

QUESTIONS FOR MIKE SNYDER, ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY

1. How many tolling agencies are there presently in Florida?

According to the Florida Transportation Commission, there are 12 tolling agencies enabled through Florida Statutes. Four of these agencies are not currently active within their jurisdictions.

2. Why do we have toll roads in Central Florida? What generated the need and the establishment of the Authority?

OOCEA was founded in 1963 for the purpose of building the Bee Line Expressway, now named Beachline Expressway. Soon after, we built the East-West Expressway. OOCEA was primarily established to address the growth of the Orlando area at a time when resources within the then State Road Department were limited. Through a push by state and local leaders and widespread community support, the Orlando-Orange County Expressway Authority was authorized in Florida Statutes.

In the decades since, not much has changed regarding state and federal funding for transportation. When I was FDOT District 5 Secretary, it was always a challenge to balance the needs of the growing communities served by the district, while funding sources continue to shrink. Since the early 1960's and after the Interstate Highway Program, the transportation industry as a whole has been asked to do more with less.

Roads are either funded through taxes or tolls. Tolls provide an option in addressing drastic growth with the declining resources, giving customers an alternative to often congested roads. With a 91% satisfaction rate among our users, we offer a great service and valuable alternative for drivers.

3. Prior to Spring 2009, when was the last time tolls were raised at OOCEA? (Last time tolls were raised for Turnpike Enterprise?)

Our last toll rate increase was 19 years ago. Since then, The Florida Turnpike Enterprise had increases in 1991 and 1993, and in 2004 for only cash customers. State Law requires the Florida Turnpike to index tolls to the CPI or a similar index a minimum of every five years. Accordingly, they should be due for an increase no later than 2012. Consistent with this, the Expressway Authority Board adopted the forward looking index beginning in 2012, which will further enable us providing safer, better and faster transportation alternatives in Central Florida well into the future.

4. Does OOCEA spend any taxpayer dollars to build roads? How are revenues raised?

Occasionally, the Authority will receive a small amount of state or federal dollars to assist in the funding of projects that are of regional significance. Approximately 99% of the Authority's operating revenues are from tolls.

5. How long does it take the OOCEA to build a road, start to finish? (What is the typical timeline for a non-OOCEA roadway?)

In Florida, in general, it can take anywhere from 7 to 10 years to build a road. The time it

takes OOCEA to start and finish a road project is dependent upon many factors, such as location, size and scope of the project. For example, widening SR 408 while maintaining full capacity is much different than building the SR 414 Maitland Extension, where there was no prior roadway and no maintenance of traffic issues.

It would be difficult to really compare our road projects to others in Central Florida. Each road building agency faces different complexities based on the road features and the community it serves.

6. How is the current five-member board appointed? What are their terms of office?
By Florida Statutes, three of the Board members are appointed by the governor and must be citizens of Orange County. These members serve four year terms and may be reappointed. The statute also requires that the Mayor of Orange County and the District Five Secretary for the Florida Department of Transportation also serve on the Board as ex-officio members. The Board members elect officers annually.
7. What are the standing Board subcommittees? When do they meet?
We have four committees: Audit, Finance, Operations and Right of Way. The Audit Committee meets bi-monthly. The Finance and Operations committees meet on an as needed basis. Finally, the Right of Way Committee meets monthly. All of our committee meetings are open to the public and are noticed in advance.
8. What is the current OOCEA staff size?
We currently have 58 full time positions.
9. What is the advantage to converting to open road tolling (vs. fixed toll plazas?)
The greatest advantage to Open Road Tolling is safety. We have seen a significant reduction in accidents near toll plazas that feature Open Road Tolling lanes. It also helps our customers avoid congestion and interruptions in their travel plans, while reducing our operational costs. By facilitating customers paying tolls at highway speeds, we are meeting our goal of providing them safer, better and faster transportation solutions.
10. Is congestion pricing, or variable tolling by peak/non-peak hours, something OOCEA is considering? We understand that this is already in place in Miami on I-95.
Variable tolling is one tool in the toolbox when considering pricing options for a toll system like ours. However, it's not something that we are considering for our system in the current 2030 Master Plan.
11. We hear a lot about stimulus projects and the jobs being created. Has OOCEA received any federal stimulus monies? How many jobs might be created via the 5-year work program the Board has just approved?
No. While we did apply, we have not received any of the federal stimulus monies. Our recently adopted five-year work plan is about \$1.44 billion. Based on national formulas we expect to create around 4,400 jobs, however, we will be working with the University of South Florida's Center for Urban Transportation Research to get a better picture of the full economic impact of the Authority's work plan.

