

FORECAST SUMMARY

This Annual Report was prepared under contract No. C-8478 between the Turnpike Enterprise Finance Office of the Florida Department of Transportation (the Department) and URS Corporation. It satisfies the respective Bond Resolutions that require the Traffic Engineer to provide a traffic and earnings report to the Department on an annual basis. The report includes a comprehensive traffic and revenue analysis on the four toll roads and bridges owned by the Department and on the three toll roads and bridges operated by the Department, for the period July 1, 2007 through June 30, 2008 (FY 2008).

The Department-owned facilities include Alligator Alley (Everglades Parkway), Beachline East Expressway, Pinellas Bayway System and Sunshine Skyway Bridge. The Department-operated facilities are the Selmon Crosstown Expressway, Garcon Point Bridge and Mid-Bay Bridge. An analysis of traffic, revenue and expenses was completed for the Selmon Crosstown Expressway through FY 2008. However, traffic, revenue and expense forecasts for the Selmon Crosstown Expressway are prepared by the Authority's Traffic Engineering Consultant and are not included herein.

Prior estimates on the Department-owned facilities have been very reliable because traffic patterns are typically known and a significant amount of historical traffic and revenue data are already available. Forecasts were developed for the four Department-owned toll facilities with little uncertainty regarding land use and motorist travel patterns. The forecasts are based on actual traffic and revenue performance, modified to account for historical and future growth in population for the relevant metropolitan areas. By applying the ratio between historical traffic

and population growth to estimated annual population growth through 2019, an average annual traffic growth is obtained. This estimated growth rate is used as a guideline in forecasting traffic growth on the facility. These forecasts are further adjusted for future known events such as roadway improvement projects, advancements in toll collection technology and other noteworthy events.

For the Department-operated facilities, the Mid-Bay Bridge has a similar amount of historical traffic and revenue data and established motorist travel patterns compared to Department-owned facilities. The forecasts are based on actual traffic and revenue and are further adjusted for future known events. The traffic and revenue performance on the Garcon Point Bridge, which opened to traffic on May 14, 1999, is lower than original forecasts. With slightly more than nine years of actual traffic and revenue through the end of FY 2008, the current forecasts were adjusted to reflect the facility's most recent performance.

In addition, a study prepared by Fishkind & Associates, Inc. was used to help prepare the traffic and revenue forecast for all facilities through FY 2011. A detailed description of this study is included in the **Executive Summary** chapter of this report.

URS Corporation will continue to monitor traffic and revenue conditions on these toll facilities, and update traffic and revenue estimates as conditions warrant. Improved methods of forecasting traffic and toll revenues will be employed based on the latest information on transportation, population and land use conditions in the vicinity of these toll roads and bridges.

9.1 OVERALL REVENUE RESULTS

The traffic and revenue forecasts contained in this section resulted from the analysis of the four Department-owned toll facilities and two of the three Department-operated facilities. Each toll facility was considered and presented separately in this report and the unique traffic and revenue factors that are relevant to each individual toll facility were considered and analyzed. The following is a summary of the major factors that impacted the traffic and revenue forecasts of each facility:

Alligator Alley

Current revenue projections were decreased for all years of the forecast period due to the decline in traffic and revenue experienced in FY 2008. The calculated traffic growth rate guideline of 3 percent was used for the Alligator Alley traffic forecast through FY 2019. Included in the FY 2009 revenue forecast is a \$209 thousand reduction for estimated revenue losses due to temporary toll suspensions attributable to Tropical Storm Fay and Hurricane Ike. No SunPass discount allowance was included in the forecasts as the discount program was discontinued in FY 2006.

Beachline East Expressway

Current revenue projections were decreased by approximately \$117 to \$585 thousand on the Beachline East Expressway for all years of the forecast period since observed traffic and revenue on the facility in FY 2008 was lower than the prior year forecast. The calculated traffic growth rate guideline of 3 percent was used for the Beachline East Expressway traffic forecast through FY 2019. Included in the FY 2009 revenue forecast is a \$21 thousand reduction for estimated revenue losses due to temporary toll suspensions attributable to Tropical Storm Fay. No SunPass discount allowance was included in the forecasts as the Beachline East Expressway does not have a SunPass discount program.

