

# FLORIDA'S TURNPIKE SYSTEM

Comprehensive Annual Financial Report • Fiscal Years Ended June 30, 2015 and 2014



**INNOVATION • EFFICIENCY  
FLORIDA EXCEPTIONALISM**



An Enterprise Fund of the Florida Department of Transportation

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## Florida Department of Transportation

**RICK SCOTT**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JIM BOXOLD**  
SECRETARY

December 31, 2015

Mr. Jim Boxold, Secretary  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32399

Dear Secretary Boxold:

On behalf of Florida's Turnpike System (System), we are pleased to submit this Comprehensive Annual Financial Report (CAFR) for fiscal years 2015 and 2014. The report has been prepared in accordance with standards prescribed by the Governmental Accounting Standards Board and other rule-making bodies. The responsibility for the accuracy of the data and the completeness and fairness of the presentation in this report rests with the management of the System and the Florida Department of Transportation (Department). Management has established an internal control structure that is designed to provide reasonable assurance that assets are safeguarded and financial transactions are properly recorded and adequately documented.

The System is an agency of the State of Florida and is presented as a blended enterprise fund in the financial reports of the State of Florida. The enclosed CAFR reflects the results of operations and the financial condition for the System only and is divided into an Introductory Section, Financial Section, and Statistical Section to facilitate an understanding of the financial performance of the System. An independent auditor has issued an unqualified opinion on the financial statements for the fiscal years ended June 30, 2015 and 2014, which is presented in the Financial Section of this report. Management's Discussion and Analysis (MD&A) immediately follows the Independent Auditor's Report and provides a narrative overview and analysis of the basic financial statements.

System highlights for fiscal year 2015 include growth in toll revenues, operating income and net position. Fiscal year 2015 toll revenues of \$866 million exceeded the prior year by approximately nine percent. The increase is primarily attributable to continued traffic growth prompted by an improving economy. Similarly, operating income significantly increased to \$623 million, or nearly 13 percent over the prior year. The increase in net position, after accounting for all revenues, expenses and capital contributions for the year was \$510 million. With the increase in operating income, the System's ability to reinvest in transportation projects to support the Department's mission continues to grow.

The preparation of the CAFR is accomplished through the collaborative efforts and dedication of the Department's staff. Management remains steadfast in its mission to meet the State's growing transportation needs and stimulate economic development through innovation, efficiency and exceptionalism.

Respectfully submitted,

Handwritten signature of Diane Gutierrez-Scaccetti in blue ink.

Diane Gutierrez-Scaccetti  
Executive Director and Chief Executive Officer  
Florida's Turnpike Enterprise

Handwritten signature of Nicola A. Liquori in blue ink.

Nicola A. Liquori, CPA  
Deputy Executive Director and Chief Financial Officer  
Florida's Turnpike Enterprise

Handwritten signature of Robin M. Naitove in blue ink.

Robin M. Naitove, CPA  
Comptroller  
Florida Department of Transportation

# Description of Florida's Turnpike System

Florida's Turnpike System ("Turnpike" or "System") consists of limited-access toll facilities. Financed primarily by toll and concession revenues, Florida's Turnpike provides the State's residents and visitors with a safe, efficient and pleasant means of travel. The System consists of the Mainline and several expansion projects.

The System utilizes several methods of toll collection and typically collects a higher per-mile toll rate on the expansion projects. The barrier/ramp (coin) system is used on all existing System segments other than the Mainline segment between Boynton Beach and Kissimmee, which uses a ticket system method of toll collection. In fiscal year 2011, the System began converting segments to All-Electronic Tolling (AET) in phases. AET provides at-speed (non-stop) tolling by way of a vehicle transponder or image of the vehicle's license plate.



**Florida's Turnpike Mainline:** A 320-mile, multi-lane facility extending from Florida City in Miami-Dade County northward to Wildwood in Sumter County. This contiguous roadway consists of the 47-mile SR 821 Homestead Extension of Florida's Turnpike (HEFT) AET facility, the 43-mile Southern Coin System, the 155-mile Ticket System, the 67-mile Northern Coin System and the eight-mile Beachline West Expressway. The first four facilities are contiguous in a north-south direction. The Beachline West Expressway intersects with the Northern Coin System and has an east-west orientation. The Mainline opened from Miami to Fort Pierce in 1957, Fort Pierce to Orlando in 1963 and Orlando to Wildwood in 1964. The Beachline West Expressway opened in 1973, and SR 821 (HEFT) opened the following year.



**Sawgrass Expressway:** A 23-mile, four-lane limited-access AET facility beginning with a connection to I-595 and I-75, extending north, then east, to its interchange with Florida's Turnpike (SR 91) and SW 10<sup>th</sup> Street in Deerfield Beach. Sawgrass Expressway provides a bypass of the urban Fort Lauderdale and Miami areas for motorists traveling south from the Mainline in northern Broward County. As directed by the legislature, this facility was acquired from the Broward County Expressway Authority in 1990.



**Seminole Expressway:** An 18-mile, four-lane limited-access toll facility. The original 12-mile section, SR 426 to US 17/92, opened to traffic in 1994; the final six-mile section, US 17/92 to I-4, opened to traffic in 2002. The expressway connects with the Central Florida GreeneWay, a toll-facility operated by the Central Florida Expressway Authority, at SR 426 in east Orlando.



**Veterans Expressway:** A 15-mile, four-lane limited-access AET facility extending north from the Courtney Campbell Causeway (SR 60) near the Tampa International Airport to Dale Mabry Highway

(SR 597) just north of Van Dyke Road. This facility opened to traffic in 1994.



**Southern Connector Extension:** A six-mile, four-lane limited-access toll facility that connects the Central Florida GreeneWay southwestward to I-4 in Osceola County. The facility opened to traffic in 1996.



**Polk Parkway:** A 25-mile, two- and four-lane limited-access toll facility that forms a partial loop around the south side of the City of Lakeland, connecting with I-4 at Clark Road on the west and Mt. Olive Road on the east. This facility opened to traffic in 1999.



**Suncoast Parkway:** A 42-mile, four-lane limited-access toll facility that extends from the Veterans Expressway near Van Dyke Road in Hillsborough County, northward through Pasco County, terminating at US 98 in Hernando County. This facility was completed in stages and fully opened to traffic in 2001.



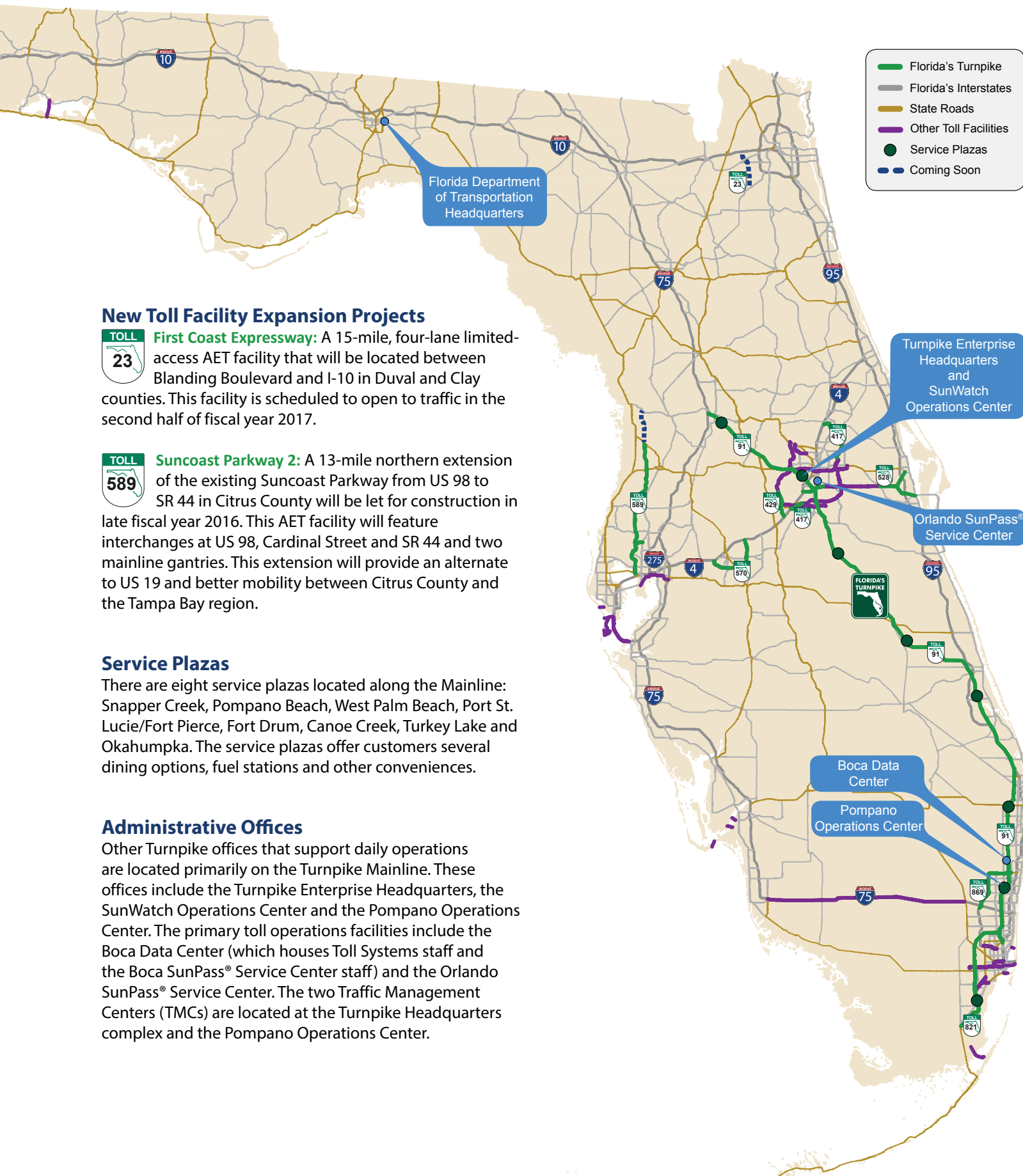
**Western Beltway, Part C:** An 11-mile, limited-access toll facility extending from I-4 in Osceola County across US 192 to Seidel Road in Orange County. The facility provides an alternative north-south route between Florida's Turnpike and I-4. Completed in two stages, the facility fully opened to traffic in 2006.



**Exit 2 I-4 Connector:** A one-mile, 12-lane limited-access AET facility that connects I-4 to the Selmon Expressway in Hillsborough County. The facility opened to traffic in January 2014.



**Beachline East Expressway:** A 22-mile toll facility that extends from SR 520 in Orange County into Brevard County, where it splits into two branches. The southeast branch continues as SR 528 and connects with the Bennett Causeway at US 1, and the northeast branch connects with SR 405.



- Florida's Turnpike
- Florida's Interstates
- State Roads
- Other Toll Facilities
- Service Plazas
- Coming Soon

**New Toll Facility Expansion Projects**

**TOLL 23** **First Coast Expressway:** A 15-mile, four-lane limited-access AET facility that will be located between Blanding Boulevard and I-10 in Duval and Clay counties. This facility is scheduled to open to traffic in the second half of fiscal year 2017.

**TOLL 589** **Suncoast Parkway 2:** A 13-mile northern extension of the existing Suncoast Parkway from US 98 to SR 44 in Citrus County will be let for construction in late fiscal year 2016. This AET facility will feature interchanges at US 98, Cardinal Street and SR 44 and two mainline gantries. This extension will provide an alternate to US 19 and better mobility between Citrus County and the Tampa Bay region.

**Service Plazas**

There are eight service plazas located along the Mainline: Snapper Creek, Pompano Beach, West Palm Beach, Port St. Lucie/Fort Pierce, Fort Drum, Canoe Creek, Turkey Lake and Okahumpka. The service plazas offer customers several dining options, fuel stations and other conveniences.

**Administrative Offices**

Other Turnpike offices that support daily operations are located primarily on the Turnpike Mainline. These offices include the Turnpike Enterprise Headquarters, the SunWatch Operations Center and the Pompano Operations Center. The primary toll operations facilities include the Boca Data Center (which houses Toll Systems staff and the Boca SunPass® Service Center staff) and the Orlando SunPass® Service Center. The two Traffic Management Centers (TMCs) are located at the Turnpike Headquarters complex and the Pompano Operations Center.

# Innovation, Efficiency and Florida Exceptionalism

Florida's Turnpike System is an enterprise fund within the State of Florida that is charged with operating like a business. Combining public-sector priorities with proven private-sector innovation and efficiencies, the Turnpike offers its customers a transportation solution for a modest user-fee. As gas tax revenues diminish and states throughout the nation struggle to fund needed transportation projects, the State of Florida is uniquely poised to continue to expand its transportation systems to meet the needs of its citizens, the business community and the millions of visitors that come to Florida each year.

Governor Scott recently touted, "Florida remains at the leading edge of transportation innovations and has been recognized for inventive solutions enhancing capacity of transportation infrastructure." Jim Boxold, Secretary of the Florida Department of Transportation, challenges staff to embrace innovation, drive efficiencies and be a national leader in the transportation industry.

## 2015 Secretary's Challenge

**INNOVATIVE** We must continue to embrace innovation, whether it's new technology or a new approach to our business.



**EFFICIENT** We must leverage technology and find more efficiencies in existing contracted functions.

**EXCEPTIONAL** Florida's infrastructure is consistently rated among the best in the country. We should share our story to further our reputation as a national leader in transportation.

## Economic Condition

### Operating Performance

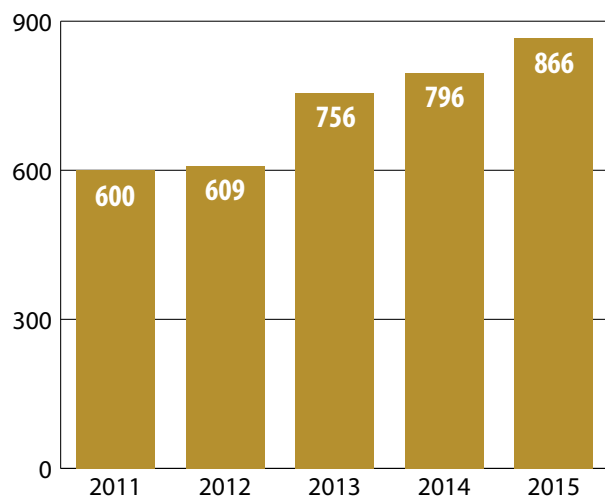
Florida's Turnpike recorded another year of strong operational performance. Toll revenues from customers amounted to \$866 million for the year ended June 30, 2015, increasing 8.7 percent over the previous year. This year over year increase is fueled by the highest single-year growth in ridership in the past decade. Overall traffic growth is due to a 7.5 percent increase in traffic volumes on existing facilities in conjunction with the acquisition and ramp-up of new toll facilities.

The I-4 Connector, which opened in January 2014, reported its first full year of traffic and revenue in fiscal year 2015. In addition to the I-4 Connector, the Turnpike System also acquired the Beachline East facility from the Department. Together, these two facilities generated \$14 million in toll revenue and 29 million transactions.

Transaction growth in 2015 generated a modest increase in operations and maintenance expenses. Toll collection costs may be influenced by the volume of transactions or by the method of toll collection. Video billing is a form of toll collection that invoices a customer for toll usage, typically on a monthly basis. The Turnpike is statutorily authorized to assess an administrative charge to customers who receive a video bill in order to recover the costs associated with the process. Toll administrative charges of \$15 million were collected during fiscal year 2015 to offset related labor and material expenses. Operations and maintenance costs less toll administrative charges amounted to \$160 million, an increase of three percent compared to the prior year.

As a proprietary fund, the System must demonstrate financial sustainability. Its ability to reinvest net revenues back into the System creates value to customers in the form of transportation improvements. Florida's Turnpike increased its net position by \$510 million as a result of its operating performance for fiscal year 2015.

Toll Revenues - Turnpike System  
Fiscal Years 2011 - 2015  
(\$ in Millions)



The Turnpike indexes toll rates to inflation in accordance with Section 338.165(3), Florida Statutes.

# Key Performance Indicators

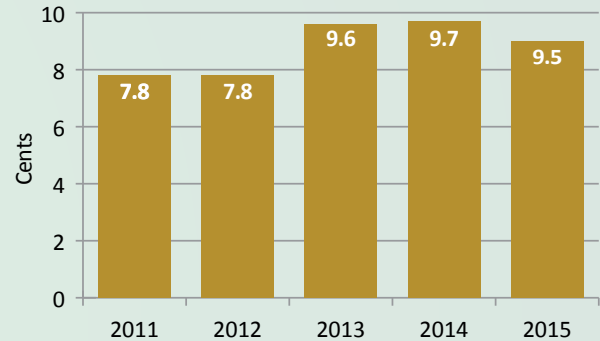
As a transportation agency, the most important business accomplishment is the ability to provide safe, reliable transportation facilities to customers. As a result, one indicator of success is the number of vehicle miles that customers travel on the System each year. In the last year, customers traveled over 9 billion vehicle miles on the Turnpike System.

## Affordability Index

*Affordability Index is a measure of toll revenue to annual vehicle miles traveled.*

Customers traveled 9.1 billion vehicle miles on the Turnpike System at an average of 9.5 cents per vehicle mile during fiscal year 2015. The significant usage of the System continues to demonstrate that Turnpike toll rates are highly affordable and very competitive nationally.

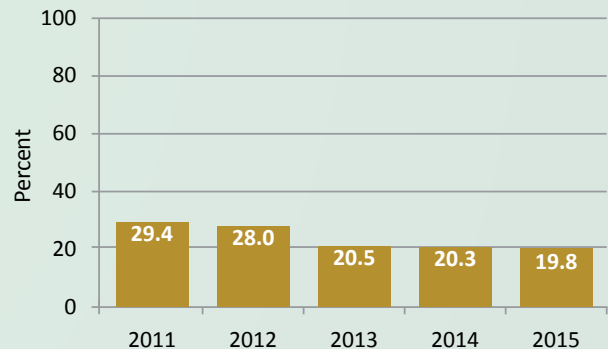
Fiscal Years 2011 - 2015



## Operating Expense Percentage

*Operating Expense Percentage is a calculation of operations and maintenance expense as a percentage of revenue.*

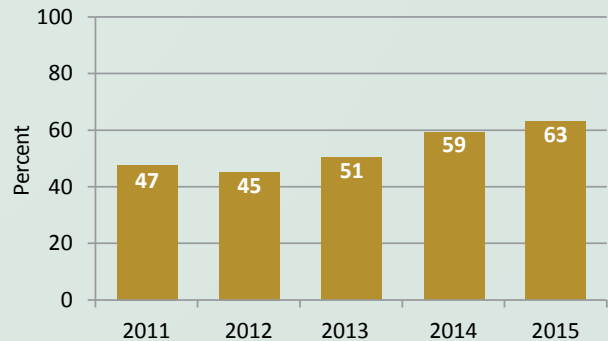
Management's continued commitment to control costs is demonstrated by the Operating Expense Percentage reaching a five-year low of 19.8 percent.



## System Transportation Asset Reinvestment (STAR)

*STAR is a percentage of income before contributions to toll revenue.*

The Turnpike achieved a STAR quotient of 63 percent in fiscal year 2015, an indication of substantial resources available for System reinvestment.



# Economic Condition

## Revenue Outlook

A key component to the Turnpike's financial success is the transportation benefit it provides to a variety of customers. The Turnpike serves a diverse group of customers across the most populous regions of the State. Customers choose Turnpike roadways based on route preference and value of time. Almost 60 percent use the Turnpike for a business purpose, such as commuting to work. In addition, one in every four trips on the Turnpike is made for recreational or other infrequent activities. Although 96 percent of vehicles utilizing the Turnpike System are passenger vehicles, the Turnpike serves as an important alternative for commercial vehicles. The combination of vehicle mix and trip purpose means that traffic and revenue are significantly influenced by population, employment levels and tourism in the State.

Florida is the third most populous state and is experiencing strong population growth in post-recession years. According to the U.S. Census Bureau, Florida's population is reported to be nearly 20 million. Over the past five years, Florida's population grew by five percent, easily outpacing the nation's population growth of 2.5 percent. During this time, nearly 83 percent of the population growth was attributable to net migrations. Although Florida is still considered a popular retirement destination, statistics reveal that younger people are relocating to Florida due to job growth and employment opportunities.

Since 2010, Florida's labor force has grown and the unemployment rate has declined rapidly. As of July 2015, Florida's unemployment rate was 5.6 percent which is nearly a 50 percent improvement from the 2010 rate. The U.S. unemployment rate was slightly lower at 5.3 percent in July. At a monthly average of 6.1 percent, Florida's unemployment has been consistent with the national rate for the last two years. Additionally, Florida's annual job growth rate has exceeded the nation's rate since April 2012. Florida continues to provide an economic climate that is attractive for business in all sectors; however, the leisure and hospitality sector continues to lead the growth in the State.

Florida's tourism industry reported that 2015 was the fifth consecutive year of record-setting results. According to VISIT FLORIDA®, the State's tourism agency, an estimated 101 million tourists visited Florida between July 2014 and June 2015, a 9.5 percent increase over the same period in the prior year. Nearly 85 percent of the visitors were domestic, and New York, Georgia and Texas provided the most out-of-state visitors. International visitors remained consistent with the prior year representing 11.4 million tourists to Florida. Many of these visitors travel to and from tourist destinations in Florida utilizing Turnpike facilities.

## Toll Revenue

Based on the strong operating performance of the Turnpike System in fiscal year 2015 and the continued strengthening of the Florida economy, it is anticipated that toll revenue will continue on an upward trajectory. The Turnpike Mainline contributes over 70 percent of total toll revenue, and the expansion projects constructed or acquired account for nearly 30 percent of toll revenue. The Turnpike has two expansion projects currently under construction or planned for letting. The First Coast Expressway is underway, and toll collection is expected to begin in fiscal year 2017. The Suncoast Parkway 2 will let for construction in fiscal year 2016 with an anticipated opening in fiscal year 2020. During the next five years, annual toll revenues are expected to reach nearly \$1 billion systemwide.

## Concession Revenue

In 2009, the Turnpike entered into a 30-year service concession arrangement for the eight service plazas located along the Mainline. This agreement required the concessionaire to make capital improvements and operate and maintain the plazas during the contract term. The 24-hour operations include healthy dining options, fuel services, travel information, convenience stores, ATMs, premium coffee, dog walk areas and other amenities for customers. Each service plaza is themed to highlight Florida's natural assets - sun, water or land.



The Fort Drum Service Plaza, situated in the middle of the Turnpike Mainline, has the highest retail sales of all service plazas.



The concessionaire has invested \$90.3 million into capital improvements at the service plazas. The Port St. Lucie/ Fort Pierce service plaza is currently under construction and is scheduled to be complete in fiscal year 2017. The Turnpike receives concession fees based on a percentage of sales generated with a guaranteed minimum payment. For fiscal year 2015, the Turnpike recognized \$6.1 million of concession revenue.

The Turkey Lake Service Plaza, a sun themed facility, has incorporated a solar panel field to help power its convenience store. Today, the solar panel field generates 75 percent of the convenience store's average daily power needs.

The Turnpike continues to seek new means of generating additional non-toll revenues through partnerships with the private sector. The Turnpike contracts with third-party providers for sponsorship programs and advertisements on tollbooths and highway signage which provide additional revenue. In addition, the Turnpike realizes revenues from the leasing of its communication towers which are utilized by cell phone providers. Non-toll revenues totaled \$1 million in fiscal year 2015.

With its strong historical financial performance and anticipated traffic and revenue growth, the Turnpike



The solar panel field exemplifies the Turnpike's commitment to innovation and efficiency.

is investing in new revenue-generating projects and continuing to provide safe, well-maintained roadways for greater ease of travel and toll collection efficiency. During the next several years, the Turnpike will undertake many system projects, including new toll roads, widenings, interchanges, preservation, maintenance and safety projects. This robust program demonstrates the Turnpike's exceptionalism as a national leader in user-financed transportation.

## Service Plaza Artwork



In 2015, Xavier Cortada created permanent art installations in three Turnpike plazas, making them cultural destinations in and of themselves.

Cortada portrayed Florida's endangered land animals in the Ft. Drum plaza. At the main entrance, visitors are greeted by an 8' x 20' mural of a Florida panther.

*"It is important to have the artwork connect with our local environment and I believe that the art does that in a very sophisticated way."*

**Bernard Zyscovich, FAIA**  
Architect for Fort Drum Service Plaza

# Production Accomplishments

During fiscal year 2015, the Turnpike completed several resurfacing projects to preserve the existing System, an interchange improvement project to facilitate access between I-4 and the Mainline, and the conversion of the Sawgrass Expressway, the Veterans Expressway, and a portion of the Southern Coin section of the Mainline to All-Electronic Tolling. Additionally, the Turnpike began construction on a number of capacity projects including widening of SR 821 (HEFT), the Veterans Expressway and the Beachline West Expressway, as well as two interchange improvements on the Mainline. Also during fiscal year 2015, construction continued on a new 15-mile toll road in Jacksonville - the First Coast Expressway.

These projects will provide additional capacity and access to the System and will also improve the customer experience through reduced congestion, enhanced safety and additional customer choice. Customers will be able to opt into express lanes in highly traveled corridors which will provide for more reliable trip times in exchange for a slightly higher price.

System improvements also allow for growth in ridership resulting in an increase in revenue, which in turn, provides the necessary funding for future expansion and improvement of the System. As such, the System produces continuous growth in assets, revenue and economic benefits to the State as well as transportation benefits to the traveling public.



Suncoast Parkway preservation and safety improvements

## JULY 2014

Awarded \$65 million construction contract for widening of SR 821 (HEFT) from North of SW 72<sup>nd</sup> St. to Bird Rd. in Miami-Dade County

## AUGUST 2014

Completed \$9 million resurfacing and safety improvements on Suncoast Parkway from CR 578 to SR 50 in Hernando County

Completed \$0.5 million construction of fire access road onto southbound Turnpike at SR 76 in Martin County

**SEPTEMBER 2014**

Completed \$4 million resurfacing of the Mainline from North of Atlantic Ave. to South of Boynton Beach Blvd. in Palm Beach County

Let for construction \$56 million Veterans Expressway widening from the Sugarwood Mainline Plaza to Van Dyke Rd. in Hillsborough County



Capacity improvements on SR 821 (HEFT)

Completed \$10 million auxiliary lane construction on SR 821 (HEFT) from NW 74<sup>th</sup> St. to NW 106<sup>th</sup> St.

**OCTOBER 2014**

Completed \$24 million interchange improvement on the Mainline at I-4 in Orange County



Turnpike and I-4 Interchange improvement

Completed \$6 million resurfacing and safety improvements on Suncoast Parkway from Van Dyke Rd. in Hillsborough County to the Pasco County line

**NOVEMBER 2014**

Awarded \$10 million construction contract for Sawgrass canal protection project in Broward County

Began construction of \$1 million Mainline canal protection project from Milepost 181 to 189 in Okeechobee County

**JANUARY 2015**

Completed \$14 million resurfacing and safety improvements on Suncoast Parkway from SR 50 to US 98 in Hernando County

**FEBRUARY 2015**

Completed \$44 million AET conversion of the Mainline from Golden Glades Rd. to Hollywood Blvd.

Completed \$9 million resurfacing and safety improvements on Seminole Expressway from US 17/92 to I-4

Completed \$1 million Mainline interchange improvement at Lake Worth Rd. in Palm Beach County

**MARCH 2015**

Awarded \$0.5 million construction contract for canal protection project on SR 821 (HEFT) in Broward County

**APRIL 2015**

Completed \$2 million resurfacing of the northeast section (SR 407) of Beachline East Expressway from SR 528 to SR 405 in Brevard County



Crew resurfacing the Beachline East Expressway

**MAY 2015**

Completed \$57 million AET conversion of Sawgrass Expressway in Broward County



Atlantic Boulevard before and after toll and roadway improvements



Completed \$9 million milling and resurfacing of Sawgrass Expressway from I-595 to Atlantic Blvd. in Broward County

Let for construction \$77 million widening of SR 821 (HEFT) from SW 288<sup>th</sup> St. to SW 216<sup>th</sup> St. from 4 to 6 lanes

**JUNE 2015**

Let for construction \$32 million new Mainline interchange at Milepost 279 in Lake County

Let for construction \$115 million widening of Beachline West Expressway from I-4 to the Mainline from 4 to 8 lanes

Awarded \$67 million construction contract for Mainline interchange improvement at Sunrise Blvd. in Broward County

# Capital Plan

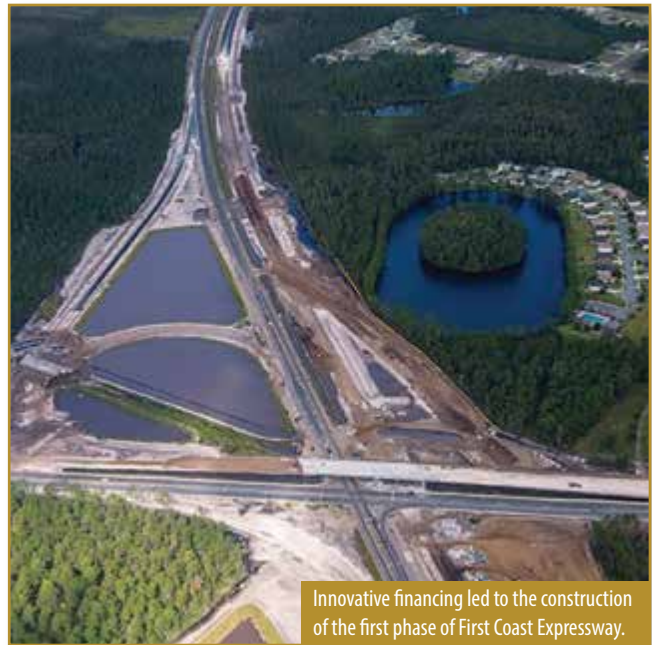
## System Expansion

### First Coast Expressway

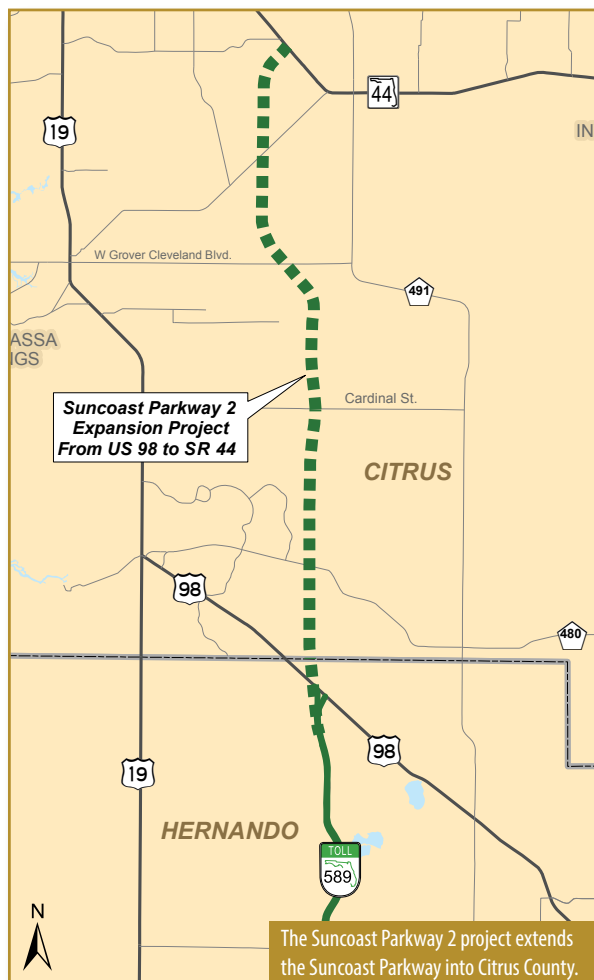
Construction of the first phase of the First Coast Expressway in Jacksonville began in 2013. This facility will be open to traffic in fiscal year 2017. The 15-mile, four-lane AET facility will link Blanding Boulevard in Clay County with I-10 in Duval County and is expected to provide significant employment opportunities as well as economic development in the area. The new toll project is being built in partnership with FDOT District Two and will allow the Turnpike to expand into a new region of the State. It is estimated that \$7 million of toll revenue will be generated in the first full year of operation.

### Suncoast Parkway 2

In 2016, construction is scheduled to begin on the Turnpike's latest expansion project - the Suncoast Parkway 2. This 13-mile, four-lane limited-access toll facility will extend from the northern terminus of the existing Suncoast Parkway at US 98 in Hernando County north for 13 miles into Citrus County where it will terminate at SR 44. The new road will provide an



alternative to US 19 for north-south trips in Hernando and Citrus counties and will reduce travel times, relieve congestion, enhance safety, and provide for improved mobility between Citrus County and the Tampa Bay region. Citrus County business leaders and county commissioners have been supportive of Suncoast Parkway 2 because of the regional significance of the project to surface transportation. It is estimated that nearly \$4 million of toll revenue will be generated in the first full year of operation.



## System Improvements

### Capacity

The Turnpike has a number of road widening projects scheduled in the next several years. In fact, the largest component of the capital improvement plan is comprised of widening projects designed to accommodate anticipated growth in traffic that will occur on key urban segments of the System over the next decade and beyond. Approximately \$2.6 billion of widening projects are scheduled in fiscal years 2016 through 2021, many of which include express lanes.

Turnpike express lanes, an innovative type of managed lane, are a congestion management tool that will utilize a combination of driver choice and pricing to offer a transportation benefit to the traveling public while simultaneously improving traffic management efficiency in the corridor. Toll rates will be established based on traffic volume, operating speeds and level of service, and rates will be adjusted up or down based on the supply of free-flow traffic as well as driver demand. Express lanes



Express lanes will provide an efficient method to manage congestion in the future.

the Orlando International Airport and International Drive attractions including the Orange County Convention Center. Additionally, the Seminole Expressway will be widened from four to eight lanes between Aloma Avenue and SR 434 (Milepost 38 to 44). This project will accommodate the increased traffic that is expected from land-use growth in eastern Seminole and Orange counties, as well as increased trips between the Lake Mary/Heathrow, University of Central Florida and Lake Nona/ Medical City areas.

In South Florida, the Mainline will be widened from six to eight lanes between Atlantic Boulevard and Boynton Beach Boulevard (Milepost

are designed to be there when needed - drivers will have a choice to stay in the general toll lanes or pay a nominal charge to use the express lanes.

In the Orlando area, the Northern Coin System of the Mainline will be widened from four to eight lanes between Milepost 242 and 254 in Orange and Osceola counties and between Milepost 273 and 279 in Orange and Lake counties. Demand continues to grow on the southern portion which serves commuters between Kissimmee and Orlando, freight operators delivering cargo to and from the Orlando International Airport, and visitors seeking destinations along the Beachline Expressway, including SeaWorld and Cape Canaveral. The increased capacity on the northern portion will help alleviate the growth in traffic anticipated due to the opening of a new interchange at Milepost 279 in the City of Minneola. Also, the Beachline West Expressway will be widened from four to eight lanes between I-4 (Milepost 0) and the Mainline and from six to eight lanes between the Mainline and McCoy Road (Milepost 8). These improvements will alleviate congestion between

66 to 86) and from four to six lanes from the Lantana toll plaza to Lake Worth Road (Milepost 88 to 93). Due to projected growth in traffic, it is anticipated that the existing six-lane section will need to be widened within the next decade in order to keep up with traffic demand. Regarding the four-lane section, it has nearly reached capacity. In Broward County, the Sawgrass Expressway will be widened up to ten lanes, with express lanes in most locations. Currently, the Sawgrass serves approximately 250 thousand customers per day; however it is projected to serve 325 thousand customers per day by 2025. Even farther south, SR 821 (HEFT) will be widened from six to ten lanes between Bird Road and I-75 (Milepost 24 to 39) and from four to eight lanes between I-75 and Miramar (Milepost 39 to 47), with interchange improvements at 57<sup>th</sup> Avenue and 27<sup>th</sup> Avenue, as well as express lanes in most areas. SR 821 (HEFT) is the most heavily traveled segment of the Turnpike System, and transactions continue to increase with current year growth reaching six percent. These improvements will enhance mobility in these heavily populated urban areas and accommodate projected growth in the region over the next few decades.



Traffic growth in recent years due to a strengthening economy has prompted the Turnpike to schedule capacity improvements in urban areas.

# Capital Plan

## Access

In addition to the numerous planned capacity improvements, the capital plan includes a number of projects that will introduce new points of access on the existing System, as well as improvements to existing interchanges.

In Orange County, the Turnpike will open new tolled interchange movements on the Turnpike Mainline at Milepost 251. The new ramps will provide a direct connection between SR 417 and the Mainline and will benefit motorists by providing access to numerous Central Florida destinations, including tourist attractions, the Orlando International Airport and the Lake Nona medical district. The interchange will serve more than 13 thousand vehicles per day.



Access improvement underway at Milepost 251 on the Mainline.

In fiscal year 2021, the Turnpike will be constructing a new tolled interchange on the Mainline at Sand Lake Road (Milepost 257) in Orange County. This project is designed to relieve anticipated congestion at the adjacent Turnpike interchanges at Consulate Drive (Milepost 255) and I-4 (Milepost 259) and will provide better access to retail establishments and tourist attractions in and around the Sand Lake corridor.

Continuing in fiscal year 2016 through 2021, interchange modifications and improvements will be made at I-75 in Sumter County, I-4 and Orlando South (US 17/92/441) in Orange County, Glades Road in Palm Beach County, Sunrise Boulevard in Broward County, as well as Hainlin Mills Drive, Campbell Drive and Golden Glades/I-95 in Miami-Dade County. These projects will facilitate additional access to the System, add capacity

to existing ramps, increase operational efficiency and enhance safety.

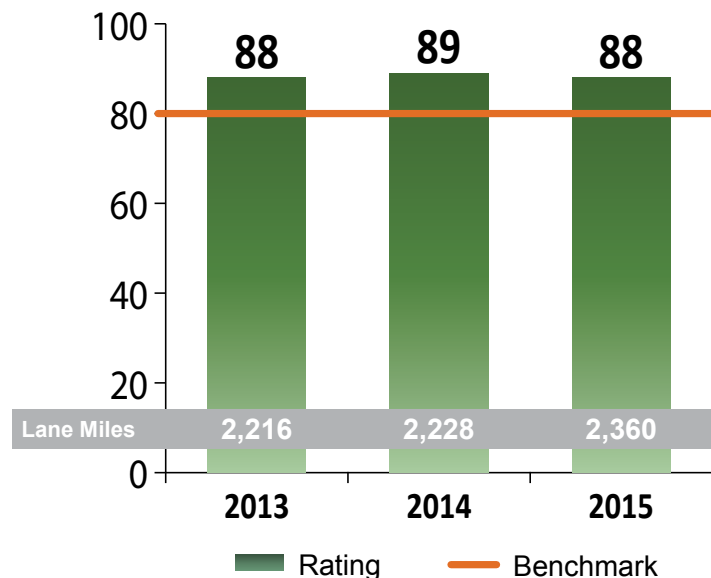
In addition to the comprehensive improvement plan, the Turnpike continues to ensure all existing System components are maintained to a high standard.

## System Preservation and Safety

As one of the best-maintained roadways in the country, the Turnpike's maintenance and asset management programs are comprehensive in nature. These programs consist of periodic roadway resurfacing and preservation projects on existing facilities. Most Turnpike roads are resurfaced every 10 to 12 years. The Turnpike's various maintenance teams keep facilities and roads open to the traveling public, remove debris and conduct pre-storm and post-storm inspections in the event of a disaster.

The Turnpike also participates in the State's Maintenance Rating Program (MRP). The Office of the State Maintenance Engineer performs a sampling of five specific areas to develop the maintenance rating for roadways on the state highway system. The ratings cover roadway, roadside, vegetation and aesthetics, traffic services and drainage. With an overall rating of 88 for fiscal year 2015, the Turnpike continues to exceed the benchmark rating of 80. In keeping with its high standards, the Turnpike establishes routine maintenance funding levels to provide its customers with a safe and comfortable journey.

## Maintenance Rating Fiscal Years 2013-2015



In fiscal years 2016 through 2021, the Turnpike has programmed \$200 million to resurface 594 lane miles of existing System roads along the Turnpike Mainline, the Polk Parkway and SR 821 (HEFT).



The Turnpike invests in the preservation of the existing system.



## Safety Projects

Customer safety is of the utmost importance at the Turnpike, and the comprehensive safety improvement program reflects this commitment. A recent addition to the safety program is a wrong-way driver detection pilot project.

### Wrong-Way Driver Detection

Wrong-way driving crashes occur infrequently, but when they do occur, the results can be severe. The Turnpike conducted an analysis to identify high crash locations for the implementation of a wrong-way driver detection pilot project. Two locations were identified — the northern section of SR 821 (HEFT) and the southern section of the Sawgrass Expressway. A combination of wrong-way

pavement arrows and oversized signs with flashing solar-powered LED lights alert drivers that they are driving in the wrong direction. In addition, vehicle-alert technology that includes radar and cameras detects wrong-way vehicles as they enter an exit ramp and sends an alert to the Traffic Management Center. This technology has been integrated into the TMC's SunGuide software, the statewide traffic management platform, to provide more automated responses to these incidents. A pilot evaluation is underway to study the effectiveness of these countermeasures which employs the assistance of the University of Central Florida, who has been involved in wrong way driving research at a national level. Continued evaluation of these and other new technologies to reduce wrong way crashes is being investigated by Traffic Operations staff.

