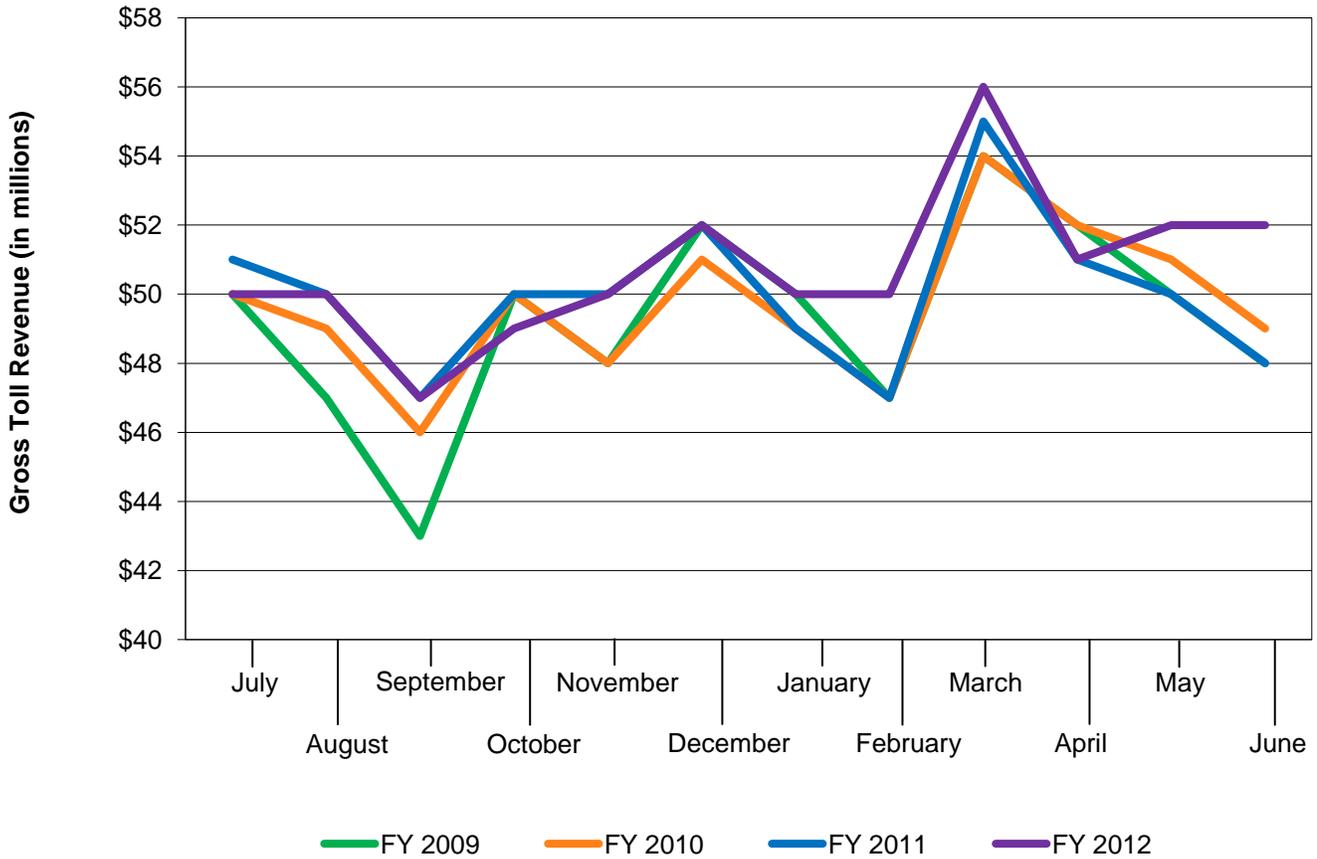
