

EXECUTIVE SUMMARY

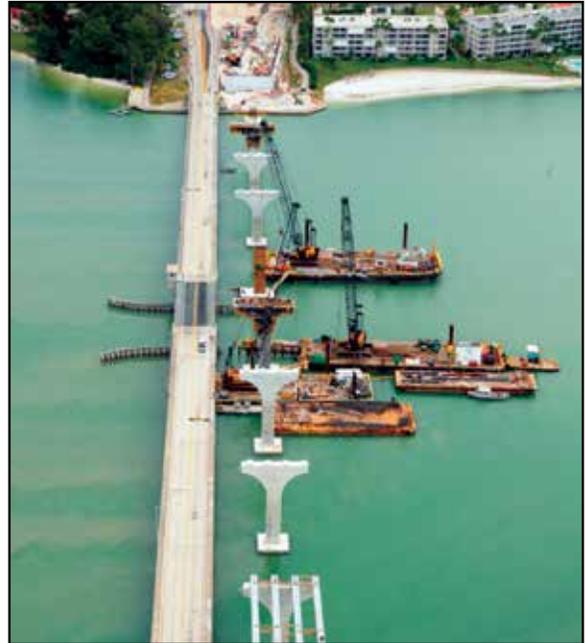
This Traffic Engineer's Annual Report provides a comprehensive look at the conditions of the five toll facilities throughout the state that are owned by the Florida Department of Transportation (the Department) and two facilities operated by the Department.

Moreover, this report contains a thorough traffic, revenue and expense analysis for the Fiscal Year (FY) ending June 30, 2012 (FY 2012) for each of the seven facilities and provides traffic, revenue and expense forecasts through FY 2023 for all facilities except 95 Express and Garcon Point Bridge for use in the Department's financial planning process in order to provide affordable and high quality projects. Forecasts for 95 Express are prepared by another Traffic Engineering Consultant and therefore are not included in this report. Garcon Point forecasts are not included herein due to the facility being in payment default. The Project Finance Office can be contacted for the latest information on both 95 Express and Garcon Point. 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 five toll facilities owned and operated by the Department include Alligator Alley, Beachline East Expressway, Pinellas Bayway System, Sunshine Skyway Bridge and 95 Express.

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 (Mid-Bay Bridge Authority). **Figure 1** shows the locations of each toll facility.

Effective September 17, 2010 (FY 2011), the Department and Tampa-Hillsborough Expressway Authority



(THEA) agreed in accordance with the "Memorandum of Agreement" dated October 26, 2010, for the reassignment to THEA of the responsibility for toll equipment maintenance, utilities, video tolling and violation processing on the Selmon Expressway. The Department is now only responsible for SunPass electronic toll collection on the facility. Therefore, beginning in FY 2011, the Department no longer reports traffic and revenue information for the Selmon Expressway. Historical traffic and revenue information for this facility can be found in the FY 2010 Toll Operations Annual Report located on the internet at www.floridasturnpike.com.

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, with the Turnpike System information issued under a separate letter report.