### Road Weather Information Stations (RWIS)

The Turnpike has just completed the installation of RWIS at 12 locations along the Yeehaw Junction to Kissimmee section of the Turnpike Mainline to gather environmental data, including visibility, wind and precipitation to assess and forecast climatic conditions to aid in early detection and fast response by the TMC to safety hazards. This rural section is subject to severe thunderstorms, wildfires and fog conditions. The goal of RWIS is to improve safety and reduce the potential for severe crashes by taking advantage of new technological advancements with detection/warning systems.

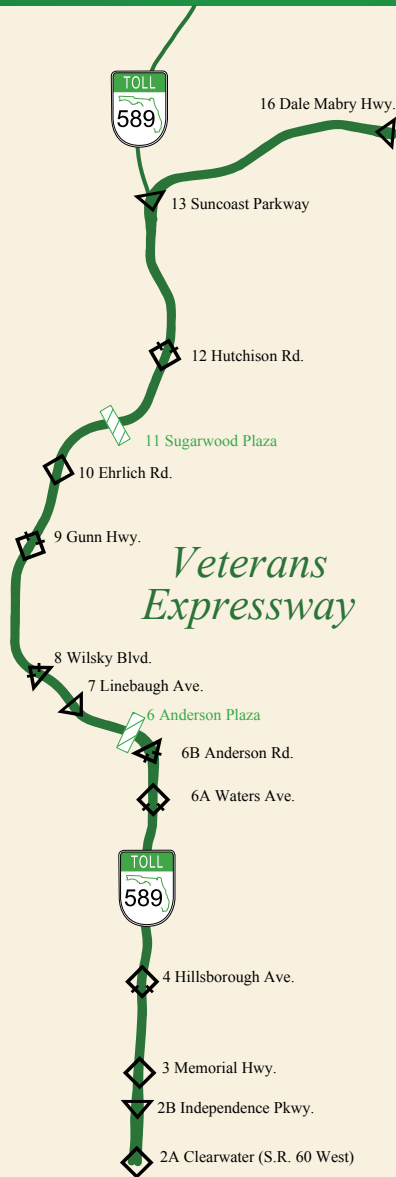
### Median Guardrail and Barrier Systems

Over the last decade, the Turnpike has made significant safety improvements with the installation of median guardrails and barrier systems in locations where canals and other bodies of water run alongside Turnpike facilities. Median guardrails have greatly reduced fatal cross-over accidents. Since 2004, more than 200 miles of new guardrails and 300 miles of canal protection safety barriers have been installed. Prior to the guardrail improvements, fatalities occurring on the Turnpike Mainline from median cross-over accidents averaged more than 20 per year. In the past five years, fewer than two such fatalities have occurred per year on average.



Investments in guardrail and barrier safety projects total \$120 million.

# Innovation of a Toll Facility Veterans Expressway



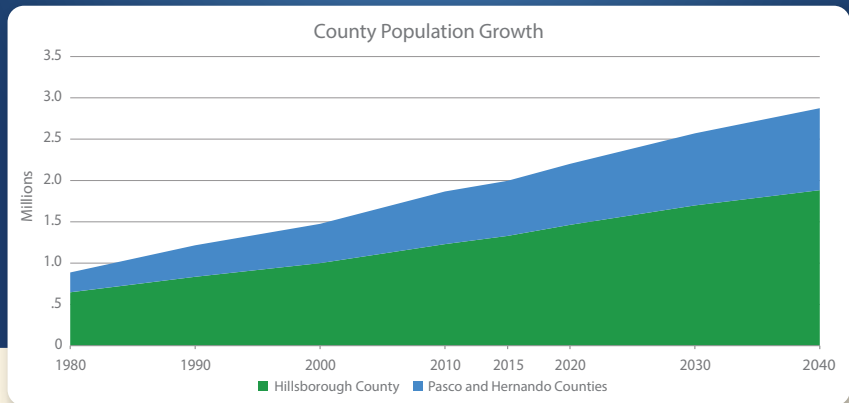
## Building on the Past...

Twenty years ago, the Veterans Expressway (formerly the Northwest Hillsborough Expressway) opened to traffic. The expressway was built to serve the increasing commuter traffic in the Tampa Bay and St. Petersburg metropolitan area. On the southern end, the expressway provided improved access to Courtney Campbell Causeway (SR 60), Tampa International Airport, I-275 and the Westshore business district. On the northern end, the expressway relieved congested Dale Mabry Highway and the north-south section of I-275.

As the high-growth areas continued to develop northwest into Pasco and Hernando counties, so did the Veterans Expressway. With the northern expansion

(i.e. Suncoast Parkway) in 2001, the expressway evolved into a 57-mile regional corridor, designated as Toll 589.

Today, the importance of the Veterans Expressway to the central Florida gulf coast transportation network is readily apparent to the 170 thousand customers that rely on it each and every day, compared to 50 thousand daily customers in the first year. At the heart of this significant increase in traffic is population and employment growth. In fact, 10 percent of the State's population now resides in the tri-county region. During the tenure of the Veterans Expressway, the tri-county population growth has outpaced the rest of the State and is projected to continue on that trend for the next 25 years.



Before and After AET : Anderson Toll Plaza





# Project Timeline

● Widening   
 ● All Electronic Tolling   
 ● Express Lanes

Final Plans  
10/2012

Construction  
Begins  
7/2013

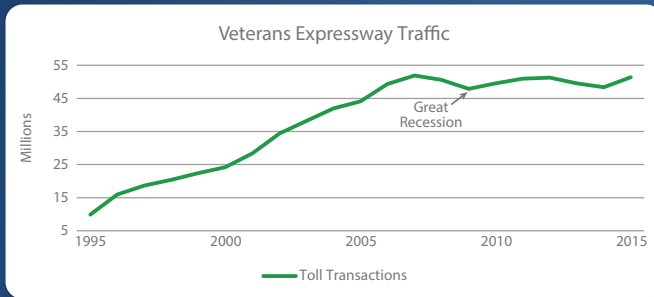
Construction  
Ends  
7/2015

Construction  
Begins  
5/2016

Construction  
Begins  
4/2013 - 1/2015

Estimated  
Completion  
11/2017

Estimated  
Completion  
10/2016 - 11/2017



Express lanes offer customers a choice that provides an opportunity for a through-trip with greater trip reliability and safety.

## Why Express Lanes

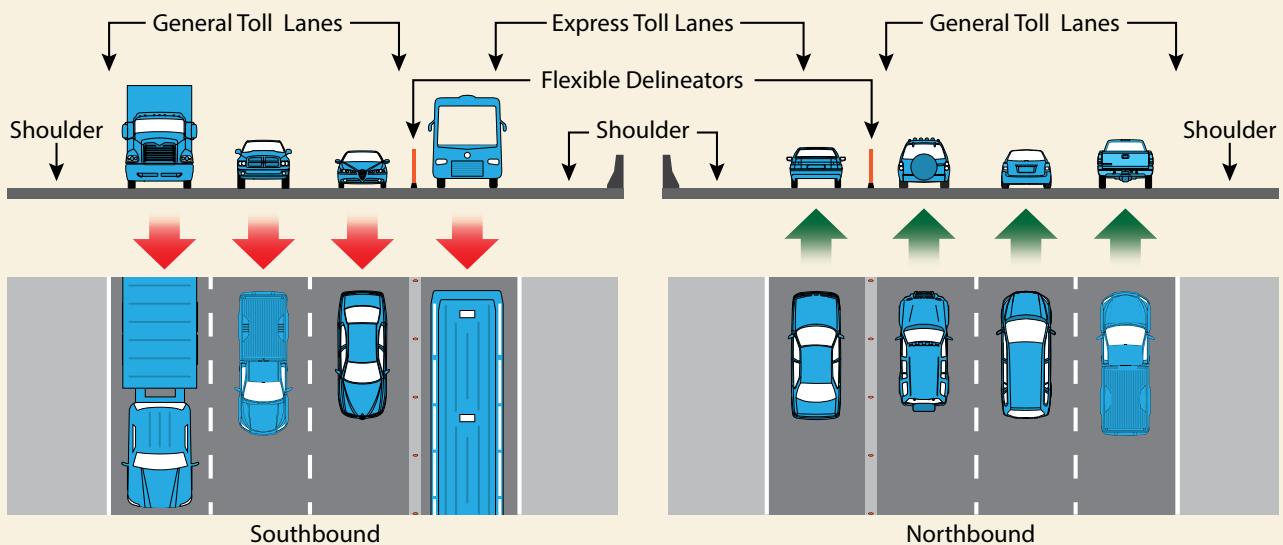
- Constant road widening is not sustainable due to costs and limited right-of-way
- Dynamic pricing presents an innovative, long-term congestion management tool
- Offers drivers travel choices and provides more travel time predictability
- Provides local transit buses and emergency vehicles with an unobstructed corridor

## ...Innovating for the Future

Widening, express lanes and AET will mean less congestion for customers. Keeping the Veterans Expressway moving encourages continued economic development in this region. The improvements double the capacity of the highway from four to eight lanes. Part of the widening improvements include reconstruction of 38 existing bridges and the building of three new bridges. The improvements also include a concurrent project to convert the facility to AET providing non-stop travel for all customers. Lastly, the project introduces the express lane concept to the region.

With these monumental improvements nearing completion, the Turnpike is now refocusing its vision to further extend the expressway into Citrus County. This 13-mile expansion to SR 44 is planned for construction in late fiscal year 2016. When complete, the Veterans Expressway will have evolved from a 15-mile commuter facility in Hillsborough County to the 70-mile Toll 589 mainline through four vital gulf coast counties.

## Efficiency: Veterans Express Lanes



## Future Veterans Expressway

- 2 new general toll lanes
- 2 new express toll lanes
- 11.5' travel lanes
- 8'-12' shoulders
- 2' buffer for delineators
- Buses and emergency vehicles allowed to access express lanes

# Serving Our Customers

## Safety and Roadside Assistance

Customer safety is the Department's highest priority. Florida's Turnpike relies on Intelligent Transportation System (ITS) equipment to monitor traffic in two TMCs located along the Mainline in Pompano Beach at Milepost 65 and Orlando at Milepost 263. The TMC team works closely with the Florida Highway Patrol, Road Rangers, towing vendors, FDOT Districts, "511" travel information providers, traffic media, construction and maintenance personnel and other agencies to ensure customer safety and provide accurate and timely information. ITS equipment provides traffic engineers with up-to-date traffic information such as the average speeds of traffic, areas of congestion and tools to manage incidents on the roadway. The TMC coordinates incident emergency response efforts in order to prevent secondary crashes and advise motorists of traffic conditions. During fiscal year 2015, the TMC managed over 140 thousand incidents with the help of one or more communication and safety partners.

## Florida Highway Patrol

For decades, the Florida Highway Patrol's Troop K has provided for the safety and security of the Turnpike's roadways and service plazas. During fiscal year 2015, Troop K assisted nearly 57 thousand customers.



Major Joe Lopez, Troop K Commander

## Road Ranger

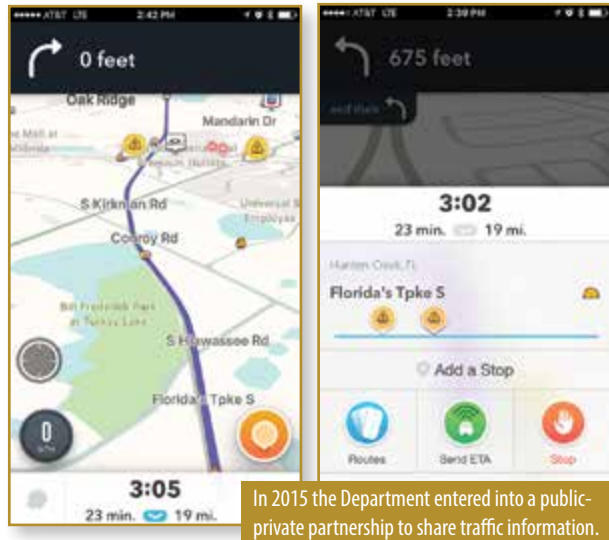
The Turnpike's Road Ranger program, known as the State Farm Safety Patrol, travels Florida's Turnpike System looking for stranded motorists, debris on the road, traffic accidents or other incidents. In fiscal year 2015, Road Rangers assisted nearly 86 thousand motorists and responded to approximately six thousand crashes.

## Waze

Waze is a free navigation application for iOS, Android and Windows smartphones. In fiscal year 2015, the Department entered into a public-private partnership agreement with Waze to share information such as speed limits, toll road information, evacuation routes and emergency shelter information. The Department also provides Waze access to its third party data feed which is composed of information from the 511 system populated by the districts, including Florida's Turnpike. In return, Waze allows the Department to access real-time data that is



used to inform Traffic Operations of incident locations which are communicated to the traveling public via the 511 system. In addition to construction, congestion and crashes, incidents reported on Waze may also include debris in the roadway and fog. Access to this traffic information assists motorists using the international crowd-sourcing application by providing timely updates of incidents while driving on the Turnpike System.



In 2015 the Department entered into a public-private partnership to share traffic information.

## Rapid Incident Scene Clearance

Rapid Incident Scene Clearance (RISC) is a safety program that utilizes qualified towing companies to quickly clear major roadway obstructions, such as large vehicle crashes, rollovers, fires or cargo spills. The program significantly reduces clearance times by providing an incentive to contractors for employing specialized recovery equipment and procedures. During fiscal year 2015, RISC towing contractors cleared 75 traffic incidents of this type in an average of 55 minutes, well below the incentivized goal of 90 minutes.

## Specialty Towing and Roadside Repair

The Specialty Towing and Roadside Repair (STARR) program facilitates safe, expedient and efficient towing service for wrecked or disabled vehicles on the Turnpike Mainline. Qualified vendors are required to employ personnel with specialized training and industry-related certification. During fiscal year 2015, STARR vendors responded to more than seven thousand calls dispatched by FHP and met their stated arrival time 89 percent of the time, with an average arrival time of approximately 21 minutes. In fiscal year 2015, the program expanded and now includes the Turnpike Mainline, Sawgrass Expressway, Beachline Expressway, Veterans Expressway and Suncoast Parkway.

## Department Emergency Response Teams

Department Emergency Response Teams consist of trained employees who are deployed to service plazas to assist customers during emergencies. Each service plaza is equipped with industrial-size generators that can provide up to 72 hours of power. By having uninterrupted power, the public and emergency personnel are able to refuel their vehicles, have access to food and water during evacuations and utilize restroom facilities.

## SunPass®

SunPass® mini transponders and SunPass® slim portable transponders are available for sale at nearly two thousand locations throughout Florida. In cooperation with VISIT FLORIDA®, the Turnpike now offers SunPass® mini transponders in vending machines at welcome centers on major interstates. The transponders can be purchased using cash or payment cards and then activated, mounted and ready for use in a matter of minutes. In addition, numerous outreach events are conducted to explain the benefits of SunPass®, as well as to assist individuals with registration and activation of newly purchased transponders. Transponders can be activated via the SunPass® website, at a Florida welcome center kiosk or by calling a customer service representative at 1-888-TOLL-FLA. In fiscal year 2015, nearly 1.6 million transponders were sold.



The Turnpike is a national leader in retail distribution of transponders. Stadium sponsorships, such as with Florida Citrus Sports, promote the SunPass® brand to residents and visitors of Florida.

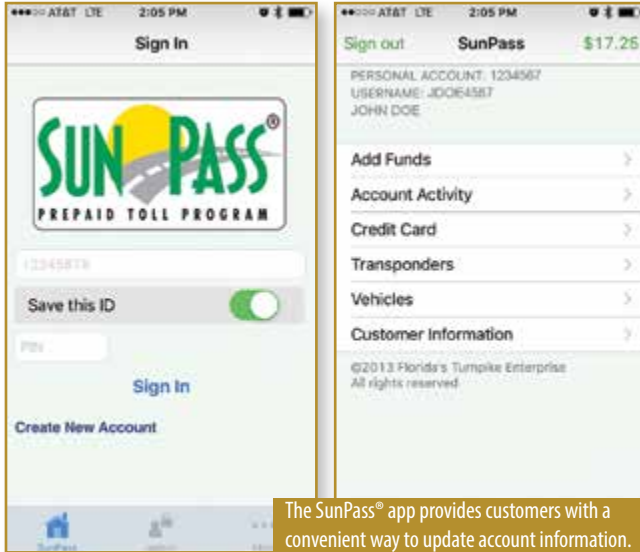
## Account Programs

Turnpike customers have the choice of two toll account programs: transponder-based and license plate-based. The transponder-based program, SunPass®, allows customers to establish a prepaid toll account with a corresponding transponder in their vehicle to record their transactions electronically at tolling points along the Turnpike System and other facilities, as well as pay for their parking at airports around the State. SunPass® customers pay the lowest toll rates available as SunPass® rates are lower than other payment options. Both the Turnpike and customers benefit from this form of electronic toll collection (ETC). The license plate-based program, TOLL-BY-PLATE®, captures a photograph of the license plate as the vehicle passes through the toll facility and matches the license plate to the registered owner of the vehicle. Customers who do not establish a prepaid account are invoiced for their tolls.

## Account Management

The Turnpike offers its customers a variety of payment choices. Customers may establish recurring payments, as well as add money to their prepaid account using a payment card via the internet, a mobile application or by telephone. In addition, SunPass® customers now have the opportunity to replenish SunPass® accounts with cash at nearly 5,400 retail locations throughout the State of Florida, including grocery, convenience and check cashing stores. In fiscal year 2015, more than \$1 billion of replenishments were processed for accountholders. Customers without a prepaid account may pay toll invoices via the internet, telephone or mail.

# Serving Our Customers



Systemwide, ETC participation remained consistent with the prior year at 81 percent of traffic and 80 percent of revenue. SunPass® participation peaks in urban areas that serve a higher volume of commuters. In South Florida, the ratio of SunPass® transactions to all transactions is approximately 85 percent, and on the Veterans Expressway, it is 84 percent. Due to the high percentage of ETC, the Turnpike converted the Sawgrass Expressway and the Veterans Expressway to AET. With SR 821 (HEFT) operating as an AET facility since 2011, and the recent conversion of Sawgrass and Veterans Expressways, as well as the planned conversion of additional Turnpike facilities to AET, it is anticipated that ETC participation will continue to grow.

## Increasing the Value of the SunPass® Brand

The Turnpike endeavors to increase the value of the SunPass® brand both within and outside of Florida through partnerships with other agencies. Within Florida, the Turnpike partners with smaller, independent toll agencies to incorporate SunPass®-compatible toll technology for electronic toll collection. With growth in the SunPass® customer base, transaction processing expanded beyond tolling to include airport parking transactions at the major international airports in Florida. Additionally, the Turnpike works with toll agencies in North Carolina and Georgia to allow customers from those States to use their Quick Pass® or Peach Pass® on Florida toll systems. Likewise, SunPass® is accepted on toll roads in North Carolina and Georgia. These partnerships provide value to customers and are pivotal to preparing for national interoperability.

Through the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), Congressman John

Mica, Chairman of the House Transportation and Infrastructure Committee, spearheaded the effort to require toll agencies to work together to achieve national interoperability. In simplest terms, this means that a customer with a SunPass® transponder can use it outside of Florida on another agency's toll system. Likewise, a customer with a transponder from another state can use it on toll roads in Florida. The deadline for compliance with the federal requirement is October 2016. Florida's Turnpike has been a national leader addressing interoperability through coordinated efforts with state agencies, independent toll authorities and industry associations.

Because of the success in recent efforts to increase the value of the SunPass® brand, the Turnpike Data Center processes 1.3 billion toll transactions annually. The Turnpike's future plans entail transforming its robust Data Center into the Southern U.S. toll processing hub. This aggressive goal will expand service offerings to other transportation agencies in the Southeast. In conjunction with the development of the Southern hub, two additional hubs are under development to serve Central and Western states. Ultimately, the separate hubs will link together to provide national interoperability as envisioned by Congressman Mica.

## Centralized Customer Service System

With the growth in electronic toll processing and the development of the Southern U.S. toll processing hub, the Turnpike is undertaking a project to modernize its back office system and operations. The Centralized Customer Service System (CCSS) will process customer transactions and manage customer accounts, with the goal of enhancing customer service and reducing costs by merging multiple back office operations. As the name implies, customer service will be centralized into one back office operation providing more streamlined account management and the exceptional level of service that customers have come to expect.



Now Georgia's Peach Pass® customers and North Carolina's Quick Pass® customers enjoy the benefits of All-Electronic Tolling in Florida.

# Fiscal Discipline and Financial Management

The Turnpike System has demonstrated the strength of its financial management policies over five decades of operations. Management is responsible for safeguarding the System's assets and preserving and reinvesting in the System to ensure financial sustainability. As of June 30, 2015, the Turnpike System reported a net position of \$7.4 billion, an increase of 7.4 percent over the prior fiscal year. The System is financially self-supporting from resources generated by toll and concession revenues, investment income and the issuance of municipal bonds. The revenues of the System are pledged for repayment of outstanding bonds.

## Safeguards and Internal Controls

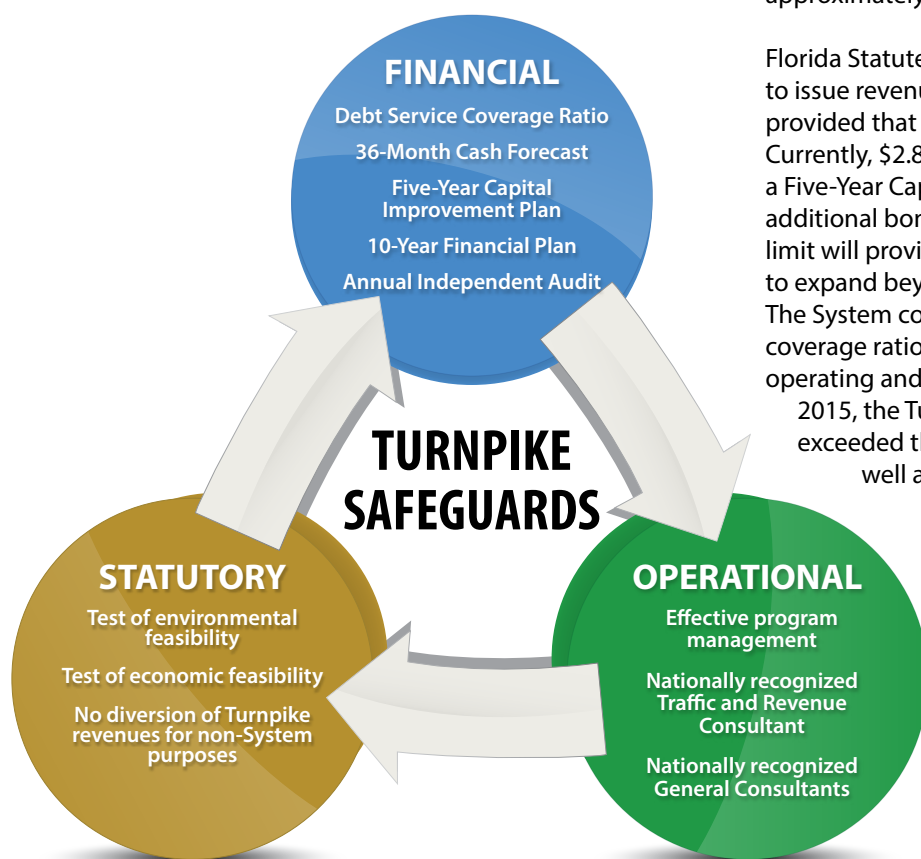
A number of program safeguards are in place to protect the System including statutory and bond covenant requirements. Management is responsible for establishing a system of internal controls over financial reporting. Management believes the existing internal control structure is designed and operating so that a material misstatement would be prevented or detected, and corrected, by Department employees in the normal course of performing their duties.

## Debt Management

The Turnpike System pledges revenue from the existing System in addition to revenues projected from new facilities when issuing bonds to construct new projects. Since opening to traffic in 1957, the Turnpike System has generated sufficient revenue to construct improvements and expansions, operate and maintain the System and meet all debt service requirements.

During fiscal year 2015, the Turnpike benefitted from favorable interest rates by issuing new money and refunding bonds. The Turnpike issued \$223.6 million State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2014A, to refund the State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2004A, maturing in 2027 through 2034, and to provide proceeds for new construction. Immediately subsequent to fiscal year end, the Turnpike issued \$241.5 million State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2015A, to refund all of the State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2005A, maturing in years 2016 through 2029, and to provide proceeds for new construction. Together, the 2014A and 2015A issues resulted in a decrease in future debt service costs of approximately \$35.3 million.

Florida Statutes Section 338.2275 authorizes the System to issue revenue bonds to fund approved projects provided that no more than \$10 billion is outstanding. Currently, \$2.8 billion of bonds are outstanding with a Five-Year Capital Plan that calls for \$1.5 billion of additional bonds to be issued. The remaining statutory limit will provide the legislative authority for the System to expand beyond the current Five-Year Work Program. The System continues to report strong debt service coverage ratios due to revenue growth and stable operating and maintenance expenses. For fiscal year 2015, the Turnpike's debt service coverage ratio of 2.83 exceeded the Turnpike's debt management policy as well as the bond indenture requirement.



# Fiscal Discipline and Financial Management

## Municipal Credit Ratings

During fiscal year 2015, the rating agencies recognized the System's record growth. Moody's upgraded its outlook to positive from stable crediting the System's fundamental strengths and improving Florida economic outlook combined with a new tolling policy which will collectively support strong financial metrics and maintenance of strong liquidity. The System continued to improve upon industry leading bond ratings from all three nationally recognized bond rating agencies for its outstanding bonded debt. The agencies attribute these ratings to the consistently strong financial performance of the System and management's exceptional financial operations.

### Moody's Investors Service

## Aa3

*"Moody's revises to positive the outlook on Turnpike revenue bonds. The positive outlook reflects Moody's view that the Turnpike's fundamental strengths and improving Florida economic outlook coupled with a new tolling policy will support strong financial metrics and maintenance of strong liquidity going forward."*  
- April 2015

### Fitch Ratings

## AA-

*"The rating reflects the mainline's standing as a major turnpike with history of strong traffic and increasing revenues and the strength of its service area."*  
- April 2015

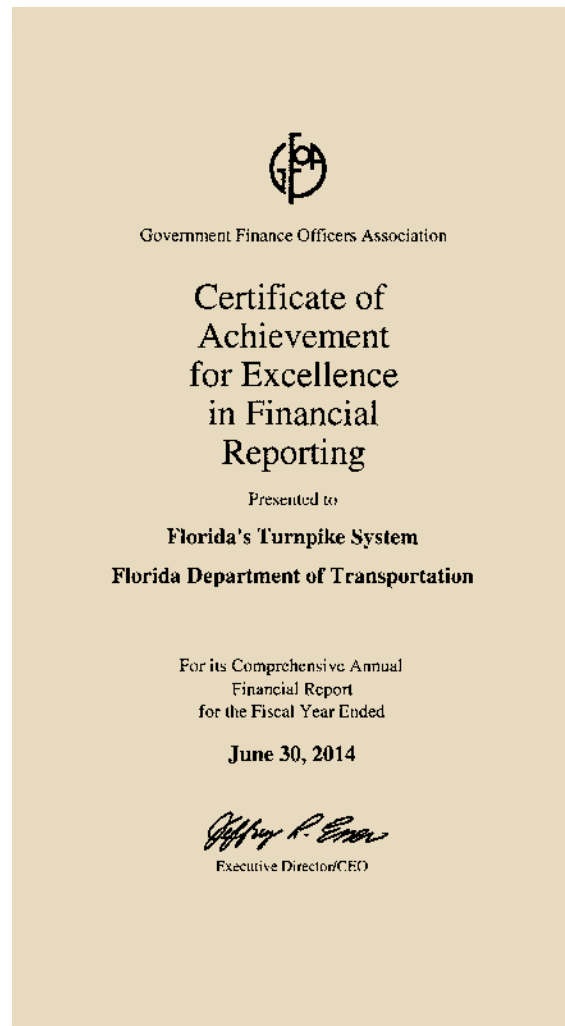
### Standard & Poors Ratings Services

## AA-

## Certificate of Achievement

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the System for its comprehensive annual financial report for the fiscal year ended June 30, 2014. This was the 23<sup>rd</sup> consecutive year that the System achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year. Management believes that the current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and is submitting it to the GFOA to determine its eligibility for another certificate.



# Organizational Structure

The Turnpike's mission is to help meet the State's growing transportation needs, ensure value to customers, protect investors and manage the Turnpike in a business-like manner. The Florida State Legislature created Florida's Turnpike in 1953 as the Florida State Turnpike Authority, which subsequently became part of the Department in 1969. In 2002, the Turnpike became an Enterprise within the Department. The Enterprise is responsible for the management of Florida's Turnpike System and the collection of tolls on seven other facilities owned or operated by the Department.

In accordance with Florida Statutes, the Florida Transportation Commission (FTC) serves as a citizen's oversight body for the Department. The FTC's purpose is to review major transportation policy initiatives submitted by the Department and recommend major transportation policy to the Governor and Legislature. The Commission consists of nine members with private-sector experience who are appointed by the Governor and who serve uncompensated, staggered terms of four years. Additionally, the Commission is responsible for nominating three candidates for the selection of the Secretary of Transportation. As the head of the agency, the Secretary is appointed by the Governor and subject to confirmation by the Senate.

In December 2014, Governor Scott appointed Jim Boxold the 38<sup>th</sup> Secretary of the Florida Department of Transportation. Secretary Boxold served as the Chief of Staff to the Department since July 2013. Prior to joining the Department, he served 10 years as the Director of Cabinet Affairs for the Florida Commissioner of Agriculture. Secretary Boxold assumed his leadership role as the Department celebrated its centennial anniversary.

The Department consists of seven Districts and the Turnpike Enterprise. The District Secretaries and the Executive Director of the Enterprise report to the Department's Secretary.

## FLORIDA TRANSPORTATION COMMISSION



*Chairman*  
Jay Trumbull  
Panama City



*Vice-Chairman*  
Ken Wright  
Orlando



*Secretary*  
Beth Kigel  
West Palm Beach



Donnie Ellington  
Gainesville



Katherine Frazier  
Tampa



Maurice Ferré  
Miami



Jim Sebesta  
St. Petersburg



Ronald Howse, PE  
Cocoa

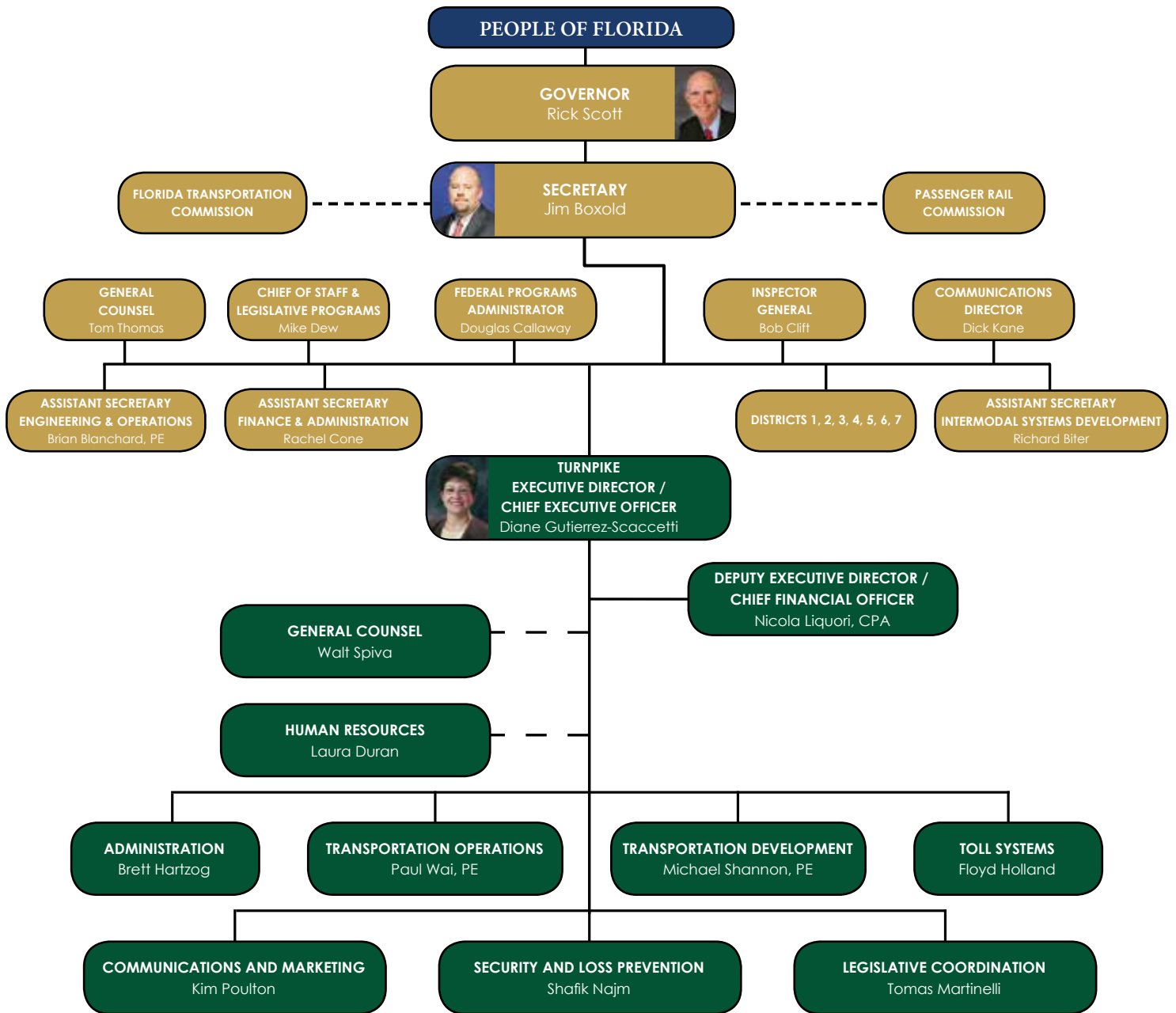


John Browning, Jr.  
East Palatka

**Mission:** To provide leadership in meeting Florida's transportation needs through policy guidance on issues of Statewide importance and maintaining public accountability for the Department of Transportation

# Organizational Structure

Reporting to the Turnpike Executive Director are the Chief Financial Officer, Administration, Transportation Operations, Transportation Development, Toll Systems, Communications and Marketing, Security and Loss Prevention and Legislative Coordination.



Florida Department of Transportation	Florida's Turnpike Enterprise
To provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities	To help meet the State's growing transportation needs, ensuring value to customers, protecting investors and managing the Turnpike System in a business-like manner





RSM US LLP

## Independent Auditor's Report

Secretary of Transportation  
Florida Department of Transportation  
Tallahassee, Florida

### Report on the Financial Statements

We have audited the accompanying financial statements of Florida's Turnpike System (the System), an enterprise fund of the Florida Department of Transportation, which is an agency of the State of Florida, as of and for the years ended June 30, 2015 and 2014, and the related notes to the financial statements, which collectively comprise the System's basic financial statements as listed in the table of contents.

### *Management's Responsibility for the Financial Statements*

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### *Auditor's Responsibility*

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### *Opinion*

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Florida's Turnpike System, as of June 30, 2015 and 2014, and the changes in financial position and, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

**Emphasis of Matter**

As discussed in Note 1, the financial statements present only the System and do not purport to, and do not represent fairly the financial position of the Florida Department of Transportation or the Florida Turnpike Enterprise Fund as of June 30, 2015 and 2014, and the changes in their financial position, or where applicable, its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

**Other Matters**

*Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information other than management's discussion and analysis be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

**Other Information**

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the System's basic financial statements. The introductory and statistical sections are presented for purposes of additional analysis and are not required part of the basic financial statements.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued, under separate cover, our reports dated November 6, 2015 and October 27, 2014 on our consideration of the System's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of those reports is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. Those reports are an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the System's internal control over financial reporting and compliance.

RSM US LLP

Orlando, Florida  
November 6, 2015

# FLORIDA'S TURNPIKE SYSTEM DEPARTMENT OF TRANSPORTATION STATE OF FLORIDA

## MANAGEMENT'S DISCUSSION AND ANALYSIS YEARS ENDED JUNE 30, 2015 AND 2014

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As management of Florida's Turnpike System (the "System"), we offer readers of our annual financial report this narrative overview of the financial activities of the System for the fiscal years ended June 30, 2015 and 2014. Please read it in conjunction with the financial statements as a whole.

The System operates as an enterprise fund of the Florida Department of Transportation (the "Department"), an agency of the State of Florida. The statements contained herein include only the accounts of the System and do not include any other accounts of the Department or the State of Florida. The System is presented as an enterprise fund in the financial statements of the State of Florida.

### FINANCIAL HIGHLIGHTS

- Total revenues were \$907.7 million and \$843.9 million, for fiscal years 2015 and 2014, respectively. Fiscal year 2015 revenues increased \$63.8 million (7.6%) from the prior year and fiscal year 2014 revenues increased \$60.7 million (7.8%) from fiscal year 2013.
- Total expenses were \$365.5 million and \$372.5 million, for fiscal years 2015 and 2014, respectively. Fiscal year 2015 total expenses decreased \$7.0 million (1.9%) from the prior year, and fiscal year 2014 total expenses decreased \$25.1 million (6.3%) from fiscal year 2013.
- Net position totaled \$7.4 billion and \$6.9 billion as of June 30, 2015 and 2014, respectively. Increases of \$509.7 million (7.4%) and \$785.5 million (12.9%) from each of the prior fiscal years indicate strong continued growth in the System's financial position.
- Total capital assets, net of accumulated depreciation and amortization, amounted to \$9.4 billion and \$9.0 billion as of June 30, 2015 and 2014, respectively. Increases of \$369.9 million (4.1%) and \$844.8 million (10.3%) from each of the prior fiscal years reflect continued investment in capital assets.

### USING THIS ANNUAL REPORT

This discussion and analysis is intended to serve as an introduction to the System's basic financial statements, notes to the financial statements, and required supplementary information. While the System is considered part of the Department, which is an agency of the State of Florida, it is also considered an enterprise fund. Therefore, the System's financial statements are presented in a manner similar to a private sector business.

**Balance Sheet** — This statement presents information on all of the System's assets, deferred outflows of resources, liabilities and deferred inflows of resources, with the difference between the sum of the assets and deferred outflows and the sum of liabilities and deferred inflows reported as net position. Over time, increases or decreases in net position are relative indicators of whether the System's financial position is improving or deteriorating.

**Statement of Revenues, Expenses, and Changes in Net Position** — This statement shows the results of the System's total operations during the fiscal year and reflects both operating and nonoperating activities. Changes in net position reflect the current fiscal period's operating impact upon the overall financial position of the System.

**Statement of Cash Flows** — This statement presents information about the System's sources and uses of cash and the change in the cash balance during the fiscal year. The direct method of cash flows is presented, ending with a reconciliation of operating income to net cash provided by operating activities.

**Notes to the Financial Statements** — The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

**Other** — Certain required supplementary information is presented to disclose trend data on the System's infrastructure condition.

## FINANCIAL ANALYSIS

Net position serves as an indicator of the strength of the System's financial status. The System's net position as of June 30, 2015 and 2014 was \$7.4 billion and \$6.9 billion, an increase of \$509.7 million and \$785.5 million, respectively, as compared to the prior fiscal year. Increases in net position were primarily due to positive operating results for the two years which included the first full year of the I-4 Connector expansion project (opened in January 2014) and the acquisition of the Beachline East Expressway (July 2014). The System continues to invest its positive net operating revenues in capital assets, (see Table 1). The System uses these capital assets to provide services to customers. Although the System's investment in capital assets is reported net of related debt, it should be noted that System revenues are utilized to repay this debt in accordance with the bond resolution.

**Table 1**  
**Balance Sheets of Florida's Turnpike System**  
**(In Millions)**

	<b>As of June 30,</b>		
	<b>2015</b>	<b>2014</b>	<b>2013</b>
Current assets	\$ 898.5	\$ 894.2	\$ 731.2
Noncurrent restricted assets	223.6	262.8	283.1
Capital assets—net of accumulated depreciation and amortization	9,385.2	9,015.3	8,170.5
Noncurrent assets	<u>105.9</u>	<u>76.9</u>	<u>82.3</u>
Total assets	<u>10,613.2</u>	<u>10,249.2</u>	<u>9,267.1</u>
Deferred outflows of resources	<u>36.1</u>	<u>40.5</u>	<u>40.1</u>
Total assets and deferred outflows of resources	<u>\$ 10,649.3</u>	<u>\$ 10,289.7</u>	<u>\$ 9,307.2</u>
Current liabilities	\$ 240.1	\$ 305.4	\$ 186.8
Long-term debt outstanding and other liabilities	<u>2,898.1</u>	<u>2,974.9</u>	<u>2,901.3</u>
Total liabilities	<u>3,138.2</u>	<u>3,280.3</u>	<u>3,088.1</u>
Deferred inflows of resources	<u>137.1</u>	<u>145.1</u>	<u>140.3</u>
Net position:			
Net investment in capital assets	6,496.1	6,110.3	5,339.1
Restricted	110.4	121.0	149.6
Unrestricted	<u>767.5</u>	<u>633.0</u>	<u>590.1</u>
Total net position	<u>7,374.0</u>	<u>6,864.3</u>	<u>6,078.8</u>
Total liabilities, deferred inflows of resources and net position	<u>\$ 10,649.3</u>	<u>\$ 10,289.7</u>	<u>\$ 9,307.2</u>

A portion of the System's net position represents resources subject to bond covenants or other restrictions. Such funds are held to meet bond sinking fund and debt service reserve requirements. As of June 30, 2015 and 2014, net position subject to these restrictions totaled \$110.4 million and \$121.0 million, respectively. For fiscal year 2015, this represents a decrease of \$10.6 million from the prior year. This change is primarily due to a \$16.4 million decrease of the debt service reserve requirement. For fiscal year 2014, this represents a decrease of \$28.6 million from the prior year. This change is primarily due to an increase in net revenue. Additional information on the System's debt service funding can be found in Note 9 – *Bonds Payable* to the financial statements.