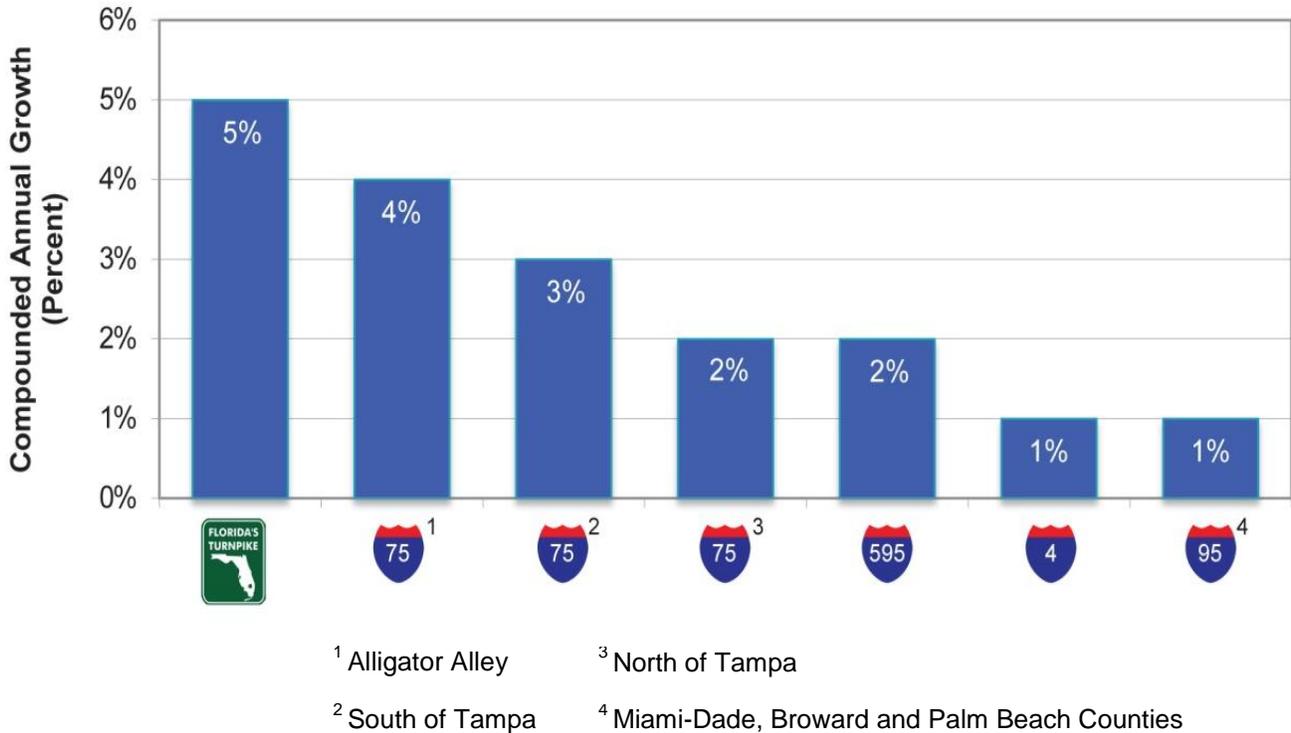