Department Owned & Operated Toll Facilities

Figure 1

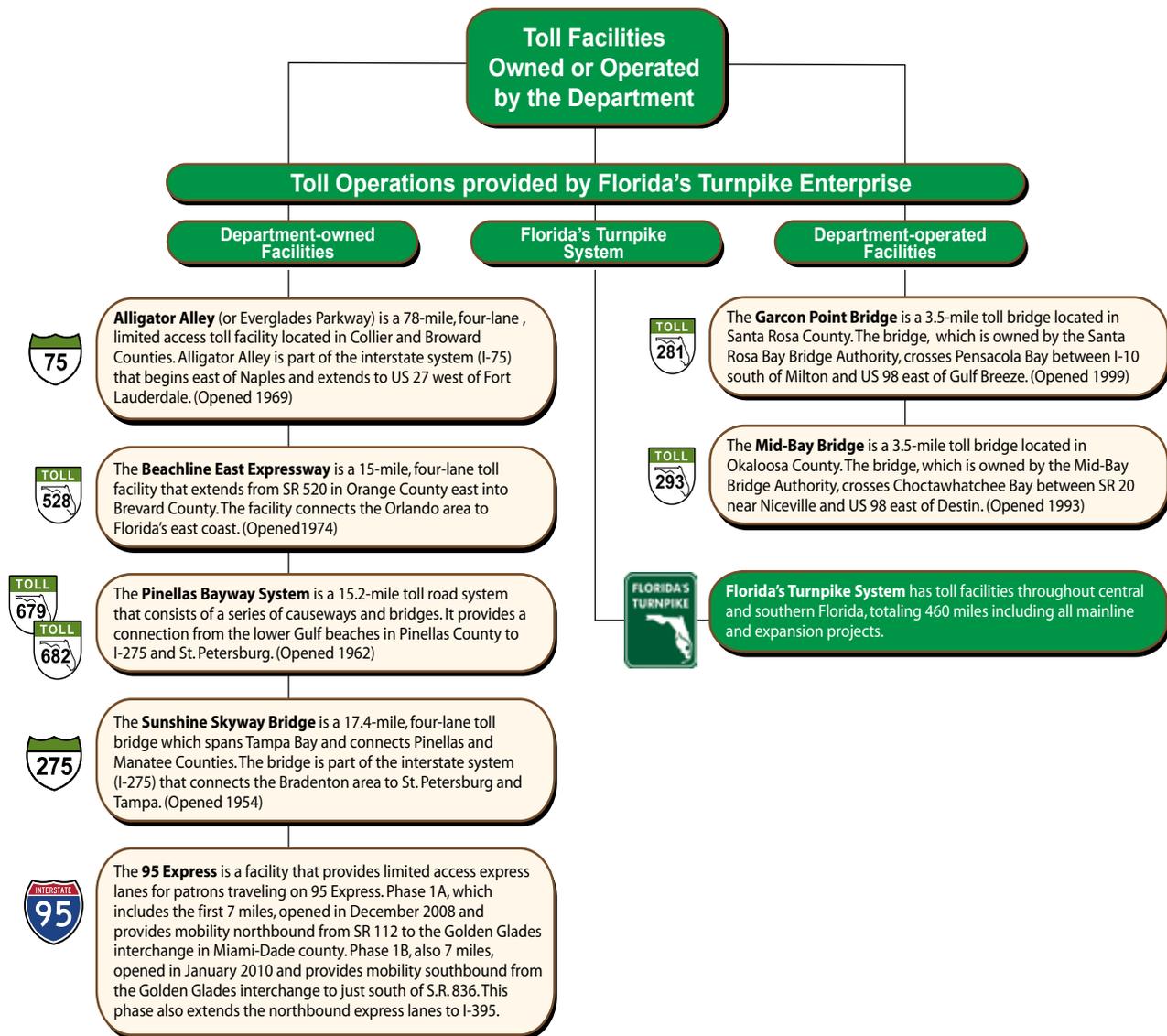
- FDOT Owned and Operated Facility
- Existing Turnpike System Facility
- Interstate Highway
- FDOT Operated Facility
- Other Toll Facility or Bridge
- Principal Arterial



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Figure 2



FY 2012 OVERVIEW

In FY 2012, Sunshine Skyway and 95 Express experienced an increase in both transactions and toll revenue compared to FY 2011. The Alligator Alley experienced an increase in transactions and a slight decrease in toll revenue. This decline in revenue reflects the increased SunPass participation on Alligator Alley. The Beachline East and Pinellas Bayway experienced decreases in both transactions and toll revenue. These decreases can be attributed to a shift in traffic on the Beachline East resulting in fewer vehicles passing through the Dallas Main Plaza and

various detours related to the SR 682 bridge replacement on the Pinellas Bayway. The Garcon Point Bridge and Mid-Bay Bridge experienced increases in transactions and toll revenues in FY 2012.

Table 1 provides a summary of transactions and toll revenue by toll facility for FY 2012. Approximately \$62.1 million was earned by the Department-owned facilities. Correspondingly, \$20.3 million was realized on the Department-operated toll facilities in FY 2012. Alligator Alley provided the largest contribution of toll revenue of the five Department-owned facilities, generating over \$19.6 million. Of the two

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**Table 1
Transactions and Gross Toll Revenue
Department-owned and Department-operated Toll Facilities
FY 2012**

