

## EXECUTIVE SUMMARY

This Traffic Engineer's Annual Report provides a comprehensive look at the conditions of the five toll facilities throughout the state that are owned by the Florida Department of Transportation (the Department) and two facilities operated by the Department.

This report contains a thorough traffic, revenue and expense analysis for the Fiscal Year (FY) ending June 30, 2015 (FY 2015) for each of the seven facilities. More specifically, it provides traffic, revenue and expense forecasts through FY 2026 for all facilities except 95 Express and 595 Express for use in the Department's financial planning process in order to provide affordable and high quality projects. (The Department's Project Finance Office can be contacted for the latest information on 95 Express and 595 Express). An expense forecast through FY 2026 for Garcon Point Bridge is included in the Garcon Point section of this report. Overall, the information in this report is intended as a continuing resource for traffic, revenue, operating and maintenance expenses, liabilities, debt service and major events affecting these facilities.

The four toll facilities owned and operated by the Department include Alligator Alley, Pinellas Bayway System, Sunshine Skyway Bridge and 95 Express. The 595 Express is owned by the Department, but operated under a concession agreement. 595 Express is a reversible toll lane facility which opened to traffic in March 2014 (FY 2014).

The facilities operated by the Department under Lease-Purchase Agreements and owned by the respective Authorities include Garcon Point Bridge (Santa Rosa Bay Bridge Authority) and Mid-Bay Bridge/Spence Parkway (Mid-Bay Bridge Authority). The Spence Parkway (designated the Walter Francis

Spence Parkway) opened in January 2014 (FY 2014). **Figure 1** shows the location of each toll facility.

Florida's Turnpike Enterprise provides toll operations for each of the Department-owned and Department-operated facilities and the Turnpike System facilities. The organization of each of these components is shown in **Figure 2**. For the purpose of this report, traffic, revenue and expense information on the seven facilities are reported herein. (The Turnpike System information is issued under a separate letter report.)

### FY 2015 OVERVIEW

In FY 2015, all of the facilities experienced growth in both transactions and toll revenue compared to FY 2014. The continued improvement of the economy, lower unemployment rates in Florida and an increase in tourism attributed to the growth on the facilities. The July 1, 2014 (FY 2015) toll rate indexing for SunPass® was also a factor in the increase in revenue on the Department-owned facilities. 95 Express and 595 Express were not part of the toll rate indexing on July 1, 2014; however, on March 1, 2014 (FY 2014) the minimum and maximum toll rates on 95 Express were adjusted to \$0.50 and \$10.50, respectively, to better aid in traffic management.