Florida's Turnpike System Historical Gross Toll Revenue



This graph illustrates the monthly trends in toll revenue over the entire Turnpike System. The monthly revenue in FY 2012 increased slightly over the preceding fiscal year due to the continuing recovery following the economic recession, as well as the toll rate increase, as mandated by Florida Legislature, that impacted revenue during the last week of June 2012. Overall, the Turnpike FY 2012 toll revenue was \$609 million, an increase of \$8.7 million, or nearly 1.5 percent over the preceding year.

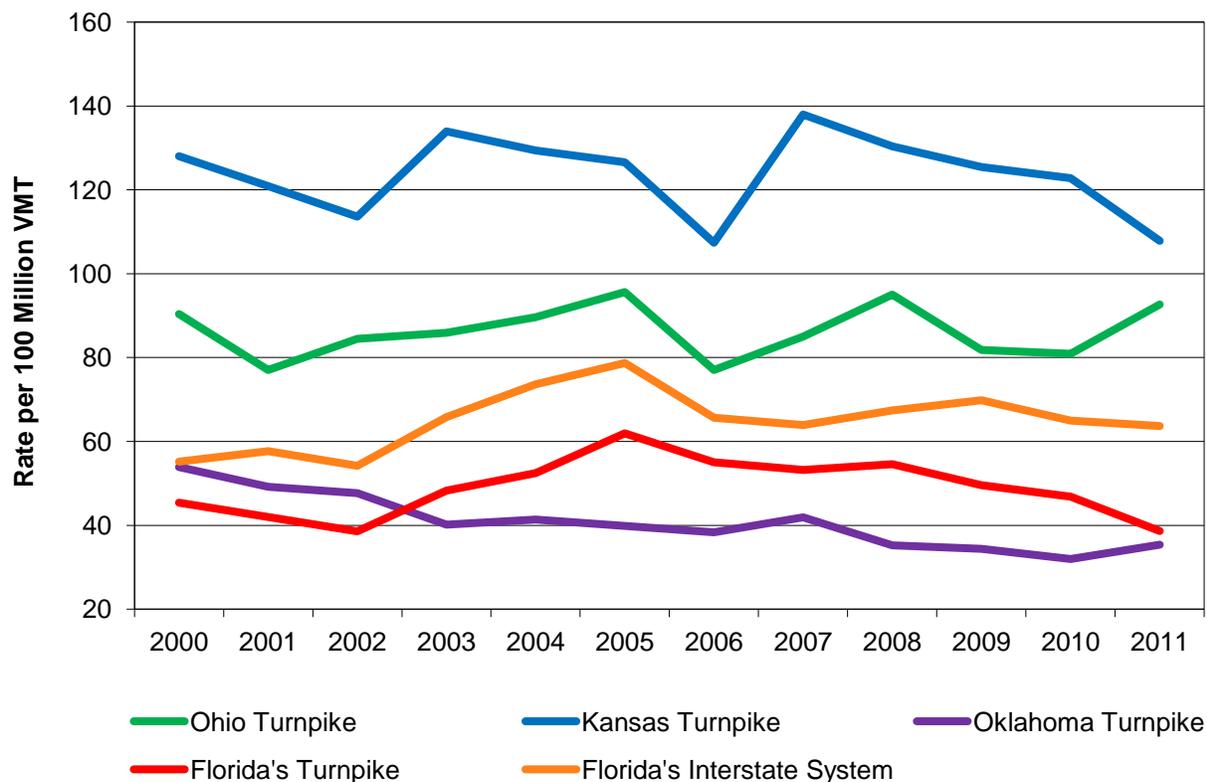
Turnpike and Interstate Traffic Compounded Annual Growth 1995-2011



A comparison of the annual traffic growth rates for the Turnpike and four other Florida interstate highways from 1995 to 2011 is shown in the graph above. Traffic comparisons were made in the geographic proximity to where the interstate highway connected with the Turnpike. For this reason, I-75 was examined in three distinct regions within the state. The first region represents the tolled section of I-75 through Collier and Broward counties (Alligator Alley). The other two regions represent traffic on I-75 in the areas south and north of Tampa. Turnpike data reflect growth on the Mainline only.