Facility	Length (miles)	Transactions (000)		Gross Revenue (\$000)		Average Toll
		Volume ⁽¹⁾	Percent	Amount	Percent	
Alligator Alley	78.0	7,524	9.5%	\$19,647	23.8%	\$2.61
Beachline East Expressway	15.0	17,167	21.6	4,432	5.4	0.26
Pinellas Bayway System	15.2	9,135	11.5	3,535	4.3	0.39
Sunshine Skyway Bridge	17.4	18,150	22.8	16,555	20.1	0.91
95 Express	7.3	19,666	24.8	17,918	21.8	0.91
Department-owned Total	132.9	71,642	90.2%	\$62,087	75.4%	\$0.87
Garcon Point Bridge	3.5	1,290	1.6	4,592	5.6	3.56
Mid-Bay Bridge	3.5	6,521	8.2	15,699	19.1	2.41
Department-operated Total⁽²⁾	7.0	7,811	9.8%	\$20,291	24.6%	\$2.60
Total	139.9	79,453	100.0%	\$82,378	100.0%	\$1.04

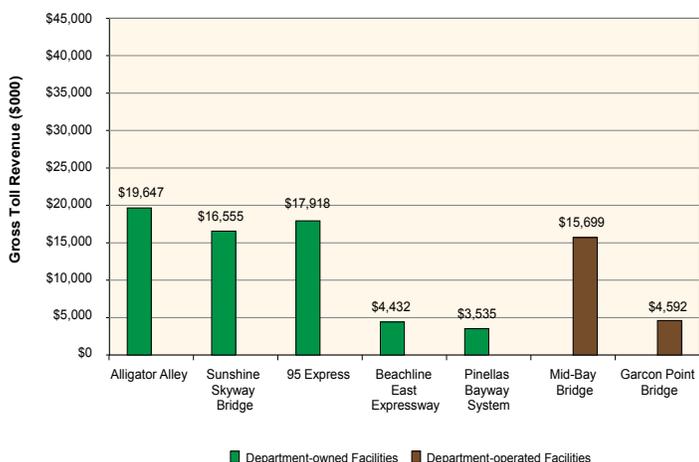
Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.

(1) Includes revenue and non-revenue transactions.

(2) Beginning in FY 2011, the Selmon Expressway is no longer reported since FDOT now only processes SunPass transactions for this facility.

Department-operated facilities, the Mid-Bay Bridge accounted for a majority of the revenue, contributing approximately \$15.7 million in toll revenue. **Graph 1** compares the toll revenue by facility for both the Department-owned and Department-operated toll facilities.

**Graph 1
Gross Toll Revenue by Facility
FY 2012**



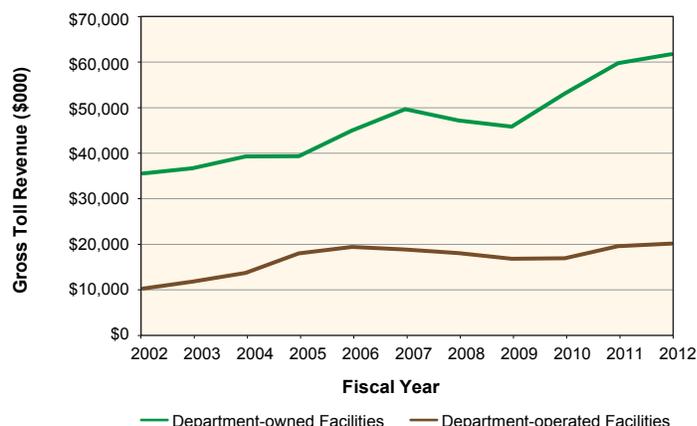
Graph 2 shows the toll revenues on the Department-owned and Department-operated facilities since FY 2002. The historical revenue performance for the Department-owned facilities shows that from FY 2002 to FY 2004 growth was strong and consistent. Due to the active hurricane season in FY 2005, the

Department-owned facilities experienced very little growth from FY 2004. However, the strong revenue growth 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. Toll revenues increased from \$35.7 million in FY 2002 to \$62.1 million in FY 2012, representing an annual growth of approximately 5.7 percent.

Historical revenues for the Department-operated facilities increased from approximately \$10.4 million in FY 2002 to approximately \$20.3 million in FY 2012. The increase in FY 2005 is primarily due to toll rate increases on the Mid-Bay Bridge in October 2004 and Garcon Point Bridge in July 2004. The trend line further spikes in FY 2006 primarily due to a less active hurricane season in FY 2006 compared to FY 2005 (i.e., less days of toll suspension). The decline in FY 2008 and FY 2009 can primarily be attributed

**Graph 2
Historical Gross Toll Revenues**



to the economic recession. Toll revenues increased from \$10.4 million in FY 2002 to \$20.3 million in FY 2012, representing an annual growth of approximately 6.9 percent.