Unrestricted net position of \$767.5 million and \$633.0 million as of June 30, 2015 and 2014, respectively, represents residual amounts after all mandatory transfers have been made as required by bond covenants and other restrictions. Typically, unrestricted net position is used to fund capital improvements and to support the ongoing operations of the System. For fiscal years 2015 and 2014, this represents increases of \$134.5 million and \$42.9 million, respectively, due to increases in total net revenues for both years.

**Table 2**  
**Changes in Net Position of Florida's Turnpike System**  
**(In Millions)**

	<b>For the Year Ended June 30,</b>		
	<b>2015</b>	<b>2014</b>	<b>2013</b>
Operating revenues from toll facilities	\$ 866.0	\$ 796.3	\$ 755.5
Operating revenues from toll administrative charges	15.3	8.5	6.2
Operating revenues from concessions and other sources	13.3	12.1	12.5
Nonoperating investment earnings	7.6	21.5	3.3
Nonoperating interest subsidy	<u>5.5</u>	<u>5.5</u>	<u>5.7</u>
<b>Total revenues</b>	<u>907.7</u>	<u>843.9</u>	<u>783.2</u>
Operations and maintenance expense	(175.8)	(164.2)	(162.4)
Business development and marketing expense	(1.4)	(1.6)	(1.2)
Pollution remediation	(0.5)	-	-
Renewals and replacements expense	(59.2)	(62.7)	(81.9)
Depreciation and amortization expense	(35.0)	(35.4)	(35.1)
Nonoperating interest expense	(80.9)	(91.5)	(109.2)
Other nonoperating expense—net	<u>(12.7)</u>	<u>(17.1)</u>	<u>(7.8)</u>
<b>Total expenses</b>	<u>(365.5)</u>	<u>(372.5)</u>	<u>(397.6)</u>
Income before contributions and transfer	542.2	471.4	385.6
Contributions for capital projects	7.4	314.1	1.2
Transfer-facility acquisition	<u>(39.9)</u>	<u>-</u>	<u>-</u>
<b>Increase in net position</b>	509.7	785.5	386.8
Net position:			
Beginning of year	<u>6,864.3</u>	<u>6,078.8</u>	<u>5,692.0</u>
End of year	<u>\$ 7,374.0</u>	<u>\$ 6,864.3</u>	<u>\$ 6,078.8</u>

Total revenues for fiscal years 2015 and 2014 were \$907.7 million and \$843.9 million, respectively, with corresponding increases of \$63.8 million and \$60.7 million over the prior years. The yearly increases were primarily attributable to higher toll revenues due to an increase in toll transactions and the indexing of toll rates. For the years ended 2015 and 2014, toll transactions increased by over 11 percent and over four percent, respectively, compared to the prior fiscal years. Additionally, both years reflected the effect of the implementation of Section 338.165(3), Florida Statutes, requiring the Department to index toll rates on existing toll facilities. On July 1, 2014 and 2013, toll rates were indexed by the changes in the annual Consumer Price Index (CPI) of 1.5% and 2.1%, respectively. It is also important to note that the System has a broad customer base and the ability to serve more than half of the State's population. Expanded use of the interstate highway system and continuing heavy flows of commuter traffic make the System an attractive option to the motoring public in both rural and urban areas. Customers perceive the value of the Systems' well-maintained limited-access roadways and its high level of service.

Total expenses (including depreciation and amortization expense) for fiscal year 2015 were \$365.5 million, a decrease of \$7.0 million compared to fiscal year 2014. The decrease is primarily due to a \$10.6 million decrease in interest expense due to higher capitalized interest as compared to the prior year. Additionally, renewals and replacements expense decreased by \$3.5 million due to less resurfacing requirements compared to the prior year offset by an \$11.6 million increase in operations and maintenance expense. The increase in operations and maintenance expense is primarily due to the overall growth of system toll transactions, the addition of the Beachline East Expressway, and the impacts of the first full year of traffic on the I-4 Connector. In accordance with Section 338.231(3)(b), Florida Statutes, the System collects an administrative fee in association with video billings which is designed to offset these costs. Therefore, the additional video billings result in a corresponding increase in Toll Administrative Charges.

Total expenses (including depreciation and amortization expense) for fiscal year 2014 were \$372.5 million, a decrease of \$25.1 million compared to fiscal year 2013. The decrease is primarily due to a decrease in renewals and replacements due to the timing of resurfacing projects from year to year. Since the System utilizes the modified approach for reporting infrastructure, it is required to maintain its infrastructure assets at certain levels. Fluctuations in expense levels from year to year will result based on management's assessment of needed System preservation. The overall infrastructure condition rating was not affected by the decrease in renewals and replacements expenses in fiscal years 2015 or 2014. (See the Required Supplementary Information included after the Notes to Financial Statements for more information.)

## **CAPITAL ASSET AND DEBT ADMINISTRATION**

**Capital Assets** — As of June 30, 2015 and 2014, the System reported approximately \$9.4 billion and \$9.0 billion, respectively, in constructed, purchased, and donated capital assets (net of accumulated depreciation and amortization), which was \$369.9 million and \$844.8 million higher than the prior years. These increases were primarily due to the acquisition of the Beachline East Expressway on July 1, 2014, completion of the I-4 Connector expansion project which opened in January 2014, and ongoing widening of the Veterans Expressway and SR 821 (HEFT) roadways in Hillsborough and Miami-Dade counties, respectively. Other additions over the past two years were mainly in the category of infrastructure and related construction in progress assets which reflect the System's ongoing investment in its capital work program (see Table 3). The System's financial statements present capital assets in two groups distinguished by whether the capital asset is subject to depreciation/amortization or not subject to depreciation/amortization.

**Table 3**  
**Capital Assets of Florida's Turnpike System**  
**(Net of Depreciation or Amortization, in Millions)**

	<u>As of June 30,</u>		
	<u>2015</u>	<u>2014</u>	<u>2013</u>
Infrastructure	\$ 7,224.9	\$ 6,878.5	\$ 6,432.8
Construction in progress	949.4	950.6	598.9
Land	903.6	892.9	866.6
Buildings	60.4	60.3	49.0
Buildings and improvements—net	128.2	132.1	132.5
Furniture and equipment—net	105.1	88.0	71.3
Intangible assets—net	<u>13.6</u>	<u>12.9</u>	<u>19.4</u>
Total capital assets—net	<u>\$ 9,385.2</u>	<u>\$ 9,015.3</u>	<u>\$ 8,170.5</u>

For fiscal years ended 2015 and 2014, major additions of capital assets, including those in progress, were as follows (in millions):

	<u>2015</u>	<u>2014</u>
Widening and capacity improvements	\$ 171.9	\$ 170.4
Expansion projects	54.7	430.2
Interchange and access projects	50.0	192.9
All-Electronic Tolling improvements	39.2	94.8
Safety improvements	5.4	17.3
Intelligent transportation system improvements	<u>0.4</u>	<u>1.1</u>
Total	<u>\$ 321.6</u>	<u>\$ 906.7</u>

The System's capital program is made up of a number of ongoing projects, which include construction of the new First Coast Expressway in Clay and Duval counties; an interchange at SR 417 and the Mainline; widening of the Beachline West Expressway (from I-4 to the Mainline); widening of the Veterans Expressway in Hillsborough County; widening of the SR 821 (HEFT) in Miami-Dade County; as well as other interchange improvements.

Capital projects planned for the fiscal year ending June 30, 2016 include \$467.9 million of widening and capacity improvement projects on the Mainline in Osceola County, SR 821 (HEFT), Beachline West Expressway, and Seminole Expressway; \$290.1 million expansion of the Suncoast Parkway into Citrus County; and \$91.6 million of interchange projects in Central and Southern Florida. These projects will be funded over the next few years with existing cash, toll revenues, and bond proceeds, as well as available state and local funds.

**Modified Approach for Reporting Infrastructure** — Governmental accounting and reporting standards permit an alternative to reporting depreciation for infrastructure assets known as the modified approach. For its highway system and improvements, the System has made the commitment to maintain and preserve these assets at condition level ratings equal to or greater than those established by the Department. As a result, the

System does not report depreciation expense for its highway system and improvements; rather, costs for both maintenance and preservation of infrastructure assets are expensed in the period incurred.

As detailed in the required supplementary information included after the Notes to Financial Statements, the System has exceeded its targeted infrastructure condition level ratings for the last several years. For fiscal years 2015 and 2014, the System estimated it would need to spend \$81.8 million and \$86.9 million, respectively, for infrastructure maintenance and preservation, but actually expended \$97.8 million and \$98.9 million, respectively. Fluctuations occur from year to year between the amount spent to preserve and maintain the System, and the estimated amount resulting from the timing of work activities. Over a period of time, the amount expended is comparable to the estimate. As such, the System's overall maintenance condition rating is consistent from year to year.

Additional information on the System's current capital assets can be found in Note 5 – *Capital Assets* to the financial statements.

**Noncurrent Liabilities** — At the end of fiscal year 2015, the System had outstanding bonds (net of unamortized premiums/discounts) and other noncurrent liabilities payable totaling \$2.9 billion. This amount represents a decrease of the System's long-term debt obligations by \$76.8 million from June 30, 2014. This decrease was primarily due to a \$33.2 million repayment of other liabilities related to the construction of capital assets and a \$36.1 million decrease of principal on outstanding bonds and current year refundings.

At the end of fiscal year 2014, the System had outstanding bonds (net of unamortized premiums) and other noncurrent liabilities payable totaling \$3.0 billion. This amount represents an increase of the System's long-term debt obligations by \$73.6 million from June 30, 2013. This increase was primarily due to a \$52.7 million increase in other liabilities related to the construction of capital assets and a \$34.0 million increase of principal on outstanding bonds and current year refundings.

Additional information on the System's outstanding noncurrent liabilities can be found in Notes 8, 9, and 10 to the financial statements.

The System is authorized by Section 338.2275 of the Florida Statutes to have up to \$10.0 billion of outstanding bonds to fund approved projects. As of June 30, 2015, the System has \$2.9 billion of outstanding bonds related to the financing of the construction of expansion projects and system improvements.

The System issues bonds to fund expansion and improvement projects in accordance with System Debt Management Guidelines. Pursuant to these guidelines, the System typically issues 30-year fixed-rate bonds. Bonds are issued to fund projects with an expected useful life not less than the term of the bonds. The System does not issue bonds for operations and maintenance costs. Bonds are issued through the State Board of Administration (SBA), Division of Bond Finance, in accordance with s.11(d), Article VII of the State Constitution. Bonds are only issued for projects included in the System's legislatively (Section 339.135 (4), F.S.) approved Work Program.

The planned bond sales are included in the Department's financially balanced five-year finance plan and 36-month cash forecast as required by the legislature (Section 339.135 (4), F.S.).

The resolution authorizing the issuance of bonds requires a debt service reserve be established in an amount as defined in the resolution. The System is fully funded for fiscal years 2015 and 2014. Additional information on the System's debt service reserve requirements can be found in Note 9 – *Bonds Payable* to the financial statements.

The System currently holds an "AA-" rating from Standard & Poor's Ratings Services, an "AA-" rating from Fitch Ratings, and an "Aa3" rating from Moody's Investors Service for its bond issues. Furthermore, during fiscal year 2015, Moody's revised its "Aa3" rating outlook to "Positive" from "Stable." The System's debt service coverage ratio was 2.83 and 2.72 for fiscal years 2015 and 2014, respectively. This higher coverage is



primarily due to an increase of \$66.4 million of net operating revenues available for debt service. This coverage ratio exceeds the 1.2 minimum debt service coverage as required by the resolution.

**Table 4**  
**Outstanding Noncurrent Liabilities of Florida's Turnpike System**  
**(Net of Premiums and Discounts, in Millions)**

	<u>As of June 30,</u>		
	<u>2015</u>	<u>2014</u>	<u>2013</u>
Bonds (backed by System revenues)	\$ 2,767.4	\$ 2,795.7	\$ 2,761.6
Advances payable to the Florida Department of Transportation	110.7	125.9	139.1
Other noncurrent liabilities	<u>20.0</u>	<u>53.3</u>	<u>0.6</u>
Total noncurrent liabilities	<u>\$ 2,898.1</u>	<u>\$ 2,974.9</u>	<u>\$ 2,901.3</u>

***Economic Conditions and Outlook*** — Over the past five years, Florida's economy has expanded at a steady pace. The key drivers for the improving economy are significant job growth, increases in population and year-over-year record highs recorded in the volume of tourists visiting Florida. As a result, commuter, recreational and commercial traffic are expected to continue to increase beyond 2015.

Fiscal year 2015 toll revenues reflect the statutorily required indexing of toll rates. Additionally, on July 1, 2015, (FY 2016) the SunPass and TOLL-BY-PLATE rates were adjusted by the annual CPI index of 1.6%. Management believes that fiscal year 2016 toll revenues will be sufficient to meet its obligations for debt service, operating and maintenance costs, and the preservation of the System. The remaining revenues will be utilized to fund the System's capital improvement program.

***Requests for Information*** — This financial report is designed to provide a general overview of the System's financial results and condition for those interested. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Florida's Turnpike System, P.O. Box 613069, Ocoee, Florida 34761.

**FLORIDA'S TURNPIKE SYSTEM  
DEPARTMENT OF TRANSPORTATION  
STATE OF FLORIDA**

**BALANCE SHEETS  
JUNE 30, 2015 AND 2014  
(In thousands)**

	<b>2015</b>	<b>2014</b>
<b>ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>		
ASSETS:		
CURRENT ASSETS:		
Pooled cash and cash equivalents (Note 3)	\$ 854,693	\$ 857,410
Receivables:		
Accounts	11,195	8,480
Interest	1,153	1,404
Due from other governments (Note 4)	25,740	17,542
Prepaid expenses	234	-
Inventory	1,550	2,511
Other assets	<u>3,934</u>	<u>6,904</u>
Total current assets	<u>898,499</u>	<u>894,251</u>
NONCURRENT ASSETS:		
Unrestricted investments	<u>34,448</u>	<u>176</u>
Restricted assets:		
Restricted cash and cash equivalents (Note 3)	37,265	70,949
Restricted investments (Note 3)	<u>186,314</u>	<u>191,729</u>
Total restricted assets	<u>223,579</u>	<u>262,678</u>
Nondepreciable capital assets (Note 5):		
Construction in progress	949,387	950,605
Land	903,572	892,855
Buildings	60,367	60,367
Infrastructure – highway system and improvements	<u>7,224,909</u>	<u>6,878,491</u>
Total nondepreciable capital assets	<u>9,138,235</u>	<u>8,782,318</u>
Depreciable capital assets (Note 5):		
Buildings and improvements	240,381	247,177
Furniture and equipment	198,943	178,682
Intangible assets	51,951	44,776
Less accumulated depreciation and amortization	<u>(244,290)</u>	<u>(237,642)</u>
Total depreciable capital assets – net	<u>246,985</u>	<u>232,993</u>
Service concession arrangement receivable (Note 11)	<u>71,467</u>	<u>76,751</u>
Total noncurrent assets	<u>9,714,714</u>	<u>9,354,916</u>
Total assets	<u>10,613,213</u>	<u>10,249,167</u>
Deferred outflows of resources	<u>36,119</u>	<u>40,542</u>
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<b><u>\$ 10,649,332</u></b>	<b><u>\$ 10,289,709</u></b>

(Continued)

**FLORIDA'S TURNPIKE SYSTEM  
DEPARTMENT OF TRANSPORTATION  
STATE OF FLORIDA**

**BALANCE SHEETS  
JUNE 30, 2015 AND 2014  
(In thousands)**

	<b>2015</b>	<b>2014</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION</b>		
LIABILITIES:		
CURRENT LIABILITIES:		
Construction contracts and retainage payable	\$ 72,623	\$ 154,314
Current portion of bonds payable (Notes 9, 10)	127,045	119,240
Due to Florida Department of Transportation (Note 7, 8, 10)	37,849	31,320
Due to other governments	71	88
Deposits payable	225	229
Unearned revenue	<u>2,325</u>	<u>275</u>
Total current liabilities	<u>240,138</u>	<u>305,466</u>
NONCURRENT LIABILITIES:		
Long-term portion of bonds payable – net of premiums of \$117,264 and \$125,405, respectively (Notes 9, 10)	2,767,374	2,795,715
Advances payable to Florida Department of Transportation (Notes 8, 10)	110,662	125,879
Unearned revenue from other governments (Note 10)	500	550
Other long-term liabilities (Note 10)	<u>19,575</u>	<u>52,725</u>
Total noncurrent liabilities	<u>2,898,111</u>	<u>2,974,869</u>
Total liabilities	<u>3,138,249</u>	<u>3,280,335</u>
Deferred inflows of resources (Note 11)	<u>137,108</u>	<u>145,120</u>
NET POSITION:		
Net investment in capital assets	6,496,129	6,110,327
Restricted for debt service	90,754	108,317
Restricted for renewal and replacement	19,597	12,608
Unrestricted	<u>767,495</u>	<u>633,002</u>
Total net position	<u>7,373,975</u>	<u>6,864,254</u>
<b>TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION</b>	<u><u>\$ 10,649,332</u></u>	<u><u>\$ 10,289,709</u></u>

(Concluded)

The accompanying notes to the financial statements are an integral part of these statements.

**FLORIDA'S TURNPIKE SYSTEM  
DEPARTMENT OF TRANSPORTATION  
STATE OF FLORIDA**

**STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION  
YEARS ENDED JUNE 30, 2015 AND 2014**

**(In thousands)**

	<b>2015</b>	<b>2014</b>
<b>OPERATING REVENUES:</b>		
Toll facilities	\$ 865,950	\$ 796,301
Toll administrative charges	15,334	8,495
Concessions	7,050	7,139
Other	<u>6,255</u>	<u>4,934</u>
Total operating revenues	<u>894,589</u>	<u>816,869</u>
<b>OPERATING EXPENSES:</b>		
Operations and maintenance	175,769	164,191
Business development and marketing	1,391	1,647
Pollution remediation	547	-
Renewals and replacements	59,249	62,684
Depreciation and amortization (Note 5)	<u>34,951</u>	<u>35,419</u>
Total operating expenses	<u>271,907</u>	<u>263,941</u>
<b>OPERATING INCOME</b>	<u>622,682</u>	<u>552,928</u>
<b>NONOPERATING REVENUES (EXPENSES):</b>		
Investment earnings	7,560	21,547
Interest subsidy (Note 5, 9)	5,509	5,515
Interest expense	(80,854)	(91,539)
Other – net	<u>(12,706)</u>	<u>(17,104)</u>
Total nonoperating expenses – net	<u>(80,491)</u>	<u>(81,581)</u>
<b>INCOME BEFORE CONTRIBUTIONS AND TRANSFER</b>	542,191	471,347
<b>CONTRIBUTIONS FOR CAPITAL PROJECTS (Note 13)</b>	7,449	314,146
<b>TRANSFER – FACILITY ACQUISITION (Note 5)</b>	<u>(39,919)</u>	<u>-</u>
<b>INCREASE IN NET POSITION</b>	509,721	785,493
<b>NET POSITION:</b>		
Beginning of year	<u>6,864,254</u>	<u>6,078,761</u>
End of year	<u>\$ 7,373,975</u>	<u>\$ 6,864,254</u>

The accompanying notes to the financial statements are an integral part of these statements.

**FLORIDA'S TURNPIKE SYSTEM  
DEPARTMENT OF TRANSPORTATION  
STATE OF FLORIDA**

**STATEMENTS OF CASH FLOWS  
YEARS ENDED JUNE 30, 2015 AND 2014**

**(In thousands)**

	<b>2015</b>	<b>2014</b>
<b>OPERATING ACTIVITIES:</b>		
Cash received from customers	\$ 877,241	\$ 813,730
Cash payments to suppliers for goods and services	(230,181)	(222,804)
Cash payments to employees	(18,196)	(15,661)
Other operating revenues	<u>7,557</u>	<u>10,264</u>
Net cash provided by operating activities	<u>636,421</u>	<u>585,529</u>
<b>CAPITAL AND RELATED FINANCING ACTIVITIES:</b>		
Proceeds from the issuance of revenue bonds	239,388	521,373
Receipts from 2009B Build America Bonds interest subsidy	5,509	5,515
Principal paid on revenue bond maturities	(120,990)	(111,425)
Interest paid on revenue bonds	(137,609)	(133,627)
Payments for bond issuance costs	(1,457)	(1,557)
Payments for refunding of revenue bonds	(116,937)	(344,818)
Payment to acquire facility	(60,000)	-
Receipts from contributions made by other governments	3,232	83
Payments for the acquisition or construction of capital assets	(463,862)	(372,191)
Proceeds from the sale of capital assets	227	1,001
Insurance recoveries	583	245
Fiscal charges	<u>(1,035)</u>	<u>(13,933)</u>
Net cash used in capital and related financing activities	<u>(652,951)</u>	<u>(449,334)</u>
<b>INVESTING ACTIVITIES:</b>		
Proceeds from the sale or maturity of investments	640,669	758,884
Investment earnings	9,016	21,635
Purchase of investments	<u>(669,556)</u>	<u>(737,295)</u>
Net cash provided by (used in) investing activities	<u>(19,871)</u>	<u>43,224</u>
<b>NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS AND RESTRICTED CASH AND CASH EQUIVALENTS</b>	<b>(36,401)</b>	<b>179,419</b>
<b>CASH AND CASH EQUIVALENTS AND RESTRICTED CASH AND CASH EQUIVALENTS:</b>		
Beginning of year	<u>928,359</u>	<u>748,940</u>
End of year	<u>\$ 891,958</u>	<u>\$ 928,359</u>

*(Continued)*

**FLORIDA'S TURNPIKE SYSTEM  
DEPARTMENT OF TRANSPORTATION  
STATE OF FLORIDA**

**STATEMENTS OF CASH FLOWS  
YEARS ENDED JUNE 30, 2015 AND 2014  
(In thousands)**

	2015	2014
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES:		
Operating income	\$ 622,682	\$ 552,928
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization expense	34,951	35,419
Pollution remediation	547	-
Other noncash adjustments	(1,402)	(592)
(Increase) decrease in:		
Due from other governments	(6,304)	7,712
Accounts receivable	(2,988)	397
Prepaid expenses	(234)	-
Inventory	1,170	(453)
Other assets	2,970	(5,049)
Increase (decrease) in:		
Due to Florida Department of Transportation	(5,470)	(11,518)
Due to other governments	(17)	(18)
Deposits payable	(4)	29
Construction contracts and retainage payable	(9,717)	6,673
Unearned revenue	237	1
Total adjustments	13,739	32,601
NET CASH PROVIDED BY OPERATING ACTIVITIES	\$ 636,421	\$ 585,529
SUPPLEMENTAL SCHEDULE OF NONCASH INVESTING, CAPITAL, AND FINANCING ACTIVITIES:		
Bond premium amortization – net	\$ (25,486)	\$ (23,619)
Amortization of fiscal charges	\$ -	\$ 12,818
Amortization of deferred losses on early retirement of debt	\$ 7,911	\$ 7,046
Deferred losses due to refunding	\$ (3,488)	\$ (11,514)
Write-off of deferred losses and net bond premiums	\$ 1,536	\$ 11,456
Loss on disposed capital assets	\$ 9,525	\$ 1,197
Contributions for capital projects	\$ 7,449	\$ 314,146
Capital asset contributions in other – net	\$ (78)	\$ (391)
Capital asset contributions in deferred inflow of resources	\$ -	\$ 65,102
Purchases of capital assets in current and other liabilities	\$ 35,230	\$ 193,316
Capitalized interest	\$ 38,005	\$ 24,884
Unrealized losses on investments	\$ (30)	\$ (32)

(Concluded)

The accompanying notes to the financial statements are an integral part of these statements.

# FLORIDA'S TURNPIKE SYSTEM DEPARTMENT OF TRANSPORTATION STATE OF FLORIDA

## NOTES TO FINANCIAL STATEMENTS YEARS ENDED JUNE 30, 2015 AND 2014

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### 1. REPORTING ENTITY

Florida's Turnpike System (the "System") is part of the Florida Department of Transportation (the "Department"), which is an agency of the State of Florida (the "State"). The Department is responsible for cash management and other financial matters of the System. The fiscal years 2015 and 2014 financial statements contained herein include only the accounts of the System and do not include any other accounts of the Department or the State. The System is presented as an enterprise fund in the financial reports of the State.

### 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

These policies represent applications of generally accepted accounting principles (GAAP) that are unique to state and local governments. In addition, they describe situations where the government has elected an accounting treatment from among several GAAP alternatives. The System has adopted GASB Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncement*, which requires the System to follow the pronouncements of the GASB in its accounting and financial reporting. GASB Statement No. 62 superseded previous guidance contained in GASB Statement No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities That Use Proprietary Fund Accounting*.

**Basis of Presentation — Fund Accounting** — The accounting systems of the Department are organized on the basis of funds, each of which is considered an accounting entity having a self-balancing set of accounts for recording its assets, deferred outflows, liabilities, deferred inflows, fund equity or net position, revenues, and expenditures or expenses. The individual funds account for the governmental resources allocated to them for the purpose of carrying on specific activities in accordance with laws, regulations, or other restrictions. The System is an Enterprise Fund — a Proprietary Fund of the Department.

The focus of proprietary fund measurement is on economic resources, or the determination of operating income, changes in net position, financial position, and cash flows. The following is a general description of the Turnpike System Enterprise Fund:

*Enterprise funds* may be used to report any activity for which a fee is charged to external users for goods or services. Activities are required to be reported as enterprise funds if any one of the following criteria is met, and governments should apply each of these criteria in the context of the activity's principal revenue sources.

- a. The activity is financed with debt that is secured solely by a pledge of the net revenues from fees and charges of the activity.
- b. Laws or regulations require that the activity's costs of providing services, including capital costs (such as depreciation and amortization or debt service), be recovered with fees and charges, rather than with taxes or similar revenues.

- c. The pricing policies of the activity establish fees and charges designed to recover its costs, including capital costs (such as depreciation and amortization or debt service).

Management believes that the activities of the System meet all three criteria.

**Basis of Accounting** — Basis of accounting refers to the timing of recognition of revenues and expenses in the accounts and reporting in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus applied. Proprietary funds utilize the accrual basis of accounting. Under this method, revenues are recognized when they are earned and expenses are recognized when they are incurred.

**Cash and Cash Equivalents** — Investments with a maturity of three months or less when purchased are considered to be cash equivalents. Included within this category are repurchase agreements held by the State Board of Administration (SBA) and cash deposited in the State’s general pool of investments, which are reported at fair value.

**Investments** — Investments are stated at fair value with the exception of certain nonparticipating contracts, such as repurchase agreements, which are reported at cost. Fair values are based on published market rates, other than investments in the state pool which values are based on the net assets value of the pool.

**Accounts Receivable** — Accounts receivable are reported at their net realizable value and includes the short-term portion of the service concession arrangement receivable.

**Inventory** — Inventory consists of SunPass transponders that are valued at the lower of cost or market (first-in, first-out method).

**Other Assets** — Other assets consists of toll equipment parts for use in All-Electronic Tolling lanes on the System. Toll equipment parts are reported at historical cost and classified as current if used within the operating cycle of 12 months, otherwise, they are classified as noncurrent.

**Capital Assets** — Capital assets are recorded at historical cost, except for contributed assets received from entities other than the State of Florida, which are recorded at fair value at the date of contribution. Construction in progress consists of project costs for highway infrastructure, improvements, buildings, equipment and software development that are not yet complete and have not been placed in service.

Construction period interest cost, net of interest earned on the unexpended proceeds of borrowings, is capitalized as part of capital assets by applying the weighted average interest rate to the average amount of accumulated construction expenditures during the construction period. Costs for maintenance and repairs are expensed as incurred. The System’s capitalization level is \$1,000 for tangible assets and \$10,000 for intangible assets. Depreciation and amortization, on a straight-line basis, is charged over useful lives ranging from 15 to 30 years for buildings and improvements, 3 to 10 years for furniture and equipment, and 3 to 15 years for intangible assets.

Infrastructure capital assets are recorded as highway system improvements and are not depreciated (see the following infrastructure depreciation policy). Buildings constructed or acquired meeting the criteria of a Service Concession Arrangement (see Note 5) are not depreciated. Under the System’s policy of accounting for toll facilities pursuant to “betterment accounting,” property costs represent a historical accumulation of costs expended to acquire right-of-way and to construct, improve, and place in operation the various projects and related facilities. Acquisition costs also include the costs of enlargement, betterments, and certain overhead amounts incurred during the construction phase. Subsequent betterments are capitalized. All such costs are not reduced for subsequent replacements, as replacements are considered to be period costs and are included in renewals and replacements. These policies are consistent with practices followed by similar entities within the toll bridge, turnpike, and



tunnel industry and with the modified approach for reporting infrastructure assets pursuant to GASB Statement No. 34, *Basic Financial Statements — and Management’s Discussion and Analysis — for State and Local Governments*.

**Modified Approach for Reporting Infrastructure** — The modified approach is an alternative to reporting depreciation of infrastructure capital assets, provided that two requirements are met. The System meets the requirements by utilizing an asset management system and disclosing and documenting that infrastructure is preserved at or above an established condition rating. Significant aspects of the System’s modified approach policy are: the System has made the commitment to preserve and maintain its infrastructure assets (highway system and improvements) at levels equal to or greater than those established by the Department. Depreciation expense is not reported for infrastructure assets and amounts are not capitalized in connection with improvements that lengthen the lives of such assets, unless the improvements also increase their service potential. Rather, costs for both maintenance and preservation of infrastructure capital assets are expensed in the period incurred. The System relies on the Department to maintain an asset management system that has an up-to-date inventory of System infrastructure assets and that performs condition assessments of those assets, summarizing the results using a measurement scale. Using these results, System management estimates the annual amount to maintain and preserve its infrastructure at a condition level established and disclosed by the System. The information required by GASB Statement No. 34 is presented in the required supplementary information included after the Notes to Financial Statements.

**Impairment of Capital Assets** — The System reviews its capital assets and considers impairment whenever indicators of impairment are present, such as when the decline in service utility of the capital asset is large in magnitude, and the event or change in circumstance is outside the normal life cycle of the capital asset. Pursuant to these guidelines, management has determined that no impairments existed at June 30, 2015 and 2014.

**Restricted Assets** — Certain assets are required to be segregated from other assets due to various bond indenture provisions. These assets are legally restricted for specific purposes, such as construction, renewals and replacements, and debt service.

**Bond Premiums and Discounts** — Bond premiums and discounts are deferred and amortized over the term of the bonds using the interest method.

**Deferred Inflows and Outflows of Resources** — Deferred outflows of resources represent a consumption of net position that applies to a future period and so will not be recognized as an outflow of resources (expense/expenditure) until that time. Likewise, deferred inflows of resources represent an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time.

**Restricted Net Position** — Restricted net position is comprised of assets restricted for debt service and renewals and replacements. It is the System’s policy to first use restricted assets when an expense is incurred for purposes for which both restricted and unrestricted assets are available.

**Net Investment in Capital Assets** — This component of net position consists of capital assets — net of accumulated depreciation and amortization, reduced by the outstanding balances of bonds net of unexpended proceeds, and advances payable that are attributable to the acquisition, construction, or improvement of those assets.

**Operating Revenues and Expenses** — Enterprise funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and delivering goods in connection with the fund’s principal ongoing operations. The principal operating revenues of the System are toll collections, toll administrative charges and concession revenue.

Operating expenses consist primarily of operations, maintenance, renewal and replacement costs, pollution remediation, and business development and marketing costs, as well as depreciation and amortization on certain capital assets. All revenues and expenses not meeting these definitions are reported as nonoperating revenues and expenses.

**Capital Contributions to Others** — Amounts included in contributions to others represent capital contributions to others by the System to support other road construction projects in conjunction with System projects. Such contributions are authorized by Chapter 338 of the Florida Statutes. These are presented as nonoperating revenues and expenses.

**Use of Estimates** — The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows, liabilities, deferred inflows, and changes therein and disclosure of contingent assets and liabilities. Actual results could differ from those estimates.

**Reclassification** — In order to conform with fiscal year 2015 presentation, the System reclassified toll administrative charges to operating revenues on the statement of revenues, expenses, and changes in net position and cash received from customers on the statement of cash flows for fiscal year 2014. These amounts were previously reported net of the related operations and maintenance expenses and therefore have no impact on fund balance.

**New Accounting Standards** — In June 2012, the GASB issued GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*—an amendment to Statement No. 27. This Statement replaces the requirements of Statements No. 27 and No. 50 related to pension plans that are administered through trusts or equivalent arrangements. The requirement of Statements No. 27 and No. 50 remain applicable for pensions that are not administered as trusts or equivalent arrangements. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2014. GASB Statement No. 68 did not have an effect on the financial position, changes in net position, or cash flows of the System. See Note 12 – *Employee Benefits* for the disclosures related to this Statement.

In November 2013, the GASB issued GASB Statement No. 71, *Pension Transition of Contributions Made Subsequent to the Measurement Date*—an amendment of GASB Statement No. 68. This Statement improves the accounting and financial reporting by addressing an issue in Statement No. 68 *Accounting and Financial Reporting for Pensions* concerning transition provisions related to certain pension contributions made to defined benefit pension plans prior to implementation of that Statement by employer and nonemployer contributing entities. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2014. GASB Statement No. 71 did not have an effect on the financial position, changes in net position, or cash flows of the System. See Note 12 – *Employee Benefits* for the disclosures related to this Statement.

In February 2015, the GASB issues GASB Statement No. 72, *Fair Value Measurement and Application*. This Statement establishes general principles for measuring fair value and standards of accounting and financial reporting for assets and liabilities measured at fair value. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2015. Management believes GASB Statement No. 72 will not have a material effect on the financial position, changes in net position, or cash flows of the System.

In June 2015, the GASB issued GASB Statement No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not Within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68*. This Statement establishes requirements for defined benefit pensions that are not within the scope of Statement No. 68, *Accounting and Financial Reporting for Pensions*, as well as for the assets accumulated for purposes of providing those pensions. In addition, it establishes requirements for defined contribution pensions that are not within the scope of Statement

68. It also amends certain provisions of Statement No. 67, *Financial Reporting for Pension Plans*, and Statement 68 for pension plans and pensions that are within their respective scopes. Management believes GASB Statement No. 73 will not have a material effect on the financial position, changes in net position, or cash flows of the System.

In June 2015, the GASB issued GASB Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. This Statement replaces Statements No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, as amended, and No. 57, *OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans*. It also includes requirements for defined contribution OPEB plans that replace the requirements for those OPEB plans in Statement No. 25, *Financial Reporting for Defined Benefit Pension Plans and Note Disclosures for Defined Contribution Plans*, as amended, Statement 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans* and Statement No. 50, *Pension Disclosures*. Management believes GASB Statement No. 74 will not have a material effect on the financial position, changes in net position, or cash flows of the System.

In June, 2015, the GASB issued GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. This Statement replaces the requirements of Statements No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, as amended, and No. 57, *OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans*, for OPEB. Management believes GASB Statement No. 75 will not have a material effect on the financial position, changes in net position, or cash flows of the System.

In June 2015, the GASB issued GASB Statement No. 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. This Statement supersedes Statement No. 55, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2015, and should be applied retroactively. Earlier application is permitted. Management believes GASB Statement No. 76 will not have a material effect on the financial position, changes in net position, or cash flows of the System.

In August 2015, the GASB issued GASB Statement No. 77, *Tax Abatement Disclosures*. This Statement requires disclosure of tax abatement information about (1) a reporting government's own tax abatement agreements and (2) those that are entered into by other governments and that reduce the reporting government's tax revenues. The System does not enter into tax abatement agreements; therefore, management believes GASB Statement No. 77 will not have a material effect on the financial position, changes in net position, or cash flows of the System.

### **3. CASH AND CASH EQUIVALENTS AND INVESTMENTS**

The System's deposit and investment practices are governed by Chapter 280, Florida Statutes, Section 17.57, and Section 215.47, as well as various legal covenants related to the outstanding bond issues. At June 30, 2015 and 2014, the carrying amounts of the System's cash on deposit in its bank accounts were \$1.9 million and \$1.7 million, respectively. The related bank balance was \$1.5 million and \$1.4 million, respectively, all of which were insured by the Federal Deposit Insurance Corporation or collateralized pursuant to Chapter 280, Florida Statutes.

Chapter 280, Florida Statutes, generally requires public funds to be deposited in a bank or savings association that is designated by the State Chief Financial Officer (State CFO) as authorized to receive deposits in the State and that meets the collateral requirements. The State CFO determines the collateral requirements and collateral pledging level for each Qualified Public Depository (QPD) following

guidelines outlined in Chapter 69C-2, Florida Administrative Code (FAC), and Section 280.04, Florida Statutes. The State CFO is directed by FAC to review the “Public Depository Monthly Reports” and continually monitor the collateral pledging level(s) and required collateral of each QPD. If the State CFO determines that a QPD has violated the law and rule and has not pledged adequate collateral and/or has not used the proper collateral pledging level or levels, the QPD is immediately notified of the fact and directed to immediately comply with the State CFO’s collateral requirements.

Eligible collateral includes federal, federally guaranteed, state and local government obligations, corporate bonds, letters of credit issued by a Federal Home Loan Bank, and with the State CFO’s permission, collateralized mortgage obligations, real estate mortgage investment conduits and securities, or other interests in any open-end management investment company registered under the Investment Company Act of 1940, provided the portfolio of such investment company is limited to direct obligations of the United States (U.S.) government and to repurchase agreements fully collateralized by such direct obligations of the U.S. government, and provided such investment company takes delivery of such collateral either directly or through an authorized custodian. Statutes provide that if a loss to public depositors is not covered by deposit insurance, demanding payment under letters of credit, and the proceeds from the sale of collateral pledged or deposited by the defaulting depository, the difference will be provided by an assessment levied against other QPDs.

The System deposits monies in the State’s general pool of investments. Under Section 17.57, Florida Statutes, the State CFO is provided with the powers and duties concerning the investment of certain funds and specifies acceptable investments. The State CFO pools deposited monies from all departments in the State Treasury. The State Treasury, in turn, keeps these funds fully invested to maximize interest earnings. Authorized investment types are set forth in Section 17.57, Florida Statutes, and include certificates of deposit, direct obligations of the U.S. Treasury, obligations of federal agencies, asset-backed or mortgage-backed securities, commercial paper, bankers’ acceptances, medium-term corporate obligations, repurchase agreements, reverse repurchase agreements, commingled and mutual funds, obligations of state and local governments, derivatives, put and call options, negotiable certificates of deposit and convertible debt obligations of any corporation domiciled within the U.S. and, subject to certain rating conditions, foreign bonds denominated in U.S. dollars and registered with the Securities and Exchange Commission for sale in the U.S. Certain investments, such as mutual funds, cannot be categorized by all the different investment types because they are not evidenced by securities that exist in physical or book entry form. Securities held by the other parties underlying securities lending agreements also are not categorized.

The System’s share of the State’s general pool of investments was \$819.3 million and \$821.1 million at June 30, 2015 and 2014, respectively, which was the fair value of the pool share. The historical cost of the System’s share of the State’s general pool of investments was \$818.2 million and \$815.6 million at June 30, 2015 and 2014, respectively. No allocation is made as to the System’s share of the types of investments or their risk categories. Further information on the type of investments held by the State Treasury is disclosed in the footnotes of the Comprehensive Annual Financial Report of the State of Florida.

The System currently invests in U.S. Treasury securities through the SBA. Further information may be obtained from the Chief Operating Officer — Finance and Accounting, State Board of Administration of Florida, 1801 Hermitage Boulevard, Suite 100, Tallahassee, Florida 32308, (850) 488-4406.

At June 30, 2015 and 2014, the System's cash, cash equivalents, and investments (stated at fair value) consisted of the following amounts (in thousands):

	<b>2015</b>	<b>2014</b>
Cash and restricted cash:		
Cash on hand	\$ 34	\$ 21
Cash on deposit	1,875	1,747
Cash held by the State Treasury	1,926	2,243
Cash held by the SBA	<u>68,846</u>	<u>18,563</u>
Total cash and restricted cash	<u>72,681</u>	<u>22,574</u>
Cash equivalents and restricted cash equivalents:		
U.S. government securities held by the SBA (maturity <90 days)	-	84,707
Pooled investments with the State Treasury (uncategorized)	<u>819,277</u>	<u>821,078</u>
Total cash equivalents	<u>819,277</u>	<u>905,785</u>
Restricted investments – U.S. government securities held by the SBA	186,314	191,729
Unrestricted investments – U.S. government securities held by the SBA	<u>34,448</u>	<u>176</u>
Total	<u>\$ 1,112,720</u>	<u>\$ 1,120,264</u>

As of June 30, 2015 and 2014, cash, cash equivalents, and investments as presented in the Balance Sheets were comprised of the following (in thousands):

Cash and cash equivalents:		
Cash on hand	\$ 34	\$ 21
Cash on deposit	1,875	1,747
Cash held by the State Treasury	1,420	2,038
Cash and cash equivalents held by the SBA	68,827	92,247
Pooled investments with the State Treasury (uncategorized)	<u>782,537</u>	<u>761,357</u>
Total cash and cash equivalents	<u>854,693</u>	<u>857,410</u>
Noncurrent restricted assets:		
Restricted cash and cash equivalents:		
Cash held by the State Treasury	506	205
Cash and cash equivalents held by the SBA	19	11,023
Pooled investments with the State Treasury (uncategorized)	<u>36,740</u>	<u>59,721</u>
Total restricted cash and cash equivalents	<u>37,265</u>	<u>70,949</u>
Restricted investments – U.S. government securities held by the SBA	186,314	191,729
Unrestricted investments – U.S. government securities held by the SBA	<u>34,448</u>	<u>176</u>
Total	<u>\$ 1,112,720</u>	<u>\$ 1,120,264</u>

**Credit Risk** — Credit risk exists when there is a possibility that the issuer or other counterparty to an investment may be unable to fulfill its obligations. GASB Statement No. 40, *Deposit and Investment Risk Disclosures — an Amendment of GASB Statement No. 3*, requires the disclosure of nationally recognized credit quality ratings of investments in debt securities, as well as investments in external investment pools, money market funds, bond mutual funds, and other pooled investments of fixed-income securities existing at year-end, such as Standard & Poor’s Rating Services, Moody’s Investors Service, or Fitch Ratings of AA, AAA, etc. Excluded from such disclosure requirements are U.S. government obligations and obligations explicitly guaranteed by the U.S. government, since those investments are deemed to have no exposure to credit risk. As of June 30, 2015, the U.S. government obligations and obligations explicitly guaranteed by the U.S. government were AAA rated. The credit risk requirements of GASB Statement No. 40 are not required for repurchase agreements or for deposits.