# Department Owned & Operated Toll Facilities

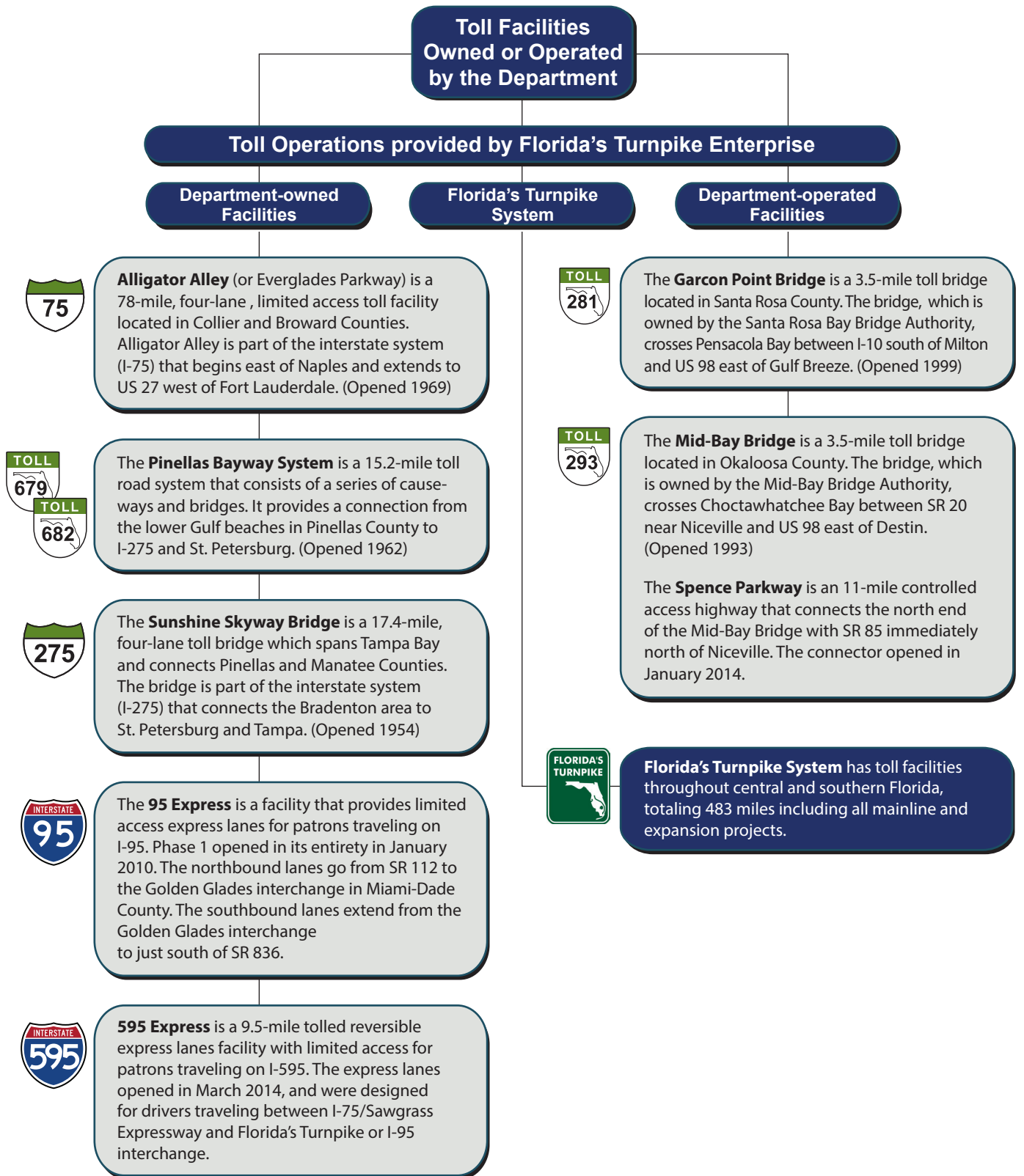
Figure 1



- FDOT Owned and Operated Facility
- Existing Turnpike System Facility
- Interstate Highway
- FDOT Operated Facility
- Other Toll Road or Bridge
- Principal Arterial

Sources: NAVTEQ 2015  
Florida's Turnpike Enterprise, 2015

Figure 2



**ENTERPRISE TOLL OPERATIONS**

**Table 1  
Transactions and Gross Toll Revenue  
Department-owned and Department-operated Toll Facilities  
FY 2015**

Facility	Length (miles)	Transactions (000)		Gross Revenue (\$000)		Average Toll
		Volume <sup>(1)</sup>	Percent	Amount	Percent	
Alligator Alley	78.0	8,510	11.5%	\$28,549	25.5%	\$3.35
Pinellas Bayway System	15.2	9,586	12.9	4,489	4.0	0.47
Sunshine Skyway Bridge	17.4	20,292	27.4	23,995	21.4	1.18
95 Express	7.3	20,917	28.3	27,605	24.7	1.32
595 Express	9.5	3,421	4.6	1,651	1.5	0.48
<b>Department-owned Total</b>	<b>127.4</b>	<b>62,726</b>	<b>84.7%</b>	<b>\$86,289</b>	<b>77.1%</b>	<b>\$1.38</b>
Garcon Point Bridge	3.5	1,569	2.1	5,648	5.1	3.60
Mid-Bay Bridge/Spence Parkway	14.5	9,774	13.2	19,954	17.8	2.04
<b>Department-operated Total</b>	<b>18.0</b>	<b>11,343</b>	<b>15.3%</b>	<b>25,602</b>	<b>22.9%</b>	<b>\$2.26</b>
<b>Total</b>	<b>145.4</b>	<b>74,069</b>	<b>100.0%</b>	<b>\$111,891</b>	<b>100.0%</b>	<b>\$1.51</b>

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.  
(1) Includes revenue and non-revenue transactions.

**Table 1** provides a summary of transactions and toll revenue by toll facility for FY 2015. Approximately \$86.3 million was earned by the Department-owned facilities. Correspondingly, \$25.6 million was realized on the Department-operated toll facilities in FY 2015.