Table 2 shows a comparison of actual FY 2012 and FY 2011 toll revenue by facility along with the prior forecast of toll revenues for FY 2012 as published in the FY 2011 Enterprise Toll Operations Traffic Engineer's Annual Report. Actual FY 2012 toll revenue for Department-owned facilities (except 95 Express) decreased by 0.4 percent over FY 2011 while toll revenue for Department-operated facilities (Mid-Bay only) increased by approximately 1.5 percent. Overall, FY 2012 revenues increased 0.1 percent over FY 2011 levels. FY 2012 revenues on 95 Express increased 13.5 percent over FY 2011 levels. Garcon Point FY 2012 revenues increased 7.4 percent over FY 2011 levels.

The table also indicates that total actual revenue for the Department-owned facilities (except 95 Express) for FY 2012 was \$0.6 million or 1.3 percent less than total estimated revenue. The total actual revenue for

the Department-operated facilities does not include Garcon Point because a forecast is not prepared. Total actual revenue for Mid-Bay Bridge was virtually identical to the revenue estimate for FY 2012. Overall, actual FY 2012 revenue was less than the forecast by 0.9 percent.

Table 3 shows transactions in FY 2012 from SunPass on the Department-owned and Department-operated

Table 3
Transactions by Payment Method
Department-owned and Department-operated
Toll Facilities
FY 2012

Facility	Transactions (000)			
	SunPass	Non-SunPass	Total	Percent SunPass
Alligator Alley	4,056	3,468	7,524	53.9%
Beachline East Expressway	10,384	6,783	17,167	60.5
Pinellas Bayway System	5,289	3,846	9,135	57.9
Sunshine Skyway Bridge	8,871	9,279	18,150	48.9
95 Express ⁽¹⁾	18,310	1,356	19,666	93.1
Department-owned Total	46,910	24,732	71,642	65.5%
Garcon Point Bridge	485	805	1,290	37.6
Mid-Bay Bridge	4,152	2,369	6,521	63.7
Department-operated Total⁽²⁾	4,637	3,174	7,811	59.4%
Total	51,547	27,906	79,453	64.9%

Source: Turnpike Enterprise Finance Office.
(1) Registered exempt vehicles and vehicles using 95 Express without a SunPass transponder are reported in the non-SunPass column.
(2) Beginning in FY 2011, the Selmon Expressway is no longer reported since FDOT now only processes SunPass transactions for this facility.

Table 2
Gross Toll Revenue Comparison
FY 2012 Actual versus FY 2011 Actual and FY 2012 Estimated (\$000)
Department-owned and Department-operated Toll Facilities

Facility	Actual Revenue		Revenue Growth FY 2012 vs. FY 2011		Estimated Revenue ⁽¹⁾ FY 2012	FY 2012 Actual vs. FY 2012 Estimated Revenue	
	FY 2012	FY 2011	Amount	Percent		Amount	Percent
Alligator Alley	\$19,647	\$19,737	(\$90)	(0.5%)	\$19,536	\$111	0.6%
Beachline East Expressway	4,432	4,584	(152)	(3.3)	4,726	(294)	(6.2)
Pinellas Bayway System	3,535	3,605	(70)	(1.9)	3,639	(104)	(2.9)
Sunshine Skyway Bridge	16,555	16,427	128	0.8	16,835	(280)	(1.7)
Department-owned Total	\$44,169	\$44,353	(\$184)	(0.4%)	\$44,736	(\$567)	(1.3%)
Mid-Bay Bridge ⁽²⁾	15,699	15,472	227	1.5	15,695	4	0.0
Department-operated Total⁽³⁾	15,699	15,472	227	1.5%	\$15,695	\$4	0.0%
Total	\$59,868	\$59,825	\$43	0.1%	\$60,431	(\$563)	(0.9%)
95 Express	\$17,918	\$15,780	\$2,138	13.5%	N/A	N/A	N/A
Garcon Point Bridge	4,592	4,276	316	7.4	N/A	N/A	N/A

Source: FDOT Office of the Comptroller and the FY 2011 Enterprise Toll Operations Traffic Engineer's Annual Report.
(1) The 95 Express and Garcon Point Bridge gross toll revenue forecasts are not included herein.
(2) The revenue forecast for the Mid-Bay Bridge corresponds to the Mid-Bay Bridge Authority's fiscal year (October 1, 2011 through September 30, 2012), whereas actual toll revenue, as reported herein, is based on the State fiscal year (July 1, 2011 through June 30, 2012).
(3) Beginning in FY 2011, the Selmon Expressway is no longer reported since FDOT now only processes SunPass transactions for this facility.

facilities totaled 65.5 and 59.4 percent, respectively.

