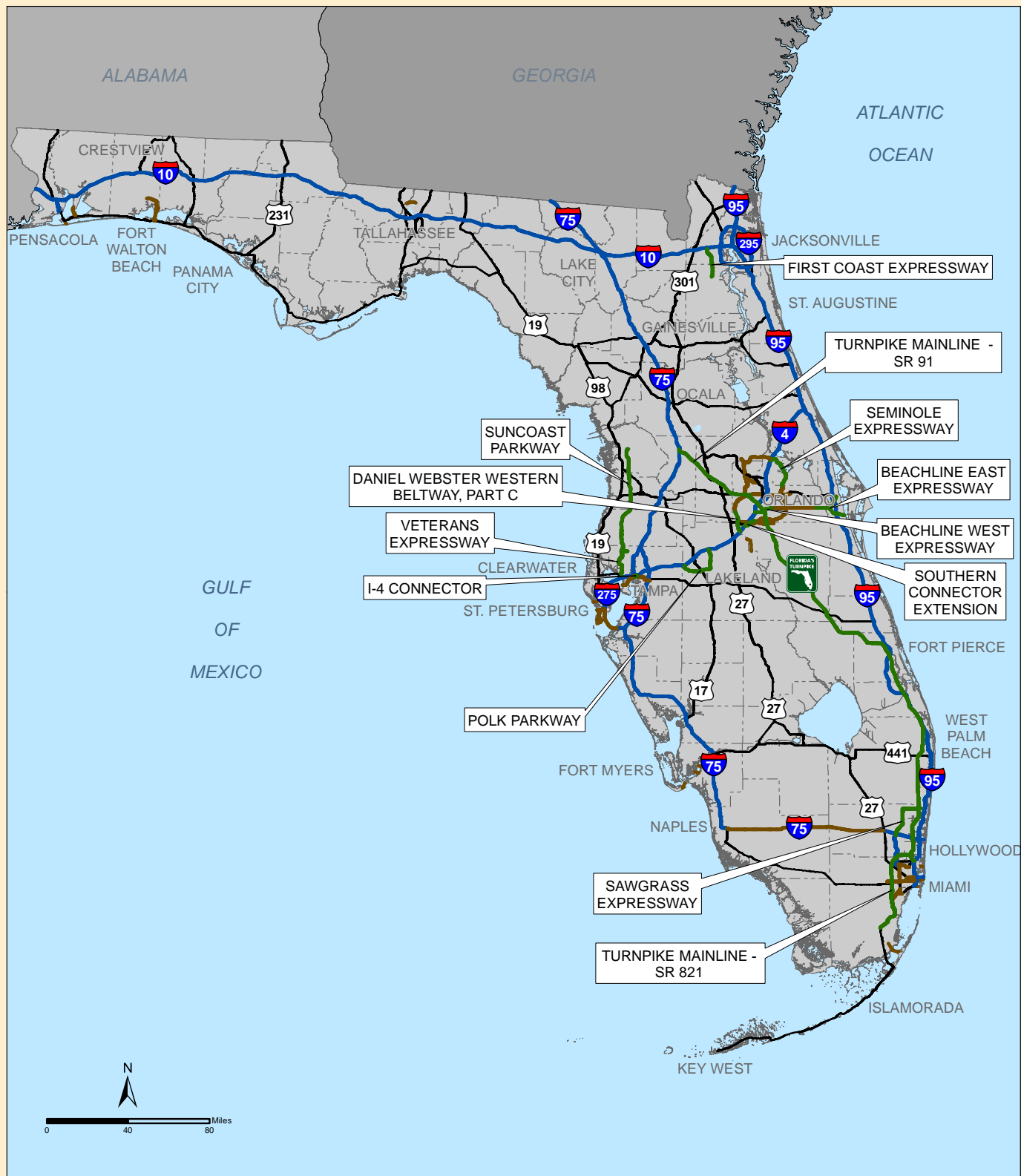
Florida's Turnpike Enterprise consists of the Turnpike System, as well as 11 Department-owned and one Department-operated toll facilities in the State. For the purpose of this report, traffic and revenue information for FY 2022 is reported only for those facilities that are part of the Turnpike System (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 three segments: the Turnpike Mainline - SR 821, the Turnpike Mainline - SR 91, and the Beachline West Expressway - SR 528. The first two 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 third segment, the 8-mile Beachline West Expressway, intersects with the Turnpike Mainline - SR 91 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, Hernando, and Citrus 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 2022 OVERVIEW

FY 2022 was a year of continued recovery from the impacts of the COVID-19 pandemic for the Turnpike System. Starting in FY 2021, and continuing throughout FY 2022, traffic steadily increased. Furthermore, both transactions and revenue increased considerably per month in FY 2022 in comparison to the same months in FY 2021. During FY 2022, transactions increased by 32 percent, and revenue increased by 13 percent, from the prior year.