Pinellas Bayway System

Current revenue projections were decreased by approximately \$158 thousand in FY 2009. The decrease in revenue is attributed to the observed traffic and revenue growth rates in FY 2008 being lower than expected due to the economic slowdown. The revenue decreases range from approximately 4.2 percent to 13.1 percent during the forecast period. Included in the FY 2009 revenue forecast is a \$7 thousand reduction for estimated revenue losses due to temporary toll suspensions attributable to Tropical Storm Fay. The traffic and revenue forecasts account for the SunPass discount.

Sunshine Skyway Bridge

Current revenue projections were decreased for all years of the forecast since observed traffic and revenue growth on the facility in FY 2008 was lower than the prior year forecast. The revenue decreases range from approximately 5.5 percent to 12.4 percent during the forecast period. Included in the FY 2009 revenue forecast is a \$42 thousand reduction for estimated revenue losses due to temporary toll suspensions attributable to Tropical Storm Fay. Additionally, traffic and revenue forecasts account for the SunPass discount, ranging from \$3 to \$7 thousand annually.

Garcon Point Bridge

Current revenue projections were decreased by approximately \$0.9 to \$1.0 million on the Garcon Point Bridge for all years of the forecast period since observed traffic and revenue growth on the facility in FY 2008 was lower than the prior year forecast. The revenue impacts of the planned toll rate increases in FY 2011, FY 2014 and FY 2017 are included in the forecasts. Additionally, the forecasts include the effects of the facility's SunPass discount program.

Mid-Bay Bridge

Traffic and revenue forecasts correspond to the Authority's fiscal year (October 1 through September

30). Current revenue projections were decreased on the Mid-Bay Bridge for all years of the forecast period since observed traffic and revenue growth on the facility in FY 2008 was lower than the prior year forecast. The forecasts assume that during the forecast period through FY 2019, there will be a gradual return to normal economic conditions, a toll rate increase in FY 2013, that the bridge will be expanded, and that the Mid-Bay Bridge Connector to SR 85 will be completed. Included in the FY 2009 revenue forecast is a \$68 thousand reduction for estimated revenue losses due to temporary toll suspensions attributable to Tropical Storm Fay and Hurricane Ike.

9.2 FORECAST SUMMARIES

Estimated transactions for the four Department-owned and two of the three Department-operated toll facilities for FY 2009 through FY 2019 are shown in **Table 9.1**. As previously mentioned, traffic, revenue and expense forecasts for the Selmon Crosstown Expressway are prepared by the Authority's Traffic Engineering Consultant and are not included herein. Total traffic transactions for the four Department-

owned facilities are expected to increase from 52 million in FY 2009 to over 70 million in FY 2019, growing by approximately 3.0 percent annually. For two of the three Department-operated facilities, transactions are forecast to increase from approximately 8 million in FY 2009 to over 12 million in FY 2019, an annual increase of 4.2 percent. Overall, total transactions on the six facilities are expected to increase from 61 million in FY 2009 to 83 million in FY 2019, an increase of approximately 3.1 percent annually.

The gross toll revenue forecast by toll facility for the same period is presented in **Table 9.2**. Total gross toll revenue for Department-owned facilities is estimated to increase from approximately \$46 million in FY 2009 to \$61 million in FY 2019, growing by approximately 3.0 percent annually. Total gross toll revenue for two of the three Department-operated facilities is estimated to increase from approximately \$17 million in FY 2009 to \$30 million in FY 2019, an annual increase of 5.8 percent. Overall, total gross toll revenue for the six facilities is expected to increase from \$63 million in FY 2009 to \$92 million in FY 2019, an increase of approximately 3.8 percent annually.

Table 9.1
Transaction Forecast (000)
Department-owned and Department-operated Toll Facilities
FY 2009 through FY 2019