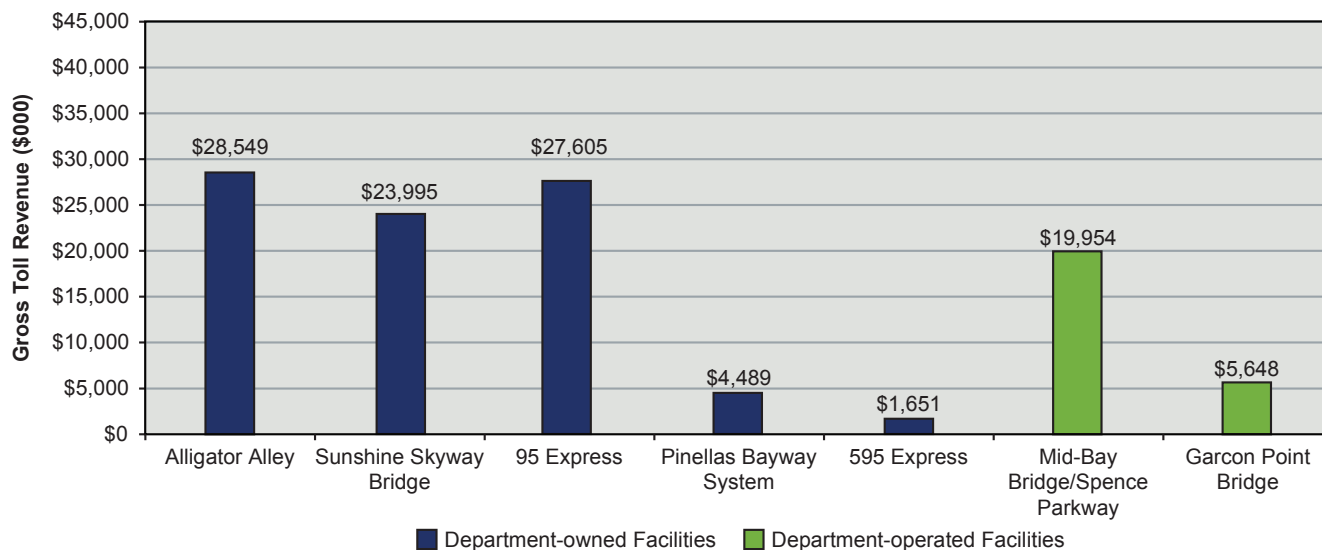
Alligator Alley provided the largest contribution of toll revenue of the five Department-owned facilities, generating approximately \$28.5 million. Of the two Department-operated facilities, the

Mid-Bay Bridge/Spence Parkway accounted for a majority of the revenue, contributing approximately \$20.0 million in toll revenue. **Graph 1** compares the toll revenue by facility for both the Department-owned and Department-operated toll facilities.

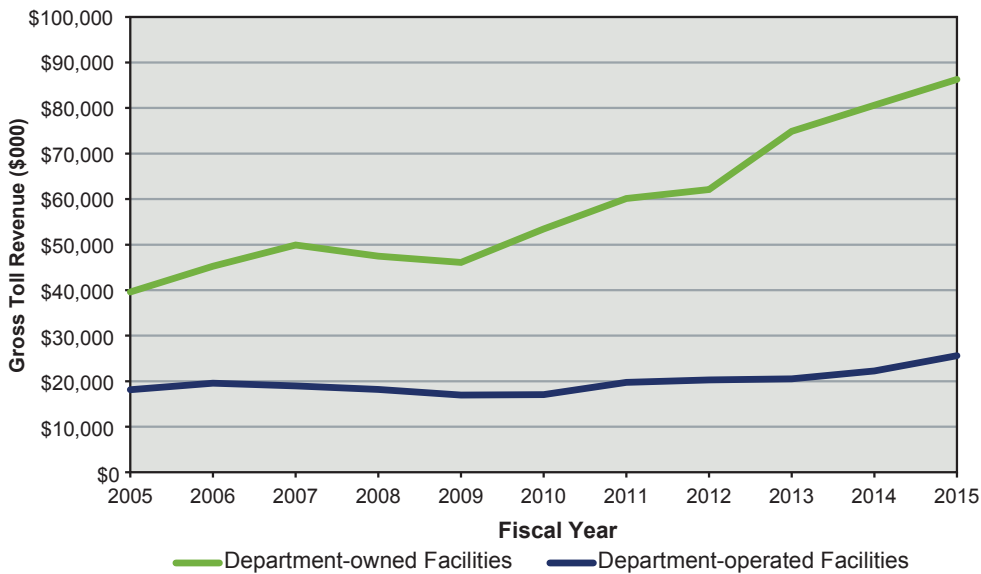
**Graph 2** shows the toll revenues on the Department-owned and Department-operated facilities since FY 2005. The strong revenue growth on Department-owned facilities in FY 2006 reflects a less active hurricane season (i.e., less days of toll suspension) and a February 2006 toll rate increase on Alligator Alley.

The continued growth in FY 2007 reflects a full year of higher tolls on Alligator Alley from the FY 2006 toll rate increase. The decline in revenue during FY 2008 and FY 2009 can primarily be attributed to the economic recession. The increase in revenue in FY 2010 can be attributed to the beginning signs of recovery following the recession and the complete opening of 95 Express Phase 1. The further increase in toll revenue during FY 2011 and FY 2012 are indicators

**Graph 1  
Gross Toll Revenue by Facility  
FY 2015**



**Graph 2  
Historical Gross Toll Revenues**



been slowly rebounding since FY 2011 due to the improving economy.