As shown in **Table 4**, revenue contributions in FY 2012 from SunPass on the Department-owned and Department-operated facilities totaled 64.5 and 50.1 percent, respectively. Revenue from SunPass as a percentage of total revenue was highest at 100.0 percent on 95 Express. This is due to the fact that 95 Express is an all-electronic toll facility that is designed to manage congestion by giving SunPass customers the choice to utilize the express lanes.

ENTERPRISE TOLL OPERATIONS

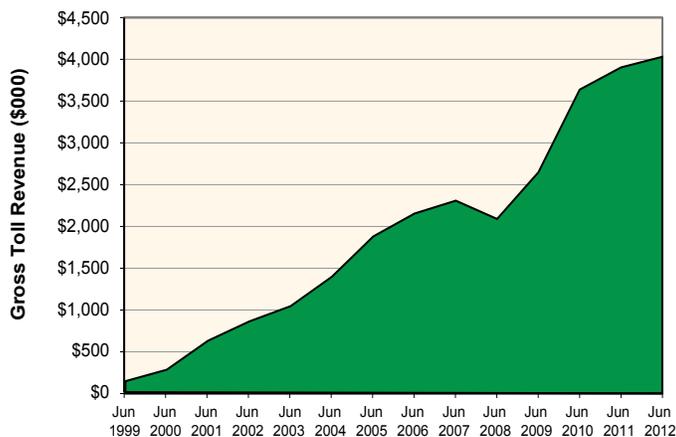
Table 4
Revenue Contributions by Payment Method
Department-owned and Department-operated
Toll Facilities
FY 2012

Facility	Toll Revenue (\$000)			
	SunPass	Non-SunPass	Total	Percent SunPass
Alligator Alley	\$10,050	\$9,597	\$19,647	51.2%
Beachline East Expressway	3,170	1,262	4,432	71.5
Pinellas Bayway System	1,734	1,801	3,535	49.1
Sunshine Skyway Bridge	7,190	9,365	16,555	43.4
95 Express ⁽¹⁾	17,918	-	17,918	100.0
Department-owned Total	\$40,062	\$22,025	\$62,087	64.5%
Garcon Point Bridge	1,561	3,031	4,592	34.0
Mid-Bay Bridge	8,600	7,099	15,699	54.8
Department-operated Total⁽²⁾	\$10,161	\$10,130	\$20,291	50.1%
Total	\$50,223	\$32,155	\$82,378	61.0%

Source: FDOT Office of the Comptroller and Turnpike Enterprise Finance Office.
 (1) 95 Express is a SunPass-only facility.
 (2) Beginning in FY 2011, the Selmon Expressway is no longer reported since FDOT now only processes SunPass transactions for this facility.

Graph 3 shows historical monthly gross toll revenue attributable to SunPass on all seven facilities since June 1999 (first full month) 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 and FY 2010 were also affected by the economic recession, however 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.

Graph 3
Monthly SunPass Revenue Trends
All Facilities Since SunPass Implementation



FORECASTS THROUGH FY 2023

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 2012 as a guide, the forecasts developed for the five toll facilities, excluding 95 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. Although a very modest recovery is underway in the State, the full recovery is not expected until a few years from now. 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, Beachline East Expressway, 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 increased 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.

Pursuant to this requirement, the Turnpike Enterprise examined a variety of inflation measures including the Consumer Price Index (CPI), the Producer Price Index (PPI), and the Gross Domestic Product (GDP) by state. Eventually, the Turnpike Enterprise selected CPI because it is simple, directly linked to consumer behavior, and flexible enough to indicate regional and national patterns.