Fiscal Year	Department-owned Toll Facilities					Department-operated Toll Facilities			Total Traffic Transactions
	Alligator Alley	Beachline East Expressway	Pinellas Bayway System	Sunshine Skyway Bridge	Total Traffic Transactions	Garcon Point Bridge ⁽¹⁾	Mid-Bay Bridge	Total Traffic Transactions	
2009	7,509	17,285	9,602	18,080	52,476	1,349	6,912	8,261	60,737
2010	7,771	18,024	9,688	18,396	53,879	1,362	7,119	8,481	62,360
2011	8,069	18,799	9,780	19,244	55,892	1,366	7,511	8,877	64,769
2012	8,393	19,580	9,863	20,094	57,930	1,436	7,909	9,345	67,275
2013	8,713	20,324	9,937	20,942	59,916	1,506	7,972	9,478	69,394
2014	9,028	21,035	10,002	21,763	61,828	1,504	8,387	9,891	71,719
2015	9,329	21,729	10,057	22,506	63,621	1,572	8,815	10,387	74,008
2016	9,622	22,359	10,107	23,301	65,389	1,640	9,256	10,896	76,285
2017	9,912	22,963	10,158	24,055	67,088	1,632	9,710	11,342	78,430
2018	10,191	23,537	10,209	24,736	68,673	1,701	10,173	11,874	80,547
2019	10,457	24,078	10,260	25,387	70,182	1,771	10,651	12,422	82,604

Notes: The forecasts include toll-paying and non-revenue traffic.

Selmon Crosstown Expressway transaction forecasts are prepared by THEA's Traffic Engineering Consultant and are not included herein.

(1) Garcon Point Bridge transaction forecasts include the impacts of the planned toll rate increases in FY 2011, FY 2014 and FY 2017.

ENTERPRISE TOLL OPERATIONS

Table 9.2
Gross Toll Revenue Forecast (\$000)
Department-owned and Department-operated Toll Facilities
FY 2009 through FY 2019

Fiscal Year	Department-owned Toll Facilities					Department-operated Toll Facilities			Total Gross Toll Revenue
	Alligator Alley	Beachline East Expressway	Pinellas Bayway System	Sunshine Skyway Bridge	Total Gross Toll Revenue	Garcon Point Bridge ⁽¹⁾	Mid-Bay Bridge	Total Gross Toll Revenue	
2009 ⁽²⁾	\$20,741	\$4,546	\$3,627	\$16,813	\$45,727	\$4,442	\$12,843	\$17,285	\$63,012
2010	21,557	4,740	3,660	17,007	46,964	4,700	13,284	17,984	64,948
2011	22,538	4,944	3,694	17,687	48,863	5,050	14,076	19,126	67,989
2012	23,394	5,149	3,726	18,359	50,628	5,308	14,884	20,192	70,820
2013	24,237	5,345	3,754	19,019	52,355	5,565	17,714	23,279	75,634
2014	25,061	5,532	3,778	19,647	54,018	5,929	18,544	24,473	78,491
2015	25,863	5,714	3,798	20,237	55,612	6,194	19,394	25,588	81,200
2016	26,638	5,880	3,818	20,783	57,119	6,462	20,262	26,724	83,843
2017	27,384	6,039	3,837	21,282	58,542	6,836	21,148	27,984	86,526
2018	28,096	6,190	3,856	21,750	59,892	7,120	22,045	29,165	89,057
2019	28,771	6,332	3,875	22,185	61,163	7,413	22,964	30,377	91,540

Notes: The forecasts include the impact of the SunPass discount program. No discount program is available on Alligator Alley and the Beachline East Expressway. Selmon Crosstown Expressway gross toll revenue forecasts are prepared by THEA's Traffic Engineering Consultant and are not included herein.

- (1) Garcon Point Bridge revenue forecasts include the impacts of the planned toll rate increases in FY 2011, FY 2014 and FY 2017.
- (2) The FY 2009 gross toll revenue forecasts, excluding Garcon Point Bridge, include revenue losses attributable to temporary toll suspensions caused by Tropical Storm Fay and Hurricane Ike. Estimated revenue losses of \$14 thousand, attributable to toll suspensions on Garcon Point Bridge, were reimbursed to the Authority pursuant to the lease-purchase agreement and, as such, the revenue forecasts were not reduced.

Table 9.3 shows the projected operating and routine maintenance expenses by toll facility from FY 2009 through FY 2019. Expenses that are periodic in nature are not included in this forecast, however a periodic maintenance expense forecast is included in the individual chapters. Total operating and routine maintenance expenses for the Department-owned facilities increase from approximately \$18.1 million in

FY 2009 to \$26.9 million in FY 2019. Total operating and routine maintenance expenses for two of the three Department-operated toll facilities increase from \$3.9 million in FY 2009 to \$5.5 million in FY 2019. Overall, total operating and routine maintenance expenses for the six facilities increase from \$22.0 million in FY 2009 to \$32.4 million in FY 2019.