**Table 2** shows a comparison of actual FY 2015 and FY 2014 toll revenue by facility along with the prior forecast of toll revenues for FY 2015 as published in the FY 2014 Enterprise Toll Operations Traffic Engineer's Annual Report. Actual FY 2015 toll revenue for Department-owned facilities (except 95 Express and 595 Express) increased by 6.5 percent over FY 2014 while toll revenue

the economy is slowly recovering from the recession. The strong revenue growth in FY 2013 reflects a full year of higher tolls on the Department-owned facilities, excluding 95 Express, from the June 24, 2012 (FY 2012) toll rate indexing. Toll revenues increased from \$39.6 million in FY 2005 to \$86.3 million in FY 2015, representing an annual compounded growth of approximately 8.1 percent.

for Department-operated facilities (Mid-Bay Bridge/Spence Parkway only) increased by 17.2 percent. Overall, FY 2015 revenues increased 9.1 percent over FY 2014 levels. FY 2015 revenues

**Table 2  
Gross Toll Revenue Comparison  
FY 2015 Actual versus FY 2014 Actual and FY 2015 Estimated (\$000)  
Department-owned and Department-operated Toll Facilities**

Facility	Actual Revenue		Revenue Growth FY 2015 vs. FY 2014		Estimated Revenue <sup>(1)</sup>	FY 2015 Actual vs. FY 2015 Estimated Revenue	
	FY 2015	FY 2014	Amount	Percent	FY 2015	Amount	Percent
Alligator Alley	\$28,549	\$26,755	\$1,794	6.7%	\$27,884	\$665	2.4%
Pinellas Bayway System	4,489	4,113	376	9.1	4,277	212	5.0
Sunshine Skyway Bridge	23,995	22,679	1,316	5.8	23,549	446	1.9
<b>Department-owned Total</b>	<b>\$57,033</b>	<b>\$53,547</b>	<b>\$3,486</b>	<b>6.5%</b>	<b>\$55,710</b>	<b>\$1,323</b>	<b>2.4%</b>
Mid-Bay Bridge/Spence Parkway <sup>(2)</sup>	19,954	17,021	2,933	17.2	18,902	1,052	5.6
<b>Department-operated Total</b>	<b>19,954</b>	<b>17,021</b>	<b>2,933</b>	<b>17.2%</b>	<b>\$18,902</b>	<b>\$1,052</b>	<b>5.6%</b>
<b>Total</b>	<b>76,987</b>	<b>70,568</b>	<b>6,419</b>	<b>9.1%</b>	<b>\$74,612</b>	<b>\$2,375</b>	<b>3.2%</b>

95 Express	\$27,605	\$21,889	\$5,716	26.1%	N/A	N/A	N/A
595 Express <sup>(3)</sup>	1,651	320	N/A	N/A	N/A	N/A	N/A
Garcon Point Bridge	5,648	5,225	423	8.1	N/A	N/A	N/A

Source: FDOT Office of the Comptroller and the FY 2014 Enterprise Toll Operations Traffic Engineer's Annual Report.

(1) The 95 Express, 595 Express and Garcon Point Bridge gross toll revenue forecasts are not included herein.

(2) The revenue forecast for the Mid-Bay Bridge/Spence Parkway corresponds to the Mid-Bay Bridge Authority's fiscal year (October 1, 2014 through September 30, 2015), whereas actual toll revenue, as reported herein, is based on the State fiscal year (July 1, 2014 through June 30, 2015).

(3) 595 Express toll collection began April 9, 2014 (FY 2014); therefore, not comparable to full year FY 2015 actual revenue.

Historical revenues for the Department-operated facilities increased from approximately \$18.1 million in FY 2005 to approximately \$25.6 million in FY 2015. This represents an annual compounded growth of approximately 3.5 percent. The decline in FY 2008 and FY 2009 can primarily be attributed to the economic recession. Revenues have

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on 95 Express increased 26.1 percent over FY 2014 levels due to first full year impact of the toll rate change. Garcon Point Bridge FY 2015 revenues increased 8.1 percent over FY 2014 levels due to traffic growth. Toll collection on 595 Express began in April 2014 (FY 2014), therefore, actual revenue for the full-year FY 2015 is not comparable.

The table also indicates that total actual revenue for the Department-owned facilities (except 95 Express and 595 Express) for FY 2015 was \$1.3 million or 2.4 percent more than total estimated revenue. The total actual revenue for the Department-operated facilities does not include Garcon Point Bridge because a forecast is not prepared. Total actual revenue for Mid-Bay Bridge/Spence Parkway was \$1.1 million or 5.6 percent more than the revenue estimate for FY 2015. Overall, actual FY 2015 revenue was more than the forecast by 3.2 percent.

**Table 3** shows transactions in FY 2015 from SunPass® on the Department-owned and Department-operated facilities totaled 69.8 and 61.4 percent, respectively.