The Florida Treasury Investment Pool is rated by Standard & Poor’s. The rating at June 30, 2015 was A+f. The System relies on the controls and safeguards provided by Section 17.57, Florida Statutes, to address the credit risk that may exist for its investments in the State’s uncategorized general pool, as discussed above.

**Custodial Credit Risk** — Custodial credit risk for deposits exists when, in the event of the failure of a depository financial institution, a government may be unable to recover deposits or recover collateral securities that are in possession of an outside party. Custodial credit risk for investments exists when, in the event of the failure of the counterparty to a transaction, a government may be unable to recover the value of investment or collateral securities that are in the possession of an outside party. The System relies on the controls and safeguards provided by Section 17.57, Florida Statutes, to address the custodial credit risk that may exist for its investments in the State’s uncategorized general pool, as discussed above.

**Concentration of Credit Risk** — Increased risk of loss occurs as more investments are acquired from one issuer (i.e., lack of diversification). This results in a concentration of credit risk. GASB Statement No. 40 requires disclosures of investments by amount and issuer for any issuer that represents 5% or more of total investments. This requirement does not apply to investments issued or explicitly guaranteed by the U.S. government or investments in external investment pools, such as those that the System makes through the SBA or the State’s general pool of investments.

**Foreign Currency Risk** — Foreign currency risk exists when there is a possibility that changes in exchange rates could adversely affect an investment’s or deposit’s fair value. GASB Statement No. 40 requires disclosures of value in U.S. dollars by foreign currency denomination and by investment type for investments denominated in foreign currencies. The System relies on the controls and safeguards provided by Section 17.57, Florida Statutes, to address the foreign currency risk that may exist for its investments in the State’s uncategorized general pool, as discussed above. For the years ended June 30, 2015 and 2014, the System was not exposed to any foreign currency risks.

**Interest Rate Risk** — Interest rate risk exists when there is a possibility that changes in interest rates could adversely affect an investment’s fair value. GASB Statement No. 40 requires that interest rate risk be disclosed using one of five approved methods.

Interest rate risk disclosures are required for all debt investments, as well as investments in external investment pools and other pooled investments that do not meet the definition of a 2a7-like pool. Also, disclosures are required for any assumptions regarding cash flow timing, interest rate changes, and other factors, as well as contract terms, such as coupon multipliers, benchmark indexes, reset dates, and embedded options that cause the fair value of investments to be highly sensitive to interest rate changes.

The System relies on the controls and safeguards provided by Sections 17.57 and 215.47, Florida Statutes, to address the interest rate risk that may exist for its investments in the State's uncategorized general pool or investments held with the SBA, as discussed above.

The System's investments reported on its Balance Sheets consist of U.S. Treasury Notes held by the SBA. As of June 30, 2015 and 2014, the maturity dates of these securities were less than a year.

#### 4. DUE FROM OTHER GOVERNMENTS

As of June 30, 2015 and 2014, amounts due from other governments consisted of the following (in thousands):

	<b>2015</b>	<b>2014</b>
Due from the Department	\$ 23,071	\$ 17,015
Due from the Department of Financial Services	2,029	527
Due from other governments	<u>640</u>	<u>-</u>
Total	<u>\$ 25,740</u>	<u>\$ 17,542</u>

The amount due from the Department of Financial Services (DFS) is attributable to escrow deposits held by DFS on behalf of local governments and organizations to fund certain construction costs. Pursuant to the agreement between the System and the local governments, the System is required to incur the construction costs before the deposits are released from escrow. In addition, at June 30, 2015 and 2014, amounts due from the Department were \$23.1 million and \$17.0 million, respectively, which were primarily comprised of toll revenue that was collected from customers and held in a Department fund at year-end. The amounts were remitted to the System subsequent to the respective year-ends.

## 5. CAPITAL ASSETS

Changes in the System's capital assets for the fiscal years ended June 30, 2015 and 2014 are shown below (in thousands):

2015	Beginning Balance	Transfers	Additions	Retirements	Ending Balance
Nondepreciable capital assets:					
Construction in progress	\$ 950,605	\$ (364,664)	\$ 363,446	\$ -	\$ 949,387
Land	892,855	61	10,657	(1)	903,572
Buildings – SCA	60,367	-	-	-	60,367
Infrastructure – highway system and improvements	<u>6,878,491</u>	<u>333,064</u>	<u>13,354</u>	<u>-</u>	<u>7,224,909</u>
Total nondepreciable capital assets	<u>8,782,318</u>	<u>(31,539)</u>	<u>387,457</u>	<u>(1)</u>	<u>9,138,235</u>
Depreciable capital assets:					
Buildings and improvements	247,177	3,831	7,608	(18,235)	240,381
Furniture and equipment	178,682	27,508	12,547	(19,794)	198,943
Intangible assets	44,776	200	7,000	(25)	51,951
Less accumulated depreciation and amortization:					
Buildings and improvements	(115,048)	-	(8,352)	11,226	(112,174)
Furniture and equipment	(90,717)	-	(20,149)	17,052	(93,814)
Intangible assets	<u>(31,877)</u>	<u>-</u>	<u>(6,450)</u>	<u>25</u>	<u>(38,302)</u>
Total depreciable capital assets	<u>232,993</u>	<u>31,539</u>	<u>(7,796)</u>	<u>(9,751)</u>	<u>246,985</u>
Total capital assets	<u>\$ 9,015,311</u>	<u>\$ -</u>	<u>\$ 379,661</u>	<u>\$ (9,752)</u>	<u>\$ 9,385,220</u>
2014	Beginning Balance	Transfers	Additions	Retirements	Ending Balance
Nondepreciable capital assets:					
Construction in progress	\$ 598,831	\$ (167,211)	\$ 518,985	\$ -	\$ 950,605
Land	866,624	-	26,286	(55)	892,855
Buildings – SCA	48,981	-	11,386	-	60,367
Infrastructure – highway system and improvements	<u>6,432,812</u>	<u>163,059</u>	<u>282,620</u>	<u>-</u>	<u>6,878,491</u>
Total nondepreciable capital assets	<u>7,947,248</u>	<u>(4,152)</u>	<u>839,277</u>	<u>(55)</u>	<u>8,782,318</u>
Depreciable capital assets:					
Buildings and improvements	247,870	(12,505)	18,732	(6,920)	247,177
Furniture and equipment	151,261	13,822	25,165	(11,566)	178,682
Intangible assets	41,941	2,835	-	-	44,776
Less accumulated depreciation and amortization:					
Buildings and improvements	(115,349)	-	(5,586)	5,887	(115,048)
Furniture and equipment	(79,930)	-	(20,454)	9,667	(90,717)
Intangible assets	<u>(22,498)</u>	<u>-</u>	<u>(9,379)</u>	<u>-</u>	<u>(31,877)</u>
Total depreciable capital assets	<u>223,295</u>	<u>4,152</u>	<u>8,478</u>	<u>(2,932)</u>	<u>232,993</u>
Total capital assets	<u>\$ 8,170,543</u>	<u>\$ -</u>	<u>\$ 847,755</u>	<u>\$ (2,987)</u>	<u>\$ 9,015,311</u>



**Capitalized Interest** — The reduction to interest expense during the year ended June 30, 2015 was \$39.2 million. This is comprised of \$1.2 million of interest earned on related investments acquired with revenue bond proceeds, and \$38.0 million capitalized as part of capital assets. The reduction to interest expense during the year ended June 30, 2014 was \$25.4 million. This is comprised of \$0.5 million of interest earned on related investments acquired with revenue bond proceeds and \$24.9 million capitalized as part of capital assets.

**Nondepreciable Capital Assets — Buildings** — In April 2009, the System entered into an agreement (the “Agreement”) with Areas USA FLTP, LLC (the “Operator”) to reconstruct and operate the eight service plazas along the Mainline through January 2040. Pursuant to the Agreement, the System retains ownership of the assets, and the Operator is required to return a facility(s) to the System in their original or enhanced condition. The Agreement meets all the criteria of GASB Statement No. 60. Accordingly, the System has recorded the reconstructed assets at fair value with a corresponding deferred inflow of resources and will not depreciate these assets. For the year ended June 30, 2015, there were no additions, as the two remaining plazas are under reconstruction. For the year ended June 30, 2014, Canoe Creek service plaza was reconstructed and the System recorded additions of \$11.4 million of buildings – nondepreciable and \$8.1 million of infrastructure. See Note 11 – *Deferred Inflows of Resources* for further disclosures related to the implementation of GASB Statement No. 60.

**Acquisition of Beachline East Expressway** — In July 2014, the System acquired the Beachline East Expressway from the Department for \$60.0 million based on the net present value of the future revenues. The Beachline East Expressway is an east-west, 22-mile, 4-lane limited-access toll facility that extends east from SR 520 in Orange County for 7 miles into Brevard County where it splits into two branches. The 5-mile northeast branch becomes SR 407 and extends to a connection with SR 405, while the 9-mile southeast branch continues as SR 528 to a connection with the Bennett Causeway at US 1. The facility connects the John F. Kennedy Space Center and the aerospace industry to Orlando and serves as a regional connector to Florida’s east coast. Since the assets were acquired from the Department, the System records the assets at historical cost and their associated accumulated depreciation. The difference between the \$60.0 million paid to the Department and the net book value of the assets is the transfer for facility acquisition (\$39.9 million) on the accompanying Statement of Revenues, Expenses and Changes in Net Position for the year ended June 30, 2015.

## 6. DEFERRED OUTFLOWS OF RESOURCES

At June 30, 2015 and 2014, deferred outflows of resources totaled \$36.1 million and \$40.5 million, respectively. Due to the implementation of GASB Statement No. 65, refunding losses on bond refunding (the difference between the reacquisition price of the new debt and the carrying value of the refunded debt) were reclassified to deferred outflows of resources. The deferred outflows of resources are amortized and recognized as interest expense in a systematic and rational manner over the shorter of the remaining term of the refunded debt or the new debt.

In August 2014, a portion of the 2014A Bonds, together with other legally available moneys refunded the 2004A Bonds maturing in the years 2027 through 2034, with an outstanding principal amount of \$115.0 million. The reacquisition price of the refunding issue exceeded the carrying amount of the defeased debt by \$3.5 million. The refunding resulted in a reduction in future debt service payments of \$22.6 million and a present value savings associated with the refunding of \$14.5 million.

In February 2014, the 2013C Bonds, together with other legally available moneys, advance refunded the 2004A Bonds maturing in the years 2015 through 2026 with an outstanding principal balance of \$110.2 million. The reacquisition price of the refunding issue exceeded the carrying amount of the

deceased debt by \$7.6 million. The refunding resulted in a reduction in future debt service payments of \$13.3 million and a present value savings associated with the refunding of \$11.1 million.

In August 2013, a portion of the 2013B Bonds, together with other legally available moneys refunded the 2003A Bonds maturing in the years 2014 through 2022, with an outstanding principal amount of \$234.6 million. The reacquisition price of the refunding issue exceeded the carrying amount of the deceased debt by \$3.9 million. The refunding resulted in a reduction in future debt service payments of \$26.8 million and a present value savings associated with the refunding of \$25.2 million.

These refundings took advantage of a general reduction in interest rates to achieve an overall reduction in future debt service costs.

## 7. DUE TO FLORIDA DEPARTMENT OF TRANSPORTATION

At June 30, 2015 and 2014, due to the Department consisted of the following (in thousands):

	2015	2014
June operations, maintenance, in-house, and overhead reimbursement	\$ 22,632	\$ 18,078
Current portion of advances payable to the Department	<u>15,217</u>	<u>13,242</u>
Total	<u>\$ 37,849</u>	<u>\$ 31,320</u>

## 8. ADVANCES PAYABLE TO FLORIDA DEPARTMENT OF TRANSPORTATION

At June 30, 2015 and 2014, advances payable to the Department consisted of the following (in thousands):

	2015	2014
State Infrastructure Bank loans	\$ 39,052	\$ 42,270
Operations and maintenance subsidy	79,327	87,851
Advances from State Transportation Trust Fund	<u>7,500</u>	<u>9,000</u>
Total	<u>\$ 125,879</u>	<u>\$ 139,121</u>
As presented in Balance Sheets:		
Current portion	\$ 15,217	\$ 13,242
Long-term portion	\$ 110,662	\$ 125,879

State Infrastructure Bank (“SIB”) Loans were established in 1997 as a pilot program for eight states, which allows those states to capitalize the SIB with up to 10% of their Federal Highway apportionments. The SIB acts as a revolving fund to provide assistance in the form of loans, credit enhancements, capital reserves, subsidized interest rates, or to provide other debt financing security. Such loans are interest free. In fiscal year 2005, the System received the last advance of the \$55.5 million loan for Seminole Expressway, Project 2. Repayments of \$2.5 million occurred as scheduled in 2015 and 2014, with the balance due in installments through 2026. A SIB loan of \$16.9 million is also being utilized for interest cost subsidies for the 2003C bond sale. Repayments of \$0.7 million for both fiscal year 2015 and 2014,

and will be fully repaid by fiscal year 2034. The repayment of these loans is subordinate to the repayment of bonded debt.

As provided in Section 338.223 (4), Florida Statutes, the Department is authorized to make operations and maintenance loans to the System in a fiscal year, subject to a limitation of 1.5% of state transportation tax revenues available for that fiscal year. For the years ended June 30, 2015 and 2014, \$0.4 million and \$0.5 million, respectively, were provided to the System. Repayments on these loans were \$8.5 million (net of \$0.4 million subsidy provided) and \$6.6 million (net of \$0.5 million subsidy provided) for fiscal year 2015 and 2014, respectively.

In the Spring of 2012, Senate Bill 1998 repealed the Toll Facility Revolving Trust Fund (“TFRTF”) and transferred the funds and future revenues to the State Transportation Trust Fund. Through fiscal year 2009, the System had been awarded and had expended \$9.0 million in TFRTF loans from the Department. The first repayment of \$1.5 million was made in fiscal year 2015. These loans are repaid from the System’s general reserve fund and will be fully repaid by fiscal year 2020.

Following are maturities of advances payable to the Department at June 30, 2015 (in thousands):

2016	\$ 15,217
2017	73,546
2018	4,717
2019	4,717
2020	4,717
2021-2025	16,088
2026-2030	4,300
2031-2034	<u>2,577</u>
Total	<u>\$ 125,879</u>

## 9. BONDS PAYABLE

Bonds payable as of June 30, 2015 and 2014 were as follows (in thousands):

	<b>Maturing</b>	<b>Interest</b>	<b>2015</b>	<b>2014</b>
\$223,580 Revenue Bonds, Series 2014A:				
Serial Bonds	2015-2038	2.00%-5.00%	\$ 186,310	
Term Bonds	2039-2044	4.00%	<u>35,520</u>	
Total 2014 Series A			<u>221,830</u>	
\$267,405 Revenue Bonds, Series 2013C:				
Serial Bonds	2014-2043	4.00%-5.00%	<u>257,310</u>	\$ <u>266,295</u>
\$206,035 Revenue Bonds, Series 2013B:				
Serial Bonds	2014-2022	4.00%-5.00%	<u>154,850</u>	<u>183,105</u>
\$183,140 Revenue Bonds, Series 2013A:				
Serial Bonds	2014-2025	5.00%	<u>158,995</u>	<u>171,270</u>
\$306,065 Revenue Bonds, Series 2012A:				
Serial Bonds	2014-2033	2.875%-5.00%	249,990	238,505
Term Bonds	2034-2041	3.25%-4.00%	<u>47,835</u>	<u>62,775</u>
Total 2012 Series A			<u>297,825</u>	<u>301,280</u>
\$150,165 Revenue Bonds, Series 2011A:				
Serial Bonds	2014-2039	3.25%-5.00%	100,080	106,905
Term Bonds	2035-2041	4.75%-5.00%	<u>33,355</u>	<u>33,355</u>
Total 2011 Series A			<u>133,435</u>	<u>140,260</u>
\$251,080 Revenue Bonds, Series 2010B:				
Serial Bonds	2014-2031	4.50%-5.00%	114,140	118,755
Term Bonds	2032-2040	4.50%-5.00%	<u>115,635</u>	<u>115,635</u>
Total 2010 Series B			<u>229,775</u>	<u>234,390</u>
\$211,255 Revenue Bonds, Series 2010A:				
Serial Bonds	2014-2030	5.00%	<u>146,310</u>	<u>158,730</u>
\$255,000 Revenue Bonds, Series 2009B:				
Build America Term Bonds	2020-2039	6.14%-6.80%	<u>255,000</u>	<u>255,000</u>
\$68,445 Revenue Bonds, Series 2009A:				
Serial Bonds	2014-2020	3.00%-5.00%	<u>31,370</u>	<u>38,095</u>
\$325,775 Revenue Bonds, Series 2008A:				
Serial Bonds	2014-2029	5.00%	165,470	177,780
Term Bonds	2030-2037	4.50%-5.00%	<u>81,880</u>	<u>81,880</u>
Total 2008 Series A			<u>247,350</u>	<u>259,660</u>

(Continued)

	<b>Maturing</b>	<b>Interest</b>	<b>2015</b>	<b>2014</b>
\$256,075 Revenue Bonds, Series 2007A:				
Serial Bonds	2014-2030	5.00%	130,970	136,750
Term Bonds	2031-2036	5.00%	<u>85,825</u>	<u>85,825</u>
Total 2007 Series A			<u>216,795</u>	<u>222,575</u>
\$443,290 Revenue Bonds, Series 2006A:				
Serial Bonds	2014-2029	3.00%-5.00%	252,710	266,665
Term Bonds	2030-2036	4.50%-4.75%	<u>98,975</u>	<u>98,975</u>
Total 2006 Series A			<u>351,685</u>	<u>365,640</u>
\$93,560 Refunding Bonds, Series 2005A:				
Serial Bonds	2014-2029	3.375%-5.00%	<u>74,625</u>	<u>78,265</u>
\$279,180 Revenue Bonds, Series 2004A:				
Serial Bonds	2014-2031	4.00%-5.00%		66,815
Term Bonds	2032-2034	4.50%		<u>48,170</u>
Total 2004 Series A				<u>114,985</u>
Subtotal			2,777,155	2,789,550
Add unamortized bond premium			<u>117,264</u>	<u>125,405</u>
Total			<u>\$2,894,419</u>	<u>\$2,914,955</u>
As presented in the Balance Sheets:				
Current portion			\$ 127,045	\$ 119,240
Long-term portion			\$2,767,374	\$2,795,715
				<i>(Concluded)</i>

As of June 30, 2015, debt service requirements to maturity, including interest at fixed rates, were as follows (in thousands):

	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
2016	\$ 127,045	\$ 133,255	\$ 260,300
2017	132,630	126,978	259,608
2018	140,140	120,362	260,502
2019	147,545	113,432	260,977
2020	138,425	106,055	244,480
2021-2025	657,790	429,658	1,087,448
2026-2030	543,050	286,749	829,799
2031-2035	502,465	167,008	669,473
2036-2040	316,385	56,799	373,184
2041-2044	<u>71,680</u>	<u>6,080</u>	<u>77,760</u>
Total	<u>\$ 2,777,155</u>	<u>\$ 1,546,376</u>	<u>\$ 4,323,531</u>

The State of Florida issued the \$68.5 million and \$255.0 million State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2009A and 2009B, respectively. The 2009B Bonds were issued as BABs for purposes of the American Recovery and Reinvestment Act of 2009. Pursuant to the Recovery Act, the State receives a cash subsidy payment from the U.S. Treasury equal to 35% of the interest payable on each interest payment date. The cash payment does not constitute a full faith and credit guarantee of the U.S. Government, but is required to be paid by the Treasury under the Recovery Act. Any cash subsidy payments received by the State are deposited into the Sinking Fund. The cash subsidy interest payments received in fiscal year 2015 and 2014 were both \$5.5 million, and are included in nonoperating revenues on the Statements of Revenues, Expenses, and Changes in Net Position.

The fiscal year 2015 and 2014 subsidies were slightly reduced due to the effect of the federal sequestration. Any decrease in subsidy will not have a material effect on the overall financial position of the System.

**Bond Sales** — In August 2014, the State of Florida issued the \$223.6 million State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2014A (2014A Bonds), to finance capital improvements to the System, to fund the debt service reserve account and to refund a portion of the State of Florida, Department of Transportation Turnpike Revenue Bonds, Series 2004A Bonds (2004A Bonds), and to pay costs of issuance.

**Bond Refunding** — The System participates in current and advance refundings of outstanding debt to take advantage of a general reduction in interest rates to reduce future debt service costs. Gains or losses resulting from refunding are recorded as deferred outflows or inflows of resources. These are disclosed in Note 6—*Deferred Outflows of Resources*.

**Debt Service Reserve** — The resolution authorizing the issuance of bonds requires a debt service reserve be established in an amount as defined in the resolution. The debt service reserve requirement for each bond issue is to be funded from bond proceeds, revenues or through a reserve account credit facility as provided for in the resolution.

The resolution requires that if the Standard & Poor's Rating Services or Moody's Investors Service rating of an issuer of a reserve credit facility falls below AAA to AA or A, that credit facility must be replaced with another AAA-rated credit facility within six months or with cash over a five-year period in equal semiannual installments. If the rating falls below A, replacement must occur with another AAA-rated credit facility within six months or with cash over 12 months in equal monthly installments.

As of June 30, 2015 and 2014, the balance of the debt reserve was \$186.4 million and \$202.8 million, respectively. The debt service reserve account met the requirement and has been fully funded since June 30, 2011.

## 10. CHANGES IN LONG-TERM LIABILITIES

Long-term liability activity for the years ended June 30, 2015 and 2014, was as follows (in thousands):

	<b>Beginning Balance</b>	<b>Additions</b>	<b>Reductions</b>	<b>Ending Balance</b>	<b>Due Within One Year</b>	<b>Amount Due in More than One Year</b>
<b>2015</b>						
Bonds payable	\$2,789,550	\$ 223,580	\$ (235,975)	\$2,777,155	\$ 127,045	\$2,650,110
Add unamortized amounts for issuance premiums	<u>125,405</u>	<u>15,808</u>	<u>(23,949)</u>	<u>117,264</u>	<u>-</u>	<u>117,264</u>
Total bonds payable	2,914,955	239,388	(259,924)	2,894,419	127,045	2,767,374
Advances payable to the Department	139,121	-	(13,242)	125,879	15,217	110,662
Unearned revenue from other governments	600	-	(50)	550	50	500
Other long-term liabilities	<u>138,238</u>	<u>-</u>	<u>(87,589)</u>	<u>50,649</u>	<u>31,074</u>	<u>19,575</u>
Total	<u>\$3,192,914</u>	<u>\$ 239,388</u>	<u>\$ (360,805)</u>	<u>\$3,071,497</u>	<u>\$ 173,386</u>	<u>\$2,898,111</u>
<b>2014</b>						
Bonds payable	\$2,772,295	\$ 473,440	\$ (456,185)	\$2,789,550	\$ 119,240	\$2,670,310
Add unamortized amounts for issuance premiums	<u>106,559</u>	<u>47,933</u>	<u>(29,087)</u>	<u>125,405</u>	<u>-</u>	<u>125,405</u>
Total bonds payable	2,878,854	521,373	(485,272)	2,914,955	119,240	2,795,715
Advances payable to the Department	148,898	-	(9,777)	139,121	13,242	125,879
Unearned revenue from other governments	649	-	(49)	600	50	550
Other long-term liabilities	<u>-</u>	<u>138,238</u>	<u>-</u>	<u>138,238</u>	<u>85,513</u>	<u>52,725</u>
Total	<u>\$3,028,401</u>	<u>\$ 659,611</u>	<u>\$ (495,098)</u>	<u>\$3,192,914</u>	<u>\$ 218,045</u>	<u>\$2,974,869</u>

## 11. DEFERRED INFLOWS OF RESOURCES

In April 2009, the System entered into an Agreement (the “Agreement”) with Areas USA FLTP, LLC (the “Operator”) to reconstruct and operate the eight service plazas along the Mainline through January 2040. Pursuant to the Agreement, the System retains ownership of the assets and the Operator is required to return the assets in their original or enhanced condition. The concession fees per the Agreement are based on a fixed monthly rental payment, or a percentage of revenue generated, whichever is greater. At inception, the Operator was required to pay an initial deposit totaling \$0.2 million. As of June 30, 2015 and 2014, the deposit is refundable and is recorded in current liabilities. The System’s obligations in the Agreement consist of monetary and nonmonetary assets and maintenance expense for limited areas. The Agreement meets all the criteria of GASB Statement No. 60.

**Capital Assets** — For the year ended June 30, 2015 there were no additions to capital assets as the two remaining service plaza were under construction. For the year ended 2014, the System recorded capital assets at a fair value of \$19.5 million with a corresponding deferred inflow of resources of \$13.0 million, which is equal to the difference between the fair value of the asset and the System’s obligations. The deferred inflow of resources is amortized and recognized as contributed capital in a systematic and rational manner over the remaining term of the Agreement; the System has chosen a straight-line basis. For the years ended June 30, 2015 and 2014, six of the eight reconstructed service plazas have been placed into operation and \$2.5 million and \$2.3 million, respectively, of the deferred inflow of resources has been recognized. See Note 5 – *Capital Assets* for disclosure on the recording of the capital assets.

**Service Concession Arrangement Receivable** — For the years ended June 30, 2015 and 2014, the current portion of \$5.3 million and \$5.5 million, respectively, is included in accounts receivable and the long-term portion of \$71.5 million and \$76.8 million, respectively, is included in service concession arrangement receivable.

As a result of the implementation of GASB Statement No. 60 and GASB Statement No. 63 in fiscal year 2013, the System recorded a receivable and a corresponding deferred inflow of resources equal to the present value of the fixed component of the rental payment for the remaining 26.5 years of the Agreement. The present value of the amortized deferred inflow of resources for the remaining term of the contract is estimated to be \$88.1 million. The current portion of \$5.8 million is included in accounts receivable and the long-term portion of \$82.3 million is included in service concession arrangement receivable. Rent earned under the Agreement for the fiscal years ended 2015 and 2014 was approximately \$6.1 million and \$6.4 million, respectively.

	<b>2015</b>	<b>2014</b>
Capital assets	\$ 62,812	\$ 65,102
Total SCA receivables	<u>76,751</u>	<u>82,308</u>
	139,563	147,410
Less amortization of deferred inflows of resources to capital contributions:	<u>(2,455)</u>	<u>(2,290)</u>
Total deferred inflows of resources	<u>\$ 137,108</u>	<u>\$ 145,120</u>



## 12. EMPLOYEE BENEFITS

### A. Pensions

*Florida Retirement System* — The System participates in the Florida Retirement System (“FRS”), a cost-sharing multiple-employer public-employee retirement system administered by the State of Florida, Department of Management Services, Division of Retirement, to provide retirement and survivor benefits to participating public employees. Chapter 121, Florida Statutes, establishes the authority for participant eligibility, contribution requirements, vesting eligibility, and benefit provisions.

The State of Florida implemented the provisions of GASB 68 – Pension which were effective for financial statements beginning July 1, 2014. An actuarial valuation has been performed for the FRS. The System’s employees were included in the actuarial analysis and are part of the total pension liability, the net pension liability, and the plan net position disclosed in the footnotes and other required supplementary information of the Comprehensive Annual Financial Report of the State of Florida, which may be obtained from the DFS. FRS also issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by contacting the State of Florida, Department of Management Services, Division of Retirement, Research, Education and Policy Section, P.O. Box 9000, Tallahassee, Florida 32315-9000 or by calling (850) 488-5706.

The cost of pension benefits for current employees is charged to the System through an overhead rate assessed by the Department in the period the benefits are earned.

*Retiree Health Insurance Subsidy Program* — In 1987, the Florida Legislature established through Section 112.363, Florida Statutes, the Retiree Health Insurance Subsidy (“HIS”) to assist retirees of all State-administered retirement systems in paying health insurance costs. The HIS is a cost-sharing multiple-employer defined benefit pension plan. Eligible retirees or beneficiaries received a monthly retiree health insurance subsidy payment equal to the number of years of creditable service completed at the time of retirement multiplied by \$5. The payments to individual retirees or beneficiaries were at least \$30, but not more than \$150 per month during each of the fiscal years. To be eligible to receive the HIS, a retiree under any State-administered retirement system must provide proof of health insurance coverage, which can include Medicare.

The State of Florida implemented the provisions of GASB 68 – Pension which were effective for financial statements beginning July 1, 2014. An actuarial valuation has been performed for the HIS. The System’s employees were included in the actuarial analysis and are part of the total HIS pension liability, the HIS net pension liability, and the HIS plan net position disclosed in the footnotes and other required supplementary information of the Comprehensive Annual Financial Report of the State of Florida, which may be obtained from the DFS.

Management has determined that the System’s pension liability and related disclosures required by the standard are not material to the System’s basic financial statements taken as a whole and does not believe that the users of the financial statements would be misled by their exclusion. Therefore, the liability and the related disclosures are not included in the basic financial statements.

### B. Other Postemployment Benefits

The System participates in the State Employees’ Health Insurance Program, a cost-sharing multiple-employer defined benefit plan administered by the State of Florida, Department of Management Services, Division of State Group Insurance, to provide group health benefits. Section 110.123, Florida Statutes, provides that retirees may participate in the State’s group health insurance programs. Although premiums are paid by the retiree, the premium cost to the retiree is implicitly subsidized by the commingling of claims experience in a single risk pool with a single premium determination.

An actuarial valuation has been performed for the plan. The System's employees were included in the actuarial analysis and are part of the actuarial accrued liability, annual required contribution, and net other postemployment benefit obligation disclosed in the footnotes and other required supplementary information of the Comprehensive Annual Financial Report of the State of Florida.

The cost of group insurance benefits for current employees is charged to the System through an overhead rate assessed by the Department in the period the benefits are earned.

### **C. Deferred Compensation Plan**

The System, through the State of Florida, offers its employees a deferred compensation plan created in accordance with Section 457 of the Internal Revenue Code. The plan (refer to Section 112.215, Florida Statutes), available to all regular payroll State employees, permits them to defer a portion of their salaries until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable financial emergency.

All amounts of compensation deferred under the plan, all property and rights purchased with those amounts, and all income attributable to those amounts, property, or rights are (notwithstanding the mandates of 26 U.S.C. s. 457(b)(6), all of the assets specified in subparagraph 1) held in trust for the exclusive benefit of participants and their beneficiaries as mandated by 26 U.S.C. s. 457(g)(1).

The System does not contribute to the plan. Participation under the plan is solely at the discretion of the employee.

The State has no liability for losses under the plan, but does have the duty of due care that would be required to an ordinary and prudent investor. Pursuant to Section 112.215, Florida Statutes, the Deferred Compensation Trust Fund resides in the State Treasury.

### **D. Compensated Absences**

Employees earn the right to be compensated during absences for vacation and illness. Within the limits established by law or rule, the value of unused leave benefits will be paid to employees by the Department upon separation from State service.

The cost of vacation and vested sick leave benefits is charged to the System through an overhead rate assessed by the Department in the period the benefits are paid. The liability for accrued leave is recorded by the Department which is responsible for paying accrued leave when it is taken.

### 13. CONTRIBUTIONS FOR CAPITAL PROJECTS

Contributions for capital projects represent amounts received from other entities for construction of certain highway system projects, land acquisition, and various studies.

Contributions for capital projects recognized for the years ended June 30, 2015 and 2014 were as follows (in thousands):

	2015	2014
SR417 and Turnpike Interchange	\$ 2,978	\$ -
Service Concession Arrangement	2,455	2,290
Suncoast Parkway 2	1,551	-
Other projects	440	358
Turnpike/I-595 Interchange	25	165
I-4 Connector	<u>-</u>	<u>311,333</u>
Total	<u>\$ 7,449</u>	<u>\$ 314,146</u>

### 14. TRANSACTIONS WITH FLORIDA DEPARTMENT OF TRANSPORTATION

As described in Note 1, System operations are the responsibility of the Department. Transactions between the System and other funds of the Department consist of reimbursements made by the System to the Department. Reimbursements include amounts arising from the use of Department personnel, equipment and materials, and charges incurred from independent suppliers and contractors who are paid directly by the Department on behalf of the System.

The following summarizes transactions with and balances due to the Department as of and for the years ended June 30, 2015 and 2014, (in thousands):

	2015	2014
Payments/reimbursements to the Department	\$ 187,946	\$ 172,721
Amounts due to the Department for reimbursement of operating expenses	34,631	28,103

### 15. OPERATING LEASES

The System leases certain equipment and office space under noncancelable operating leases. As of June 30, 2015, future minimum lease payments under noncancelable operating leases with initial or remaining terms in excess of one year are as follows (in thousands):

2016	\$ 103
2017	77
2018	78
2019	68
2020	<u>28</u>
Total	<u>\$ 354</u>

Rent expense for noncancelable operating leases was approximately \$0.1 million for the years ended June 30, 2015 and 2014.

## 16. COMMITMENTS AND CONTINGENCIES

**Commitments and Contingencies** — Commitments on outstanding System contracts total approximately \$1.2 billion at June 30, 2015.

The System is contingently liable with respect to lawsuits and other claims incidental to the ordinary course of its operations. In the opinion of System management, based on the advice of Department legal counsel, except as described below, the ultimate disposition of these lawsuits and claims will not have a material adverse effect on the financial position or results of operations of the System.

**Risk Management** — The System participates in various self-insurance programs established by the State of Florida for property and casualty losses and employee health insurance. Coverages include property, general liability, automobile liability, workers' compensation, and federal civil rights actions. The System obtains conventional coverage for damage to System bridges, facilities and business interruptions.

There were no losses incurred in fiscal year 2015 or 2014.

## 17. POLLUTION REMEDIATION

Groundwater and soil contamination related to fuel tank leakage exists at the System's eight service plazas. The sites were accepted into the Florida Department of Environmental Protection's (FDEP) Early Detection Incentive (EDI) Program and the Petroleum Restoration Program established from the Inland Protection Trust Fund, to provide reimbursement for System-contracted remediation or State-contracted cleanup of qualifying sites. Under EDI, qualifying sites were exempted from FDEP enforcement actions. Section 376.308 of the Florida Statutes directs facilities eligible for FDEP funding not to accrue for remediation costs until restoration funding can be committed to the facility. As of June 30, 2015, FDEP has funded approximately \$17.0 million for pollution remediation efforts performed at five of the service plaza sites since the sites were accepted into the program. The System has not recognized any liability for the remediation efforts funded by the FDEP. In 2009, through its agreement with a new lessee of the service plazas, the System legally obligated itself to commence pollution remediation for soil and groundwater contamination and commit restoration funding. For fiscal year 2015, the liability was increased by \$0.5 million for costs of source removal, excavation, installation or monitoring wells, sampling, and reporting to FDEP. As of June 30, 2015 and 2014, the liability included in construction contracts and retainage payable is listed below (in thousands):

	<b>2015</b>	<b>2014</b>
Okahumpka	\$ 50	\$ 40
West Palm Beach	-	37
Fort Pierce	<u>789</u>	<u>317</u>
Total pollution remediation liabilities	<u>\$ 839</u>	<u>\$ 394</u>

These estimates were developed based on existing site studies performed under the FDEP program. Management believes that these estimates are reasonable based on the information available as of June 30, 2015. The System's remediation efforts are nearing the end and estimates are subject to change based on new information obtained as the project progresses. Additionally, the System could potentially receive some funding from FDEP for future pollution remediation; however, estimates are not available. The System has no other pollution remediation obligations for the fiscal years presented.

## **18. SUBSEQUENT EVENTS**

In July 2015, the State of Florida issued \$241.5 million State of Florida, Department of Transportation Turnpike Revenue Refunding Bonds, Series 2015A (2015A bonds) of which \$172.5 million will be used to finance capital improvements. The remaining proceeds refunded, together with other legally available monies, State of Florida, Department of Transportation Turnpike Revenue Refunding Bonds, Series 2005A maturing in the years 2016 through 2029, in the amount of \$74.6 million. The purpose of the refunding was to achieve debt service savings.

In October 2015, the State of Florida issued \$195.9 million State of Florida, Department of Transportation Turnpike Revenue Refunding Bonds, Series 2015B (2015B bonds). The 2015B bonds issue refunded, together with legally available monies, State of Florida, Department of Transportation Turnpike Revenue Refunding Bonds, Series 2007A issues maturing in the years 2017 through 2036, in the amount of \$210.7 million. The purpose of the refunding was to achieve debt service savings.

\* \* \* \* \*

**REQUIRED SUPPLEMENTARY INFORMATION OTHER  
THAN MANAGEMENT'S DISCUSSION AND ANALYSIS**

# FLORIDA'S TURNPIKE SYSTEM DEPARTMENT OF TRANSPORTATION STATE OF FLORIDA

## TREND DATA ON THE SYSTEM'S INFRASTRUCTURE CONDITION

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### INFRASTRUCTURE ASSETS REPORTED USING THE MODIFIED APPROACH

Pursuant to GASB Statement No. 34, *Basic Financial Statements — and Management's Discussion and Analysis — for State and Local Governments*, Florida's Turnpike System (the "System") has adopted an alternative method of recording depreciation expense on its infrastructure assets (highway system and improvements). Under this alternative method, referred to as the modified approach, the System expends certain maintenance and preservation costs and, consequently, does not report depreciation expense related to infrastructure. System assets accounted for under the modified approach include 483 centerline miles of roadway and 743 bridges.

In using this modified approach, the System relies on the Florida Department of Transportation (the "Department") to maintain an asset management system that has an up-to-date inventory of System infrastructure assets and that performs condition assessments of those assets, summarizing the results using a measurement scale. Using these results, System management estimates the annual amount to maintain and preserve its infrastructure at a condition level established and disclosed by the System. System management also documents the annual amount expensed to maintain and preserve its infrastructure at or above the established condition level.

### DEPARTMENT CONDITION AND MAINTENANCE PROGRAMS

**Resurfacing Program** — Road pavements require periodic resurfacing. The frequency of resurfacing depends on the volume of traffic, type of traffic, pavement material variability, and weather conditions. Resurfacing preserves the structural integrity of highway pavements and includes pavement resurfacing, pavement rehabilitation, and minor reconstruction.

The Department conducts an annual pavement condition survey. Pavements are rated on a scale of 0 to 10 (with 10 being the best) in each of three criteria: ride smoothness, pavement cracking, and wheel path rutting. Ride smoothness is what the motorist experiences. It directly affects motor vehicle operation costs. Pavement cracking refers to the structural deterioration of the pavement, which leads to loss of smoothness and deterioration of the road base by water seepage if not corrected. Wheel path rutting are depressions in pavement caused by heavy use. Ride smoothness and wheel path rutting are measured mechanically, using lasers. Pavement cracking is determined through visual observation by experienced survey crews.

The condition rating scales are set by a statewide committee of pavement engineers, so that a pavement segment receiving a rating of 6 or less in any of the three rating criteria is designated a deficient pavement segment. The standard is to ensure that 80% of the pavement on the System's roadways has a score greater than 6 in all three criteria.

**Bridge Repair and Replacement Program** — The Department's bridge repair program emphasizes periodic maintenance and specified structural rehabilitation work. The primary focus is on the replacement of structurally deficient or weight-restricted bridges.

The Department conducts bridge condition surveys using the National Bridge Inspection (NBI) Standards to determine condition ratings. Each bridge is inspected at least once every two years. During the inspection process, the major components, such as deck, superstructure, and substructure, are assigned a condition rating. The condition rating ranges from 0 to 9. A rating of 8 to 9 is very good to excellent, which indicates that no repairs are necessary. A rating of 5 to 7 is fair to good, which indicates that minor repairs are required. A rating below 5 identifies bridges needing major repairs or replacement. A rating of 4 or less indicates a condition of poor to failing and requires urgency in making repairs. A rating of 2 requires closure of the bridge, while a rating of 1 is used for a bridge that is closed. A rating of 0 means the bridge is beyond repair. The standard is to ensure that 90% of all System bridges achieve a rating of 5 or better. In fiscal year 2014, the Systems' methodology for reporting bridge structures having a condition rating of either excellent or good were revised to be consistent with NBI standards.