12. How is OOCEA saving money in ROW acquisition? What are some of the biggest challenges in buying ROW in today's economic climate?

We have a thorough vetting process for right of way acquisitions, which allows us opportunities that we may not have otherwise. Our Property Acquisition and Disposition Procedures Manual include policies adopted by our Board that gives our Right of Way Committee and Board guidance for our acquisitions. Our right of way counsel, through property acquisition coordination, negotiates directly with property owners in good faith. Our challenges today are just like others -- the instability of appraisals and values. We utilize our process to get the best deal available.

13. The Wekiva Parkway has been praised by local governments and environmentalists. OOCEA plans to move forward with design in 2010. When might Wekiva be completed?

The Expressway Authority and our partners are committed to making the Wekiva Parkway a reality. Working together, we are pursuing all channels to ensure this project moves forward to ultimately finish the much-needed beltway around Orlando. As one of the only major metropolitan areas without a beltway, it is critical in meeting the transportation needs of the Central Florida community, its employment centers and residents. That said we still have major steps ahead in moving the Wekiva Parkway forward. We are committed to keeping communities informed and engaged along the way. We continue focusing on the Wekiva as a priority and hope to see traffic on the Parkway in 2018.

14. Which agency has oversight over OOCEA? How is accountability monitored?

The Florida Transportation Commission has oversight authority over the transportation agencies in the state. It is charged with monitoring our efficiency, productivity and management, which is reported annually. In the 2008 report, OOCEA met or exceeded 14 of the 17 performance measure objectives.

15. How many interlocal agreements does the OOCEA maintain at any time in Central Florida?

To date, we have around 25 active interlocal agreements with different cities, counties and agencies within Central Florida. These fluctuate based on our work plan and the completion of projects.

16. When OOCEA bonds tolling revenues to finance construction, what are some examples of bonding covenants/limitations that might apply?

The Authority was established by statute to finance, plan, design, construct, and operate "the Expressway System." Our bonding covenants state we must operate the system in a sound and economic manner and maintain it in good repair, working order and condition. The Authority has covenants to ensure net revenues, net of operations, maintenance and administrative expenses will always equal at least 120% of the total debt service payments.

17. How is OOCEA saving money on construction costs?

OOCEA's construction projects are actively managed to minimize costs. The Authority's competitive bidding process, along with close management of change orders helps reduce the amount of unforeseen work and related costs. Our change orders are a fraction of industry standards. In addition, we are always open to value engineering from our vendors, contractors and the construction industry as a whole.

The timing of our current Five Year Work Plan is ideal with the cost reductions being seen in the construction industry today. FDOT has seen around a 40% cost reduction in their construction bids compared to two years ago. Because of the competitiveness in the construction industry, we are expecting similar results when we begin bidding our projects out early next year.

Furthermore, the Authority employs an owner direct purchase program that saves money by taking advantage of its tax exempt status. The Authority directly purchases many of the major construction materials that are incorporated into the projects. Over the past three years, the Authority has purchased over \$50 million worth of construction materials that has resulted in a tax savings of over three million dollars, of which 100% stays in our community for transportation infrastructure.

Our history of actively managing our construction projects has resulted in a track record of completed projects coming in on time and on budget.