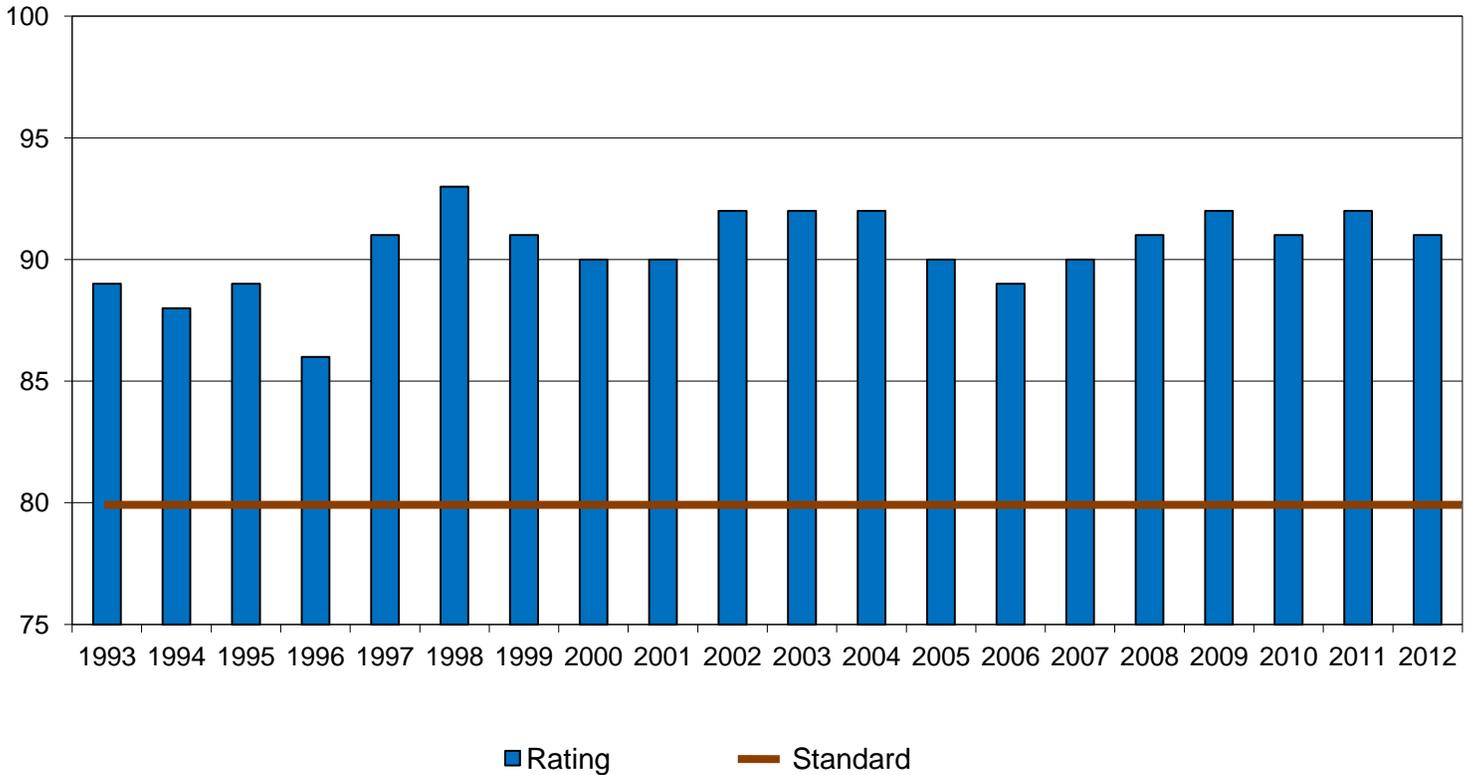
As depicted in the graph, the annual compounded traffic growth was the highest on the Turnpike at approximately 5 percent, while the growth on I-95 and I-4 was limited to 1 percent. The second highest growth of 4 percent was reported on the Alligator Alley.