**Pollution Remediation Program** — The System's eight service plazas have groundwater and soil contamination related to fuel tank leakages. These sites were accepted into the Florida Department of Environmental Protection's Early Detection Incentive Program in the late 1980's, which provided funding for all pollution remediation efforts through fiscal year 2009. In fiscal year 2009, the System entered into an agreement with a new lessee for the operations of the service plazas. Under the new lease agreement, the System legally obligated itself to commence pollution remediation related to the fuel tank leakages as discussed in Note 17 to the financial statements. These expenses do not impact the infrastructure condition ratings.

**Routine Maintenance Program** — The System is responsible for managing and performing routine maintenance on its roadways. Routine maintenance includes many activities, such as highway repair, roadside upkeep, emergency response, maintaining signs, roadway striping, and keeping storm drains clear and structurally sound.

The Department monitors the quality and effectiveness of the System's routine maintenance program by periodic surveys, using the Maintenance Rating Program ("MRP"). The Department has used the MRP since 1985 to evaluate routine maintenance in five broad categories; roadway, roadside, vegetation and aesthetics, traffic services, and drainage. The MRP results in a maintenance rating of 1 to 100 for each category, as well as an overall rating for the System's routine maintenance performance. The standard is to achieve an overall routine maintenance rating of 80 or higher. In fiscal year 2013, the Department's methodology for developing the MRP rating was modified to provide equal weightings to the various maintenance categories which resulted in a lower score.

<b>Condition Ratings for the System's Infrastructure</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>
Percentage of pavement meeting Department standards	99%	99%	97%
Percentage of bridges meeting Department standards	99%	99%	91%
Overall routine maintenance rating	88	89	88

Comparison of Needed-to-Actual Maintenance/Preservation (in thousands)\*:

<b>Fiscal Year</b>	<b>Needed</b>	<b>Actual Resurfacing</b>	<b>Actual Bridge Repair and Replacement</b>	<b>Actual Pollution Remediation</b>	<b>Actual Routine Maintenance</b>	<b>Total Actual</b>	<b>Difference</b>
2015	\$ 81,810	\$ 57,043	\$ 1,108	\$ 547	\$ 39,103	\$ 97,801	\$ 15,991
2014	86,922	61,946	738	-	36,241	98,925	12,003
2013	102,670	81,609	302	-	35,897	117,808	15,138
2012	95,738	44,063	1	-	40,278	84,342	(11,396)
2011	84,588	35,116	416	(1,030)	40,789	75,291	(9,297)

\*Note: The amounts listed above are totals for the resurfacing, bridge repair and replacement, pollution remediation, and routine maintenance programs of the System. Needed amounts are estimated on a cash basis, while actual amounts are stated on the accrual basis of accounting.



# STATISTICAL SECTION

This section of the Florida Turnpike System's comprehensive annual financial report presents detailed information designed to assist users in utilizing the financial statements, note disclosures, and required supplementary information to understand and assess the Turnpike System's overall economic condition.

## Contents

## Page

### Financial Trends

These schedules contain trend information to help the reader understand how the Turnpike System's financial position has changed over time.

2-7

### Revenue Capacity

These schedules contain information to help the reader assess the Turnpike System's ability to generate toll and concession revenues.

8-39

### Debt Capacity

These schedules present information to help the reader assess the Turnpike System's current levels of outstanding debt and the Turnpike System's ability to issue additional debt in the future.

40-43

### Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the socioeconomic environment within which the Turnpike System operates and provide a basis for comparison over time.

44-45

### Operating Information

These schedules contain data on infrastructure, personnel and other operating information to help the reader understand how the Turnpike System operates and provide a framework useful in assessing the condition of the Turnpike System.

46-52

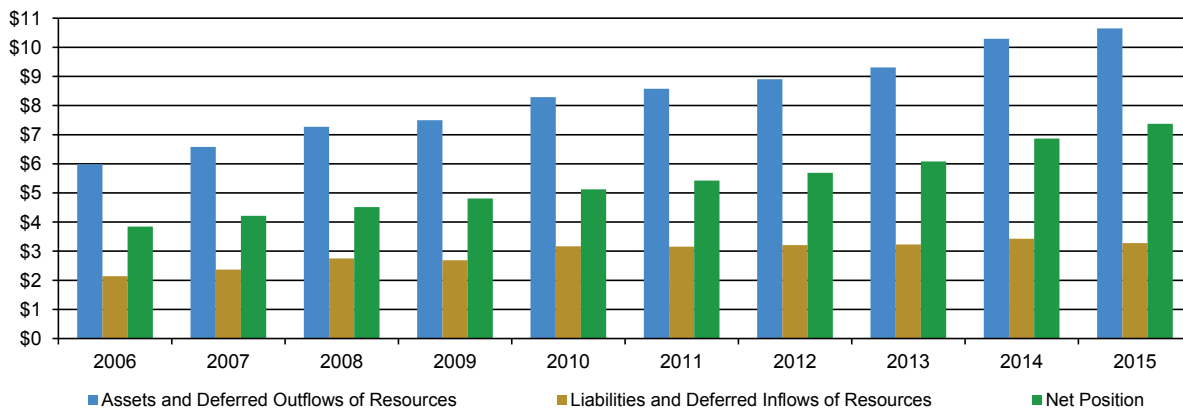
FLORIDA'S TURNPIKE SYSTEM  
BALANCE SHEET  
FY 2011 through FY 2015  
(In Thousands)

	2015	2014	2013	2012	2011
<b>Assets</b>					
Current and Other Assets	\$898,499	\$894,251	\$731,090	\$728,127	\$652,076
Restricted Assets	223,579	262,678	283,120	368,995	256,949
Capital Assets, net of Accumulated Depreciation	9,385,220	9,015,311	8,170,543	7,804,661	7,665,112
Noncurrent Assets	105,915	76,927	82,308	-	-
<b>Total Assets</b>	<b>10,613,213</b>	<b>10,249,167</b>	<b>9,267,061</b>	<b>8,901,783</b>	<b>8,574,137</b>
<b>Deferred Outflows of Resources</b>	<b>36,119</b>	<b>40,542</b>	<b>40,102</b>	-	-
<b>Total Assets and Deferred Outflows of Resources</b>	<b><u>\$10,649,332</u></b>	<b><u>\$10,289,709</u></b>	<b><u>\$9,307,163</u></b>	<b><u>\$8,901,783</u></b>	<b><u>\$8,574,137</u></b>
<b>Liabilities</b>					
Current Liabilities	\$240,138	\$305,466	\$186,788	\$273,802	\$258,716
Long-Term Debt Outstanding and Other Liabilities	2,898,111	2,974,869	2,901,355	2,936,005	2,892,313
<b>Total Liabilities</b>	<b>3,138,249</b>	<b>3,280,335</b>	<b>3,088,143</b>	<b>3,209,807</b>	<b>3,151,029</b>
<b>Deferred Inflows of Resources</b>	<b>137,108</b>	<b>145,120</b>	<b>140,259</b>	-	-
<b>Net Position</b>					
Net Investment in Capital Assets	6,496,129	6,110,327	5,339,106	5,051,519	4,791,948
Restricted	110,351	120,925	149,546	166,228	164,939
Unrestricted	767,495	633,002	590,109	474,229	466,221
<b>Total Net Position</b>	<b>7,373,975</b>	<b>6,864,254</b>	<b>6,078,761</b>	<b>5,691,976</b>	<b>5,423,108</b>
<b>Total Liabilities, Deferred Inflows of Resources and Net Position</b>	<b><u>\$10,649,332</u></b>	<b><u>\$10,289,709</u></b>	<b><u>\$9,307,163</u></b>	<b><u>\$8,901,783</u></b>	<b><u>\$8,574,137</u></b>

During FY 2014, the System implemented Governmental Accounting Standards Board (GASB) Statement No. 65, *Items Previously Reported as Assets and Liabilities* which reclassified bond refunding losses from long-term debt to deferred outflows of resources. Beginning in FY 2013, the System implemented GASB Statement No. 60, *Accounting and Financial Reporting for Service Concession Arrangements* requiring the System to record deferred inflows of resources and corresponding capital assets as well as service concession arrangement receivables - noncurrent.

As indicated in the graph below, net position has continued to increase reflecting the Turnpike System's strong financial position.

FLORIDA'S TURNPIKE SYSTEM  
BALANCE SHEET  
(In Billions)



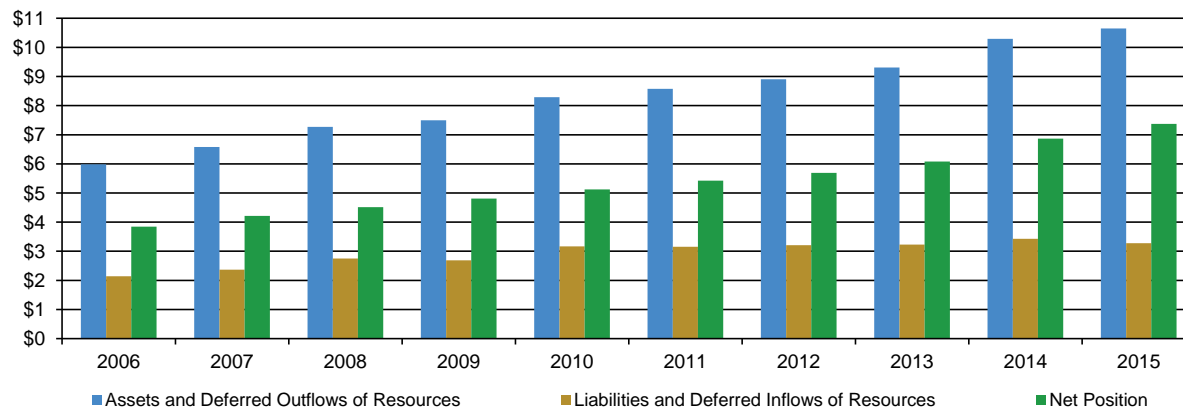
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Audited Financial Statements

FLORIDA'S TURNPIKE SYSTEM  
BALANCE SHEET  
FY 2006 through FY 2010  
(In Thousands)

	2010	2009	2008	2007	2006
<b>Assets</b>					
Current and Other Assets	\$461,345	\$367,664	\$570,379	\$519,773	\$405,335
Restricted Assets	479,995	167,366	202,066	119,231	142,252
Capital Assets, net of Accumulated Depreciation	7,345,564	6,962,730	6,495,488	5,943,035	5,436,999
Noncurrent Assets	-	-	-	-	-
<b>Total Assets</b>	<b>8,286,904</b>	<b>7,497,760</b>	<b>7,267,933</b>	<b>6,582,039</b>	<b>5,984,586</b>
<b>Deferred Outflows of Resources</b>	-	-	-	-	-
<b>Total Assets and Deferred Outflows of Resources</b>	<b>\$8,286,904</b>	<b>\$7,497,760</b>	<b>\$7,267,933</b>	<b>\$6,582,039</b>	<b>\$5,984,586</b>
<b>Liabilities</b>					
Current Liabilities	\$161,670	\$169,535	\$160,322	\$167,924	\$158,878
Long-Term Debt Outstanding and Other Liabilities	3,003,128	2,522,050	2,592,008	2,198,661	1,984,441
<b>Total Liabilities</b>	<b>3,164,798</b>	<b>2,691,585</b>	<b>2,752,330</b>	<b>2,366,585</b>	<b>2,143,319</b>
<b>Deferred Inflows of Resources</b>	-	-	-	-	-
<b>Net Position</b>					
Net Investment in Capital Assets	4,592,159	4,446,638	4,041,985	3,820,318	3,547,320
Restricted	158,071	136,453	19,504	45,929	29,065
Unrestricted	371,876	223,084	454,114	349,207	264,882
<b>Total Net Position</b>	<b>5,122,106</b>	<b>4,806,175</b>	<b>4,515,603</b>	<b>4,215,454</b>	<b>3,841,267</b>
<b>Total Liabilities, Deferred Inflows of Resources and Net Position</b>	<b>\$8,286,904</b>	<b>\$7,497,760</b>	<b>\$7,267,933</b>	<b>\$6,582,039</b>	<b>\$5,984,586</b>

As indicated in the graph below, net position has continued to increase reflecting the Turnpike System's strong financial position.

FLORIDA'S TURNPIKE SYSTEM  
BALANCE SHEET  
(In Billions)



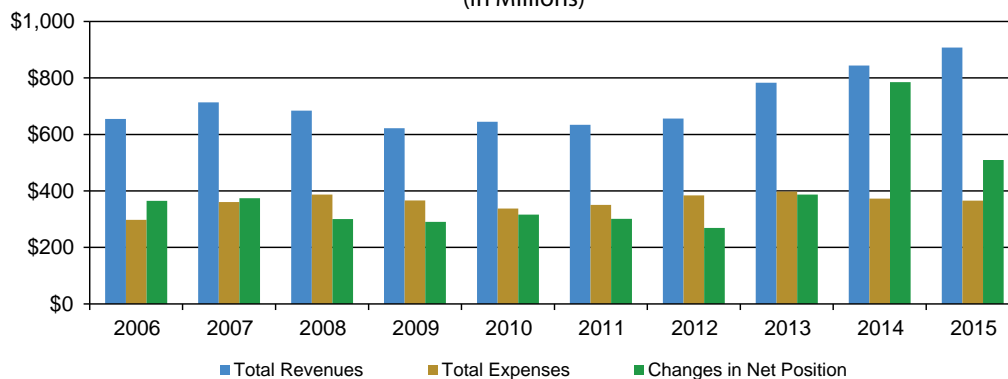
Source:  
Audited Financial Statements

**FLORIDA'S TURNPIKE SYSTEM**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
 FY 2011 through FY 2015  
 (In Thousands)

	2015	2014	2013	2012	2011
<b>Revenues</b>					
Operating Revenues from Toll Facilities	\$865,950	\$796,301	\$755,542	\$608,812	\$600,079
Operating Revenues from Toll Administrative Charges	15,334	8,495	6,237	6,301	2,487
Operating Revenues from Concessions and Other Sources	13,305	12,073	12,443	11,389	11,867
Nonoperating Investment Earnings	7,560	21,547	3,327	24,121	13,750
Interest Subsidy	5,509	5,515	5,685	5,943	5,943
<b>Total Revenues</b>	<b>907,658</b>	<b>843,931</b>	<b>783,234</b>	<b>656,566</b>	<b>634,126</b>
<b>Expenses</b>					
Operations and Maintenance Expense	175,769	164,191	162,422	177,329	179,245
Business Development and Marketing Expense	1,391	1,647	1,203	2,676	3,302
Pollution Remediation	547	-	-	-	(1,030)
Renewals and Replacements Expense	59,249	62,684	81,912	44,064	34,502
Depreciation Expense	34,951	35,419	35,165	31,038	19,110
Nonoperating Interest Expense	80,854	91,539	109,188	125,821	110,437
Other Nonoperating Expense, Net	12,706	17,104	7,783	3,416	5,314
<b>Total Expenses</b>	<b>365,467</b>	<b>372,584</b>	<b>397,673</b>	<b>384,344</b>	<b>350,880</b>
Income Before Contributions and Transfer	542,191	471,347	385,561	272,222	283,246
Contributions for Capital Projects	7,449	314,146	1,224	2,274	23,681
Contributions to Other Governments	-	-	-	(5,628)	(5,925)
Transfer - Facility Acquisition	(39,919)	-	-	-	-
<b>Increase in Net Position</b>	<b>509,721</b>	<b>785,493</b>	<b>386,785</b>	<b>268,868</b>	<b>301,002</b>
Net Position, Beginning of Year	6,864,254	6,078,761	5,691,976	5,423,108	5,122,106
<b>Net Position, End of Year</b>	<b>\$7,373,975</b>	<b>\$6,864,254</b>	<b>\$6,078,761</b>	<b>\$5,691,976</b>	<b>\$5,423,108</b>

The increases in FY 2013 through FY 2015 total revenues are primarily due to the annual toll rate indexing and systemwide traffic growth. In accordance with Section 338.231(3)(b), F.S., the System began collecting an administrative charge in association with video billings in FY 2011. The FY 2015 transfer for facility acquisition represents the difference between the amount paid and the net book value of the assets transferred from FDOT for the Beachline East Expressway. The FY 2014 increase in contributions for capital projects is due to the completion of the I-4 Connector. The decrease in FY 2011 revenue represents an increase in toll revenues offset by decreases in nonoperating investment earnings due to the decline in interest rates and a decrease in concessions and other revenue sources related to service plaza renovations (see pages 10 and 11 for ten-year toll, concession and toll administrative charges revenue trends). Net position has continued to increase over the reporting period reflecting the Turnpike System's strong financial position.

**FLORIDA'S TURNPIKE SYSTEM**  
**REVENUES, EXPENSES, AND CHANGES IN NET POSITION**  
 (In Millions)



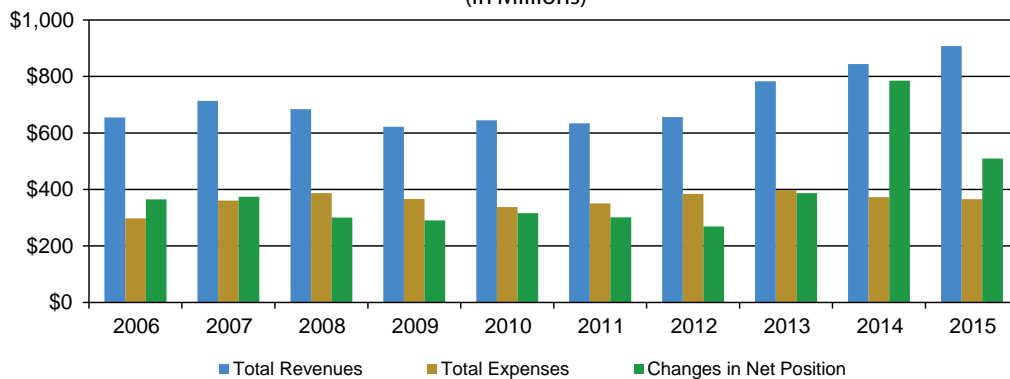
Source:  
Audited Financial Statements

FLORIDA'S TURNPIKE SYSTEM  
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION  
FY 2006 through FY 2010  
(In Thousands)

	2010	2009	2008	2007	2006
<b>Revenues</b>					
Operating Revenues from Toll Facilities	\$596,173	\$590,528	\$635,571	\$663,943	\$632,846
Operating Revenues from Toll Administrative Charges	-	-	-	-	-
Operating Revenues from Concessions and Other Sources	15,423	14,369	15,172	17,672	15,113
Nonoperating Investment Earnings	27,309	17,285	33,204	32,124	6,836
Interest Subsidy	5,811	-	-	-	-
<b>Total Revenues</b>	<b>644,716</b>	<b>622,182</b>	<b>683,947</b>	<b>713,739</b>	<b>654,795</b>
<b>Expenses</b>					
Operations and Maintenance Expense	170,262	186,608	184,218	175,386	155,357
Business Development and Marketing Expense	2,160	3,995	5,669	8,569	6,667
Pollution Remediation	-	9,502	-	-	-
Renewals and Replacements Expense	50,005	62,848	102,726	93,913	56,919
Depreciation Expense	15,268	17,613	19,628	15,147	15,252
Nonoperating Interest Expense	98,294	82,823	73,255	65,105	61,793
Other Nonoperating Expense, Net	1,642	2,715	1,808	2,757	1,511
<b>Total Expenses</b>	<b>337,631</b>	<b>366,104</b>	<b>387,304</b>	<b>360,877</b>	<b>297,499</b>
Income Before Contributions and Transfer	307,085	256,078	296,643	352,862	357,296
Contributions for Capital Projects	14,177	35,153	13,922	29,703	24,212
Contributions to Other Governments	(5,331)	(659)	(10,416)	(8,378)	(16,251)
Transfer - Facility Acquisition	-	-	-	-	-
<b>Increase in Net Position</b>	<b>315,931</b>	<b>290,572</b>	<b>300,149</b>	<b>374,187</b>	<b>365,257</b>
Net Position, Beginning of Year	4,806,175	4,515,603	4,215,454	3,841,267	3,476,010
<b>Net Position, End of Year</b>	<b>\$5,122,106</b>	<b>\$4,806,175</b>	<b>\$4,515,603</b>	<b>\$4,215,454</b>	<b>\$3,841,267</b>

The decrease in FY 2008 and FY 2009 total revenue represents a decline in Florida's economic conditions. Net position has continued to increase over the reporting period reflecting the Turnpike System's strong financial position.

FLORIDA'S TURNPIKE SYSTEM  
REVENUES, EXPENSES, AND CHANGES IN NET POSITION  
(In Millions)



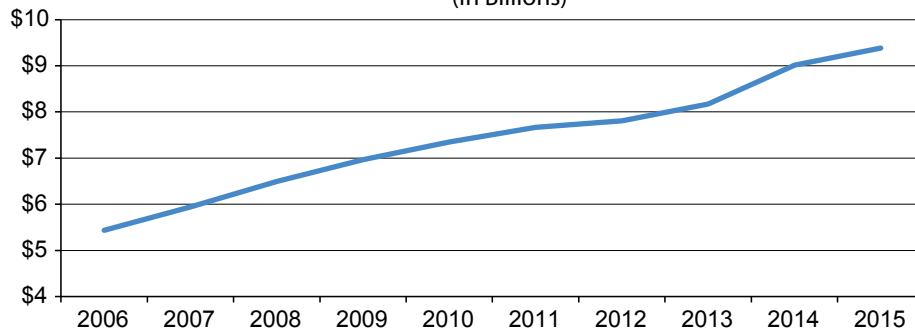
Source:  
Audited Financial Statements

FLORIDA'S TURNPIKE SYSTEM  
CAPITAL ASSETS  
FY 2011 through FY 2015  
Net of Depreciation (In Thousands)

	2015	2014	2013	2012	2011
<b>Nondepreciable Capital Assets:</b>					
Construction in Progress	\$949,387	\$950,605	\$598,831	\$399,188	\$624,870
Land	903,572	892,855	866,624	863,355	863,893
Buildings	60,367	60,367	48,981	-	-
Infrastructure	7,224,909	6,878,491	6,432,812	6,311,641	5,958,776
<b>Depreciable Capital Assets:</b>					
Buildings and Improvements, Net	128,207	132,129	132,521	142,814	149,254
Furniture and Equipment, Net	105,129	87,965	71,331	59,384	53,727
Intangible Assets, Net	13,649	12,899	19,443	28,279	14,592
<b>Total Net Capital Assets</b>	<b>\$9,385,220</b>	<b>\$9,015,311</b>	<b>\$8,170,543</b>	<b>\$7,804,661</b>	<b>\$7,665,112</b>

At the end of FY 2015, the Turnpike System has invested approximately \$9.4 billion in purchased and donated capital assets (net of accumulated depreciation). As indicated in the graph below, net capital assets have grown substantially over the reporting period due to the Turnpike System's significant capital improvement program. Major investments were made to provide additional capacity and access to Turnpike System facilities, to convert facilities to All-Electronic Tolling (AET) and to upgrade toll equipment systemwide. Beginning in FY 2013, the System implemented GASB Statement No. 60, *Accounting and Financial Reporting for Service Concession Arrangements* requiring the System to record nondepreciable buildings for new or renovated buildings at six of the eight service plazas along the Mainline.

FLORIDA'S TURNPIKE SYSTEM  
NET CAPITAL ASSETS  
(In Billions)



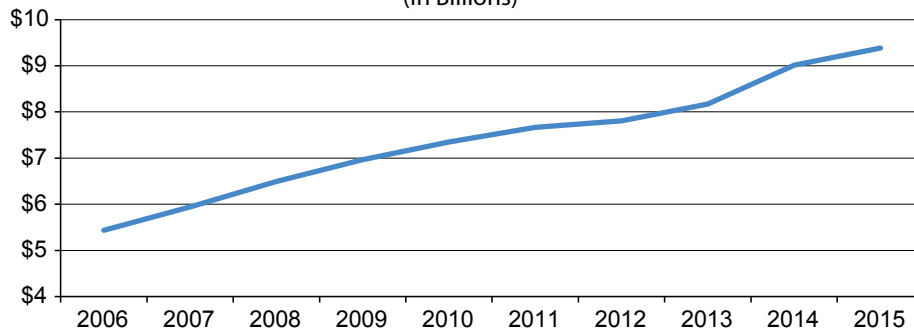
Source:  
Audited Financial Statements

FLORIDA'S TURNPIKE SYSTEM  
CAPITAL ASSETS  
FY 2006 through FY 2010  
Net of Depreciation (In Thousands)

	2010	2009	2008	2007	2006
<b>Nondepreciable Capital Assets:</b>					
Construction in Progress	\$647,823	\$839,935	\$688,698	\$714,937	\$559,932
Land	866,680	865,191	851,532	826,472	813,668
Buildings	-	-	-	-	-
Infrastructure	5,641,690	5,073,715	4,775,882	4,248,171	3,924,861
<b>Depreciable Capital Assets:</b>					
Buildings and Improvements, Net	145,206	137,177	138,412	128,782	117,737
Furniture and Equipment, Net	44,010	46,712	40,964	24,673	20,801
Intangible Assets, Net	155	-	-	-	-
<b>Total Net Capital Assets</b>	<b>\$7,345,564</b>	<b>\$6,962,730</b>	<b>\$6,495,488</b>	<b>\$5,943,035</b>	<b>\$5,436,999</b>

Beginning in FY 2013, the System implemented GASB Statement No. 60, *Accounting and Financial Reporting for Service Concession Arrangements* requiring the System to record nondepreciable buildings for new or renovated buildings at six of the eight service plazas along the Mainline.

FLORIDA'S TURNPIKE SYSTEM  
NET CAPITAL ASSETS  
(In Billions)



Source:  
Audited Financial Statements

**FLORIDA'S TURNPIKE SYSTEM**  
**TOLL AND RATE PER MILE<sup>(A)</sup>**  
Two-Axle Vehicles  
Fiscal Year 2015

Project	Length of Project (Miles)	SunPass <sup>®</sup> Toll	SunPass <sup>®</sup> Rate Per Mile	TOLL-BY-PLATE <sup>®</sup> Toll	TOLL-BY-PLATE <sup>®</sup> Rate Per Mile	Cash Toll	Cash Rate Per Mile
SR 821 (HEFT)	47	\$3.90	\$0.083	\$4.94	\$0.105	N/A	N/A
Southern Coin System <sup>(B)</sup>	43	2.86	0.067	N/A	N/A	\$3.55	\$0.083
Ticket System	155	9.94	0.064	N/A	N/A	12.90	0.083
Northern Coin System	67	4.15	0.062	N/A	N/A	4.50	0.067
Beachline West Expressway	8	0.78	0.098	N/A	N/A	1.00	0.125
Beachline East Expressway <sup>(C)</sup>	15	0.52	0.035	N/A	N/A	1.00	0.067
Sawgrass Expressway	23	2.08	0.090	2.60	0.113	N/A	N/A
Seminole Expressway	18	2.07	0.115	N/A	N/A	2.25	0.125
Veterans Expressway	15	1.82	0.121	2.34	0.156	N/A	N/A
Southern Connector Extension	6	0.78	0.130	N/A	N/A	1.00	0.167
Polk Parkway	25	3.12	0.125	N/A	N/A	3.75	0.150
Suncoast Parkway	42	3.12	0.074	N/A	N/A	3.75	0.089
Western Beltway, Part C	11	1.04	0.095	N/A	N/A	1.25	0.114
I-4 Connector <sup>(D)</sup>	1	0.51 - 1.02	0.51 - 1.02	0.76 - 1.27	0.76 - 1.27	N/A	N/A

<sup>(A)</sup> Toll rates shown effective during FY 2015. New indexed SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) toll rates effective July 1, 2015 are not reflected in this table.

<sup>(B)</sup> TOLL-BY-PLATE<sup>®</sup> toll rates only apply on the southern section of the facility where the first phase of All-Electronic Tolling (AET) was implemented.

<sup>(C)</sup> The length of project includes the southern spur. The 7-mile northern spur (SR 407) increases the length of the project to 22 miles. Toll rates reflect the System's portion of tolls collected by Central Florida Expressway Authority at Dallas Mainline Toll Plaza (\$0.26 SunPass<sup>®</sup> and \$0.50 cash).

<sup>(D)</sup> The I-4 Connector is an elevated bridge-type AET facility with a higher per mile toll rate.

### SunPass<sup>®</sup> Toll Versus Cash Toll

As indicated in the above table, toll rates are differentiated between conventional cash, TOLL-BY-PLATE<sup>®</sup>, and customers paying through the SunPass<sup>®</sup> Electronic Toll Collection (ETC) method on Turnpike System facilities. The ETC method provides for increased throughput at the toll plazas, enhanced safety, and lower transaction processing costs which allows the Turnpike to offer a pricing preference to SunPass<sup>®</sup> customers.

### Three-Plus Axle Vehicle (Truck) Toll

Only the toll for two-axle vehicles is provided in the above table. Two toll rate formulas are utilized on the Turnpike System to calculate truck tolls: the "n minus one" formula, and the "per-axle" formula. The n minus one formula is used for all Turnpike facilities except for the Ticket System which utilizes the per-axle formula.

- N minus One = Number of vehicle axles, minus one, multiplied by the two-axle toll rate.
- Per-axle = Number of vehicle axles, multiplied by the two-axle toll rate divided by two.

### Toll Rate Setting

Section 338.231, Florida Statutes, authorizes the Department to fix and adjust toll rates on the Turnpike System and requires all toll rate changes be implemented through the provisions of the Administrative Procedures Act (Chapter 120, Florida Statutes). This requires a published notice and the opportunity for a public hearing to solicit public comment before adoption of the proposed toll rate change.

### Toll Rate Indexing

Section 338.165(3), Florida Statutes, authorizes the Department to index toll rates. The SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> toll rates, where applicable, were indexed by 2.1% on all Department toll roads and bridges on July 1, 2013. The law requires that the Department index toll rates on existing toll facilities to the annual Consumer Price Index or similar inflation indicator no more frequently than once a year, and no less frequently than once every five years. SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> rates are adjusted annually on or before July 1 each year based on the actual change in the year-over-year Consumer Price Index, while cash rates are indexed every five years. As such, on July 1, 2015 and 2014, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> rates were adjusted by 1.6% and 1.5%, respectively.

Source:

URS Corporation, Traffic & Revenue Consultant



**FLORIDA'S TURNPIKE SYSTEM  
PRINCIPAL CUSTOMERS<sup>(A)</sup>  
Fiscal Years 2015 and 2006**

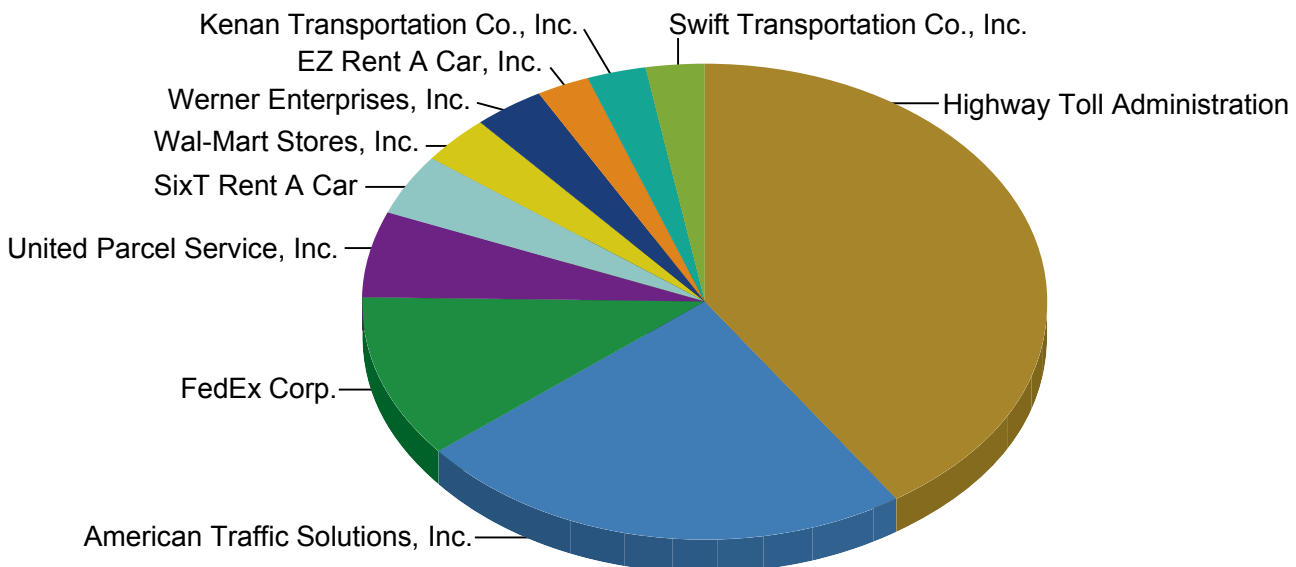
Customer	FY 2015			FY 2006		
	Toll Revenue	Rank	% of Total Toll Revenue	Toll Revenue	Rank	% of Total Toll Revenue
Highway Toll Administration <sup>(B)</sup>	\$12,825,150	1	1.48%			
American Traffic Solutions, Inc. <sup>(B)</sup>	7,398,457	2	0.85%			
FedEx Corp.	3,498,271	3	0.40%	\$1,339,736	1	0.21%
United Parcel Service, Inc.	1,762,603	4	0.20%	1,059,459	2	0.17%
SixT Rent A Car <sup>(B)</sup>	1,367,818	5	0.16%			
Wal-Mart Stores, Inc.	1,040,902	6	0.12%	929,834	4	0.15%
Werner Enterprises, Inc.	1,019,375	7	0.12%	982,631	3	0.16%
EZ Rent A Car, Inc.	847,275	8	0.10%			
Kenan Advantage Group	838,880	9	0.10%	790,636	5	0.12%
Swift Transportation Company, Inc.	819,920	10	0.09%			
Southeastern Freight Lines				746,858	6	0.12%
AAA Cooper Transportation				470,133	7	0.07%
Sysco Food Service				454,550	8	0.07%
Waste Management				447,458	9	0.07%
School Board of Miami Dade County				412,607	10	0.07%
<b>Total</b>	<b>\$31,418,651</b>		<b>3.62%</b>	<b>\$7,633,902</b>		<b>1.21%</b>

Revenue Capacity

Note: Total toll revenue used in calculations obtained from pages 10 and 11 of the CAFR statistical section.

<sup>(A)</sup> For FY 2015 and FY 2006, the top ten Turnpike System customers comprised only 3.62 percent and 1.21 percent, respectively, of total Turnpike System toll revenues. This is attributable to the geographic diversity of the Turnpike System and the large varied customer base. Additionally, only five of the top ten customers in FY 2006 were rated in the top ten in FY 2015.

<sup>(B)</sup> The System entered into agreements with the above companies to oversee a program that uses license plate information to collect tolls electronically from rental cars and trucks. Familiar brands that fall under the umbrella of these agreements are: Advantage, Alamo, Avis, Budget, Dollar, Enterprise, Global, Hertz, National, Penske, Ryder, Sunshine and Thrifty.



**FLORIDA'S TURNPIKE SYSTEM  
REVENUE**  
FY 2011 through FY 2015  
(In Thousands)

	2015 <sup>(A)</sup>	2014 <sup>(A)</sup>	2013 <sup>(A)</sup>	2012	2011
Mainline	\$624,033	\$581,632	\$550,715	\$439,961	\$434,230
<b>Expansion Projects:<sup>(B)</sup></b>					
Sawgrass Expressway	72,614	69,768	66,579	51,360	50,314
Seminole Expressway	45,243	40,919	38,473	31,457	30,763
Veterans Expressway	41,111	39,925	41,616	32,757	32,466
Southern Connector Extension	8,746	7,517	6,794	4,343	4,201
Polk Parkway	27,713	24,590	23,649	22,615	21,775
Suncoast Parkway	23,682	22,011	21,349	20,769	21,233
Western Beltway, Part C	8,853	7,289	6,367	5,550	5,097
I-4 Connector <sup>(C)</sup>	8,774	2,650	-	-	-
Beachline East Expressway <sup>(D)</sup>	5,181	-	-	-	-
<b>Total Toll Revenue</b>	<b>865,950</b>	<b>796,301</b>	<b>755,542</b>	<b>608,812</b>	<b>600,079</b>
<b>Toll Administrative Charges<sup>(E)</sup></b>	<b>15,334</b>	<b>8,495</b>	<b>6,237</b>	<b>6,301</b>	<b>2,487</b>
<b>Concession Revenue</b>	<b>7,050</b>	<b>7,139</b>	<b>7,515</b>	<b>7,169</b>	<b>8,382</b>
<b>Total Revenue</b>	<b>\$888,334</b>	<b>\$811,935</b>	<b>\$769,294</b>	<b>\$622,282</b>	<b>\$610,948</b>
<b>Total Transactions</b>	<b>767,885</b>	<b>690,854</b>	<b>663,267</b>	<b>664,279</b>	<b>652,857</b>

<sup>(A)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass® and TOLL-BY-PLATE® (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass® and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

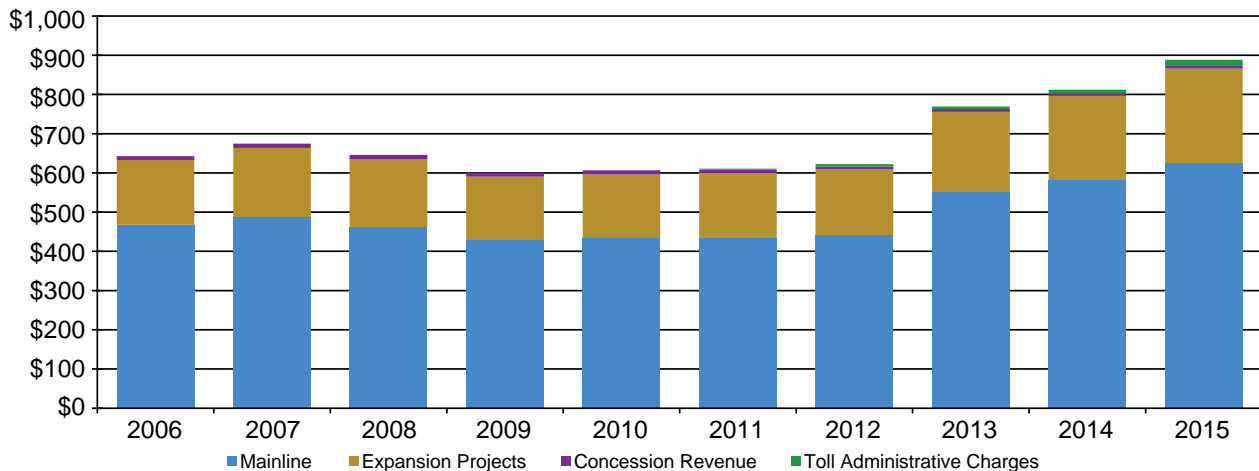
<sup>(B)</sup> Toll facilities other than the Mainline are considered Expansion Projects and are combined as such in the graph below.

<sup>(C)</sup> I-4 Connector opened to traffic in January 2014.

<sup>(D)</sup> Beachline East Expressway was acquired in July 2014.

<sup>(E)</sup> In accordance with Section 338.231(3)(b), F.S., the System began collecting an administrative charge in association with video billings in FY 2011.

**FLORIDA'S TURNPIKE SYSTEM  
TOTAL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant

FLORIDA'S TURNPIKE SYSTEM  
REVENUE  
FY 2006 through FY 2010  
(In Thousands)

	2010	2009 <sup>(A)</sup>	2008 <sup>(A)</sup>	2007	2006
Mainline	\$432,970	\$428,124	\$461,567	\$487,686	\$467,807
<b>Expansion Projects:<sup>(B)</sup></b>					
Sawgrass Expressway	49,702	48,121	50,902	52,538	50,419
Seminole Expressway	30,882	32,488	36,138	36,539	34,542
Veterans Expressway	31,692	30,980	33,089	34,354	33,086
Southern Connector Extension	4,148	4,443	5,130	5,148	4,854
Polk Parkway	21,391	21,496	22,450	22,572	21,198
Suncoast Parkway	20,621	20,157	21,424	21,743	19,962
Western Beltway, Part C <sup>(C)</sup>	4,767	4,719	4,871	3,363	978
I-4 Connector <sup>(D)</sup>	-	-	-	-	-
Beachline East Expressway <sup>(E)</sup>	-	-	-	-	-
<b>Total Toll Revenue</b>	<b>596,173</b>	<b>590,528</b>	<b>635,571</b>	<b>663,943</b>	<b>632,846</b>
<b>Toll Administrative Charges<sup>(F)</sup></b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Concession Revenue</b>	<b>10,757</b>	<b>10,110</b>	<b>10,363</b>	<b>10,710</b>	<b>10,171</b>
<b>Total Revenue</b>	<b>\$606,930</b>	<b>\$600,638</b>	<b>\$645,934</b>	<b>\$674,653</b>	<b>\$643,017</b>
<b>Total Transactions</b>	<b>639,426</b>	<b>630,861</b>	<b>667,320</b>	<b>690,485</b>	<b>661,368</b>

<sup>(A)</sup> The decrease in FY 2008 and FY 2009 Total Revenue and Total Transactions was due to a decline in Florida's economic conditions.

<sup>(B)</sup> Toll facilities other than the Mainline are considered Expansion Projects and are combined as such in the graph below.