Florida's Turnpike System

Turnpike Enterprise, Florida Department of Transportation

Figure 1



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

Sources: HERE 2022
Florida's Turnpike Enterprise, 2022

A key contributor to the increase in transactions was the change in toll collection locations along the Turnpike Mainline from MP 88 to MP 236 as part of the All-Electronic Toll (AET) conversion in November 2021. Toll collection was moved from the ramps to the mainline plazas on the Turnpike Mainline with the conversion. Prior to this change, one trip on this segment represented one toll transaction. After the change, the same trip may incur multiple transactions at more than one plaza, contributing to a higher number of toll transactions at similar toll per trip in effect prior to the change. Comparing the Turnpike Mainline transactions from MP 88 to MP 236 from the week leading up to the change in toll collection locations to the week after, the resulting increase in transactions was approximately 4.8 times higher. With the normalization of the transaction growth for this change, the overall System traffic growth would have been approximately 16 percent.

As indicated in **Table 1**, the Mainline continues to provide the majority of Turnpike transactions at nearly 65 percent, while generating 68 percent of the total gross toll revenues. With the exception of the Turnpike Mainline - SR 91, the FY 2022 average toll on all the segments of the Turnpike System is generally comparable to the prior year as the toll rates remained unchanged. The change in toll collection on the Turnpike Mainline - SR 91 from MP 88 to MP 236 from the ramps to the mainline at similar toll rates in effect prior to the change, increased toll transactions and thereby lowered the Mainline overall average toll to \$1.02 in the current year. Adjusted for traffic normalization for the Mainline section between MP 88 and MP 236, the FY 2022 Mainline average toll would have been \$1.26 compared to \$1.29 in the prior year. Similarly, the current overall System average toll of \$0.97 would have increased to \$1.10 with same normalization which is comparable to the prior year overall system average toll of \$1.13.

Table 1
Florida's Turnpike System
Traffic/Transactions and Gross Toll Revenue for FY 2022

| Component | All-Electronic Implementation | Miles | Transactions | | Gross Toll Revenue | | Average Toll |
|---|-------------------------------|------------|------------------|------------------|--------------------|------------------|---------------|
| | | | Volume (000) | Percent of Total | Amount (\$000) | Percent of Total | |
| Turnpike Mainline -SR 821 | FY 2011 | 47 | 217,642 | 19.1% | \$180,336 | 16.4% | \$0.83 |
| Turnpike Mainline -SR 91 (MP 0X - MP 309) | FY 2014 - FY 2022 | 265 | 479,656 | 42.1 | 541,752 | 49.2 | 1.13 |
| Beachline West Expressway | - | 8 | 36,258 | 3.2 | 29,733 | 2.70 | 0.82 |
| Total Mainline | | 320 | 733,556 | 64.5% | \$751,821 | 68.3% | \$1.02 |
| Sawgrass Expressway | FY 2014 | 23 | 91,194 | 8.0 | 85,674 | 7.8 | 0.94 |
| Seminole Expressway | - | 18 | 42,369 | 3.7 | 55,898 | 5.1 | 1.32 |
| Veterans Expressway | FY 2014 - FY 2015 | 15 | 71,229 | 6.3 | 59,566 | 5.4 | 0.84 |
| Southern Connector Extension | - | 6 | 18,549 | 1.6 | 14,890 | 1.3 | 0.80 |
| Polk Parkway | FY 2023 | 25 | 41,436 | 3.6 | 41,372 | 3.8 | 1.00 |
| Suncoast Parkway | FY 2020 | 55 | 43,879 | 3.9 | 35,189 | 3.2 | 0.80 |
| Western Beltway, Part C | - | 11 | 19,377 | 1.7 | 19,386 | 1.8 | 1.00 |
| I-4 Connector | FY 2014 | 1 | 21,351 | 1.9 | 14,396 | 1.3 | 0.67 |
| Beachline East Expressway | - | 22 | 21,802 | 1.9 | 6,319 | 0.6 | 0.29 |
| First Coast Expressway | FY 2020 | 15 | 33,294 | 2.9 | 15,286 | 1.4 | 0.46 |
| Total Expansion Projects | | 191 | 404,480 | 35.5% | \$347,976 | 31.7% | \$0.86 |
| Total System | | 511 | 1,138,036 | 100.0% | \$1,099,797 | 100.0% | \$0.97 |