Table 9.3
Projected Operating and Routine Maintenance Expenses (\$000)
Department-owned and Department-operated Toll Facilities
FY 2009 through FY 2019

Fiscal Year	Department-owned Toll Facilities					Department-operated Toll Facilities			Total O&M Expenses
	Alligator Alley	Beachline East Expressway	Pinellas Bayway System	Sunshine Skyway Bridge	Total O&M Expenses	Garcon Point Bridge	Mid-Bay Bridge	Total O&M Expenses	
2009	\$6,717	\$756	\$2,839	\$7,775	\$18,087	\$1,328	\$2,573	\$3,901	\$21,988
2010	7,746	782	2,907	7,342	18,777	1,374	2,663	4,037	22,814
2011	9,145	809	3,015	8,038	21,007	1,422	2,755	4,177	25,184
2012	8,805	837	3,114	7,627	20,383	1,472	2,852	4,324	24,707
2013	9,114	867	3,214	8,681	21,876	1,523	2,952	4,475	26,351
2014	9,432	898	3,322	8,255	21,907	1,577	3,055	4,632	26,539
2015	9,763	929	3,439	9,300	23,431	1,631	3,162	4,793	28,224
2016	10,105	962	3,559	8,842	23,468	1,689	3,273	4,962	28,430
2017	10,458	996	3,684	9,962	25,100	1,748	3,387	5,135	30,235
2018	10,823	1,030	3,812	9,472	25,137	1,810	3,506	5,316	30,453
2019	11,202	1,066	3,946	10,672	26,886	1,872	3,629	5,501	32,387

Notes: Selmon Crosstown Expressway operating and maintenance expense forecasts are prepared by THEA's Traffic Engineering Consultant and are not included herein.

Lastly, the net toll revenue forecast for each of the six Department-owned and Department-operated toll facilities is presented in **Table 9.4**. Total net toll revenue for the Department-owned facilities in FY 2009 is \$27.6 million. Net toll revenues are estimated to increase to \$34.3 in FY 2019. The Department-operat-

ed facilities show estimated total net toll revenue of \$13.4 million in FY 2009 increasing to \$24.9 million in FY 2019. Overall, total net revenue for the six facilities is forecast to increase from \$41.0 million in FY 2009 to \$59.2 million in FY 2019.

Table 9.4
Net Toll Revenue Forecast
Department-owned and Department-operated Toll Facilities
FY 2009 through FY 2019

Fiscal Year	Department-owned Toll Facilities					Department-operated Toll Facilities			Total Net Toll Revenue
	Alligator Alley	Beachline East Expressway	Pinellas Bayway System	Sunshine Skyway Bridge	Total Net Toll Revenue	Garcon Point Bridge	Mid-Bay Bridge	Total Net Toll Revenue	
2009	\$14,024	\$3,790	\$788	\$9,038	\$27,640	\$3,114	\$10,270	\$13,384	\$41,024
2010	13,811	3,958	753	9,665	28,187	3,326	10,621	13,947	42,134
2011	13,393	4,135	679	9,649	27,856	3,628	11,321	14,949	42,805
2012	14,589	4,312	612	10,732	30,245	3,836	12,032	15,868	46,113
2013	15,123	4,478	540	10,338	30,479	4,042	14,762	18,804	49,283
2014	15,629	4,634	456	11,392	32,111	4,352	15,489	19,841	51,952
2015	16,100	4,785	359	10,937	32,181	4,563	16,232	20,795	52,976
2016	16,533	4,918	259	11,941	33,651	4,773	16,989	21,762	55,413
2017	16,926	5,043	153	11,320	33,442	5,088	17,761	22,849	56,291
2018	17,273	5,160	44	12,278	34,755	5,310	18,539	23,849	58,604
2019	17,569	5,266	(71)	11,513	34,277	5,541	19,335	24,876	59,153

Notes: The net toll revenue forecasts above consist of gross toll revenue less operating and routine maintenance expenses.
Selmon Crosstown Expressway gross toll revenue forecasts are prepared by THEA's Traffic Engineering Consultant and are not included herein.

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