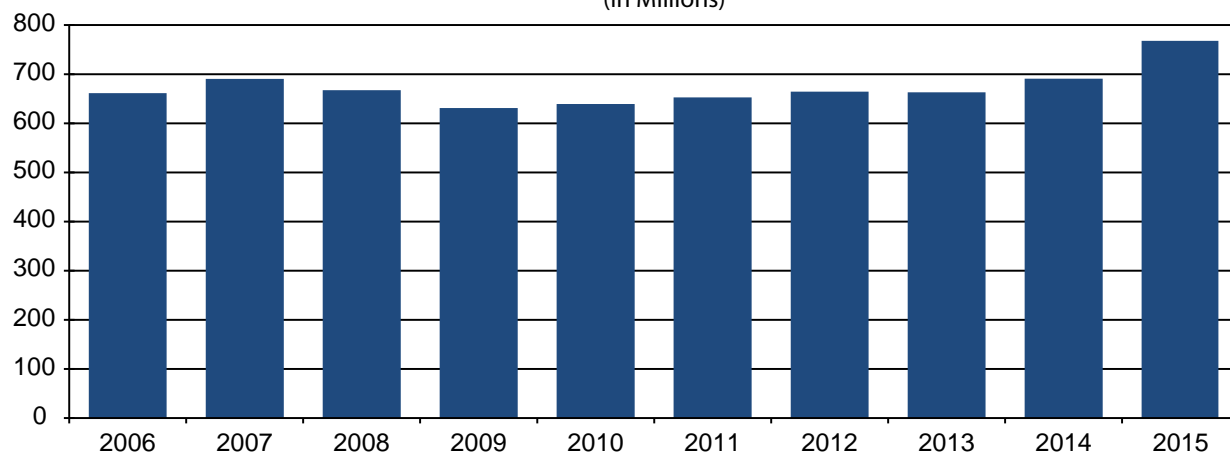
<sup>(C)</sup> Western Beltway, Part C opened to traffic in FY 2006.

<sup>(D)</sup> I-4 Connector opened to traffic in January 2014.

<sup>(E)</sup> Beachline East Expressway was acquired in July 2014.

<sup>(F)</sup> In accordance with Section 338.231(3)(b), F.S., the System began collecting an administrative charge in association with video billings in FY 2011.

FLORIDA'S TURNPIKE SYSTEM  
TOTAL TRANSACTIONS  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM  
ELECTRONIC TOLL COLLECTION (ETC)  
Last Ten Fiscal Years  
(In Thousands)**

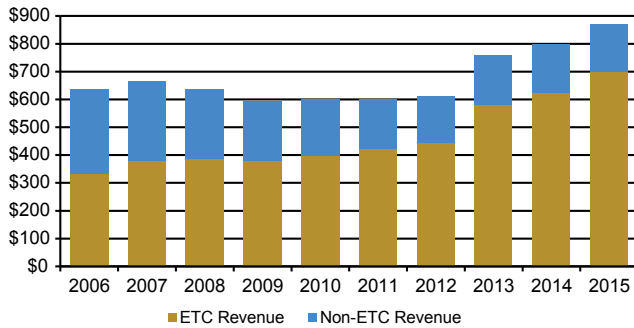
Fiscal Year	Total Toll Revenue	ETC Toll Revenue <sup>(A)</sup>	Percentage ETC Revenue	Total Transactions	Total ETC Transactions <sup>(A)</sup>	Percentage ETC Transactions
2015 <sup>(B)</sup>	\$865,950	\$696,438	80.42%	767,885	625,017	81.39%
2014 <sup>(B)</sup>	796,301	624,064	78.37	690,584	562,167	81.40
2013 <sup>(B)</sup>	755,542	578,278	76.54	663,267	536,576	80.90
2012	608,812	443,876	72.91	664,279	525,616	79.13
2011	600,079	421,598	70.26	652,857	493,627	75.61
2010	596,173	395,202	66.29	639,426	454,012	71.00
2009 <sup>(C)</sup>	590,528	377,938	64.00	630,861	430,720	68.27
2008 <sup>(C)</sup>	635,571	387,382	60.95	667,320	437,017	65.49
2007	663,943	379,483	57.16	690,485	427,399	61.90
2006	632,846	331,924	52.45	661,368	366,709	55.45

<sup>(A)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass® and all interoperable partners.

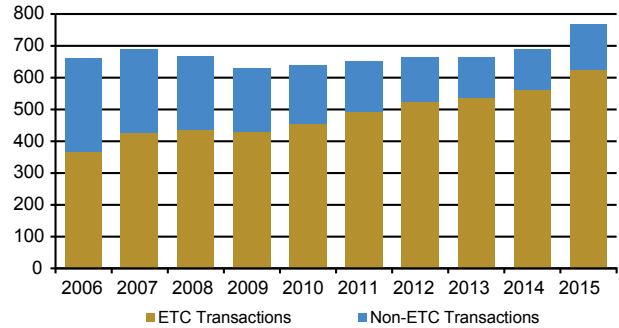
<sup>(B)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass® and TOLL-BY-PLATE® (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflects the annual SunPass® and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(C)</sup> The decrease in FY 2008 and FY 2009 Total Toll Revenue and Total Transactions was due to a decline in Florida's economic conditions.

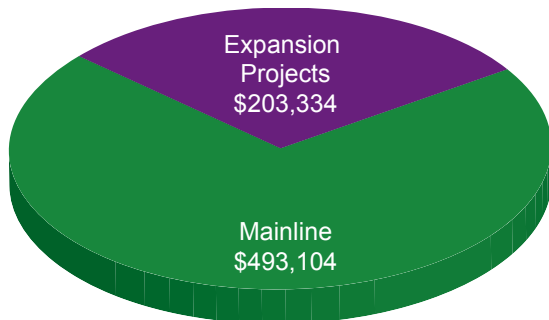
**FLORIDA'S TURNPIKE SYSTEM  
TOTAL TOLL REVENUE  
(In Millions)**



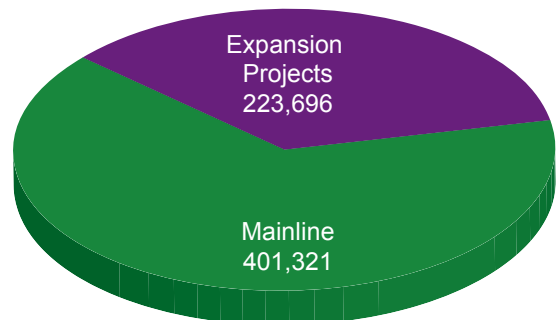
**FLORIDA'S TURNPIKE SYSTEM  
TOTAL TRANSACTIONS  
(In Millions)**



**ETC TOLL REVENUE  
FISCAL YEAR 2015  
(In Thousands)**



**ETC TRANSACTIONS  
FISCAL YEAR 2015  
(In Thousands)**



Source:  
URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM  
MAINLINE  
Last Ten Fiscal Years  
(In Thousands)**

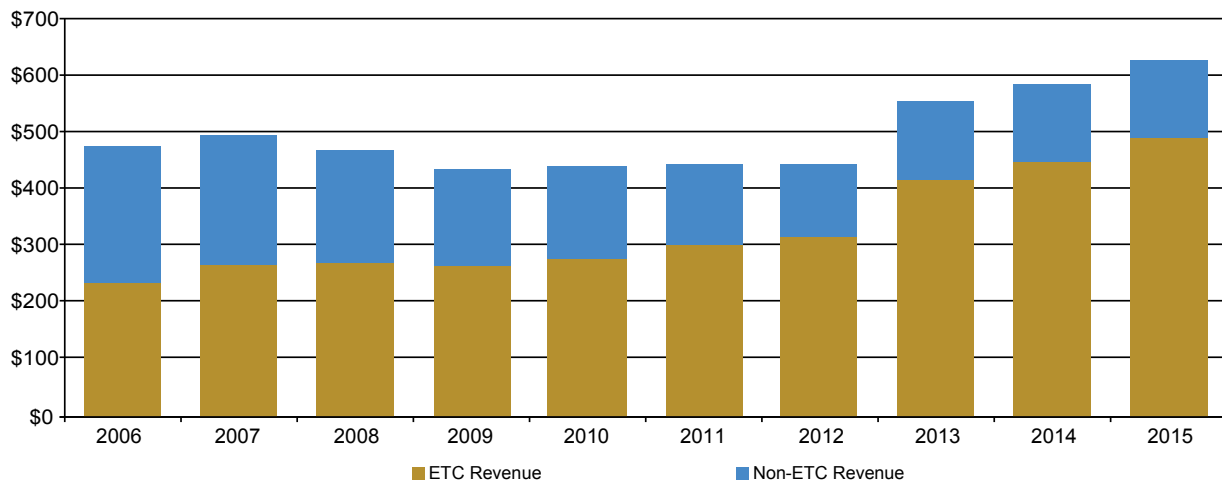
Fiscal Year	Mainline Toll Revenue						Concession Revenue	Total Revenue <sup>(A)</sup>	Total Transactions <sup>(A)</sup>
	SR 821 (HEFT)	Golden Glades to Wildwood			Beachline West	Total			
		Southern Coin	Ticket	Northern Coin					
2015 <sup>(B)</sup>	\$162,017	\$150,189	\$162,411	\$124,586	\$24,830	\$624,033	\$6,684	\$630,717	493,114
2014 <sup>(B)</sup>	153,421	139,645	150,885	114,822	22,859	581,632	6,785	588,417	459,759
2013 <sup>(B)</sup>	148,397	133,334	139,427	107,593	21,964	550,715	7,082	557,797	442,857
2012	108,203	100,861	130,482	84,707	15,708	439,961	6,713	446,674	440,023
2011 <sup>(C)</sup>	103,802	99,318	132,936	83,187	14,987	434,230	7,995	442,225	431,586
2010	103,164	98,660	134,525	82,474	14,147	432,970	10,237	443,207	422,237
2009 <sup>(D)</sup>	99,158	97,376	135,302	82,243	14,045	428,124	9,661	437,785	415,943
2008 <sup>(D)</sup>	106,509	104,982	145,269	88,765	16,042	461,567	10,001	471,568	441,380
2007	116,087	111,449	152,270	91,563	16,317	487,686	10,410	498,096	463,642
2006	108,230	107,160	147,815	88,383	16,219	467,807	10,026	477,833	447,905

- <sup>(A)</sup> Total Revenue and Total Transactions include SunPass<sup>®</sup> and all interoperable partners.
- <sup>(B)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.
- <sup>(C)</sup> The decrease in FY 2011 Total Revenue is attributed to a decline in Concession Revenue due to a lower contractual payment from the concessionaire as a result of the service plaza improvements along the Mainline.
- <sup>(D)</sup> The decrease in FY 2008 and FY 2009 Total Revenue and Total Transactions was due to a decline in Florida's economic conditions.

Fiscal Year	Mainline Electronic Toll Collection						
	SR 821 (HEFT)	Golden Glades to Wildwood			Beachline West	Total Revenue <sup>(E)</sup>	Total Transactions <sup>(E)</sup>
		Southern Coin	Ticket	Northern Coin			
2015	\$149,349	\$127,638	\$115,280	\$83,526	\$17,311	\$493,104	401,321
2014	141,220	114,939	104,983	74,718	15,454	451,314	375,810
2013	135,872	105,882	95,567	67,222	14,182	418,725	360,777
2012	94,678	76,341	88,314	49,574	9,013	317,920	355,060
2011	86,262	71,672	86,940	46,937	8,472	300,283	329,098
2010	75,003	66,544	84,483	45,049	7,707	278,786	297,731
2009	69,579	63,348	82,633	43,297	7,114	265,971	282,005
2008	70,706	64,616	84,761	45,024	7,479	272,586	287,441
2007	70,154	64,843	82,873	43,277	7,401	268,548	282,417
2006	61,243	57,313	73,059	37,411	6,578	235,604	241,798

- <sup>(E)</sup> Electronic Toll Collection (ETC) Total Revenue and Total Transactions include SunPass<sup>®</sup> and all interoperable partners.

**MAINLINE  
TOTAL REVENUE  
(In Millions)**



Source:  
URS Corporation, Traffic & Revenue Consultant

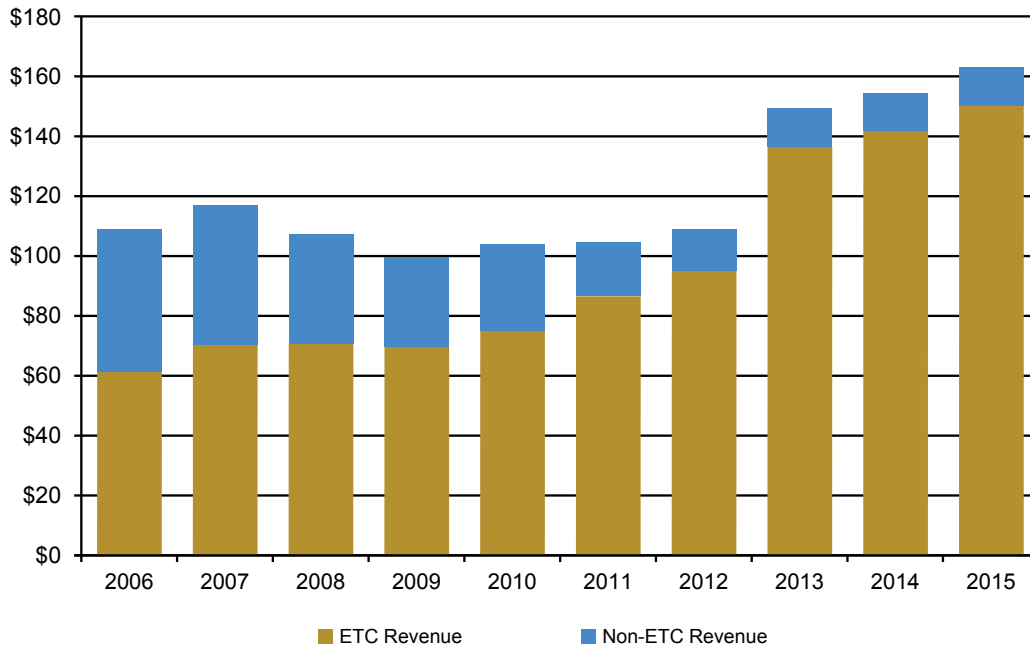


**FLORIDA'S TURNPIKE SYSTEM**  
**SR 821 (HEFT)**  
 Last Ten Fiscal Years  
 (In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(A)</sup>	Transactions <sup>(A)</sup>
2015 <sup>(B)</sup>	\$162,017	\$201	\$162,218	191,673	\$149,349	164,675
2014 <sup>(B)</sup>	153,421	221	153,642	181,095	141,220	159,164
2013 <sup>(B)</sup>	148,397	195	148,592	176,698	135,872	157,036
2012	108,203	185 <sup>(C)</sup>	108,388	174,126	94,678	156,466
2011	103,802	303 <sup>(C)</sup>	104,105	169,218	86,262	140,382
2010	103,164	426	103,590	165,152	75,003	122,256
2009 <sup>(D)</sup>	99,158	437	99,595	160,659	69,579	114,450
2008 <sup>(D)</sup>	106,509	372	106,881	169,884	70,706	115,927
2007	116,087	371	116,458	184,707	70,154	115,607
2006	108,230	327	108,557	176,347	61,243	97,553

- <sup>(A)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass® and all interoperable partners.
- <sup>(B)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass® and TOLL-BY-PLATE® (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass® and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.
- <sup>(C)</sup> In February 2011, the conversion to All-Electronic Tolling (AET) was completed. This conversion removed all toll booths available for advertising on SR 821 (HEFT), resulting in a decline in Concession Revenue. FY 2012 reflects the first full year of the impact.
- <sup>(D)</sup> The decrease in FY 2008 and FY 2009 Total Revenue and Total Transactions was due to a decline in Florida's economic conditions.

**SR 821 (HEFT)**  
**TOTAL REVENUE**  
 (In Millions)

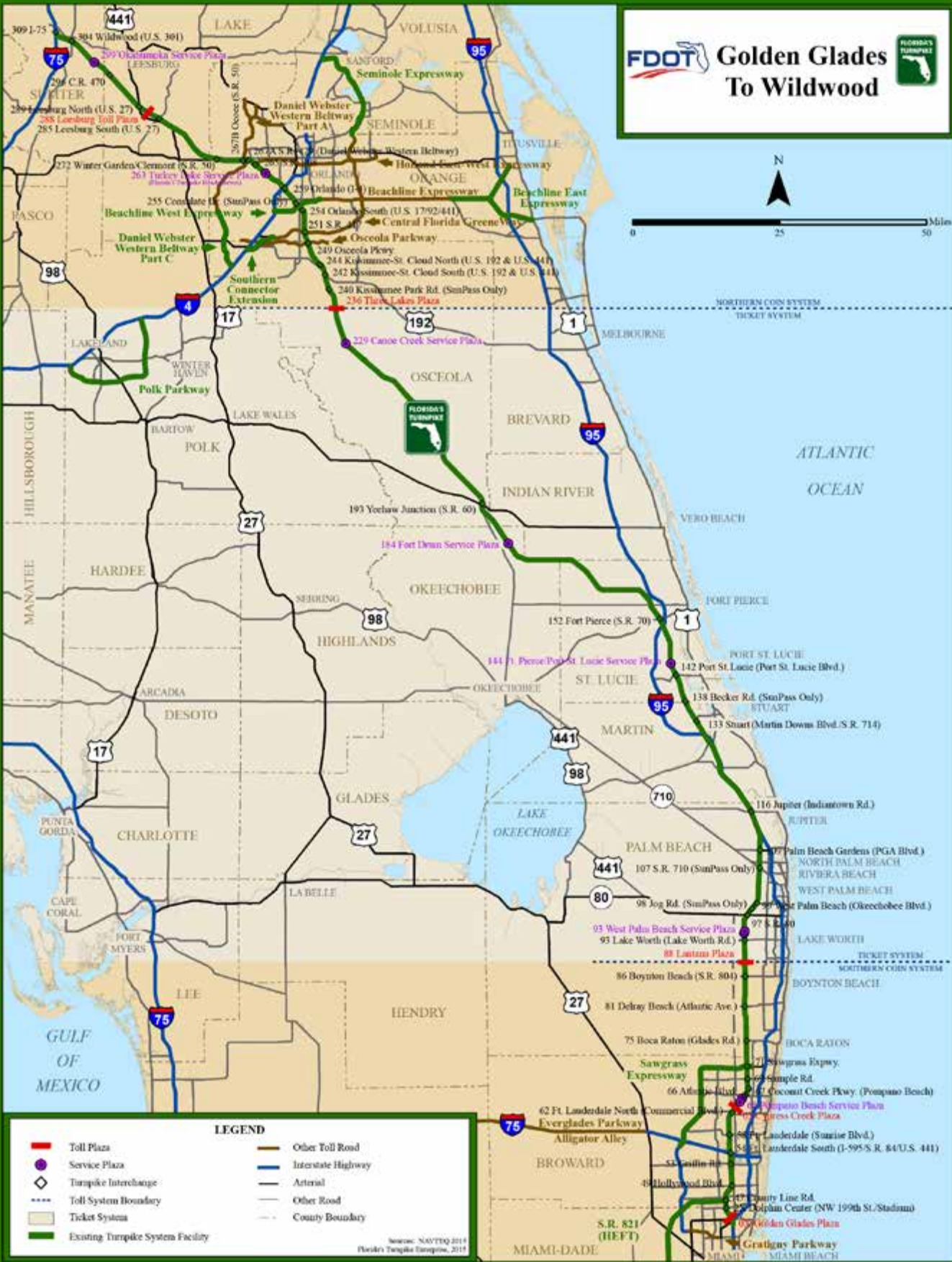


Source:  
 URS Corporation, Traffic & Revenue Consultant

# FDOT Golden Glades To Wildwood



0 25 50 Miles





**FLORIDA'S TURNPIKE SYSTEM  
GOLDEN GLADES TO WILDWOOD**  
Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue				Concession Revenue	Total Revenue <sup>(A)</sup>	Total Transactions <sup>(A)</sup>
	Southern Coin	Ticket	Northern Coin	Total			
2015 <sup>(B)</sup>	\$150,189	\$162,411	\$124,586	\$437,186	\$6,444	\$443,630	272,691
2014 <sup>(B)</sup>	139,645	150,885	114,822	405,352	6,536	411,888	252,031
2013 <sup>(B)</sup>	133,334	139,427	107,593	380,354	6,859	387,213	240,643
2012 <sup>(C)</sup>	100,861	130,482	84,707	316,050	6,498	322,548	240,256
2011 <sup>(C)</sup>	99,318	132,936	83,187	315,441	7,667	323,108	237,370
2010	98,660	134,525	82,474	315,659	9,780	325,439	233,581
2009 <sup>(D)</sup>	97,376	135,302	82,243	314,921	9,190	324,111	231,974
2008 <sup>(D)</sup>	104,982	145,269	88,765	339,016	9,608	348,624	246,023
2007	111,449	152,270	91,563	355,282	9,969	365,251	253,395
2006	107,160	147,815	88,383	343,358	9,698	353,056	246,543

<sup>(A)</sup> Total Revenue and Total Transactions include SunPass<sup>®</sup> and all interoperable partners.

<sup>(B)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

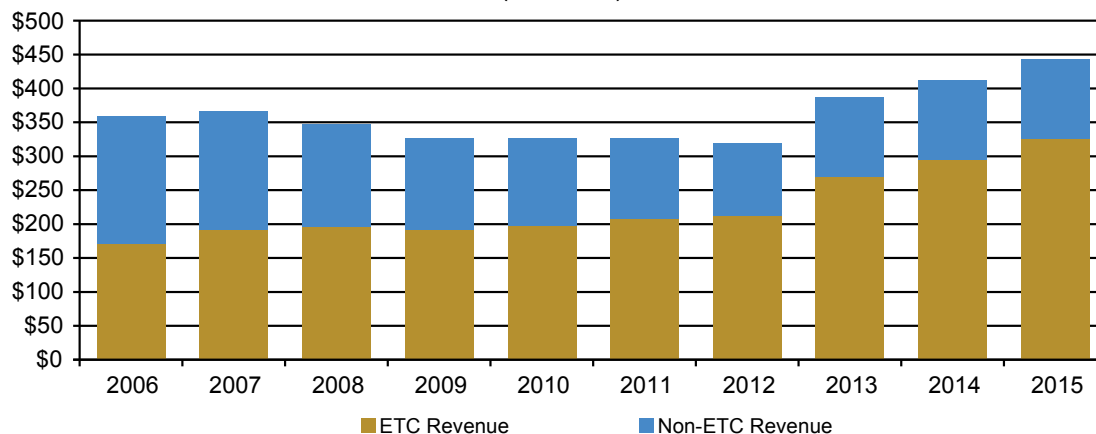
<sup>(C)</sup> The decrease in FY 2012 and FY 2011 Total Revenue is attributed to a decline in Concession Revenue due to a lower contractual payment from the concessionaire as a result of the service plaza improvements along the Mainline.

<sup>(D)</sup> The decrease in FY 2008 and FY 2009 Total Revenue and Total Transactions was due to a decline in Florida's economic conditions.

Fiscal Year	Electronic Toll Collection				
	Southern Coin	Ticket	Northern Coin	Total Revenue <sup>(E)</sup>	Total Transactions <sup>(E)</sup>
2015	\$127,638	\$115,280	\$83,526	\$326,444	215,896
2014	114,939	104,983	74,718	294,640	197,811
2013	105,882	95,567	67,222	268,671	186,174
2012	76,341	88,314	49,574	214,229	181,822
2011	71,672	86,940	46,937	205,549	172,794
2010	66,544	84,483	45,049	196,076	161,188
2009	63,348	82,633	43,297	189,278	154,514
2008	64,616	84,761	45,024	194,401	157,997
2007	64,843	82,873	43,277	190,993	153,467
2006	57,313	73,059	37,411	167,783	132,412

<sup>(E)</sup> Electronic Toll Collection (ETC) Total Revenue and Total Transactions include SunPass<sup>®</sup> and all interoperable partners.

**GOLDEN GLADES TO WILDWOOD  
TOTAL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant



**FLORIDA'S TURNPIKE SYSTEM  
BEACHLINE WEST EXPRESSWAY**

Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$24,830	\$39	\$24,869	28,750	\$17,311	20,750
2014 <sup>(C)</sup>	22,859	28	22,887	26,633	15,454	18,835
2013 <sup>(C)</sup>	21,964	28	21,992	25,516	14,182	17,567
2012	15,708	30	15,738	25,641	9,013	16,772
2011	14,987	25	15,012	24,998	8,472	15,922
2010	14,147	31	14,178	23,504	7,707	14,287
2009 <sup>(D)</sup>	14,045	34	14,079	23,310	7,114	13,041
2008 <sup>(D)</sup>	16,042	21	16,063	25,473	7,479	13,517
2007	16,317	70	16,387	25,540	7,401	13,343
2006	16,219	1	16,220	25,015	6,578	11,833

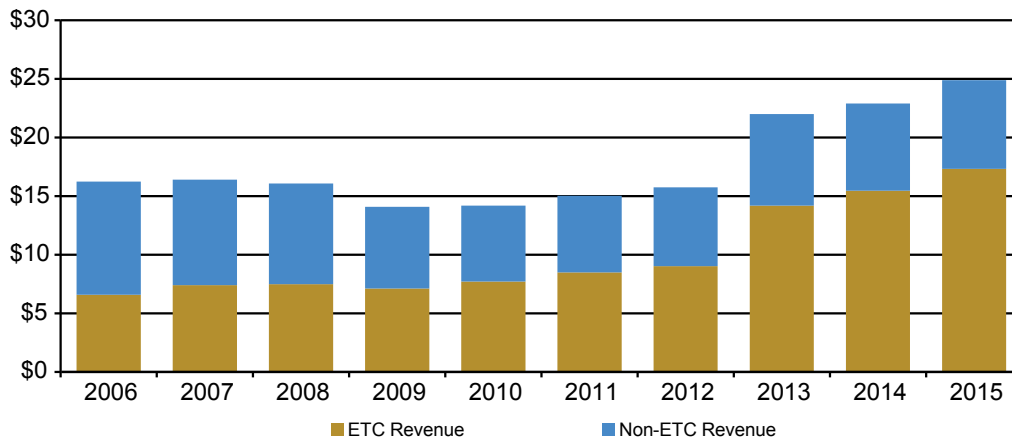
<sup>(A)</sup> Although there are no service plazas on the Beachline West Expressway, a license agreement for systemwide toll plaza advertising and highway signage began in FY 2005. The decrease beginning in FY 2008 is due to movement of toll plaza advertising to other segments.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass<sup>®</sup> and all interoperable partners.

<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(D)</sup> The decrease in FY 2008 and FY 2009 Total Revenue and Total Transactions was due to a decline in Florida's economic conditions.

**BEACHLINE WEST EXPRESSWAY  
TOTAL REVENUE  
(In Millions)**



Source:  
URS Corporation, Traffic & Revenue Consultant



**FLORIDA'S TURNPIKE SYSTEM  
SAWGRASS EXPRESSWAY**  
Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$72,614	\$53	\$72,667	79,746	\$67,748	70,368
2014 <sup>(C)</sup>	69,768	100	69,868	75,121	61,665	65,371
2013 <sup>(C)</sup>	66,579	80	66,659	72,195	57,308	62,300
2012	51,360	107	51,467	72,179	42,843	61,052
2011	50,314	101	50,415	70,584	40,813	58,408
2010	49,702	145	49,847	69,662	39,188	55,684
2009 <sup>(D)</sup>	48,121	130	48,251	67,810	36,780	52,074
2008 <sup>(D)</sup>	50,902	117	51,019	69,503	36,648	50,365
2007	52,538	116	52,654	71,164	35,972	50,342
2006	50,419	64	50,483	69,610	32,026	44,290

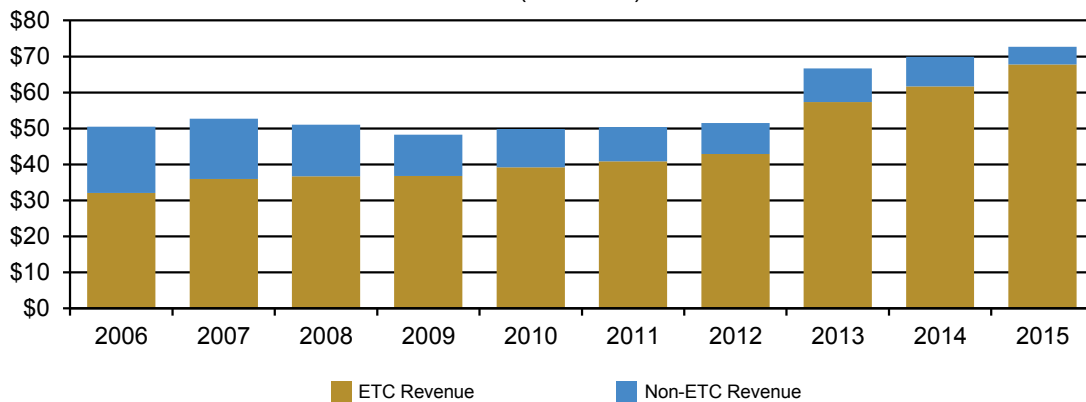
<sup>(A)</sup> Although there are no service plazas on the Sawgrass Expressway, a license agreement for systemwide toll plaza advertising and highway signage began in FY 2005. In April 2014, All-Electronic Tolling (AET) conversion removed all toll booths available for advertising on the Sawgrass Expressway, resulting in a decline in Concession Revenue in FY 2015.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass<sup>®</sup> and all interoperable partners.

<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(D)</sup> The decrease in FY 2008 and FY 2009 Total Revenue and Total Transactions was due to a decline in Florida's economic conditions.

**SAWGRASS EXPRESSWAY  
TOTAL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant



**FLORIDA'S TURNPIKE SYSTEM  
SEMINOLE EXPRESSWAY**  
Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$45,243	\$83	\$45,326	35,373	\$36,554	28,811
2014 <sup>(C)</sup>	40,919	67	40,986	32,436	32,489	26,267
2013 <sup>(C)</sup>	38,473	71	38,544	30,819	29,739	24,646
2012	31,457	71	31,528	31,265	22,752	23,642
2011 <sup>(D)</sup>	30,763	72	30,835	31,117	22,087	23,153
2010 <sup>(D)</sup>	30,882	81	30,963	31,168	21,869	22,538
2009 <sup>(D)</sup>	32,488	92	32,580	32,765	22,417	23,080
2008 <sup>(D)</sup>	36,138	54	36,192	35,719	24,509	24,794
2007	36,539	52	36,591	35,908	24,003	24,287
2006	34,542	30	34,572	34,408	21,479	21,955

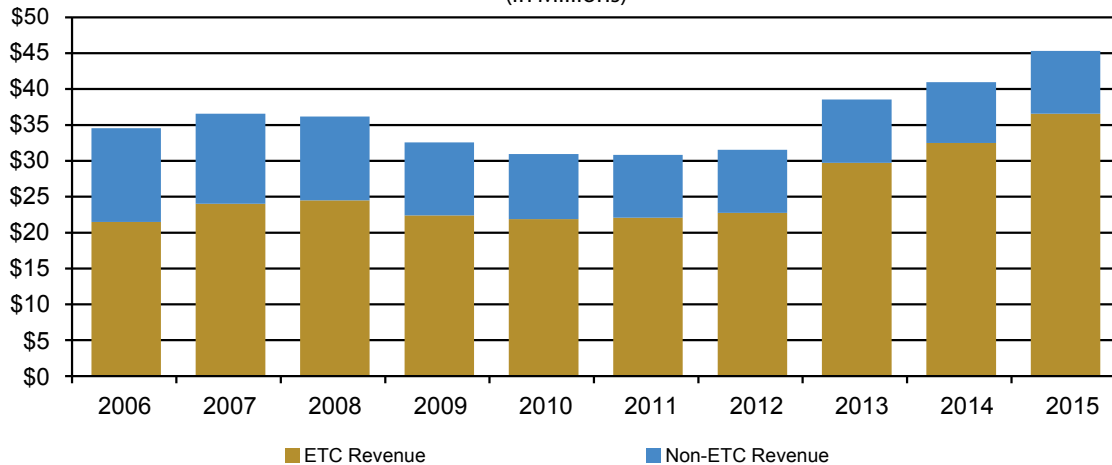
<sup>(A)</sup> Although there are no service plazas on the Seminole Expressway, a license agreement for systemwide toll plaza advertising and highway signage began in FY 2005.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass<sup>®</sup> and all interoperable partners.

<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflects the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(D)</sup> The decrease in FY 2008 through FY 2011 Total Revenue and Total Transactions was due to a prolonged economic recovery in the region.

**SEMINOLE EXPRESSWAY  
TOTAL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant





**FLORIDA'S TURNPIKE SYSTEM  
VETERANS EXPRESSWAY**  
Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$41,111	\$10	\$41,121	51,412	\$36,121	43,386
2014 <sup>(C)(D)</sup>	39,925	35	39,960	48,345	31,495	38,281
2013 <sup>(C)(D)</sup>	41,616	59	41,675	49,542	31,599	38,872
2012	32,757	67	32,824	51,288	23,152	38,108
2011	32,466	56	32,522	50,933	22,496	37,106
2010	31,692	76	31,768	49,555	21,353	35,043
2009 <sup>(D)</sup>	30,980	59	31,039	47,876	20,126	32,757
2008 <sup>(D)</sup>	33,089	60	33,149	50,586	20,381	33,138
2007	34,354	47	34,401	51,896	20,083	32,594
2006	33,086	23	33,109	49,322	17,859	28,575

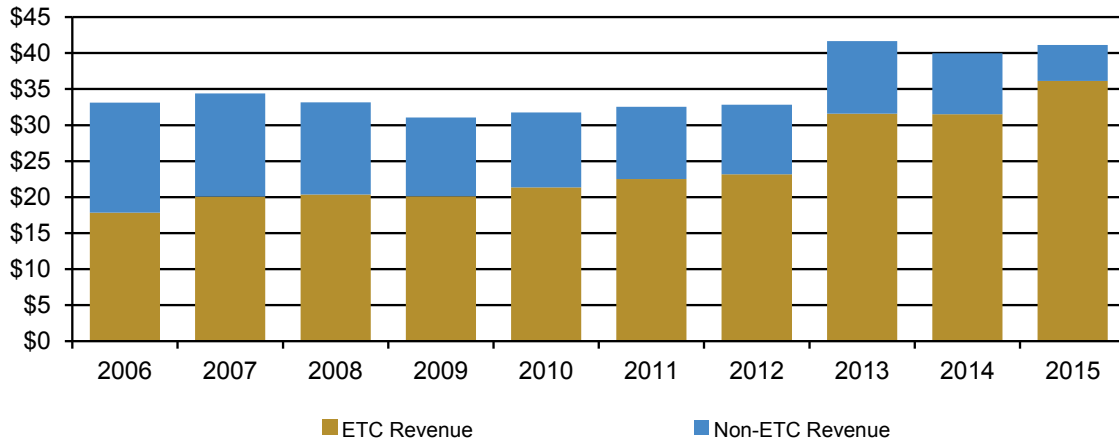
<sup>(A)</sup> Although there are no service plazas on the Veterans Expressway, a license agreement for systemwide toll plaza advertising and highway signage began in FY 2005. Starting in June 2014, All-Electronic Tolling (AET) conversion removed all toll booths available for advertising on the Veterans Expressway, resulting in a decline in Concession Revenue in FY 2015.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass<sup>®</sup> and all interoperable partners.

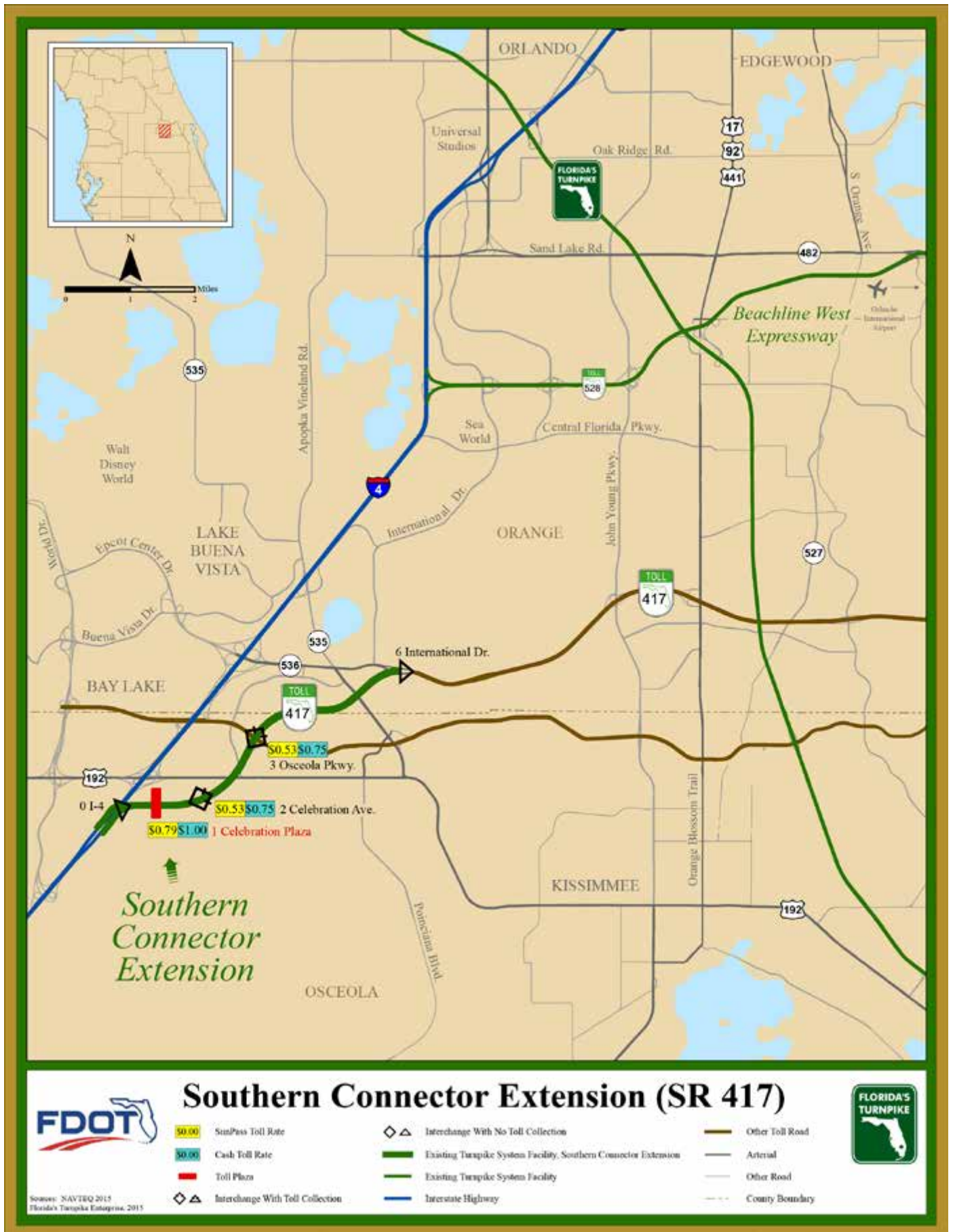
<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and 2014 toll revenue reflect the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods. However, the FY 2014 toll revenue increase was offset by a revenue decline due to construction activities on this facility.

<sup>(D)</sup> The decrease in FY 2013 and FY 2014 Total Transactions was due to construction related to AET conversion. The decrease in FY 2008 and FY 2009 Total Revenue and Total Transactions was due to a decline in Florida's economic conditions.

**VETERANS EXPRESSWAY  
TOTAL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant



## Southern Connector Extension (SR 417)



Sources: NAVTRQ 2015  
Florida's Turnpike Enterprise, 2015

- \$0.00 SunPass Toll Rate
- \$0.00 Cash Toll Rate
- Toll Plaza
- ◇ ◇ Interchange With Toll Collection
- ◇ △ Interchange With No Toll Collection
- Existing Turnpike System Facility, Southern Connector Extension
- Existing Turnpike System Facility
- Interstate Highway
- Other Toll Road
- Arterial
- Other Road
- County Boundary

**FLORIDA'S TURNPIKE SYSTEM  
SOUTHERN CONNECTOR EXTENSION**

Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$8,746	\$30	\$8,776	11,059	\$6,696	8,567
2014 <sup>(C)</sup>	7,517	20	7,537	9,599	5,641	7,348
2013 <sup>(C)</sup>	6,794	15	6,809	8,773	4,928	6,584
2012	4,343	17	4,360	8,499	2,804	6,091
2011	4,201	12	4,213	8,319	2,661	5,799
2010 <sup>(D)</sup>	4,148	16	4,164	8,138	2,551	5,483
2009 <sup>(D)</sup>	4,443	12	4,455	8,743	2,581	5,568
2008 <sup>(D)</sup>	5,130	15	5,145	9,760	2,830	6,005
2007	5,148	9	5,157	9,599	2,667	5,655
2006	4,854	11	4,865	9,019	2,265	4,811

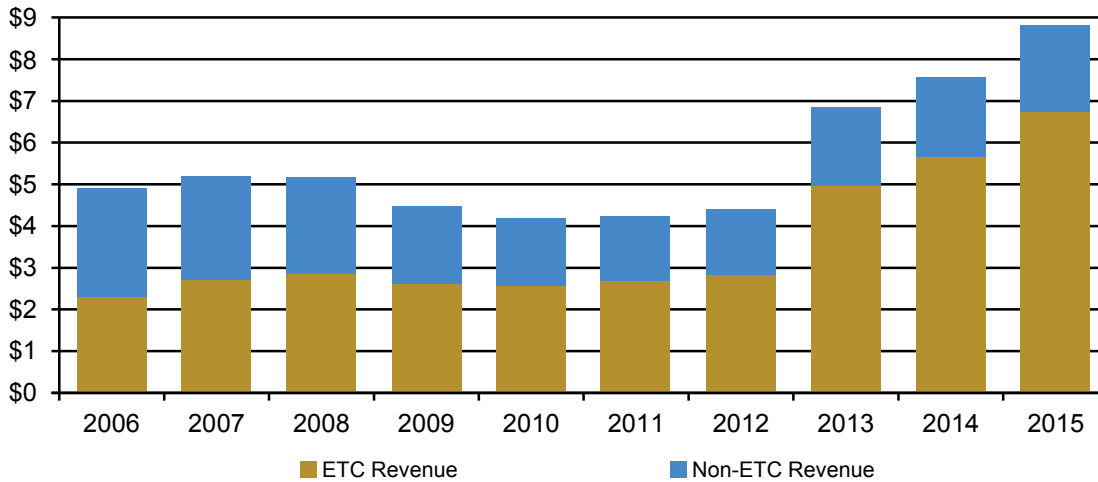
<sup>(A)</sup> Although there are no service plazas on the Southern Connector Extension, a license agreement for systemwide toll plaza advertising and highway signage began in FY 2005.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass® and all interoperable partners.

