

SunPass Toll Collection Transition

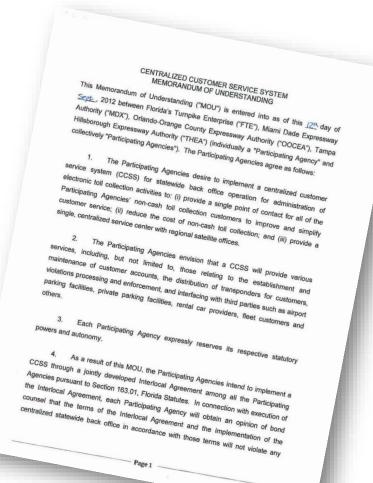
September 6, 2018





Background

- 2012 Florida Transportation Commission (FTC)
 Study identified value for sharing back office resources
- CCSS Project initiated in 2012 following the FTC Study
- FTE, MDX, THEA and CFX participated in Procurement Document Development
 - 14 Multi-agency workshops
 - 2350 Requirements
 - 569 Business Rules







Legacy SunPass System

- SunPass Back Office initiated in 1999
 - System upgrades for 19 years
- > 6.5 M active SunPass Accounts
- > 10 M Toll-by-Plate Accounts
- > 1 M invoices per month
- > 700 K call center calls per month
- > 5 M SunPass transactions daily
- > 16 M SunPass transponders sold







Procurement

- Procurement was an Invitation to Negotiate (ITN)
- Selection was based on Best Value determination per Florida Statute
- Conduent selected by Selection
 Committee, made up of the four
 Executive Directors

Florida Department of Transportation







Contract

- Performance-based contract
 - 40 Performance-based criteria
 - System operation & availability
 - System functionality
 - Operations & Customer Experience
 - Monthly invoice tied to performance









System Development & Go Live

- Notice to Proceed given November 16, 2015
 - CFX decided not to participate
- System Development from November 2015 until May 2018
- CCSS Go-Live on June 11, 2018







Initial Issues

- System, Website & Mobile App
- Call Center
- Transaction Backlog





Next Steps

Enhance Customer Service

Continue System Improvements

Toll-By-Plate Invoices







SunPass Agencies

- Miami-Dade Expressway (MDX)
- Tampa-Hillsborough Expressway Authority (THEA)
- Mid-Bay Bridge Authority
- Santa-Rosa Bay Bridge Authority
- Miami-Dade County
- Bay Harbor Islands

Interoperable Agencies

- Central Florida Expressway Authority (CFX)
- LeeWay Bridge Authority
- Georgia State Road and Tolling Authority
- North Carolina Tolling Authority





Florida's Turnpike 2017 Results







Measures Met: Pavement, Bridges, Construction, and M/WBE/SBE

Performance Measure	Detail	Objective	Actual Results
Pavement Condition Rating	% SHS lane miles rated "excellent or good"	> 85%	97.1%
Bridge Condition – Rating	% bridge structures rated "excellent or good"	> 95%	99.2%
Bridge Condition – Weight Restrictions	% SHS bridge structures with posted limit	0%	0%
Construction Contract Adjustments – Time	% contracts completed within 20% above original contract time	≥ 80%	100%
Construction Contract Adjustments - Cost	% projects completed within 10% above original amount	≥ 90%	100%
Minority Participation	M/WBE and SBE utilization (total expenditures)	exceed prior year	\$141.3M (prior year: \$97.7M)





Measures Met: Tolling

Performance Measure	Detail	Objective	Actual Results
Image Review Processing Time	> 90% of license plate images reviewed in < 2 weeks	> 90%	100%
Toll Collection Expense as a Percentage of Toll Revenue	Toll collection expense (net of exclusions) / toll revenue	< 12%	10.4%
Annual OM&A Forecast Variance	Actual OM&A expense compared to annual budget	< 110%	102.9%

Measures Met: Debt

Performance Measure	Detail	Objective	Actual Results
Bond Ratings	Bond ratings ≥ BBB (S&P), Baa (Moody's), BBB (Fitch) and no downgrade from previous year	Yes	Yes
Debt Coverage – Bond Covenant Compliance	Debt service coverage meets or exceeds minimum Bond Covenant requirements	Yes	Yes





Measures Missed

Performance Measure	Detail	Objective	Actual Results
SHS Maintenance Rating Program (MRP) Overall Rating	Condition rating of at least 90	> 90	88.0
Safety Characteristics: Signing, Striping, Guardrail, and Lighting	Condition rating of at least 90, 95, 80, and 85, respectively	> 90 > 95 > 80 > 85	83 94 75 63
Revenue Variance	Variance from indicated revenue (without fines; 3 year moving average)	< 4%	5.5%
Average Customer Call Wait Time	> 80% of calls answered within 1 minute	> 80%	67.2%
Consultant Contract Management	Final cost % increase above original award	< 5%	20.0%