Source: Turnpike Enterprise Finance Office.

The Turnpike continues to invest in state-of-the-art tolling equipment and prioritize conversion of certain facilities to 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 Turnpike Mainline - SR 821, Turnpike Mainline - SR 91, Suncoast Parkway, Sawgrass Expressway, Veterans Expressway, First Coast Expressway, and I-4 Connector all operate under AET. With the Polk Parkway conversion in September 2022 (FY 2023), nearly 90 percent of the Turnpike centerline miles are now operating under AET.

Additionally, the Turnpike provides a convenient and affordable, high-quality customer experience by increasing capacity through widening projects and system expansion. The Suncoast Parkway 13-mile extension from US 98 to SR 44 was opened to traffic in February 2022. This extension provides additional connectivity between Citrus County and the Tampa Bay region. Since opening, traffic demand on the Suncoast Parkway extension has exceeded the forecast by nearly 40 percent, demonstrating the transportation need and pent-up driver demand for this extension.

Key projects on the Turnpike System planned in the Work Program include the following widenings: from Campbell Drive to SW 137th Avenue and SR 836 to east of I-75 on the Turnpike Mainline - SR 821; from Golden Glades to Griffin Road, from Sawgrass Expressway to Atlantic Avenue, from Boynton Beach to PGA Boulevard, from Kissimmee Park Road to Osceola Parkway, and from Clermont to CR 470 on the Turnpike Mainline - SR 91; most of the Sawgrass Expressway; and from Aloma Avenue to SR 434 on the Seminole Expressway.

The Turnpike also continues to invest in building more access points. On the Turnpike Mainline - SR 91, new interchanges are planned for opening at Nolte Road in FY 2025, at Sand Lake Road in FY 2027, at Kissimmee-St. Cloud in FY 2031, at Taft-Vineland Road in FY 2031, and at Midway Road in FY 2031, along with new ramps to/from the north at Leesburg South interchange in FY 2027 and new ramps to/from the north at Jog Road in FY 2030. Also, a new interchange at NW 170th Street on the Turnpike Mainline - SR 821 is planned for FY 2027. Beyond the Mainline, a new interchange at Ridge Road on Suncoast Parkway was opened to the public in February 2022. Additional planned improvements include a new interchange at Braddock Road on Polk Parkway in FY 2025. Further, a new interchange on Sawgrass Expressway at NW 8th Street and new ramps to/from the north at Pat Salermo Drive are planned for opening in FY 2031.

COMPARISON OF ACTUAL REVENUES TO ESTIMATED REVENUES

Table 2 provides a comparison of actual FY 2022 and FY 2021 total revenues. It also shows a comparison of actual and projected FY 2022 total revenue as included in the FY 2021 Annual Letter Report. FY 2022 total revenue of \$1.1 billion (includes \$9 million of concession revenues) represents an increase of \$129 million, or 13.2 percent compared to the preceding fiscal year. This increase is due to the traffic growth and impacts from the new 13-mile extension of the Suncoast Parkway.

Actual concession revenues decreased \$689 thousand, or 7 percent compared to the preceding fiscal year, primarily due to the reduced non-compliance fines related to the construction delays in FY 2022.

Overall, FY 2022 actual toll revenue exceeded the forecast by nearly \$76 million in large part due to a fast pace of recovery from the impacts of the pandemic.