As shown in **Table 4**, revenue contributions in FY 2015 from SunPass® on the Department-owned and Department-operated facilities totaled 70.5 percent and 54.0 percent, respectively. Revenue from SunPass® as a percentage of total revenue was highest at 95.4 and 97.4 percent on 95 Express and 595 Express, respectively. This is due to the fact that both 95 and 595 Express are all-electronic toll, SunPass® only express lane facilities that are designed to manage congestion by giving SunPass® customers the choice to utilize the express lanes.

**Table 3  
Transactions by Payment Method  
Department-owned and Department-operated  
Toll Facilities  
FY 2015**

Facility	Transactions (000)			
	SunPass®	Non-SunPass®	Total	Percent SunPass®
Alligator Alley	5,070	3,440	8,510	59.6%
Pinellas Bayway System	6,015	3,571	9,586	62.7
Sunshine Skyway Bridge	11,363	8,929	20,292	56.0
95 Express <sup>(1)</sup>	18,137	2,780	20,917	86.7
595 Express <sup>(1)</sup>	3,171	250	3,421	92.7
<b>Department-owned Total</b>	<b>43,756</b>	<b>18,970</b>	<b>62,726</b>	<b>69.8%</b>
Garcon Point Bridge	670	899	1,569	42.7
Mid-Bay Bridge/Spence Parkway	6,292	3,482	9,774	64.4
<b>Department-operated Total</b>	<b>6,962</b>	<b>4,381</b>	<b>11,343</b>	<b>61.4%</b>
<b>Total</b>	<b>50,718</b>	<b>23,351</b>	<b>74,069</b>	<b>68.5%</b>

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

(1) Registered exempt vehicles and vehicles using 95 Express without a SunPass® transponder are reported in the Non-SunPass® column. 95 Express and 595 Express are SunPass® -only facilities.

**Table 4  
Revenue Contributions by Payment Method  
Department-owned and Department-operated  
Toll Facilities  
FY 2015**

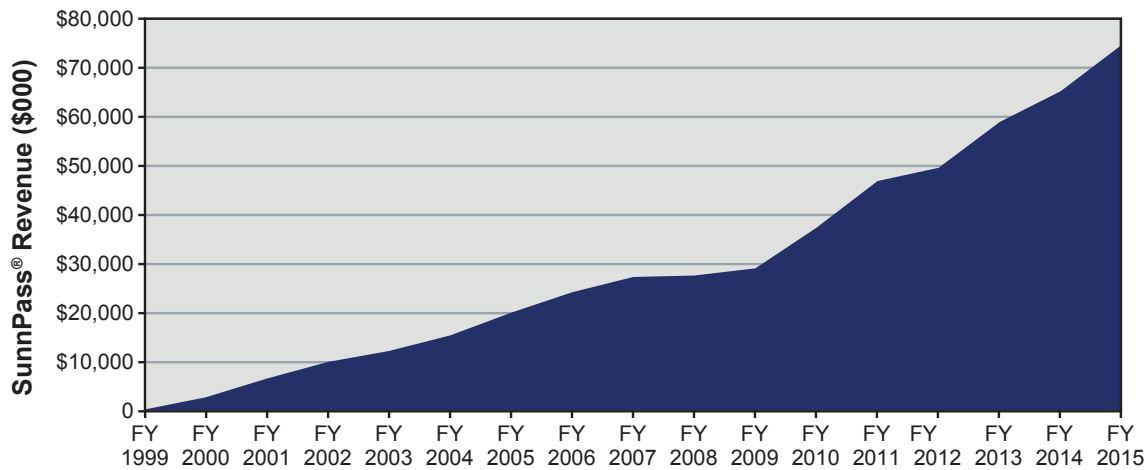
Facility	Toll Revenue (\$000)			
	SunPass®	Non-SunPass®	Total	Percent SunPass®
Alligator Alley	\$17,824	\$10,725	\$28,549	62.4%
Pinellas Bayway System	2,198	2,291	4,489	49.0
Sunshine Skyway Bridge	12,873	11,122	23,995	53.6
95 Express <sup>(1)</sup>	26,335	1,270	27,605	95.4
595 Express <sup>(1)</sup>	1,608	43	1,651	97.4
<b>Department-owned Total</b>	<b>\$60,838</b>	<b>\$25,451</b>	<b>\$86,289</b>	<b>70.5%</b>
Garcon Point Bridge	2,222	3,426	5,648	39.3
Mid-Bay Bridge/Spence Parkway	11,605	8,349	19,954	58.2
<b>Department-operated Total</b>	<b>\$13,827</b>	<b>\$11,775</b>	<b>\$25,602</b>	<b>54.0%</b>
<b>Total</b>	<b>\$74,665</b>	<b>\$37,226</b>	<b>\$111,891</b>	<b>66.7%</b>

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

(1) 95 Express and 595 Express are SunPass® -only facilities.