Comparison of National Toll Facility Accident Rates 2000-2011



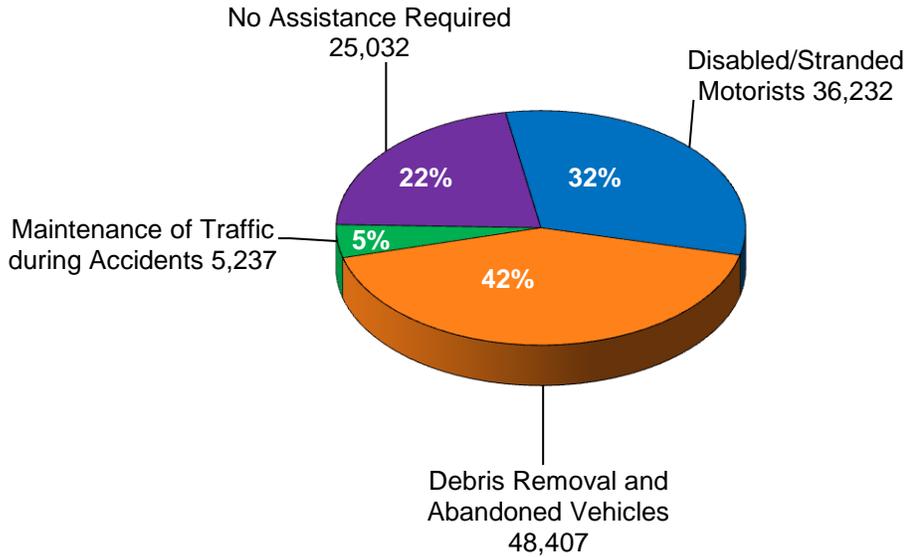
Florida's Turnpike has one of the lowest accident rates on toll roads in the United States. The graph above provides the accident rates for Florida's Turnpike, in addition to three of the largest national toll facilities and Florida's Interstate System for the twelve-year period from 2000 to 2011. As indicated in the graph, Florida's Turnpike accident rate fluctuated minimally within a range from 39 to 62 accidents per every 100 million vehicle-miles-of-travel (VMT). This range is lower than Florida's interstates, which ranged from 54 to 79 accidents per every 100 million VMT during the same period. The accident rate for the other toll facilities ranged from a low of 32 in Oklahoma in 2010 to a high of 138 in Kansas in 2007.

**Florida's Turnpike System
Maintenance Rating
FY 1993 through FY 2012**



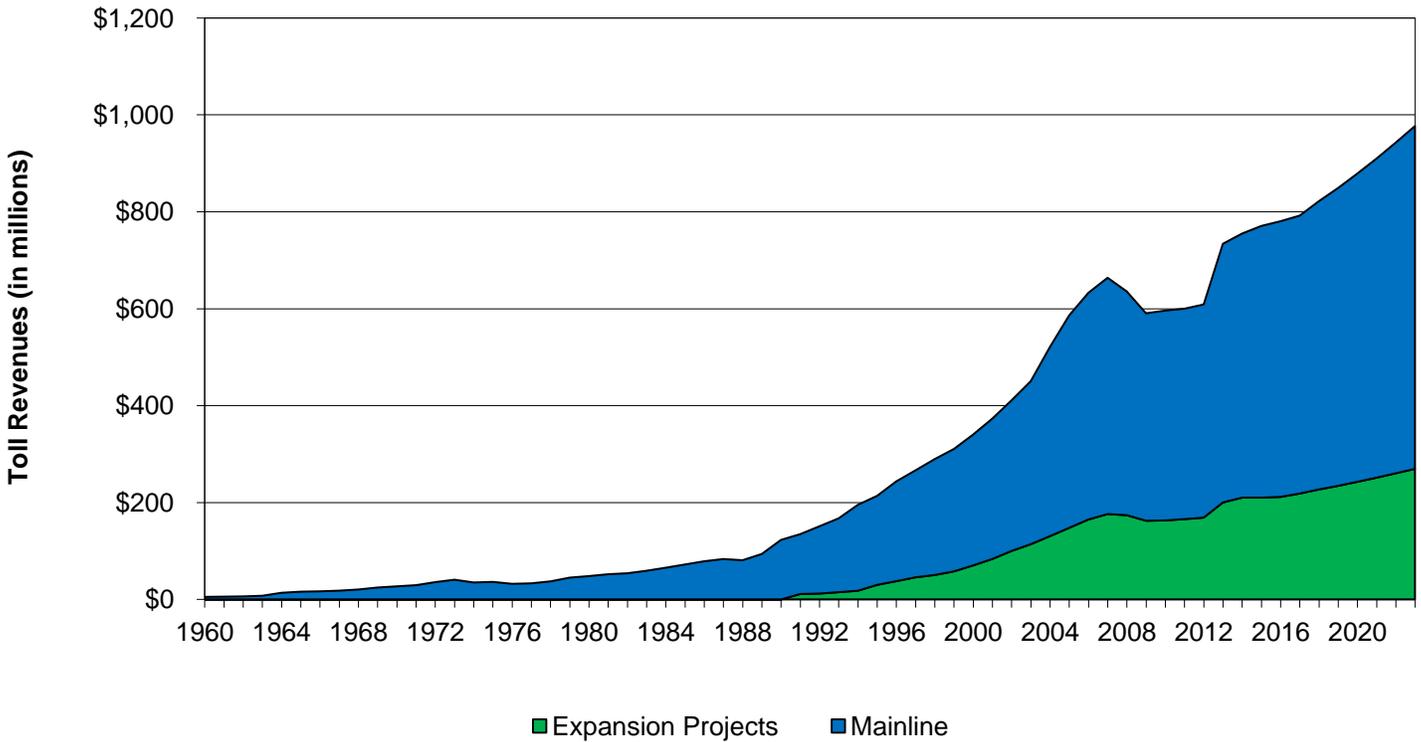
As part of the Turnpike's ongoing commitment to safety, the Turnpike conducts an annual independent inspection of its roadway facilities. This inspection program ensures that facilities of high safety and functional standards are provided to customers. During FY 2012, the Turnpike received one of the state's highest roadway facilities maintenance ratings with an overall rating of 91 (on a scale of 1 to 100). As depicted in the graph, the Turnpike has consistently scored well above the required minimum standard maintenance rating score of 80.