COMBINED TOLL REVENUE FORECAST

In developing the forecast from FY 2023 through FY 2033, the ongoing statewide recovery from the COVID-19 pandemic, unemployment rates, population growth, the most recent trends regarding

Table 2
Florida's Turnpike System
Comparison of FY 2022 Actual vs. FY 2021 Actual and FY 2022 Estimated Revenue

| Turnpike System Component | Actual Revenue (\$000) FY 2022 vs. FY 2021 | | Actual Change FY 2022 vs. FY 2021 | | Estimated Revenue ⁽¹⁾ (\$000) FY 2022 | Comparison FY 2022 Actual vs. FY 2022 Estimated | |
|---|--|------------------|--|--------------|---|--|-------------|
| | FY 2022 | FY 2021 | Amount (\$000) | Change | | Amount (\$000) | Change |
| Turnpike Mainline - SR 821 | \$180,336 | \$163,115 | \$17,221 | 10.6% | \$172,709 | \$7,627 | 4.4% |
| Turnpike Mainline - SR 91 | 541,752 | 476,472 | 65,280 | 13.7 | 502,002 | 39,750 | 7.9 |
| Beachline West Expressway | 29,733 | 23,323 | 6,410 | 27.5 | 25,511 | 4,222 | 16.5 |
| Total Mainline | \$751,821 | \$662,910 | \$88,911 | 13.4% | \$700,222 | \$51,599 | 7.4% |
| Sawgrass Expressway | 85,674 | 76,395 | 9,279 | 12.1 | 80,284 | 5,390 | 6.7 |
| Seminole Expressway | 55,898 | 53,422 | 2,476 | 4.6 | 55,590 | 308 | 0.6 |
| Veterans Expressway | 59,566 | 51,896 | 7,670 | 14.8 | 54,269 | 5,297 | 9.8 |
| Southern Connector Extension | 14,890 | 12,101 | 2,789 | 23.0 | 12,882 | 2,008 | 15.6 |
| Polk Parkway | 41,372 | 37,099 | 4,273 | 11.5 | 38,150 | 3,222 | 8.4 |
| Suncoast Parkway | 35,189 | 27,855 | 7,334 | 26.3 | 30,435 | 4,754 | 15.6 |
| Western Beltway, Part C | 19,386 | 15,795 | 3,591 | 22.7 | 16,983 | 2,403 | 14.1 |
| I-4 Connector | 14,396 | 13,113 | 1,283 | 9.8 | 14,501 | (105) | (0.7) |
| Beachline East Expressway | 6,319 | 5,710 | 609 | 10.7 | 5,981 | 338 | 5.7 |
| First Coast Expressway | 15,286 | 13,566 | 1,720 | 12.7 | 14,251 | 1,035 | 7.3 |
| Total Expansion Projects | \$347,976 | \$306,952 | \$41,024 | 13.4% | \$323,326 | \$24,650 | 7.6% |
| TURNPIKE SYSTEM TOTAL TOLL REVENUE | \$1,099,797 | \$969,862 | \$129,935 | 13.4% | \$1,023,548 | \$76,249 | 7.4% |
| Concession Revenue | 9,133 | 9,822 | (689) | (7.0) | 9,279 | (146) | (1.6) |
| TURNPIKE SYSTEM GRAND TOTAL | \$1,108,930 | \$979,684 | \$129,246 | 13.2% | \$1,032,827 | \$76,103 | 7.4% |

⁽¹⁾ As forecast in the Traffic Engineer's FY 2021 Annual Letter Report.

commuter and commercial traffic, and visitor travel were considered. FY 2023 revenues reflect \$24.3 million impact of Hurricane Ian, including a toll suspension on central and west central Florida facilities from September 26, 2022 through October 15, 2022. The FY 2023 forecast revenues on most facilities are projected to reach FY 2019 pre-pandemic actual levels by FY 2023, with all facilities exceeding FY 2019 levels by FY 2025. With these factors in mind, this year's forecast was prepared based on actual revenues from FY 2019 through FY 2022, as well as other major events. Such events include additional access to the Turnpike System, capacity improvements, and conversions to AET. Accordingly, the forecast includes revenue from widening on various facilities on the Turnpike as detailed earlier, the Suncoast Parkway extension, and 11 new and modified interchanges: Sand Lake Road, Nolte Road, NW 170th Street, Taft Vineland Road, Kissimmee-St. Cloud South, Braddock Road, Leesburg South, Jog Road, Midway Road, Pat Salerno Drive, and NW 8th Street. The Polk Parkway AET conversion was completed in September 2022 (FY 2023). For FY 2023 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 2033 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**. The revenue impact from the SunPass Savings program and the subsequently