**Graph 3** shows historical fiscal year gross toll revenue attributable to SunPass® on all seven facilities since May 1999 (FY 1999) when SunPass® implementation first began on the Mid-Bay and Garcon Point Bridges. The decrease in 2008 can be attributed to the economic recession. FY 2009

**Graph 3**  
**SunPass® Revenue Trends**  
**All Facilities Since SunPass® Implementation**



and FY 2010 were also affected by the economic recession, however the opening of 95 Express and the introduction of the SunPass® Mini Tag along with other effective customer-centric programs that promote the benefits of SunPass® have contributed to the increase in SunPass® revenue.

### FORECASTS THROUGH FY 2026

Prior traffic and revenue estimates on the well-established toll facilities owned and operated by the Department have been very reliable because traffic patterns are typically known, and a significant amount of historical traffic and revenue data are already available. In addition to using actual traffic and revenue performance from FY 1990 through FY 2015 as a guide, the forecasts developed for the four toll facilities, excluding 95 Express, 595 Express and Garcon Point Bridge, reflect the historical and future growth in population for the relevant metropolitan areas, and for future known events such as roadway improvement projects and advancements in toll collection technology.

The updated traffic and revenue forecasts depend on expectations and pace of the economic recovery. While uncertainty remains about the future, there is general agreement that Florida's economy continues to improve at a slow but steady

pace. Furthermore, Florida's economic recovery over the next 10 years will not achieve growth rates as high as the "boom" years leading up to the recession.

The forecast also includes additional revenues generated from the indexing of tolls on the Alligator Alley, Pinellas Bayway System and Sunshine Skyway Bridge. Indexing of tolls to inflation is intended to keep pace with the rising cost of building new roads and maintaining or improving existing ones. 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. Toll rates may be adjusted beyond these limits as directed by bond documents, covenants, or governing body authorization or pursuant to Department administrative rule. The Department-operated facilities are not required to index tolls as part of the Statute.

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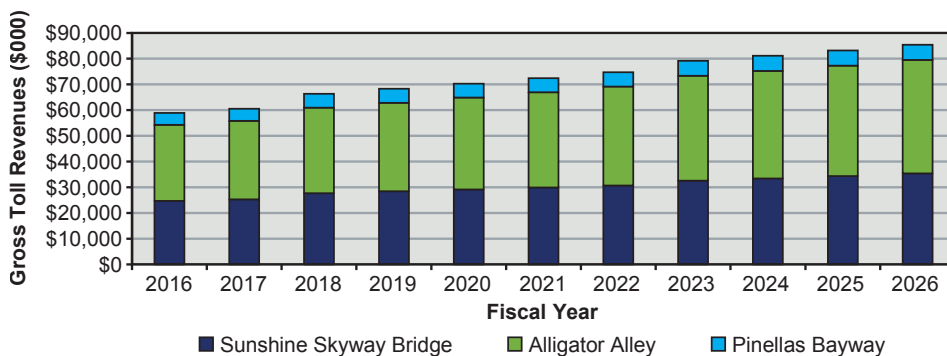
On June 24, 2012 (FY 2012), cash tolls were indexed using the percentage change between CPI for the year ending December 31, 2010, and the CPI for the year ending December 31, 2005, which was 11.7 percent. This cash rate was then adjusted up to the next quarter for collection efficiency. The Turnpike used the most recent five year period for which CPI has been reported to reflect the period of time between the passage of legislation in 2007 to the implementation of indexing on June 24, 2012. Also on June 24, 2012, the SunPass® toll rate was adjusted to a quarter less than the adjusted cash toll rate. The TOLL-BY-PLATE® toll rate is equal to the adjusted cash rate.

In subsequent years, the cash toll rate will be indexed every 5 years by the change in CPI over the previous 5 years and adjusted to the next quarter. As such, the next scheduled cash toll indexing will take place on July 1, 2017 (FY 2018). The SunPass® and TOLL-BY-PLATE® toll rates are indexed annually based on the change in CPI year over year and rounded to the penny. Accordingly, on July 1, 2013 (FY 2014) and July 1, 2014 (FY 2015) SunPass® toll rates were adjusted by the change in CPI of 2.1 percent and 1.5 percent, respectively, and rounded to the penny, while cash toll rates remained unchanged. Additionally, on July 1, 2015 (FY 2016) SunPass® toll rates were adjusted by the change in CPI of 1.6 percent and rounded to the penny. The observation of SunPass® and overall traffic three months after indexing shows a modest growth on all facilities. The relatively small indexing of tolls did not materially divert traffic from the facilities.

