

POLICY REGARDING TOLL SCHEDULES

Department: Toll Operations

Supersedes: 2/26/09

4/1/16: Pursuant to CFX Resolution 2014-263, this policy has been administratively revised to substitute the Central Florida Expressway Authority as the correct legal entity.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

ADOPTION OF RULE AMENDING
RULE 2-9.001 TOLL SCHEDULES

WHEREAS, the Central Florida Expressway Authority (CFX), an independent special district operating pursuant to Florida Statutes Chapter 189 and Part V of Florida Statutes Chapter 348, is charged with the ownership and operation of the CFX Expressway System; and

WHEREAS, F.S. 348.754(2)(f) provides that CFX shall have the right to fix, alter, charge, establish and collect rates, fees, rentals and other charges for the services and facilities of CFX Expressway System, which rates, fees, rentals and other charges shall always be sufficient to comply with any covenants made with the holders of any bonds issued by CFX; and

WHEREAS, no toll increases for CFX's system have been approved during the past 18 years and the last toll increase was approved on July 1, 1990; and

WHEREAS, CFX's latest revenue projections indicate debt service coverage ratios are likely to fall below CFX's current Board policy; and

WHEREAS, the CFX Board desires to provide improved transportation to the Central Florida region by building certain projects outlined in its 2030 Master Plan; and

WHEREAS, CFX has already reduced its operating budget by greater than 10% for FY 2009; and

WHEREAS, all public notice requirements necessary for rule adoption have been fulfilled.

NOW, THEREFORE, the following Rule is hereby adopted by the governing Board of CFX:

Section 1. TOLL STRUCTURE ADOPTION. The current Rule 2-9.001 entitled Toll Schedules to be amended and replaced by the document entitled Proposed System Toll Structure, which is attached hereto as Exhibit "A" and incorporated herein. This new Toll Structure shall take effect at 12:01 a.m. April 5, 2009.

Section 2. FUTURE ADJUSTMENTS. In addition to the Toll Structure adopted as Exhibit "A", beginning on July 1, 2012 and every five years thereafter, all tolls shall be adjusted to reflect the higher of either the combined annual increases to the Consumer Price Index for All Urban Consumers (CPI-U) in the South or three percent per annum. The rate for cash collections shall always be rounded upward to the next quarter. The rate for electronic collection shall be based upon the actual calculated percentage rounded to the nearest cent.

Section 3. EFFECTIVE DATE. This Rule shall become effective April 5, 2009.

Section 4. CODIFICATION. This Rule shall be codified in the CFX Index of Policy and Procedures as Chapter 2-9, Section 2-9.001.

ADOPTED this 26th day of February, 2009.

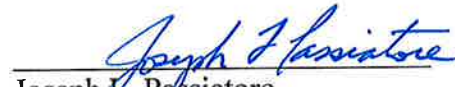
(see below)

Michael Snyder, P.E.
Executive Director

ATTEST:


Darleen Mazzillo
Executive Assistant

Approved as to form and legality


Joseph L. Passiatore
General Counsel

Pursuant to CFX Resolution 2014-263 as adopted on July 10, 2014, this policy has been administratively revised to substitute the Central Florida Expressway Authority as the correct legal entity.

EXHIBIT "A"

Proposed System Toll Structure

Roadway	2 Axles ^(D)	3 Axles	4 Axles	5 Axles	6 Axles
S.R. 528					
Airport Plaza	\$1.00	\$1.50	\$1.75	\$2.25	\$2.25
Beachline Main Plaza ^(B)	\$1.25	\$2.25	\$2.75	\$3.25	\$3.25
International Corporate Park ^(C)	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
S.R. 408					
Good Homes Road ^(E)	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25
Hiawasse Main Plaza	\$0.75	\$1.50	\$1.75	\$2.25	\$2.25
Hiawasse Road	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Pine Hills Main Plaza	\$1.00	\$1.50	\$1.75	\$2.25	\$2.25
Old Winter Garden Road	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
John Young Parkway (S.R. 423)	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
Orange Blossom Trail ^(E)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Mills Avenue ^(E)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Bumby Avenue ^(E)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Conway Road	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
Andes/Semoran Blvd	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Conway Main Plaza	\$1.00	\$1.50	\$1.75	\$2.25	\$2.25
Semoran Boulevard (S.R. 436)	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
Dean Road	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Dean Main Plaza	\$0.75	\$1.50	\$1.75	\$2.25	\$2.25
Rouse Road	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
S.R. 417					
John Young Main Plaza	\$1.25	\$1.75	\$2.25	\$2.75	\$2.75
John Young Parkway (S.R. 423)	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
Orange Blossom Trail ^(E)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Landstar Boulevard	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Boggy Creek Main Plaza	\$1.25	\$1.75	\$2.25	\$2.75	\$2.75
Boggy Creek Road ^(E)	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Lake Nona Boulevard ^(E)	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
Narcoossee Road	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
Moss Park Road ^(D)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Innovation Way ^(D)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Lee Vista Boulevard	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Curry Ford Main Plaza	\$0.75	\$1.50	\$1.75	\$2.25	\$2.25
Curry Ford Road (S.R. 552)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Valencia College Lane ^(E)	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25
Colonial Drive (S.R. 50)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
University Main Plaza	\$0.75	\$1.50	\$1.75	\$2.25	\$2.25
University Boulevard	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
S.R. 429					
Forest Lake Main Plaza	\$1.25	\$1.75	\$2.25	\$2.75	\$2.75
West Road	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
S.R. 438 ^(E)	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25
C.R. 535	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Independence Main Plaza	\$1.25	\$1.75	\$2.25	\$2.75	\$2.75
New Independence Parkway	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
S.R. 414					
Maitland Main Plaza	\$1.00	\$1.50	\$2.00	\$2.50	\$2.50
Keene Road	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Hiawasse Road ^(D)	\$0.25	\$0.25	\$0.25	\$0.25	\$0.25

Notes:

(A) Includes motorcycles.

(B) The toll listed for this plaza is what is collected by the Authority. In addition to this toll, the customer also pays a toll based on a per axle toll rate of \$0.25 (for each axle above the first axle and capped at \$1.00), which is allocated to FDOT and, therefore, is not listed in the table.

(C) The toll listed for this plaza is what is collected by the Authority. In addition to this toll, the customer also pays an additional toll rate of \$0.25 (regardless of the number of axles), which is allocated to FDOT and, therefore, is not listed in the table.

(D) Future plazas.

(E) Toll rate does not change from existing.