Table 3
Florida’s Turnpike Mainline Toll Revenue Forecast (\$000)
FY 2023 through FY 2033

| Fiscal Year | Turnpike Mainline - SR 821 | Turnpike Mainline - SR 91 | Beachline West -SR 528 | Total |
|-------------|----------------------------|---------------------------|------------------------|-----------|
| 2023 | \$186,836 | \$549,775 | \$28,776 | \$765,387 |
| 2024 | 192,441 | 573,702 | 31,795 | 797,938 |
| 2025 | 197,830 | 588,975 | 32,908 | 819,713 |
| 2026 | 202,973 | 604,042 | 33,895 | 840,910 |
| 2027 | 211,155 | 619,475 | 34,844 | 865,474 |
| 2028 | 216,348 | 634,031 | 35,750 | 886,129 |
| 2029 | 221,455 | 649,096 | 36,573 | 907,124 |
| 2030 | 226,032 | 665,814 | 37,304 | 929,150 |
| 2031 | 229,944 | 679,505 | 37,975 | 947,424 |
| 2032 | 233,468 | 691,478 | 38,545 | 963,491 |
| 2033 | 237,043 | 702,440 | 39,123 | 978,606 |

Note: FY 2023 forecast above reflects the impacts of the Hurricane Ian toll suspension. The forecasts also include revenues from widening on the Turnpike Mainline - SR 91 from Clermont to Minneola in FY 2026, from Minneola to Leesburg North in FY 2027, from Kissimmee Park Road to Osceola Parkway in FY 2029, and from Leesburg North to CR 470 in FY 2033. Similarly, the Turnpike Mainline - SR 821 includes widening revenue impact from SR 836 to east of I-75 in FY 2027 and from Campbell Drive to SW 137th Avenue in FY 2032. Further, the Turnpike Mainline - SR 91 includes the revenue impact from additional auxiliary lane capacity from the Turnpike Mainline - SR 821 to Griffin Road, from Sawgrass Expressway to Glades Road in FY 2030, from Golden Glades to Turnpike Mainline - SR 821 in FY 2032, and from SR 710 to PGA Boulevard in FY 2033. Additionally, the forecasts reflect revenues from widening on the Turnpike Mainline - SR 91 from Boynton Beach to SR 710 in FY 2030. Further, the forecasts incorporate new interchanges opening on the Turnpike Mainline - SR 821 at NW 170th Street in FY 2027, on the Turnpike Mainline - SR 91 at Sand Lake Road, at new ramps to/from north at Leesburg South in FY 2027, at Nolte Road in FY 2029, at Jog Road in FY 2030, at Taft Vineland Road, at Kissimmee-St. Cloud South, and at Midway Road in FY 2031.

Table 4
Florida’s Turnpike Expansion Projects Toll Revenue Forecast (\$000)
FY 2023 through FY 2033

| Fiscal Year | Sawgrass Expy | Seminole Expy | Veterans Expy | Southern Connector | Polk Parkway | Suncoast Parkway | Western Beltway - C | I-4 Connector | Beachline East | First Coast Expy | Total |
|-------------|---------------|---------------|---------------|--------------------|--------------|------------------|---------------------|---------------|----------------|------------------|-----------|
| 2023 | \$86,769 | \$54,150 | \$57,913 | \$14,647 | \$38,825 | \$37,907 | \$18,728 | \$14,089 | \$6,580 | \$15,519 | \$345,127 |
| 2024 | 88,852 | 58,571 | 63,668 | 15,921 | 42,062 | 41,924 | 20,067 | 15,444 | 7,151 | 15,985 | 369,645 |
| 2025 | 90,895 | 60,328 | 65,450 | 16,367 | 43,272 | 43,182 | 20,388 | 15,876 | 7,366 | 16,432 | 379,556 |
| 2026 | 92,895 | 62,078 | 67,218 | 16,792 | 44,457 | 44,400 | 20,715 | 16,305 | 7,550 | 16,876 | 389,286 |
| 2027 | 94,846 | 63,816 | 68,965 | 17,212 | 45,631 | 46,924 | 21,046 | 16,729 | 7,701 | 17,315 | 400,185 |
| 2028 | 96,743 | 65,539 | 70,689 | 17,625 | 46,791 | 48,302 | 21,383 | 17,147 | 7,839 | 17,748 | 409,806 |
| 2029 | 98,581 | 67,583 | 72,386 | 17,995 | 47,883 | 49,551 | 21,704 | 17,558 | 7,965 | 18,174 | 419,380 |
| 2030 | 100,355 | 69,334 | 73,978 | 18,355 | 48,903 | 50,712 | 22,007 | 17,910 | 8,084 | 18,592 | 428,230 |
| 2031 | 104,201 | 70,855 | 75,384 | 18,667 | 49,750 | 51,727 | 22,315 | 18,196 | 8,190 | 18,945 | 438,230 |
| 2032 | 105,806 | 72,125 | 76,515 | 18,947 | 50,462 | 52,628 | 22,628 | 18,487 | 8,296 | 19,229 | 445,123 |
| 2033 | 107,438 | 73,204 | 77,662 | 19,231 | 51,183 | 53,409 | 22,945 | 18,783 | 8,404 | 19,517 | 451,776 |