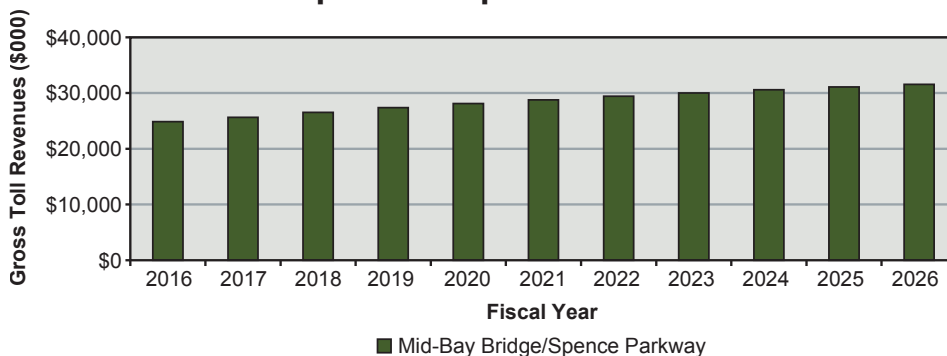
The indexing methodology used for each facility is discussed in greater detail in the individual chapters of this report. These chapters also include the forecasts showing the additional revenue generated from the indexing of tolls. A summary of the gross toll revenue forecasts for the Department-owned and Department-operated facilities is shown in **Graph 4**.

The forecasts in the following tables are summarized by facility and are grouped under Department-owned and Department-operated subtotals. This grouping allows the Department to monitor and compare the facilities that it owns separately from those that it operates. In addition, overall totals are also provided. The detailed analysis of each facility is presented in the respective chapters of this Annual Report. As previously mentioned, the forecasts

**Graph 4  
Estimated Gross Toll Revenues  
Department-owned Facilities**



**Department-operated Facilities**



Note: The 95 Express, 595 Express and Garcon Point Bridge revenue forecasts are not included herein.



for 95 Express, 595 Express and Garcon Point Bridge are not included herein.

Estimated transactions for FY 2016 through FY 2026 are shown in **Table 5**. Total traffic transactions for the Department-owned facilities are expected to increase from 39.2 million in FY 2016 to 44.9 million in FY 2026. For the Mid-Bay Bridge/Spence Parkway, total traffic transactions are anticipated to increase from 9.3 million in FY 2016 to 12.4 million in FY 2026.

The gross toll revenue forecast, by toll facility, for the same period is presented in **Table 6**. Total gross toll revenue for the Department-owned facilities is estimated to increase from \$58.9 million in FY 2016 to \$85.5 million in FY 2026. For the Mid-Bay Bridge/Spence Parkway, gross toll revenues are estimated to increase from \$24.9 million in FY 2016 to \$31.5 million in FY 2026.

**Table 7** shows the projected operating and routine maintenance expenses by toll facility for the same period. The projected operating expenses are based on the FY 2016 operating budget for each facility, incorporating a growth rate that includes inflation and takes into account primary projects and improvements affecting the facility. The routine maintenance expense forecast is based on the historical results of the respective facility and on information obtained from the Department's Office of Project Finance. Expenses that are

**Table 5**  
**Transaction Forecast (000)**  
**Department-owned and Department-operated Toll Facilities**  
**FY 2016 through FY 2026**

Fiscal Year	Department-owned Toll Facilities				Department-operated Toll Facilities	Total Traffic Transactions
	Alligator Alley	Pinellas Bayway System	Sunshine Skyway Bridge	Total Traffic Transactions	Mid-Bay Bridge/ Spence Parkway <sup>(1)</sup>	
2016	8,768	9,730	20,682	39,180	9,328	48,508
2017	9,001	9,844	20,976	39,821	9,674	49,495
2018	9,245	9,865	21,269	40,379	10,044	50,423
2019	9,498	9,930	21,562	40,990	10,409	51,399
2020	9,735	10,002	21,867	41,604	10,734	52,338
2021	9,970	10,073	22,181	42,224	11,043	53,267
2022	10,206	10,145	22,501	42,852	11,342	54,194
2023	10,443	10,173	22,704	43,320	11,630	54,950
2024	10,593	10,248	23,005	43,846	11,910	55,756
2025	10,744	10,321	23,306	44,371	12,175	56,546
2026	10,886	10,397	23,620	44,903	12,427	57,330

Note: The forecasts include toll-paying and non-revenue traffic.  
The 95 Express, 595 Express and Garcon Point Bridge transaction forecasts are not included herein.  
(1) Mid-Bay Bridge/Spence Parkway transaction forecast includes the impact of the October 1, 2015 (FY 2016) toll rate increase.