**Road Ranger Program
Service Calls by Type
FY 2012**



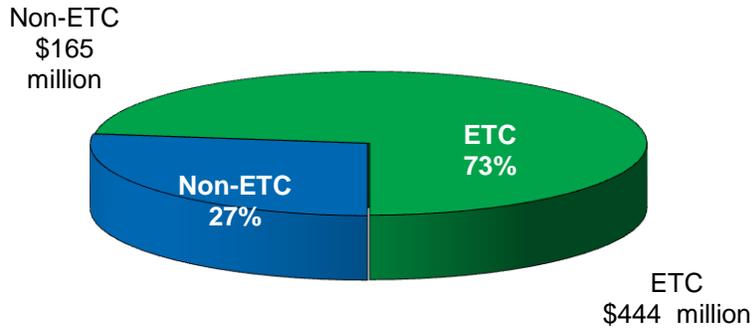
Customers are not charged for the use of the Road Ranger services but the costs are borne by the Turnpike. The graph above shows the breakdown of service calls by type provided by the Road Ranger Program during FY 2012. Assistance to stranded or disabled motorists, including gasoline, tire service and minor repairs, and debris removal and stops at abandoned vehicles accounted for 73 percent of all services provided. The majority of the Road Ranger truck routes patrol the Mainline till 8:00 pm each day. Road Rangers responded to nearly 115 thousand service calls in FY 2012, a 14 percent increase from the preceding year.

Florida's Turnpike System Historical and Projected Toll Revenue



This graph provides actual toll revenue since 1960 and projected toll revenue through FY 2023 for all components of the Turnpike System. Historically, toll revenues have significantly increased due to numerous factors. These factors include the opening of new expansion projects, increased traffic volumes, acquisitions of roadways and increases in toll rates. However, with the expectation of a slow economic recovery in Florida, the maturing nature of the existing system and growing SunPass customers who typically pay less than cash customers, the future revenue growth rates are expected to be modest compared to historical rates. The projected revenues include additional revenues generated from indexing of tolls as required by Florida Statutes.

**Florida's Turnpike System
Toll Revenue by Payment Method (\$000)
FY 2012**



Two methods are currently available to Turnpike customers to pay tolls: cash or electronic toll collection (ETC). The graph above provides a summary of FY 2012 toll revenue by collection method. The graph indicates that ETC toll revenues comprise a significantly larger percentage of toll revenues at 73 percent, with cash revenues at 27 percent. FY 2012 ETC toll revenue of \$444 million represents a 5 percent increase over FY 2011 ETC toll revenue of \$422 million.