Note: FY 2023 forecast above reflects the impacts of the Hurricane Ian toll suspension. The above revenue forecasts also reflect the implementation of All-Electronic Tolling on the Polk Parkway in FY 2023 second quarter. The Seminole Expressway forecasts reflect widening revenues from Aloma Avenue to SR 434 in FY 2029. Additionally, the Sawgrass Expressway forecast includes widening revenues from NW 8th Street to US 441 in FY 2031. Further, revenue from new interchanges opening on the Polk Parkway at Braddock Road in FY 2025 and Sawgrass Expressway at Pat Salerno Drive and NW 8th Street in FY 2031 are included in the forecast. Also, the forecast includes revenue from Suncoast Parkway extension which opened in stages starting in FY 2022. The first segment from US 98 to SR 44 opened to traffic in February 2022 and the second segment between SR 44 and CR 486 in FY 2027.

announced Toll Relief Program by Governor DeSantis for frequent SunPass and other Florida toll agency transponder users is not incorporated in the forecast. These programs are reimbursable from a statewide funding source to the Turnpike Trust Fund and from the legislatively appropriated amount.

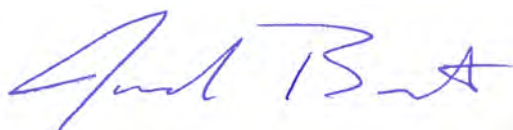
Table 5
Summary of Florida's Turnpike System
Toll and Concession Revenue Forecast (\$000)
FY 2023 through FY 2033

| Fiscal Year | Mainline | Expansion Projects | Total Toll Revenue | Gross Concession Revenue | Total Gross Revenue |
|-------------|-----------|--------------------|--------------------|--------------------------|---------------------|
| 2023 | \$765,387 | \$345,127 | \$1,110,514 | \$9,618 | \$1,120,132 |
| 2024 | 797,938 | 369,645 | 1,167,583 | 9,813 | 1,177,396 |
| 2025 | 819,713 | 379,556 | 1,199,269 | 10,013 | 1,209,282 |
| 2026 | 840,910 | 389,286 | 1,230,196 | 10,217 | 1,240,413 |
| 2027 | 865,474 | 400,185 | 1,265,659 | 10,427 | 1,276,086 |
| 2028 | 886,129 | 409,806 | 1,295,935 | 10,642 | 1,306,577 |
| 2029 | 907,124 | 419,380 | 1,326,504 | 10,862 | 1,337,366 |
| 2030 | 929,150 | 428,230 | 1,357,380 | 11,088 | 1,368,468 |
| 2031 | 947,424 | 438,230 | 1,385,654 | 11,320 | 1,396,974 |
| 2032 | 963,491 | 445,123 | 1,408,614 | 11,557 | 1,420,171 |
| 2033 | 978,606 | 451,776 | 1,430,382 | 11,800 | 1,442,182 |

As indicated earlier, the revenue forecasts presented in this report are subject to economic uncertainties 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.



Josiah Banet, P.E.
Associate Vice President



William A. Nelsen, C.P.A.
Vice President.

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