**Table 6**  
**Gross Toll Revenue Forecast (\$000)**  
**Department-owned and Department-operated Toll Facilities**  
**FY 2016 through FY 2026**

Fiscal Year	Department-owned Toll Facilities				Department-operated Toll Facilities	Total Gross Toll Revenue
	Alligator Alley	Pinellas Bayway System	Sunshine Skyway Bridge	Total Gross Toll Revenue	Mid-Bay Bridge/ Spence Parkway <sup>(1)</sup>	
2016	\$29,587	\$4,610	\$24,709	\$58,906	\$24,854	\$83,760w
2017	30,539	4,691	25,329	60,559	25,624	86,183
2018	33,260	5,357	27,713	66,330	26,518	92,848
2019	34,462	5,397	28,422	68,281	27,385	95,666
2020	35,729	5,437	29,161	70,327	28,117	98,444
2021	37,050	5,483	29,926	72,459	28,792	101,251
2022	38,435	5,540	30,722	74,697	29,431	104,128
2023	40,777	5,795	32,569	79,141	30,024	109,165
2024	41,829	5,852	33,440	81,121	30,580	111,701
2025	42,929	5,911	34,382	83,222	31,088	114,310
2026	44,066	5,973	35,418	85,457	31,545	117,002

Note: The forecasts include the impact of the SunPass® discount program and future indexing of tolls. The 95 Express, 595 Express and Garcon Point Bridge gross toll revenue forecasts are not included herein.  
(1) Mid-Bay Bridge/Spence Parkway revenue forecast includes the impact of the October 1, 2015 (FY 2016) toll rate increase.

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periodic in nature are not included in the forecast, however a periodic maintenance expense forecast is included in the individual facility chapters. As indicated, total operating and routine maintenance expenses for the Department-owned facilities are projected to increase from \$18.5 million in FY 2016 to \$21.5 million in FY 2026. Total operating and routine maintenance expenses for the Mid-Bay Bridge/Spence Parkway are anticipated to increase from \$2.9 million in FY 2016 to \$3.5 million in FY 2026.

Finally, the net toll revenue forecast for all four facilities is presented in **Table 8** for FY 2016 through FY 2026. As shown, the total net toll revenue in FY 2016 is \$40.4 million for the Department-owned facilities. Thereafter, net toll revenues for the Department-owned facilities are estimated to increase to \$63.9 million in FY 2026. For the Mid-Bay Bridge/Spence Parkway, total net toll revenue is estimated to increase from \$22.0 million in FY 2016 to \$28.1 million in FY 2026.

AECOM will continue to monitor traffic and revenue conditions on these four toll facilities and update the 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.

**Table 7**  
**Projected Operating and Maintenance Expenses (\$000)**  
**Department-owned and Department-operated Toll Facilities**  
**FY 2016 through FY 2026**

Fiscal Year	Department-owned Toll Facilities				Department-operated Toll Facilities	Total O&M Expenses
	Alligator Alley	Pinellas Bayway System	Sunshine Skyway Bridge	Total O&M Expenses	Mid-Bay Bridge/Spence Parkway	
2016	\$8,583	\$2,562	\$7,337	\$18,482	\$2,889	\$21,371
2017	8,612	2,597	8,016	19,225	2,900	22,125
2018	8,691	2,646	7,423	18,760	2,972	21,732
2019	8,783	2,696	8,154	19,633	3,026	22,659
2020	8,877	2,746	7,650	19,273	3,086	22,359
2021	9,054	2,802	8,402	20,258	3,148	23,406
2022	9,235	2,857	7,909	20,001	3,211	23,212
2023	9,420	2,914	8,678	21,012	3,275	24,287
2024	9,608	2,973	8,177	20,758	3,340	24,098
2025	9,801	3,032	8,964	21,797	3,408	25,205
2026	9,996	3,093	8,455	21,544	3,475	25,019

Notes: The 95 Express, 595 Express and Garcon Point Bridge operating and maintenance expense forecasts are not included herein.

**Table 8**  
**Net Toll Revenue Forecast (\$000)**  
**Department-owned and Department-operated Toll Facilities**  
**FY 2016 through FY 2026**

Fiscal Year	Department-owned Toll Facilities				Department-operated Toll Facilities	Total Net Toll Revenue
	Alligator Alley	Pinellas Bayway System	Sunshine Skyway Bridge	Total Net Toll Revenue	Mid-Bay Bridge/Spence Parkway	
2016	\$21,004	\$2,048	\$17,372	\$40,424	\$21,965	\$62,389
2017	21,927	2,094	17,313	41,334	22,724	64,058
2018	24,569	2,711	20,290	47,570	23,546	71,116
2019	25,679	2,701	20,268	48,648	24,359	73,007
2020	26,852	2,691	21,511	51,054	25,031	76,085
2021	27,996	2,681	21,524	52,201	25,644	77,845
2022	29,200	2,683	22,813	54,696	26,220	80,916
2023	31,357	2,881	23,891	58,129	26,749	84,878
2024	32,221	2,879	25,263	60,363	27,240	87,603
2025	33,128	2,879	25,418	61,425	27,680	89,105
2026	34,070	2,880	26,963	63,913	28,070	91,983

Notes: The net toll revenue forecasts above consist of gross toll revenue less operating and routine maintenance expenses. The 95 Express, 595 Express and Garcon Point Bridge revenue and expense forecasts are not included herein.