<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass® and TOLL-BY-PLATE® (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass® and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(D)</sup> The decrease in FY 2008 through FY 2010 Total Revenue was due to a prolonged economic recovery in the region.

**SOUTHERN CONNECTOR EXTENSION  
TOTAL REVENUE  
(In Millions)**



Source:  
URS Corporation, Traffic & Revenue Consultant



FLORIDA'S TURNPIKE SYSTEM  
POLK PARKWAY  
Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$27,713	\$94	\$27,807	30,103	\$20,290	22,520
2014 <sup>(C)</sup>	24,590	62	24,652	27,495	17,202	19,849
2013 <sup>(C)</sup>	23,649	140	23,789	26,350	15,766	18,466
2012	22,615	103	22,718	27,395	14,951	17,453
2011	21,775	67	21,842	26,608	14,060	16,335
2010 <sup>(D)</sup>	21,391	97	21,488	26,209	13,366	15,435
2009 <sup>(D)</sup>	21,496	67	21,563	26,344	12,762	14,613
2008 <sup>(D)</sup>	22,450	56	22,506	27,330	12,629	14,214
2007	22,572	31	22,603	27,239	11,801	13,011
2006	21,198	9	21,207	25,340	10,115	10,868

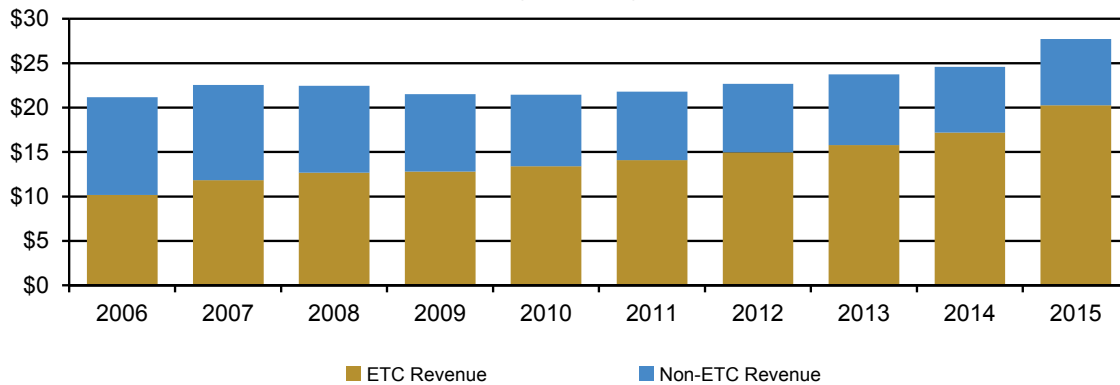
<sup>(A)</sup> Although there are no service plazas on the Polk Parkway, a license agreement for systemwide toll plaza advertising and highway signage began in FY 2005.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass<sup>®</sup> and all interoperable partners.

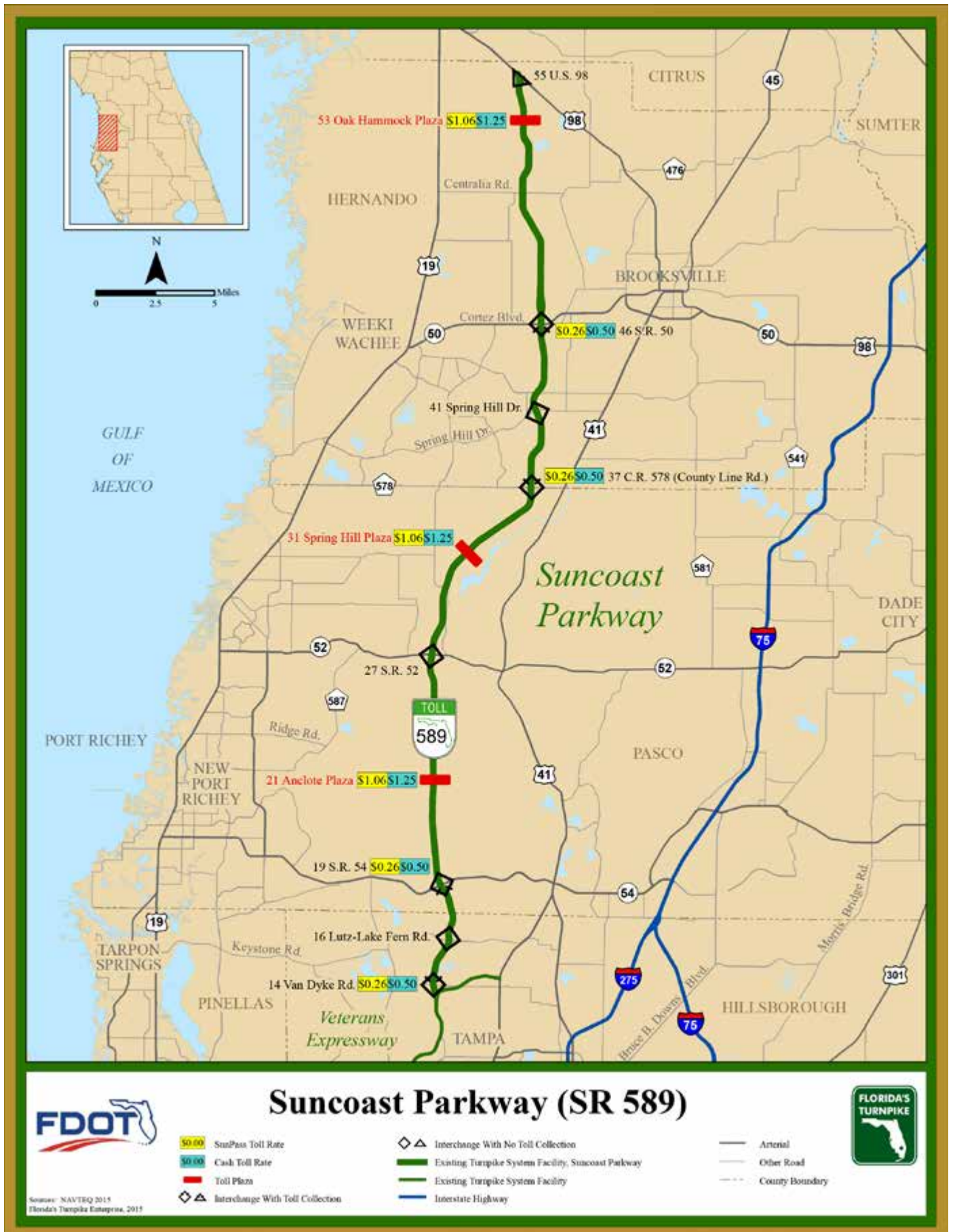
<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(D)</sup> The decrease in FY 2008 through FY 2010 Total Revenue was due to a prolonged economic recovery in the region.

POLK PARKWAY  
TOTAL REVENUE  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant



**FLORIDA'S TURNPIKE SYSTEM  
SUNCOAST PARKWAY**  
Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$23,682	\$50	\$23,732	29,217	\$19,207	23,710
2014 <sup>(C)</sup>	22,011	49	22,060	26,805	16,861	21,201
2013 <sup>(C)</sup>	21,349	42	21,391	26,394	15,790	20,527
2012 <sup>(D)</sup>	20,769	59	20,828	27,593	15,545	20,358
2011	21,233	51	21,284	28,151	15,642	20,297
2010	20,621	72	20,693	27,345	14,808	19,026
2009 <sup>(D)</sup>	20,157	62	20,219	26,442	14,115	17,745
2008 <sup>(D)</sup>	21,424	43	21,467	28,114	14,525	18,222
2007	21,743	35	21,778	27,909	14,150	17,264
2006	19,962	8	19,970	24,897	11,904	13,880

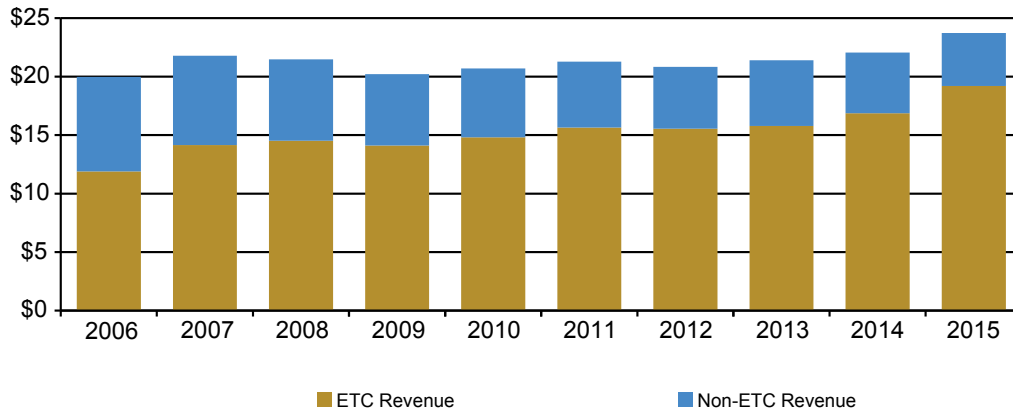
<sup>(A)</sup> Although there are no service plazas on the Suncoast Parkway, a license agreement for systemwide toll plaza advertising and highway signage began in FY 2005.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass<sup>®</sup> and all interoperable partners.

<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass<sup>®</sup> and TOLL-BY-PLATE<sup>®</sup> (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass<sup>®</sup> and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(D)</sup> The decrease in FY 2012, FY 2009 and FY 2008 Total Revenue was due to variations in the region's economic conditions.

**SUNCOAST PARKWAY  
TOTAL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant





**FLORIDA'S TURNPIKE SYSTEM  
WESTERN BELTWAY, PART C**  
Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Toll Revenue	Concession Revenue <sup>(A)</sup>	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
2015 <sup>(C)</sup>	\$8,853	\$41	\$8,894	8,688	\$6,463	6,205
2014 <sup>(C)</sup>	7,289	21	7,310	7,209	5,209	5,097
2013 <sup>(C)</sup>	6,367	26	6,393	6,337	4,423	4,404
2012	5,550	32	5,582	6,037	3,909	3,852
2011	5,097	28	5,125	5,559	3,556	3,431
2010	4,767	33	4,800	5,112	3,281	3,072
2009 <sup>(D)</sup>	4,719	27	4,746	4,938	3,186	2,878
2008	4,871	17	4,888	4,928	3,274	2,838
2007 <sup>(E)</sup>	3,363	10	3,373	3,128	2,259	1,829
2006 <sup>(F)</sup>	978	-	978	867	672	532

<sup>(A)</sup> Although there are no service plazas on the Western Beltway, Part C, a license agreement for system-wide toll plaza advertising and highway signage began in FY 2005. Advertising revenue was generated for Western Beltway, Part C beginning in FY 2007.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass® and all interoperable partners.

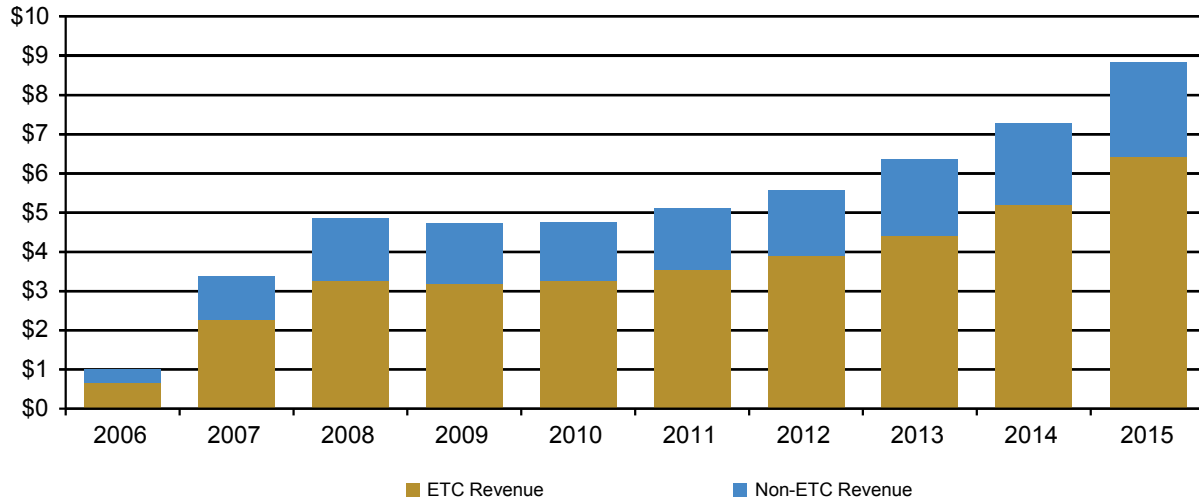
<sup>(C)</sup> Toll rates are statutorily required to be adjusted periodically based on an established index. Accordingly, SunPass® and TOLL-BY-PLATE® (TBP) rates are indexed annually (July 1<sup>st</sup>) based on the year-over-year change in the Consumer Price Index (CPI), while cash rates are adjusted every five years. FY 2015 and FY 2014 toll revenue reflect the annual SunPass® and TBP indexed rates, while FY 2013 toll revenue includes indexed rates for all payment methods.

<sup>(D)</sup> The decrease in FY 2009 Total Revenue was due to a decline in Florida's economic conditions.

<sup>(E)</sup> The final 6-mile segment of the 11-mile Western Beltway, Part C opened to traffic in FY 2007.

<sup>(F)</sup> The first 5-mile segment of the Western Beltway, Part C opened to traffic in FY 2006.

**WESTERN BELTWAY, PART C  
TOTAL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant



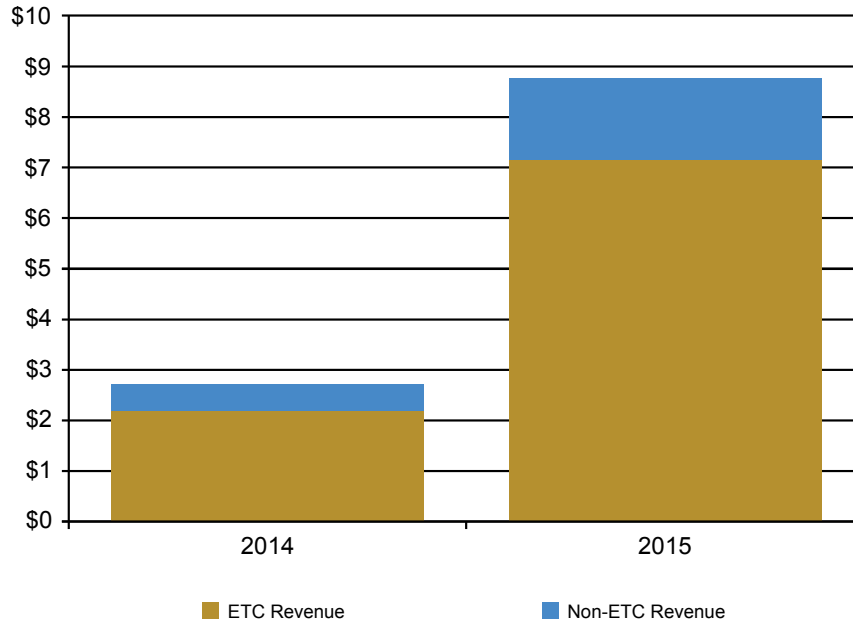
**FLORIDA'S TURNPIKE SYSTEM  
I-4 CONNECTOR**  
Fiscal Year 2014 through Fiscal Year 2015  
(In Thousands)

Fiscal Year	Toll Revenue	Total Transactions	ETC	
			Revenue <sup>(A)</sup>	Transactions <sup>(A)</sup>
2015 <sup>(B)</sup>	\$8,774	12,094	\$7,134	9,213
2014 <sup>(B)</sup>	2,650	3,815	2,188	2,943

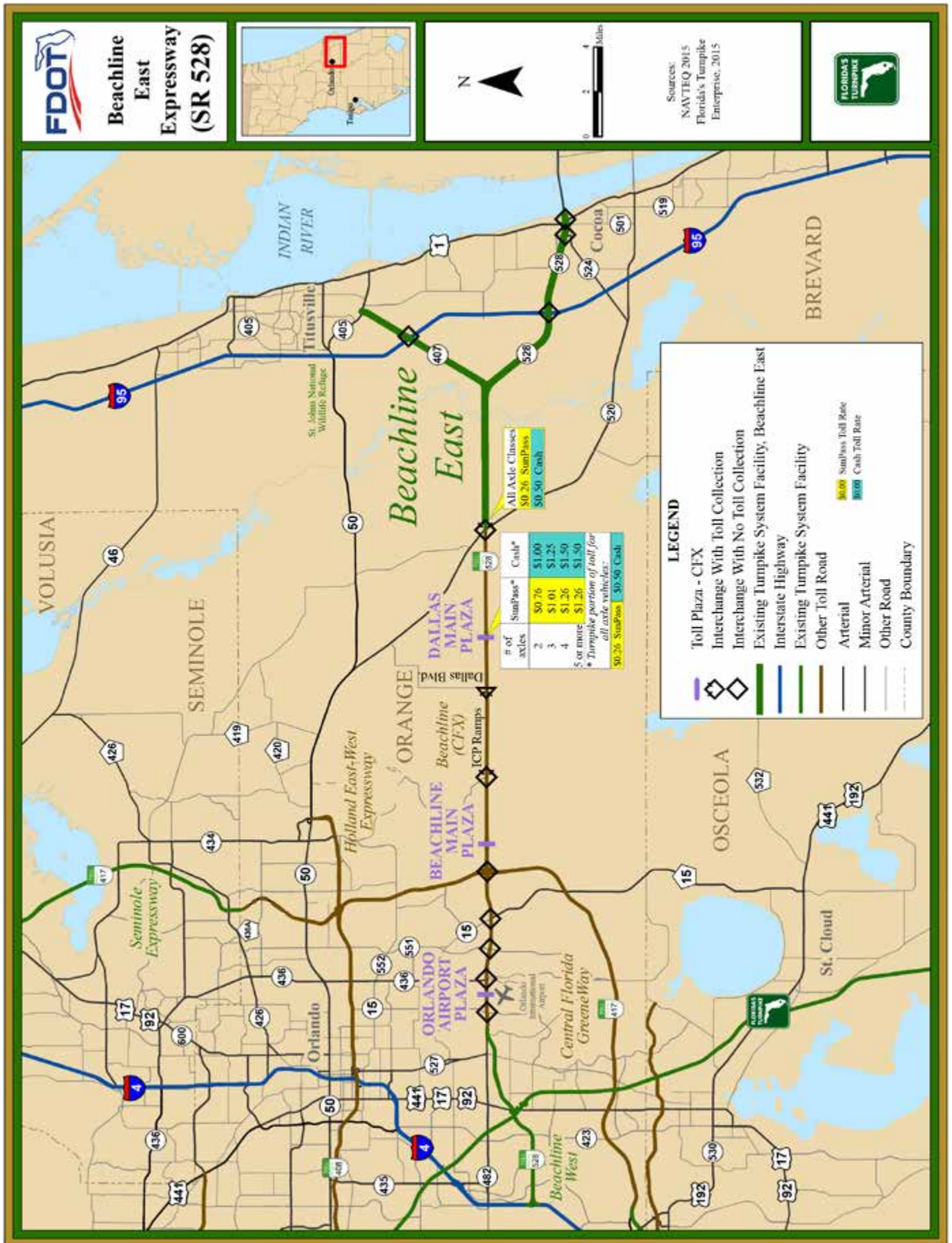
<sup>(A)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass® and all interoperable partners.

<sup>(B)</sup> This facility opened to traffic on January 6, 2014. FY 2015 represents the first full year of operation.

**I-4 CONNECTOR  
TOLL REVENUE**  
(In Millions)



Source:  
URS Corporation, Traffic & Revenue Consultant



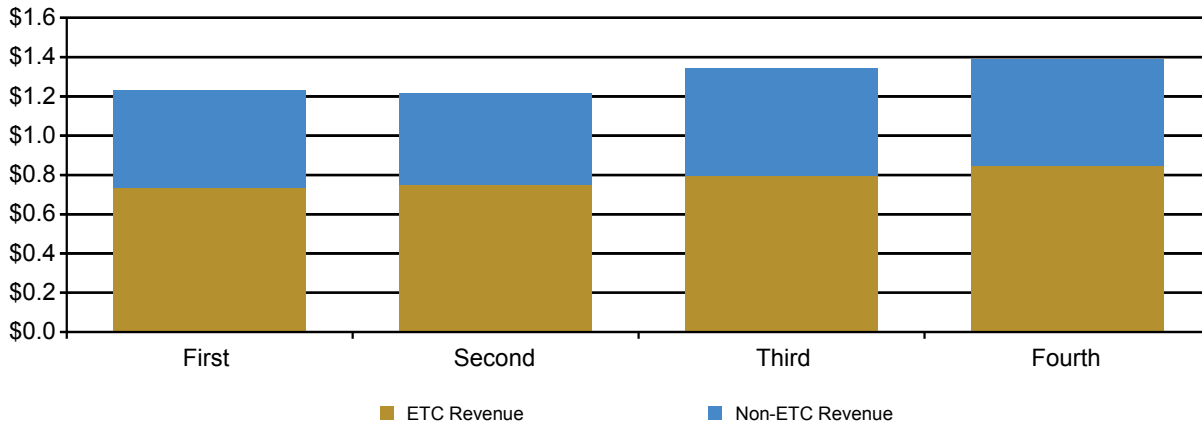
FLORIDA'S TURNPIKE SYSTEM  
 BEACHLINE EAST EXPRESSWAY  
 Fiscal Year 2015<sup>(A)</sup>  
 (In Thousands)

FY 2015 Quarter	Toll Revenue	Concession Revenue	Total Revenue	Total Transactions	ETC	
					Revenue <sup>(B)</sup>	Transactions <sup>(B)</sup>
Fourth	\$1,388	\$2	\$1,390	4,624	\$846	2,974
Third	1,336	1	1,337	4,384	788	2,759
Second	1,218	1	1,219	3,993	748	2,578
First	1,239	1	1,240	4,078	739	2,605
<b>Total</b>	<b>\$5,181</b>	<b>\$5</b>	<b>\$5,186</b>	<b>17,079</b>	<b>\$3,121</b>	<b>10,916</b>

<sup>(A)</sup> This facility was acquired from the Department on July 1, 2014.

<sup>(B)</sup> Electronic Toll Collection (ETC) Revenue and Transactions include SunPass® and all interoperable partners. Transactions and revenue include the System's portion of tolls collected by Central Florida Expressway Authority at Dallas Mainline Plaza.

BEACHLINE EAST EXPRESSWAY  
 FY 2015 TOTAL REVENUE BY QUARTER  
 (In Millions)



Source:  
 URS Corporation, Traffic & Revenue Consultant

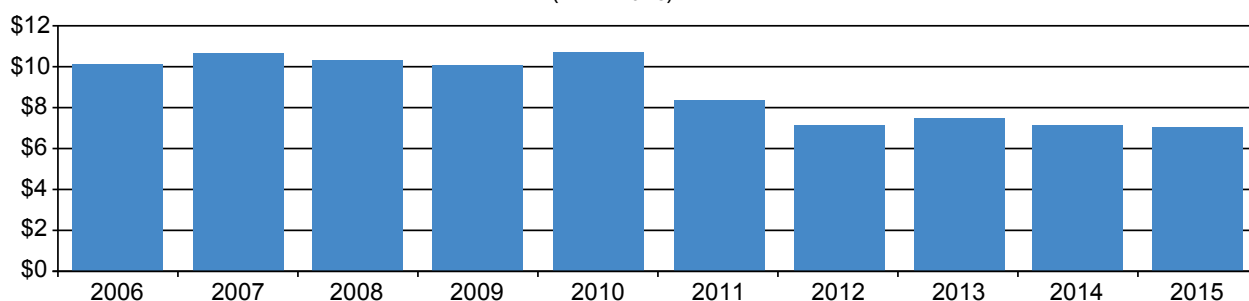
**FLORIDA'S TURNPIKE SYSTEM**  
**CONCESSION REVENUE**  
 FY 2011 through FY 2015  
 (In Thousands)

<b>Service Plazas - Concession Revenue</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
Fort Drum	\$1,457	\$1,523	\$1,574	\$1,424	\$1,571
Port St. Lucie/Ft. Pierce <sup>(A)</sup>	1,227	1,332	1,869	1,624	1,707
West Palm Beach <sup>(B)</sup>	959	967	587	974	1,174
Canoe Creek <sup>(B)</sup>	920	818	763	741	1,120
Turkey Lake <sup>(B)</sup>	593	548	351	387	571
Pompano Beach <sup>(C)</sup>	580	592	679	176	309
Okahumpka <sup>(A)</sup>	227	444	650	597	715
Snapper Creek <sup>(D)</sup>	127	136	112	77	83
<b>Total Service Plaza Revenue</b>	<b>6,090</b>	<b>6,360</b>	<b>6,585</b>	<b>6,000</b>	<b>7,250</b>
<b>Total Advertising Revenue<sup>(E)</sup></b>	<b>960</b>	<b>779</b>	<b>930</b>	<b>1,169</b>	<b>1,132</b>
<b>Total Concession Revenue<sup>(F)</sup></b>	<b>\$7,050</b>	<b>\$7,139</b>	<b>\$7,515</b>	<b>\$7,169</b>	<b>\$8,382</b>

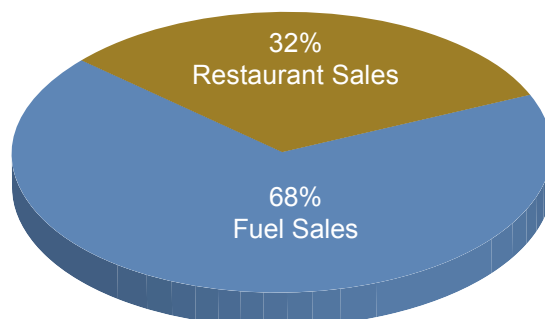
- <sup>(A)</sup> In FY 2015, sales at the Okahumpka and Port St. Lucie/Ft. Pierce Service Plazas decreased due to ongoing renovation of the facilities.
- <sup>(B)</sup> In FY 2014, sales at the West Palm Beach, Canoe Creek and Turkey Lake Service Plazas increased due to the new retail concepts and renovated facilities.
- <sup>(C)</sup> In FY 2013, sales at the Pompano Beach Service Plaza increased due to the new retail concepts and renovated facilities.
- <sup>(D)</sup> In FY 2013, sales at the Snapper Creek Service Plaza increased due to the addition of Dunkin' Donuts.
- <sup>(E)</sup> As toll roads are converted to All-Electronic Tolling (AET), it is projected that advertising opportunities will decline with the removal of toll booths.
- <sup>(F)</sup> In FY 2011 and FY 2012, Total Concession Revenue decreased by \$2.4 million and \$1.2 million, respectively. This decline was attributable to a lower contractual payment from the concessionaire as a result of the service plaza improvements along the Mainline, and revenue decrease from highway signage and advertising. The decrease in total concession revenue of \$0.4 million and \$0.1 million in FY 2014 and FY 2015, respectively, is primarily attributed to decline in construction delay fees collected.

In April 2009 (FY 2009), a 30-year Concession Contract was awarded to a new concessionaire to operate fuel, food and beverage, and other retail operations at all Service Plazas.

**CONCESSION REVENUE**  
(In Millions)



**CONCESSION SALES MIX**  
FY 2015



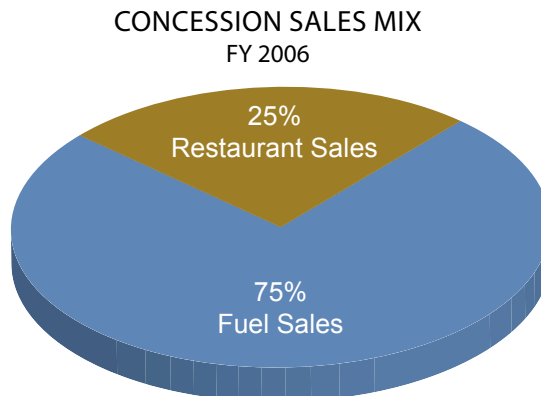
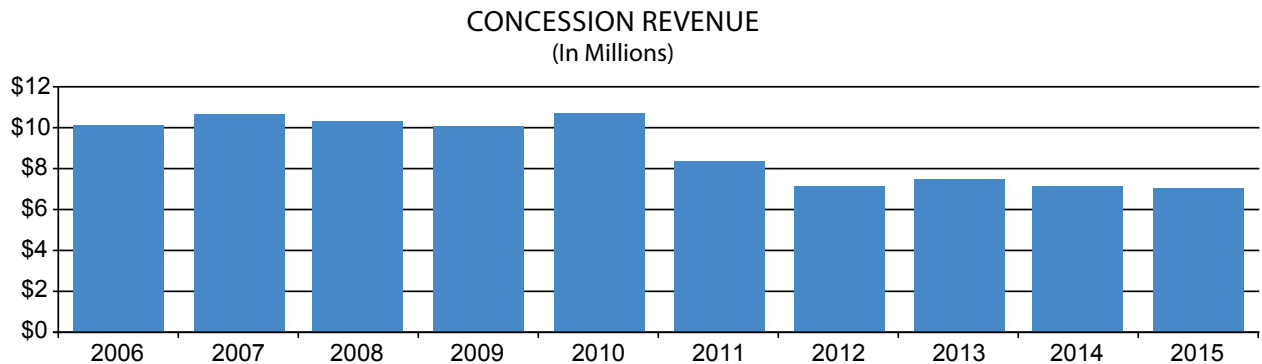
Sources:  
 Audited Financial Statements  
 URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM**  
**CONCESSION REVENUE**  
 FY 2006 through FY 2010  
 (In Thousands)

<b>Service Plazas - Concession Revenue</b>	<b>2010</b>	<b>2009<sup>(A)</sup></b>	<b>2008<sup>(A)</sup></b>	<b>2007</b>	<b>2006</b>
Fort Drum	\$1,854	\$1,584	\$1,660	\$1,707	\$1,648
Port St. Lucie/Ft. Pierce	2,041	1,752	1,851	1,900	1,822
West Palm Beach	1,318	1,288	1,333	1,326	1,347
Canoe Creek	1,441	1,280	1,296	1,369	1,364
Turkey Lake	761	801	860	978	934
Pompano Beach	607	836	904	1,075	1,134
Okahumpka	827	886	919	968	871
Snapper Creek	98	163	144	191	197
<b>Total Service Plaza Revenue</b>	<b>8,947</b>	<b>8,590</b>	<b>8,967</b>	<b>9,514</b>	<b>9,317</b>
<b>Total Advertising Revenue</b>	<b>1,810</b>	<b>1,520</b>	<b>1,396</b>	<b>1,196</b>	<b>854</b>
<b>Total Concession Revenue</b>	<b>\$10,757</b>	<b>\$10,110</b>	<b>\$10,363</b>	<b>\$10,710</b>	<b>\$10,171</b>

<sup>(A)</sup> In FY 2008 and FY 2009, the overall decrease in concession revenue of \$0.3 million each year was due to a decline in Florida's economic conditions.

In April 2009 (FY 2009), a 30-year Concession Contract was awarded to a new concessionaire to operate fuel, food and beverage, and other retail operations at all Service Plazas.



Sources:  
 Audited Financial Statements  
 URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM**  
**RATIOS OF OUTSTANDING DEBT BY TYPE**  
 Last Ten Fiscal Years  
 (In Thousands)

Fiscal Year	Outstanding Debt					Total Debt Florida's Turnpike	Debt Per Centerline Mile <sup>(F)</sup>	Debt Per Lane Mile <sup>(F)</sup>	Debt Per \$ Operating Revenue <sup>(G)</sup>
	Revenue Bonds <sup>(A)</sup>	Sawgrass Loan <sup>(B)</sup>	SIB Loans <sup>(C)</sup>	STTF Loans <sup>(D)</sup>	STTF O&M Loans <sup>(E)</sup>				
2015	\$2,894,419	–	\$39,052	\$7,500	\$79,327	\$3,020,298	\$6,253	\$1,313	\$3.38
2014	2,914,955	–	42,270	9,000	87,851	3,054,076	6,625	1,371	3.74
2013	2,878,854	–	45,488	9,000	94,410	3,027,752	6,582	1,366	3.91
2012	2,895,077	–	48,705	9,000	98,959	3,051,741	6,634	1,377	4.87
2011	2,835,228	–	51,923	9,000	101,480	2,997,631	6,517	1,375	4.88
2010	2,943,688	–	53,672	9,000	93,096	3,099,456	6,738	1,463	5.07
2009	2,453,194	–	53,899	9,000	83,100	2,599,193	5,650	1,239	4.30
2008	2,540,849	–	54,075	8,704	77,806	2,681,434	5,829	1,283	4.12
2007	2,151,170	–	54,203	5,791	64,309	2,275,473	4,947	1,133	3.34
2006	1,942,529	2,400	69,286	4,582	48,146	2,066,943	4,553	1,049	3.19

Note: All debt of Florida's Turnpike System is related to business type activities (i.e. not governmental activities). No debt of the System is considered overlapping debt, and the System does not have any general obligation debt or debt financed with general government resources. The debt provided above includes principal amounts outstanding. Only revenue bonds and the Sawgrass Expressway loan have interest components while all other outstanding debt is "interest free."

<sup>(A)</sup> Outstanding debt includes short-term and long-term debt for Turnpike Revenue Bonds (net of premiums and discounts). FY 2012 and prior years are net of premiums, discounts and refunding losses.

<sup>(B)</sup> The Sawgrass Expressway loan from the Department was used to defease the Broward County Expressway Authority Series 1984 Bonds.

<sup>(C)</sup> State Infrastructure Bank (SIB) loans were used for the Seminole Expressway II project, an interest subsidy for the Series 2003C Turnpike Revenue Bond issue, and construction of southern ramps to connect the Turnpike Mainline at SR 50 with SR 429.

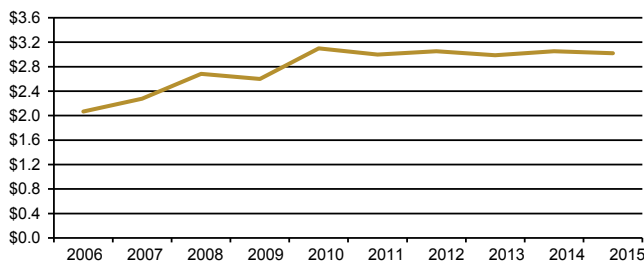
<sup>(D)</sup> State Transportation Trust Fund (STTF) loans from the Department were used for advances related to the acquisition of the Tampa-Hillsborough County and Seminole County Expressways, design costs associated with the Western Beltway, Part C expansion project and also costs associated with the Hollywood Boulevard and the Lake Worth Road interchange modifications. The first repayment of \$1.5 million began in FY 2015 and these loans are expected to be fully repaid by FY 2020.

<sup>(E)</sup> State Transportation Trust Fund (STTF) loans were received in the form of Operations and Maintenance subsidies on the SR 80 interchange on the Mainline, the Seminole Expressway II project, and the Suncoast Parkway. In 2007, a loan was used for advance land acquisition related to future projects. Repayments on these loans were \$8.5 million for FY 2015 and these loans are expected to be fully repaid by FY 2017.

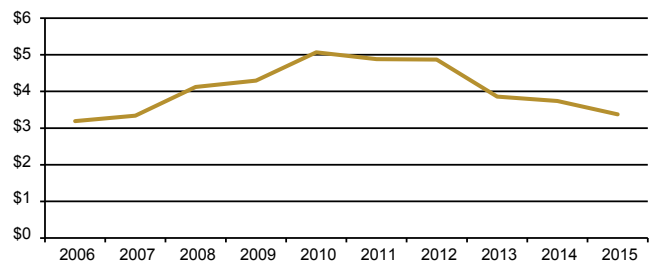
<sup>(F)</sup> Centerline and Lane Miles of the Turnpike System used in debt ratio calculation obtained from the Turnpike Components table, pages 48 and 49 of the CAFR Statistical Section.

<sup>(G)</sup> Gross operating revenue of the Turnpike System used in debt ratio calculation obtained from the Debt Service Coverage, page 41 of the CAFR Statistical Section.

**FLORIDA'S TURNPIKE SYSTEM**  
**OUTSTANDING DEBT**  
 (In Billions)



**FLORIDA'S TURNPIKE SYSTEM**  
**OUTSTANDING DEBT PER DOLLAR OF OPERATING REVENUE**  
 (In Dollars)



As indicated in the above graphs, outstanding debt increased during the initial years primarily due to the funding of expansion projects and system improvements. Total debt remained fairly stable thereafter as the level of debt repayment has approximated the level of issuance to fund system improvements.

The outstanding debt per dollar of operating revenue increased from FY 2006 through FY 2010 due to an overall increase in debt as well as a decline in economic conditions and revenues in FY 2008 and FY 2009. The ratio began to decline thereafter due to a stabilization of debt levels coupled with a slight increase in toll revenues for FY 2010, FY 2011 and FY 2012. The significant decrease in the ratio in FY 2013 through FY 2015 is due to the large increase in toll revenues resulting from systemwide statutorily required toll rate indexing.

Source:  
 Audited Financial Statements



**FLORIDA'S TURNPIKE SYSTEM**  
**DEBT SERVICE COVERAGE**  
 Last Ten Fiscal Years  
 (In Thousands)

Fiscal Year	Gross Revenues (no interest)	Operations & Maintenance Expense <sup>(A)</sup>	Net Revenues Available for Debt Service	Debt Principal	Debt Interest	Total Debt Service	Coverage
2015 <sup>(B)(C)</sup>	\$894,589	\$177,160	\$717,429	\$120,990	\$132,100	\$253,090	2.83
2014 <sup>(B)(C)</sup>	816,869	165,838	651,031	111,425	128,112	239,537	2.72
2013 <sup>(B)(C)</sup>	774,222	163,625	610,597	111,680	131,938	243,618	2.51
2012 <sup>(B)</sup>	626,502	180,005	446,497	105,060	140,503	245,563	1.82
2011 <sup>(B)</sup>	614,433	182,547	431,886	99,000	138,118	237,118	1.82
2010 <sup>(B)</sup>	611,596	172,422	439,174	91,405	127,005	218,410	2.01
2009	604,897	190,603	414,294	81,660	121,485	203,145	2.04
2008	650,743	189,887	460,856	72,665	118,657	191,322	2.41
2007	681,615	183,955	497,660	65,610	100,743	166,353	2.99
2006	647,959	162,024	485,935	60,135	98,545	158,680	3.06

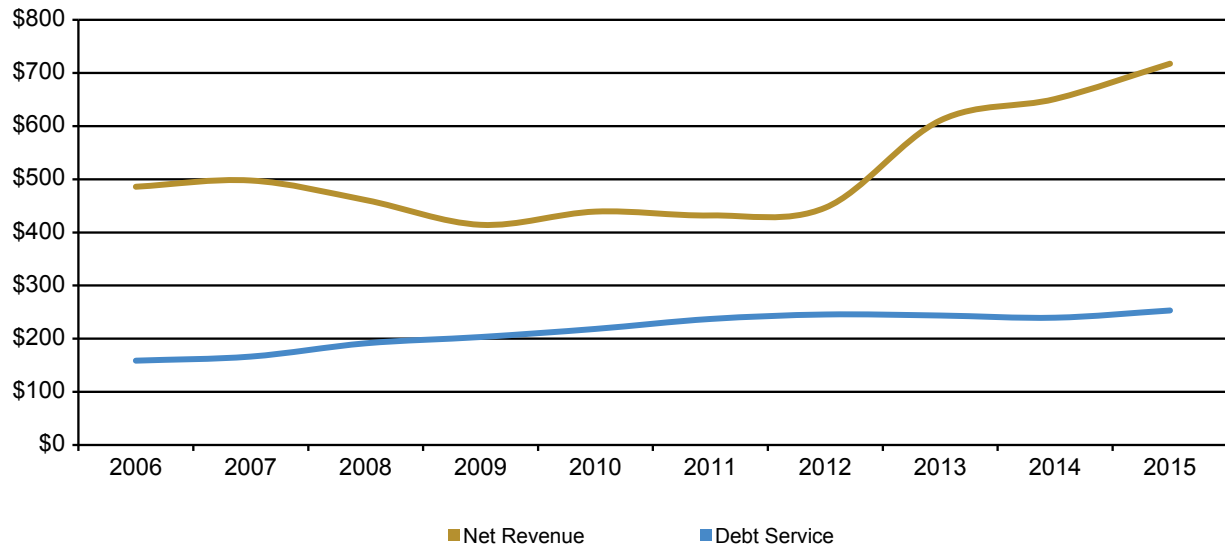
<sup>(A)</sup> Operations and Maintenance includes Business Development and Marketing expense.