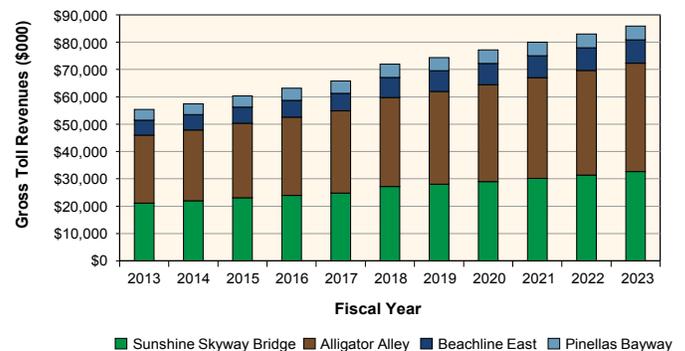
On June 24, 2012 (FY 2012), cash tolls were indexed using the percentage change between CPI for the year ending December 31, 2010, and the CPI for the year ending December 31, 2005, which is 11.7 percent. This cash rate was then adjusted up to the next higher quarter for collection efficiency. The Turnpike 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 increased to a quarter less than the adjusted cash toll rate. The TOLL-BY-PLATE toll rate is equal to the adjusted cash rate.

For subsequent years, the cash toll rate will be increased every 5 years by the change in CPI over the previous 5 years and adjusted to the next higher

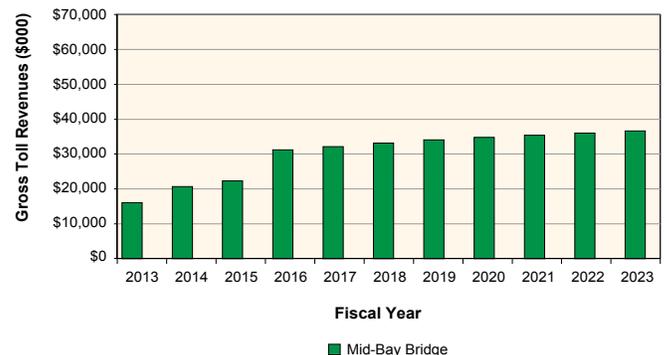
quarter. The SunPass and TOLL-BY-PLATE toll rates will be increased annually based on the change in CPI year over year and rounded to the penny. The public involvement process for indexing is complete. This included an indexing workshop on September 13, 2011 and also a public hearing on October 25, 2011. The workshop and public hearing were also available through a webinar for those unable to attend in person.

The indexing methodology used for each facility is discussed in greater detail in the individual chapters of this report. The individual 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**.

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



Department-operated Facilities



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

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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 sections of this Annual Report. As previously mentioned, the forecasts for 95 Express and Garcon Point Bridge are not included herein.

Estimated transactions for FY 2013 through FY 2023 are shown in **Table 5**. Total traffic transactions for the Department-owned facilities are expected to increase from approximately 49.0 million in FY 2013 to 60.3 million in FY 2023. For the Mid-Bay Bridge, total traffic transactions are anticipated to increase from approximately 6.8 million in FY 2013 to 12.8 million in FY 2023.

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 approximately \$55.4 million in FY 2013 to nearly \$85.9 million in FY 2023. For the Mid-Bay Bridge, gross toll revenues are estimated to increase from approximately \$16.1 million in FY 2013 to \$36.6 million in FY 2023.

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 2013 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 periodic in

**Table 5
Transaction Forecast (000)
Department-owned and Department-operated Toll Facilities
FY 2013 through FY 2023**

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	Mid-Bay Bridge ⁽¹⁾	
2013	7,281	15,520	8,891	17,340	49,032	6,826	55,858
2014	7,446	16,120	9,024	17,870	50,460	9,755	60,215
2015	7,737	16,688	9,254	18,532	52,211	10,925	63,136
2016	8,034	17,238	9,576	19,024	53,872	10,624	64,496
2017	8,313	17,751	9,661	19,515	55,240	10,964	66,204
2018	8,247	18,241	9,571	19,130	55,189	11,325	66,514
2019	8,461	18,686	9,664	19,497	56,308	11,677	67,985
2020	8,709	19,125	9,708	19,877	57,419	11,976	69,395
2021	8,925	19,552	9,733	20,255	58,465	12,251	70,716
2022	9,135	19,920	9,788	20,627	59,470	12,520	71,990
2023	9,330	20,231	9,764	21,003	60,328	12,773	73,101

Note: The forecasts include toll-paying and non-revenue traffic. The 95 Express and Garcon Point Bridge transaction forecasts are not included herein.
 (1) Mid-Bay Bridge transaction forecasts include the impacts of the opening of the Mid-Bay Bridge Connector in January 2014 and the planned toll rate increase in FY 2016.