<sup>(B)</sup> Interest payments are reduced by the federal subsidy of \$5.5 million for FY 2015 and FY 2014, \$5.7 million for FY 2013, \$5.9 million for FY 2012 and FY 2011, and \$5.8 million for FY 2010 on Build America Bonds.

<sup>(C)</sup> For fiscal years 2015, 2014 and 2013, the System's debt service coverage increased to 2.83, 2.72, and 2.51, respectively, due to the effects of systemwide toll rate indexing and traffic growth.

As indicated in the graph below, net revenues available for debt service has significantly outpaced debt service costs providing strong debt service coverage ratios.

**DEBT SERVICE COVERAGE**  
**NET REVENUE AND DEBT SERVICE COST**  
 (In Millions)



Source:  
 Audited Financial Statements

**FLORIDA'S TURNPIKE SYSTEM  
LEGALLY BONDED DEBT INFORMATION**

Last Ten Fiscal Years  
(In Thousands)

Fiscal Year	Legally Bonded Debt Limit <sup>(A)</sup> <sup>(B)</sup>	Outstanding Bond Debt	Outstanding Bond Debt as a Percentage of Legally Bonded Debt Limit
2015	\$10,000,000	\$2,777,155	27.8%
2014	10,000,000	2,789,550	27.9
2013	10,000,000	2,772,295	27.7
2012	10,000,000	2,856,935	28.6
2011	10,000,000	2,811,830	28.1
2010	10,000,000	2,910,830	29.1
2009	10,000,000	2,443,520	24.4
2008	10,000,000	2,525,180	25.3

Fiscal Year	Legally Bonded Debt Limit <sup>(A)</sup> <sup>(C)</sup>	Cumulative Bonded Debt Issued <sup>(D)</sup>	Cumulative Bonded Debt Issued as a Percentage of Legally Bonded Debt Limit
2007	\$4,500,000	\$2,391,410	53.1%
2006	4,500,000	2,115,355	47.0

<sup>(A)</sup> The Department is authorized to borrow money as provided by the State Bond Act for the purpose of paying the cost of any legislatively approved Turnpike project. The principal and interest on such bonds are payable solely from Turnpike System revenues pledged for their payment. The State Board of Administration, Division of Bond Finance, issues revenue bonds on behalf of the Department in order to help fund Turnpike expansion projects, new interchanges, widenings and other capital projects.

<sup>(B)</sup> Effective July 1, 2007, the Turnpike's legislative bond cap was increased to \$10.0 billion of outstanding debt under Section 338.2275, Florida Statutes.

<sup>(C)</sup> Prior to July 1, 2007, the legislative bond cap was based on cumulative bonds issued (not outstanding debt) and excluded refunding bonds. The cap was set at \$1.5 billion in FY 1996, and subsequently increased to \$3.0 billion in FY 1998, and \$4.5 billion in FY 2003 (Section 338.2275, Florida Statutes).

<sup>(D)</sup> Cumulative bonded debt includes all Turnpike Bonds issued to fund projects since the cap was established in the 1995 codification of the Florida Statutes, excluding any refunding bonds. Cumulative bonded debt amounts represent total debt issued (not outstanding bonded debt).

Source:  
Audited Financial Statements

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**FLORIDA'S TURNPIKE SYSTEM  
DEMOGRAPHIC AND ECONOMIC STATISTICS**

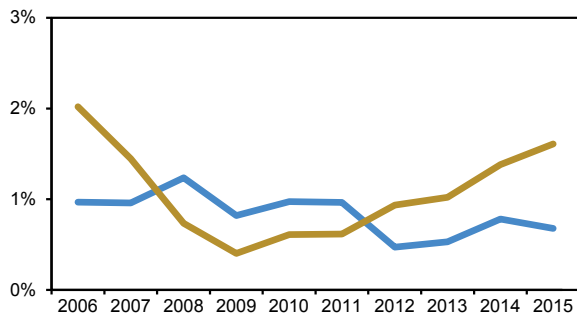
**State of Florida**

Year	Population (000) (A)	Total Personal Income (000) (A)	Per-Capita Income (A)	Consumer Price Index (B)	Labor Force (000) (A)	Unemployment Rate (B)
2015	19,896	\$890,253,180	\$41,105	236.7	9,801	5.6%
2014	19,581	851,271,080	39,961	236.7	9,576	6.1
2013	19,314	802,456,420	35,545	233.0	9,459	7.1
2012	19,119	771,633,830	34,900	229.6	9,283	8.4
2011	18,942	774,400,000	36,244	224.9	9,334	9.9
2010	18,826	716,044,000	34,352	218.1	9,268	10.8
2009	18,712	702,197,000	34,279	214.6	9,219	10.7
2008	18,637	716,584,000	31,349	215.3	9,232	6.2
2007	18,501	699,314,000	38,316	207.3	9,148	4.0
2006	18,237	668,513,000	37,021	201.6	8,989	3.2

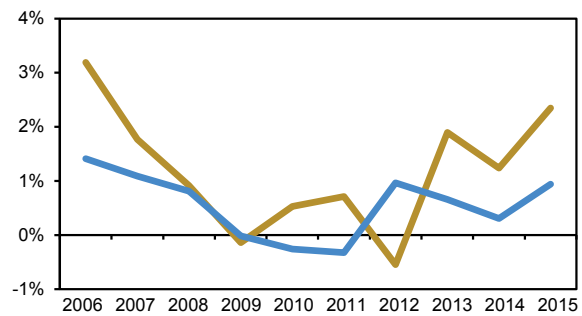
**United States**

Year	Population (000) (A)	Total Personal Income (000) (A)	Per-Capita Income (A)	Consumer Price Index (B)	Labor Force (000) (A)	Unemployment Rate (B)
2015	321,650	\$15,372,200,000	\$43,801	236.7	157,850	5.3%
2014	319,480	14,637,800,000	42,093	236.7	156,380	6.1
2013	317,000	13,808,475,000	37,269	233.0	155,900	7.5
2012	315,330	13,411,730,000	36,788	229.6	154,880	8.2
2011	313,850	13,002,325,000	36,451	224.9	153,400	9.1
2010	310,850	12,402,025,000	35,967	218.1	153,900	9.4
2009	307,850	12,070,350,000	35,892	214.6	154,300	9.5
2008	305,350	12,100,650,000	32,590	215.3	154,325	5.6
2007	301,621	11,631,571,000	38,564	207.3	153,080	4.6
2006	298,755	10,977,312,000	36,744	201.6	151,428	4.6

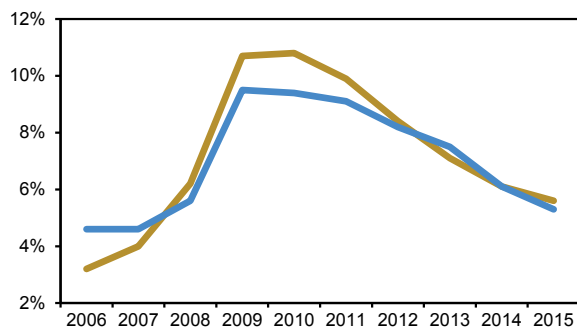
**RATE OF POPULATION GROWTH**



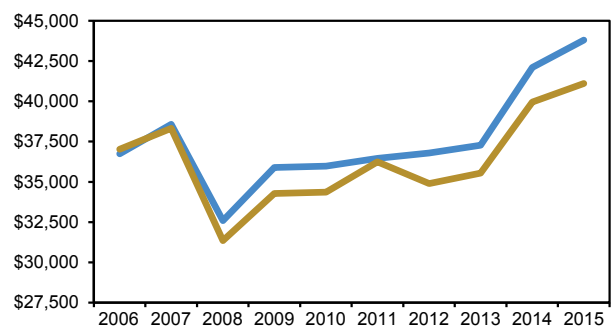
**PERCENTAGE CHANGE IN LABOR FORCE**



**PERCENT UNEMPLOYMENT RATE**



**PER-CAPITA INCOME**



■ U.S.      ■ Florida

Sources:

(A) Estimates based on the National Economic Estimating Conference (held July 9, 2015), Florida Demographic Conference (held July 9, 2015) and Florida Economic Estimating Conference (held July 17, 2015)

(B) U.S. Department of Labor, Bureau of Labor Statistics (as of October 18, 2015)

FLORIDA'S TURNPIKE SYSTEM  
NON-AGRICULTURAL EMPLOYMENT - STATE OF FLORIDA  
Calendar Years 2014 and 2005

Industry	CY 2014			CY 2005		
	Average Annual Employment	Rank	% of Total Employment	Average Annual Employment	Rank	% of Total Employment
Retail Trade	1,040,600	1	13.3%	1,003,000	1	12.9%
Health Care and Social Assistance	1,012,200	2	12.9	851,000	2	10.9
Accommodation and Food Services	877,700	3	11.2	764,600	3	9.8
Local Government	736,100	4	9.4	744,400	4	9.6
Administrative Services	584,100	5	7.5	591,000	6	7.6
Professional and Technical Services	486,600	6	6.2	431,200	7	5.5
Construction	397,400	7	5.1	637,500	5	8.2
Finance and Insurance	351,100	8	4.5	363,100	8	4.7
Wholesale Trade	327,800	9	4.2	345,900	9	4.4
Other Services	324,100	10	4.1	325,700	10	4.2
Transportation and Warehousing	232,100	11	3.0	225,500	12	2.9
Manufacturing - Durable Goods	222,400	12	2.8	281,000	11	3.6
Arts, Entertainment and Recreation	207,900	13	2.7	186,700	14	2.4
State Government	206,800	14	2.6	208,100	13	2.7
Real Estate, Rental and Leasing	171,600	15	2.2	176,700	15	2.3
Educational Services	147,900	16	1.9	109,200	19	1.4
Information	136,200	17	1.7	164,600	16	2.1
Federal Government	131,800	18	1.7	128,700	18	1.7
Manufacturing - Non-Durable Goods	108,100	19	1.4	134,500	17	1.7
Management of Companies and Enterprises	94,200	20	1.2	77,700	20	1.0
Utilities	22,000	21	0.3	24,200	21	0.3
Natural Resources and Mining	5,700	22	0.1	7,100	22	0.1
<b>Total Non-Agricultural Employment</b>	<b>7,824,400</b>		<b>100.0%</b>	<b>7,781,400</b>		<b>100.0%</b>

Note: The most current employment statistics are for CY 2014 (i.e. first half of FY 2015).

Since the Turnpike services the entire State of Florida, it is deemed that employment by industry within the State is a more relevant socio-economic indicator than principal employers for the environment in which the Turnpike operates. As indicated in the above table, average employment for CY 2014 exceeded CY 2005 by 43,000, or approximately 0.6 percent. Comparing CY 2014 to CY 2005, the major employment growth in the last decade has been in the areas of Educational Services, Management of Companies and Enterprises, Health Care and Social Assistance, Professional and Technical Services, Accommodation and Food Services, and Arts, Entertainment and Recreation. These increases are offset by declines in Construction, Information, Manufacturing and Wholesale Trade.

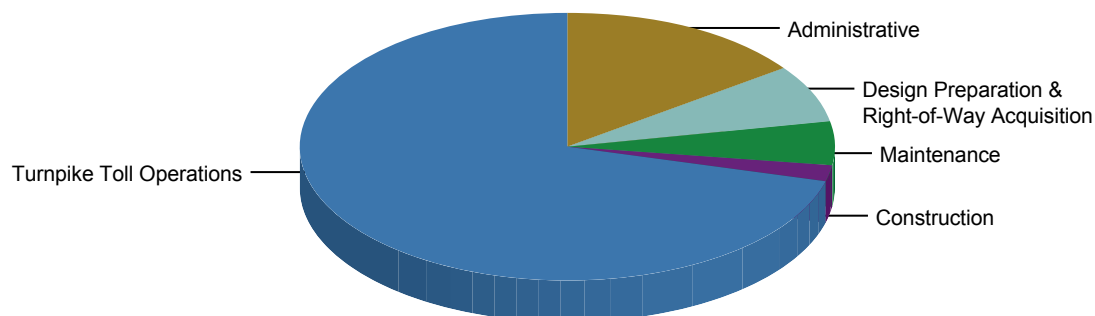
Source:

Florida Department of Economic Opportunity, Labor Market Statistics, Current Employment Statistics Program

**FLORIDA'S TURNPIKE SYSTEM**  
**NUMBER OF EMPLOYEES**  
 Fiscal Years 2011 through 2015

	2015	2014	2013	2012	2011
<b>Florida's Turnpike Authorized Positions</b>					
Administrative	63	56	56	58	64
Design Preparation & Right-of-Way Acquisition	30	24	24	21	18
Maintenance	22	27	25	27	24
Construction	8	7	9	9	9
Turnpike Toll Operations	297	306	306	330	318
<b>Total Florida's Turnpike Authorized Positions</b>	<b>420</b>	<b>420</b>	<b>420</b>	<b>445</b>	<b>433</b>

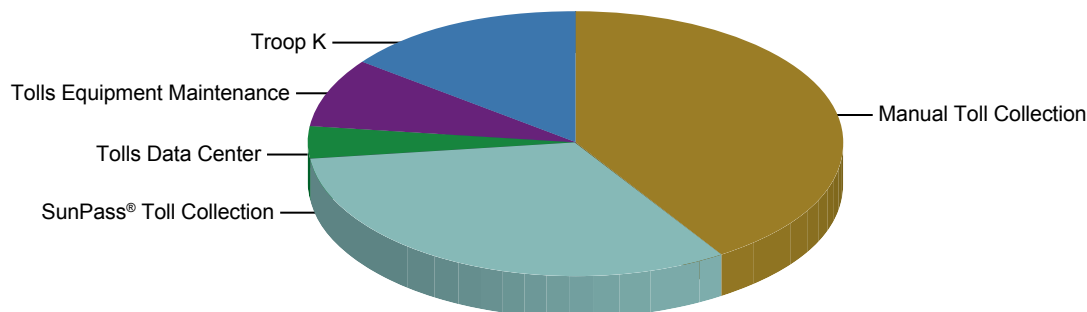
**2015 FLORIDA'S TURNPIKE AUTHORIZED POSITIONS**



	2015	2014	2013	2012	2011
<b>Operations Contract Staff</b>					
Manual Toll Collection <sup>(A)</sup>	619	790	902	991	1,024
SunPass® Toll Collection	485	450	410	445	499
Tolls Data Center	61	61	59	58	55
Tolls Equipment Maintenance	122	85	89	90	96
Florida Highway Patrol's Troop K	222	222	198	222	221
<b>Total Operations Contract Staff</b>	<b>1,509</b>	<b>1,608</b>	<b>1,658</b>	<b>1,806</b>	<b>1,895</b>

<sup>(A)</sup> The number of manual toll collection staff has been steadily declining due to the phased conversion to All-Electronic Tolling (AET) throughout the System.

**2015 OPERATIONS CONTRACT STAFF**



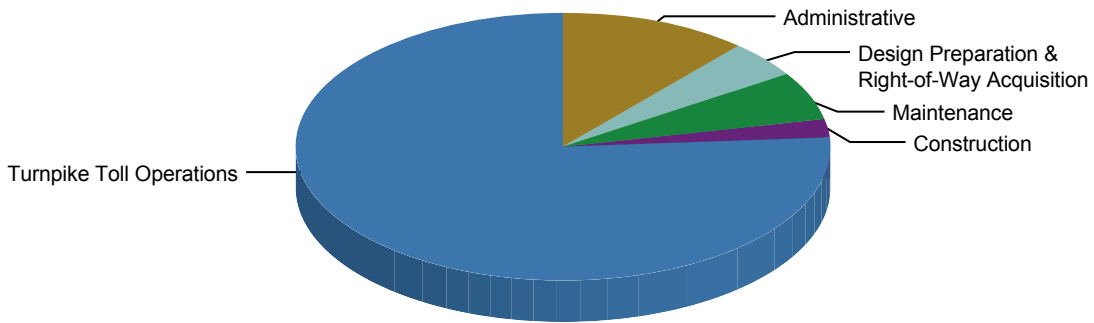
Sources:

Atkins and HNTB, General Consultants  
 URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM**  
**NUMBER OF EMPLOYEES**  
 Fiscal Years 2006 through 2010

	2010	2009	2008	2007	2006
<b>Florida's Turnpike Authorized Positions</b>					
Administrative	66	66	62	61	57
Design Preparation & Right-of-Way Acquisition	18	18	21	21	21
Maintenance	27	27	28	29	29
Construction	9	9	11	11	11
Turnpike Toll Operations	348	357	371	371	373
<b>Total Florida's Turnpike Authorized Positions</b>	<b>468</b>	<b>477</b>	<b>493</b>	<b>493</b>	<b>491</b>

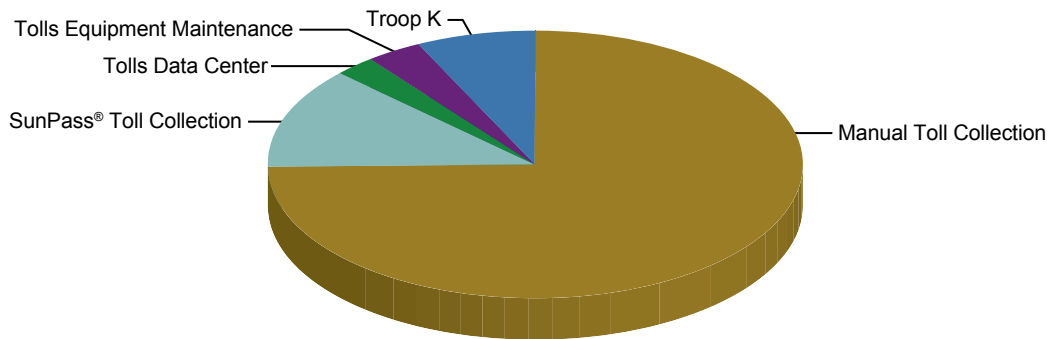
**2006 FLORIDA'S TURNPIKE AUTHORIZED POSITIONS**



	2010	2009	2008	2007	2006
<b>Operations Contract Staff</b>					
Manual Toll Collection <sup>(A)</sup>	1,329	1,397	1,724	1,747	1,824
SunPass® Toll Collection	417	406	384	331	295
Tolls Data Center	53	58	93	77	62
Tolls Equipment Maintenance	101	104	109	99	81
Florida Highway Patrol's Troop K	221	183	183	183	171
<b>Total Operations Contract Staff</b>	<b>2,121</b>	<b>2,148</b>	<b>2,493</b>	<b>2,437</b>	<b>2,433</b>

<sup>(A)</sup> The number of manual toll collection staff has been steadily declining due to the phased conversion to All-Electronic Tolling (AET) throughout the System.

**2006 OPERATIONS CONTRACT STAFF**



Sources:

Atkins and HNTB, General Consultants  
 URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM**  
**TURNPIKE COMPONENTS AND TOLL FACILITIES**  
 Fiscal Years 2011 through 2015

	FY 2015		FY 2014		FY 2013		FY 2012		FY 2011	
	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles
<b>Existing Turnpike Components:</b>										
Mainline										
SR 821 (HEFT)	47	262	47	262	47	262	47	262	47	262
Southern Coin System	43	306	43	306	43	306	43	306	43	300
Ticket System	155	613	155	613	155	613	155	613	155	613
Northern Coin System	67	393	67	393	67	393	67	393	67	365
Beachline West Expressway	8	41	8	41	8	41	8	41	8	41
<b>Mainline Total</b>	<b>320</b>	<b>1,615</b>	<b>320</b>	<b>1,615</b>	<b>320</b>	<b>1,615</b>	<b>320</b>	<b>1,615</b>	<b>320</b>	<b>1,581</b>
<b>Completed Expansion Projects</b>										
Sawgrass Expressway	23	134	23	134	23	134	23	134	23	134
Seminole Expressway	18	73	18	73	18	73	18	73	18	73
Veterans Expressway	15	66	15	66	15	66	15	66	15	66
Southern Connector Extension	6	24	6	24	6	24	6	24	6	24
Polk Parkway	25	92	25	92	25	92	25	92	25	90
Suncoast Parkway	42	168	42	168	42	168	42	168	42	168
Western Beltway, Part C	11	44	11	44	11	44	11	44	11	44
I-4 Connector	1	12	1	12	–	–	–	–	–	–
Beachline East Expressway	22	72	–	–	–	–	–	–	–	–
<b>Completed Expansion Projects Total</b>	<b>163</b>	<b>685</b>	<b>141</b>	<b>613</b>	<b>140</b>	<b>601</b>	<b>140</b>	<b>601</b>	<b>140</b>	<b>599</b>
<b>Subtotal Existing Turnpike Components</b>	<b>483</b>	<b>2,300</b>	<b>461</b>	<b>2,228</b>	<b>460</b>	<b>2,216</b>	<b>460</b>	<b>2,216</b>	<b>460</b>	<b>2,180</b>
<b>Turnpike Components Under Development:</b>										
Western Beltway, Part C	–	–	–	–	–	–	–	–	–	–
I-4 Connector (opened in FY 2014)	–	–	–	–	1	12	–	–	–	–
First Coast Expressway - Phase One	15	60	15	60	15	60	–	–	–	–
<b>Subtotal Turnpike Components Under Development</b>	<b>15</b>	<b>60</b>	<b>15</b>	<b>60</b>	<b>16</b>	<b>72</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Turnpike System Total</b>	<b>498</b>	<b>2,360</b>	<b>476</b>	<b>2,288</b>	<b>476</b>	<b>2,288</b>	<b>460</b>	<b>2,216</b>	<b>460</b>	<b>2,180</b>

In recent years, Florida's Turnpike System added the Beachline East Expressway and the I-4 Connector. These projects added 23 centerline miles and 84 lane-miles to the system. Additionally, significant investments have been made in system preservation, safety, capacity and modernization projects, as well as new access to the Turnpike System. Such projects include resurfacing, widening, new interchanges, median guardrail and canal protection systems, additional SunPass® lanes at toll plazas, All-Electronic Tolling (AET) conversion, Traffic Management Centers, fiber optic cable, closed circuit television cameras, dynamic message signs, highway advisory radios, and other investments in technology.

<b>Toll Facilities:</b>	June 30, 2015	June 30, 2014	June 30, 2013	June 30, 2012	June 30, 2011
Interchanges	138	132	132	132	131
Barriers	25	25	24	24	24
Toll Operation Buildings	189 <sup>(A)</sup>	204 <sup>(B)</sup>	184	185	173
Service Plazas	8	8	8	8	8
Service Station Buildings	8	8	8	8	8
Maintenance Buildings	108	110 <sup>(B)</sup>	128	129	120
Construction Buildings	1	1	1	2	2
Law Enforcement Buildings	5	5	5	5	5
Administration Buildings	11	11	10	9	8
Radio Communications Buildings	19	19	19	19	19
Bridges <sup>(C)</sup>	743	716	700	701	700

Note: Over the reporting period, changes occurred in the methodology used to classify building types.

<sup>(A)</sup> Due to All-Electronic Tolling (AET) conversions, toll operations buildings were removed.

<sup>(B)</sup> Due to AET conversions, maintenance buildings were repurposed to toll operation buildings.

<sup>(C)</sup> The increases in the number of bridges reported in FY 2015 and FY 2014 are primarily due to the acquisition of the Beachline East Expressway and the addition of the I-4 Connector, respectively. The reduction in the number of bridges reported in FY 2013 is due to the removal of a bridge at I-595 on the Southern Coin System.

Sources:

Atkins and HNTB, General Consultants  
 URS Corporation, Traffic & Revenue Consultant



**FLORIDA'S TURNPIKE SYSTEM**  
**TURNPIKE COMPONENTS AND TOLL FACILITIES**  
 Fiscal Years 2006 through 2010

	FY 2010		FY 2009		FY 2008		FY 2007		FY 2006	
	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles
<b>Existing Turnpike Components:</b>										
Mainline										
SR 821 (HEFT)	47	262	47	262	47	262	47	245	47	245
Southern Coin System	43	294	43	278	43	278	43	278	43	264
Ticket System	155	613	155	613	155	613	155	613	155	613
Northern Coin System	67	309	67	309	67	309	67	270	67	270
Beachline West Expressway	8	41	8	41	8	33	8	33	8	33
<b>Mainline Total</b>	<b>320</b>	<b>1,519</b>	<b>320</b>	<b>1,503</b>	<b>320</b>	<b>1,495</b>	<b>320</b>	<b>1,439</b>	<b>320</b>	<b>1,425</b>
Completed Expansion Projects										
Sawgrass Expressway	23	134	23	134	23	134	23	109	23	109
Seminole Expressway	18	73	18	73	18	73	18	73	18	73
Veterans Expressway	15	66	15	66	15	66	15	66	15	66
Southern Connector Extension	6	24	6	24	6	24	6	24	6	24
Polk Parkway	25	90	25	86	25	86	25	86	25	86
Suncoast Parkway	42	168	42	168	42	168	42	168	42	168
Western Beltway, Part C	11	44	11	44	11	44	11	44	5	20
I-4 Connector	-	-	-	-	-	-	-	-	-	-
Beachline East Expressway	-	-	-	-	-	-	-	-	-	-
<b>Completed Expansion Projects Total</b>	<b>140</b>	<b>599</b>	<b>140</b>	<b>595</b>	<b>140</b>	<b>595</b>	<b>140</b>	<b>570</b>	<b>134</b>	<b>546</b>
<b>Subtotal Existing Turnpike Components</b>	<b>460</b>	<b>2,118</b>	<b>460</b>	<b>2,098</b>	<b>460</b>	<b>2,090</b>	<b>460</b>	<b>2,009</b>	<b>454</b>	<b>1,971</b>
<b>Turnpike Components Under Development:</b>										
Western Beltway, Part C	-	-	-	-	-	-	-	-	6	24
I-4 Connector (opened in FY 2014)	-	-	-	-	-	-	-	-	-	-
First Coast Expressway - Phase One	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Turnpike Components Under Development</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>24</b>
<b>Turnpike System Total</b>	<b>460</b>	<b>2,118</b>	<b>460</b>	<b>2,098</b>	<b>460</b>	<b>2,090</b>	<b>460</b>	<b>2,009</b>	<b>460</b>	<b>1,995</b>

Significant investments have been made in system preservation, safety, capacity and modernization projects, as well as new access to the Turnpike System. Such projects include resurfacing, widening, new interchanges, median guardrail and canal protection systems, additional SunPass® lanes at toll plazas, All-Electronic Tolling (AET) conversion, Traffic Management Centers, fiber optic cable, closed circuit television cameras, dynamic message signs, highway advisory radios, and other investments in technology.

<b>Toll Facilities:</b>	<b>June 30, 2010</b>	<b>June 30, 2009</b>	<b>June 30, 2008</b>	<b>June 30, 2007</b>	<b>June 30, 2006</b>
Interchanges	131	129	129	129	122
Barriers	24	24	24	24	24
Toll Operation Buildings	178	179	179	165	158
Service Plazas	8	8	8	8	8
Service Station Buildings	8	8	8	8	8
Maintenance Buildings	120	110	109	107	107
Construction Buildings	3	3	3	3	3
Law Enforcement Buildings	5	6	6	4	4
Administration Buildings	8	7	7	7	7
Radio Communications Buildings	19	19	19	19	19
Bridges	696 <sup>(A)</sup>	701	701	701	701

Note: Over the reporting period, changes occurred in the methodology used to classify building types.

<sup>(A)</sup> The net reduction of five bridges reported in FY 2010 is attributable to the removal of six bridges along the Northern Coin System due to widening and two bridges at Peters Road on the Southern Coin System replaced by a single bridge with ownership and maintenance transferred to Broward County. The removal of eight bridges was offset by the addition of one bridge on the HEFT at SR 821, one bridge on the Northern Coin System at SR 50 over the Turnpike, and one bridge on the Beachline West at Seaboard Coast Line Rail Road.

Sources:

Atkins and HNTB, General Consultants  
 URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM**  
**OPERATING INDICATORS**  
 Fiscal Years 2011 through 2015

	FY 2015 <sup>(A)</sup>	FY 2014	FY 2013	FY 2012	FY 2011
<b>TOLL REVENUE (in thousands)</b>					
Passenger Vehicles (2 axle)	\$741,727	\$634,485	\$611,059	\$496,943	\$489,917
Truck Vehicles (3+ axle)	124,223	161,816	144,483	111,869	110,162
Total	\$865,950	\$796,301	\$755,542	\$608,812	\$600,079
<b>NUMBER OF TRANSACTIONS (in thousands)</b>					
Passenger Vehicles (2 axle)	735,160	661,681	637,063	629,918	619,601
Truck Vehicles (3+ axle)	32,725	28,903	26,204	34,361	33,256
Total	767,885	690,584	663,267	664,279	652,857
<b>NUMBER OF MILES (in thousands)</b>					
Passenger Vehicles (2 axle)	8,659,945	7,815,903	7,459,162	7,256,437	7,175,596
Truck Vehicles (3+ axle)	458,923	415,873	377,552	551,734	551,545
Total	9,118,868	8,231,776	7,836,714	7,808,171	7,727,141
<b>NUMBER OF TRIPS<sup>(B)</sup> (in thousands)</b>					
Passenger Vehicles (2 axle)	579,373	516,760	496,638	491,135	483,149
Truck Vehicles (3+ axle)	26,006	22,833	20,601	26,981	26,163
Total	605,379	539,593	517,239	518,116	509,312
<b>AVERAGE TOLL COLLECTED PER TRIP</b>					
Passenger Vehicles (2 axle)	\$1.28	\$1.23	\$1.23	\$1.01	\$1.01
Truck Vehicles (3+ axle)	\$4.78	\$7.09	\$7.01	\$4.15	\$4.21
<b>AVERAGE TOLL COLLECTED PER TRANSACTION</b>					
Passenger Vehicles (2 axle)	\$1.01	\$0.96	\$0.96	\$0.79	\$0.79
Truck Vehicles (3+ axle)	\$3.80	\$5.60	\$5.51	\$3.26	\$3.31
<b>AVERAGE LENGTH OF TRIP (in miles)</b>					
Passenger Vehicles (2 axle)	14.95	15.12	15.02	14.77	14.85
Truck Vehicles (3+ axle)	17.65	18.21	18.33	20.45	21.08
<b>AVERAGE TOLL PER MILE</b>					
Passenger Vehicles (2 axle)	\$0.09	\$0.08	\$0.08	\$0.07	\$0.07
Truck Vehicles (3+ axle)	\$0.27	\$0.39	\$0.38	\$0.20	\$0.20
<b>CONCESSION SALES (in thousands)</b>					
Restaurant Sales	\$69,323	\$65,387	\$50,195	\$45,782	\$50,674
Revenues from Concessions	\$7,050	\$7,139	\$7,515	\$7,169	\$8,382
Gallons of Gasoline Sold	41,728	37,909	33,830	32,760	34,466
Gallons of E85 Fuel Sold	739	839	986	979	705
Gallons of Diesel Fuel Sold	6,756	5,911	5,162	4,546	5,448
<b>SUNPASS<sup>®</sup> TRANSPONDERS SOLD<sup>(C)</sup> (in thousands)</b>	1,565	1,243	1,091	1,080	1,137
<b>ROADWAY MAINTENANCE CONDITION RATING<sup>(D)</sup></b>	88	89	88	91	91

<sup>(A)</sup> In FY 2015, a new methodology was used to more accurately report operating indicators related to trucks.

<sup>(B)</sup> Each trip may involve one or more toll transactions.

<sup>(C)</sup> The conversion of SR 821 (HEFT) to All-Electronic Tolling (AET) boosted the sale of transponders in FY 2011 and FY 2012. Similarly, AET conversion on the Sawgrass Expressway and the Veterans Expressway, as well as the opening of the I-4 Connector and traffic growth contributed to sales increase in FY 2014 and FY 2015.

<sup>(D)</sup> The Department, through the State Maintenance Office, rates the Turnpike System's routine maintenance program from 1 to 100 in five categories (roadway, roadside, vegetation and aesthetics, drainage and traffic services). An overall rating is also provided for the System with an overall standard established at 80. Florida's Turnpike System has significantly exceeded this standard for the reporting period. In FY 2013, the Department's methodology for developing the Maintenance Rating Program (MRP) rating was modified to provide equal weightings to the various maintenance categories which resulted in a lower score. Management believes the change in methodology does not effect the overall condition assessment of the System.

Source:  
 URS Corporation, Traffic & Revenue Consultant

**FLORIDA'S TURNPIKE SYSTEM  
OPERATING INDICATORS  
Fiscal Years 2006 through 2010**

	FY 2010	FY 2009	FY 2008	FY 2007	FY 2006
<b>TOLL REVENUE (in thousands)</b>					
Passenger Vehicles (2 axle)	\$488,990	\$485,738	\$519,365	\$538,040	\$500,037
Truck Vehicles (3+ axle)	107,183	104,790	116,206	125,903	132,809
Total	\$596,173	\$590,528	\$635,571	\$663,943	\$632,846
<b>NUMBER OF TRANSACTIONS (in thousands)</b>					
Passenger Vehicles (2 axle)	607,816	598,501	630,766	651,215	618,918
Truck Vehicles (3+ axle)	31,610	32,360	36,554	39,270	42,450
Total	639,426	630,861	667,320	690,485	661,368
<b>NUMBER OF MILES (in thousands)</b>					
Passenger Vehicles (2 axle)	7,101,059	7,002,978	7,371,061	7,783,497	7,541,780
Truck Vehicles (3+ axle)	528,736	504,707	559,427	608,207	677,174
Total	7,629,795	7,507,685	7,930,488	8,391,704	8,218,954
<b>NUMBER OF TRIPS<sup>(A)</sup> (in thousands)</b>					
Passenger Vehicles (2 axle)	473,927	467,160	492,649	507,770	482,618
Truck Vehicles (3+ axle)	24,953	25,392	28,586	30,785	33,144
Total	498,880	492,552	521,235	538,555	515,762
<b>AVERAGE TOLL COLLECTED PER TRIP</b>					
Passenger Vehicles (2 axle)	\$1.03	\$1.04	\$1.05	\$1.06	\$1.04
Truck Vehicles (3+ axle)	\$4.30	\$4.13	\$4.07	\$4.09	\$4.01
<b>AVERAGE TOLL COLLECTED PER TRANSACTION</b>					
Passenger Vehicles (2 axle)	\$0.80	\$0.81	\$0.82	\$0.83	\$0.81
Truck Vehicles (3+ axle)	\$3.39	\$3.24	\$3.18	\$3.21	\$3.13
<b>AVERAGE LENGTH OF TRIP (in miles)</b>					
Passenger Vehicles (2 axle)	14.98	14.99	14.96	15.33	15.63
Truck Vehicles (3+ axle)	21.19	19.88	19.57	19.76	20.43
<b>AVERAGE TOLL PER MILE</b>					
Passenger Vehicles (2 axle)	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07
Truck Vehicles (3+ axle)	\$0.20	\$0.21	\$0.21	\$0.21	\$0.20
<b>CONCESSION SALES (in thousands)</b>					
Restaurant Sales	\$50,339	\$46,735	\$49,816	\$50,791	\$49,520
Revenues from Concessions	\$10,757	\$10,110	\$10,363	\$10,710	\$10,171
Gallons of Gasoline Sold	35,160	34,464	32,974	39,697	41,470
Gallons of E85 Fuel Sold <sup>(B)</sup>	499	N/A	N/A	N/A	N/A
Gallons of Diesel Fuel Sold	5,652	5,602	4,840	6,592	7,911
<b>SUNPASS<sup>®</sup> TRANSPONDERS SOLD<sup>(C)</sup> (in thousands)</b>	756	732	493	631	539
<b>ROADWAY MAINTENANCE CONDITION RATING<sup>(D)</sup></b>	91	92	91	90	89

<sup>(A)</sup> Each trip may involve one or more toll transactions.

<sup>(B)</sup> Sale of E85 fuel started in FY 2010.

<sup>(C)</sup> The launch of SunPass<sup>®</sup> Mini Sticker Tag in July 2008 significantly increased the number of transponders sold in FY 2009 and FY 2010.

<sup>(D)</sup> The Department, through the State Maintenance Office, rates the Turnpike System's routine maintenance program from 1 to 100 in five categories (roadway, roadside, vegetation and aesthetics, drainage and traffic services). An overall rating is also provided for the System with an overall standard established at 80. Florida's Turnpike System has significantly exceeded this standard for the reporting period.

Sources:

Atkins and HNTB, General Consultants  
URS Corporation, Traffic & Revenue Consultant

**COMPARATIVE PASSENGER CAR TOLLS  
ELECTRONIC TOLL COLLECTION RATES**

Toll Facility	Full-Length Distance (miles)	Passenger Car Toll	Per-Mile Rate (Cents)
<b>Florida's Turnpike/I-4 Connector (A)</b>	<b>1</b>	<b>\$0.52-\$1.04</b>	<b>52.0-104.0</b>
Delaware Turnpike (I-95)	11	4.00	36.4
Miami Gratigny Parkway	5	1.00	20.0
Tampa Lee Roy Selmon Crosstown Expressway	15	2.76	18.4
Miami Airport Expressway (B)	4	0.70	17.5
Central Florida Expressway Authority (CFX) East-West Expressway	22	3.82	17.4
Miami Dolphin Expressway (B)	14	2.40	17.1
Sam Houston Tollway (C)	70	12.00	17.1
Miami Snapper Creek Expressway	3	0.50	16.7
Dallas North Tollway	32	5.15	16.1
Miami Don Shula Expressway	7	1.00	14.3
CFX Central Florida GreeneWay	33	4.38	13.3
<b>Florida's Turnpike/Southern Connector Extension</b>	<b>6</b>	<b>0.79</b>	<b>13.2</b>
Hardy Toll Road (Texas)	23	3.00	13.0
<b>Florida's Turnpike/Polk Parkway</b>	<b>25</b>	<b>3.18</b>	<b>12.7</b>
<b>Florida's Turnpike/Veterans Expressway</b>	<b>15</b>	<b>1.85</b>	<b>12.3</b>
CFX Apopka Expressway	9	1.09	12.1
CFX Western Beltway	23	2.74	11.9
New Jersey Turnpike (D)	118	13.85	11.7
<b>Florida's Turnpike/Seminole Expressway</b>	<b>18</b>	<b>2.10</b>	<b>11.7</b>
CFX Beachline Main and Airport Sections	23	2.46	10.7
<b>Florida's Turnpike/Beachline West Expressway</b>	<b>8</b>	<b>0.79</b>	<b>9.9</b>
<b>Florida's Turnpike/Western Beltway, Part C</b>	<b>11</b>	<b>1.06</b>	<b>9.6</b>
<b>Florida's Turnpike/Sawgrass Expressway</b>	<b>23</b>	<b>2.12</b>	<b>9.2</b>
New Hampshire Turnpike (Blue Star) (E)	16	1.40	8.8
Pennsylvania Turnpike (Mainline Only) (F)	359	30.77	8.6
Atlantic City Expressway	44	3.75	8.5
<b>Florida's Turnpike/SR 821 (HEFT)</b>	<b>47</b>	<b>3.97</b>	<b>8.4</b>
<b>Florida's Turnpike/Suncoast Parkway</b>	<b>42</b>	<b>3.18</b>	<b>7.6</b>
<b>Florida's Turnpike (G)</b>	<b>320</b>	<b>22.26</b>	<b>7.0</b>
<b>Florida's Turnpike (Ticket Portion Only) (H)</b>	<b>155</b>	<b>10.10</b>	<b>6.5</b>
<b>Florida's Turnpike/Mainline (I)</b>	<b>110</b>	<b>7.13</b>	<b>6.5</b>
Maryland JFK Memorial Highway (J)	50	3.00	6.0
Maine Turnpike	109	6.45	5.9
Ohio Turnpike and Infrastructure Commission	241	11.75	4.9
Garden State Parkway (F)	173	8.25	4.8
New York Thruway (Mainline Section 1)	390	17.43	4.5
West Virginia Turnpike (K)	88	3.90	4.4
Kansas Turnpike (L)	236	10.20	4.3
Massachusetts Turnpike - (Interchanges 1 through 14)	120	4.70	3.9
Alligator Alley	78	2.90	3.7
<b>Florida's Turnpike/Beachline East Expressway (M)</b>	<b>15</b>	<b>0.52</b>	<b>3.5</b>
Indiana Toll Road	157	4.65	3.0

Notes:

- (A) I-4 Connector is an elevated bridge-type AET facility with a higher per mile toll rate.
- (B) Effective November 15, 2014, tolls are collected in both directions.
- (C) Includes the Houston Ship Channel Bridge toll of \$1.50.
- (D) Peak period and weekend toll rates. Length reflects travel from exit 1 to exit 18.
- (E) Toll discount available only to New Hampshire EZ Pass holders. Others pay \$2.00 toll.
- (F) One-Way toll collection at select mainline plazas. Toll shown reflects roundtrip toll divided by 2.
- (G) Florida City to Wildwood/I-75 (includes Beachline West Expressway).
- (H) Ticket System section - just north of Boynton Beach Interchange (MP 86) to just south of Kissimmee Park Road (MP 240).
- (I) Southern Coin System – Golden Glades to Boynton Beach; Northern Coin System – Kissimmee to Wildwood/I-75.
- (J) Toll shown for Maryland E-Z Pass holders and reflects roundtrip toll divided by 2.
- (K) Toll discount available only to West Virginia E-Z Pass holders. Others pay \$6.00 toll.
- (L) Includes 15% K-TAG discount.
- (M) The full-length includes the southern spur. The 7-mile northern spur (SR 407) increases the full-length to 22 miles. Toll rate reflects Turnpike's portion of tolls collected by CFX at Dallas Mainline Plaza (\$0.26).

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## Florida Department of Transportation Turnpike Enterprise

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