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 increase from

approximately \$18.5 million in FY 2013 to \$24.9 million in FY 2023. Total operating and routine maintenance expenses for the Mid-Bay Bridge are anticipated to increase from \$2.4 million in FY 2013 to \$3.4 million in FY 2023.

Table 6
Gross Toll Revenue Forecast (\$000)
Department-owned and Department-operated Toll Facilities
FY 2013 through FY 2023

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	Mid-Bay Bridge ⁽¹⁾	
2013	\$24,890	\$5,432	\$3,912	\$21,137	\$55,371	\$16,089	\$71,460
2014	25,874	5,642	3,925	22,014	57,455	20,698	78,153
2015	27,234	5,891	4,139	23,081	60,345	22,255	82,600
2016	28,635	6,154	4,376	23,959	63,124	31,222	94,346
2017	30,017	6,426	4,451	24,857	65,751	32,150	97,901
2018	32,571	7,333	4,800	27,197	71,901	33,107	105,008
2019	33,885	7,568	4,842	28,076	74,371	34,024	108,395
2020	35,381	7,803	4,887	29,040	77,111	34,769	111,880
2021	36,786	8,036	4,933	30,220	79,975	35,436	115,411
2022	38,210	8,267	5,007	31,436	82,920	36,059	118,979
2023	39,611	8,497	5,084	32,681	85,873	36,627	122,500

Note: The forecasts include the impact of the SunPass discount program and future indexing of tolls.
 The 95 Express and Garcon Point Bridge gross toll revenue forecasts are not included herein.
 (1) Mid-Bay Bridge revenue forecasts include the impacts of the opening of the Mid-bay Bridge Connector in January 2014 and the planned toll rate increase in FY 2016.

Table 7
Projected Operating and Routine Maintenance Expenses (\$000)
Department-owned and Department-operated Toll Facilities
FY 2013 through FY 2023

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	Mid-Bay Bridge	
2013	\$7,410	\$711	\$2,671	\$7,712	\$18,504	\$2,439	\$20,943
2014	7,641	714	2,751	7,306	18,412	2,519	20,931
2015	7,214	722	2,823	8,179	18,938	2,602	21,540
2016	7,466	730	2,894	7,826	18,916	2,689	21,605
2017	7,728	755	2,990	8,761	20,234	2,761	22,995
2018	7,999	781	3,089	8,383	20,252	2,871	23,123
2019	8,278	809	3,196	9,385	21,668	2,972	24,640
2020	8,568	837	3,309	8,980	21,694	3,076	24,770
2021	8,868	866	3,425	10,054	23,213	3,183	26,396
2022	9,178	896	3,544	9,620	23,238	3,294	26,532
2023	9,499	928	3,669	10,769	24,865	3,410	28,275

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

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Finally, the net toll revenue forecast for all five facilities is presented in **Table 8** for FY 2013 through FY 2023. As shown, the total net toll revenue in FY 2013 is approximately \$36.9 million for the Department-owned facilities. Thereafter, net toll revenues for the Department-owned facilities are estimated to increase to \$61.0 million in FY 2023. For the Mid-Bay Bridge, total net toll revenue is estimated to increase from \$13.7 million in FY 2013 to \$33.2 million in FY 2023.

URS Corporation will continue to monitor traffic and revenue conditions on these five 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 8
Net Toll Revenue Forecast (\$000)
Department-owned and Department-operated Toll Facilities
FY 2013 through FY 2023**

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	Mid-Bay Bridge	
2013	\$17,480	\$4,721	\$1,241	\$13,425	\$36,867	\$13,650	\$50,517
2014	18,233	4,928	1,174	14,708	39,043	18,179	57,222
2015	20,020	5,169	1,316	14,902	41,407	19,653	61,060
2016	21,169	5,424	1,482	16,133	44,208	28,533	72,741
2017	22,289	5,671	1,461	16,096	45,517	29,389	74,906
2018	24,572	6,552	1,711	18,814	51,649	30,236	81,885
2019	25,607	6,759	1,646	18,691	52,703	31,052	83,755
2020	26,813	6,966	1,578	20,060	55,417	31,693	87,110
2021	27,918	7,170	1,508	20,166	56,762	32,253	89,015
2022	29,032	7,371	1,463	21,816	59,682	32,765	92,447
2023	30,112	7,569	1,415	21,912	61,008	33,217	94,225

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