

95 Express Annual Operations Report: Fiscal Year 2013-2014

General

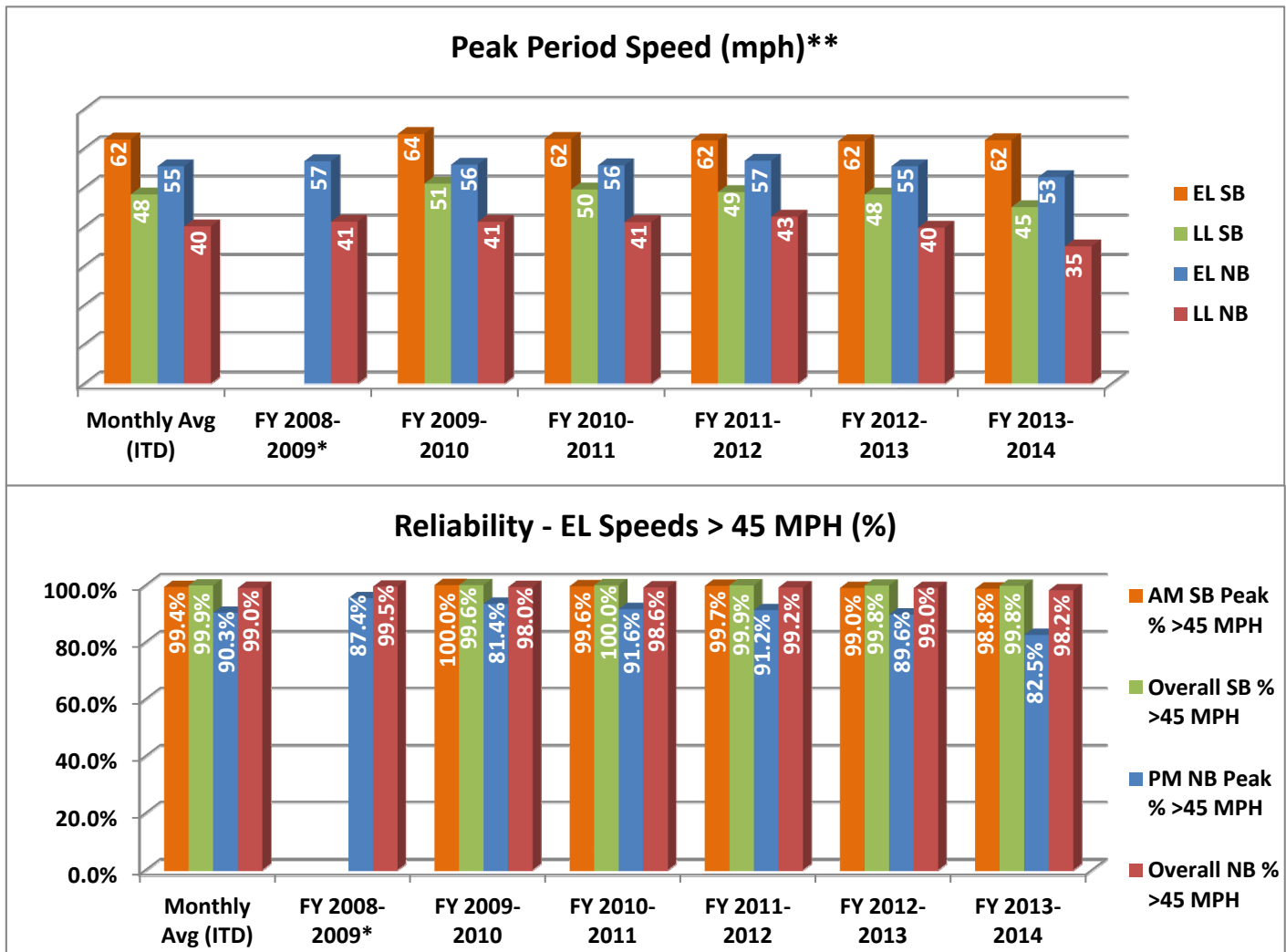
The 95 Express Program completed its fifth full Fiscal Year of operations in June 2014. For the FDOT, its Fiscal Year (FY) is from July 1 through June 30. For FY 2013-2014, the 95 Express Lanes serviced 22,009,523 vehicle trips, bringing the total since opening (August 5, 2008) to approximately 102.6 million trips. It had a total toll revenue of over \$20.8 million for the year; bringing the total revenue to date to approximately \$82.7 million. The Program saw another consecutive increase in toll exempt registered vehicles to a total of 9,116 resulting in over 560,600 toll exempt trips. Another important milestone that occurred during this past year was the approval by the State Secretary to increase the maximum toll to be charged from \$1.00 per mile to \$1.50 per mile. This was signed in February 2014 and took effect for tolling on March 1, 2014.

FY 2013-2014 Statistics	Southbound		Northbound			
Average Monthly Trips	943,401		890,726			
Average Monthly Exempt Trips	23,767		22,951			
Average Monthly Revenue						
	\$874,511		\$913,607			
Tolls						
- Range***	\$0.00 - \$10.50		\$0.00 - \$10.50			
- Avg. Weekday	\$1.23		\$1.29			
- Avg. Peak Period**	\$2.01		\$2.96			
- Avg. Weekend	\$0.37		\$0.33			
- Avg. Off Peak	\$0.92		\$0.71			
- 85 th Percentile Weekday	\$2.75		\$2.75			
- 95 th Percentile Weekday	\$4.00		\$5.25			
Volume (veh)						
	EL	LL	EL	LL		
- Avg. Weekday	34,223	105,611	32,416	101,310		
- Avg. Peak Period**	9,155	18,068	8,563	17,647		
Speed (mph)						
	EL	LL	Δ	EL	LL	Δ
- Avg. Overall	65	56	9	63	55	8
- Avg. Peak Period**	62	45	17	53	35	18
Operated Above 45 MPH						
	99.8%		98.2%			
Remained Open to Motorists						
	90.6%		90.0%			
Closed due to Planned Construction						
	5.6%		5.9%			
Closed due to Non-recurring Events						
	3.8%		4.1%			
<i>EL (Express Lanes); LL (Local Lanes)</i> <i>**Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).</i> <i>***Maximum Toll Increase started in March 2014; from \$1.00 per mile, maximum, to \$1.50 per mile.</i>						

Operations/Traffic Statistics - Speed Data

Average weekday speeds for both directions of the Express Lanes (EL) stayed consistent in fiscal year (FY) 2013-2014 when compared to the previous fiscal year. These speeds are not shown in any graphs below, but are 65 miles per hour (MPH) southbound and 63 MPH northbound. The Local Lanes (LL), however, had a small decline; 2 MPH, on average, for each direction of I-95 for this fiscal year compared to the previous. As shown in the first graph below, EL and LL average speeds during their respective Peak Periods**, for the second year in a row, remained consistent with the previous fiscal year or had a nominal decline, with Local Lanes having the larger decline. The EL Peak Period speeds had a direct effect on the facility's reliability.

As shown in the bottom graph, the northbound PM Peak Period reliability, for the second year in a row, fell short of the goal of 90%. Because the previous maximum toll was charged so often during the 2013-14 Fiscal Year, the northbound PM Peak Period reliability may have actually been lower than shown if not for the toll increase that took effect on March 1, 2014. The Department continually analyzes the facility's performance and reliability is one of their primary focuses.



NOTE: ITD = Inception to Date; EL = Express Lanes; LL = Local Lanes (General Purpose Lanes)

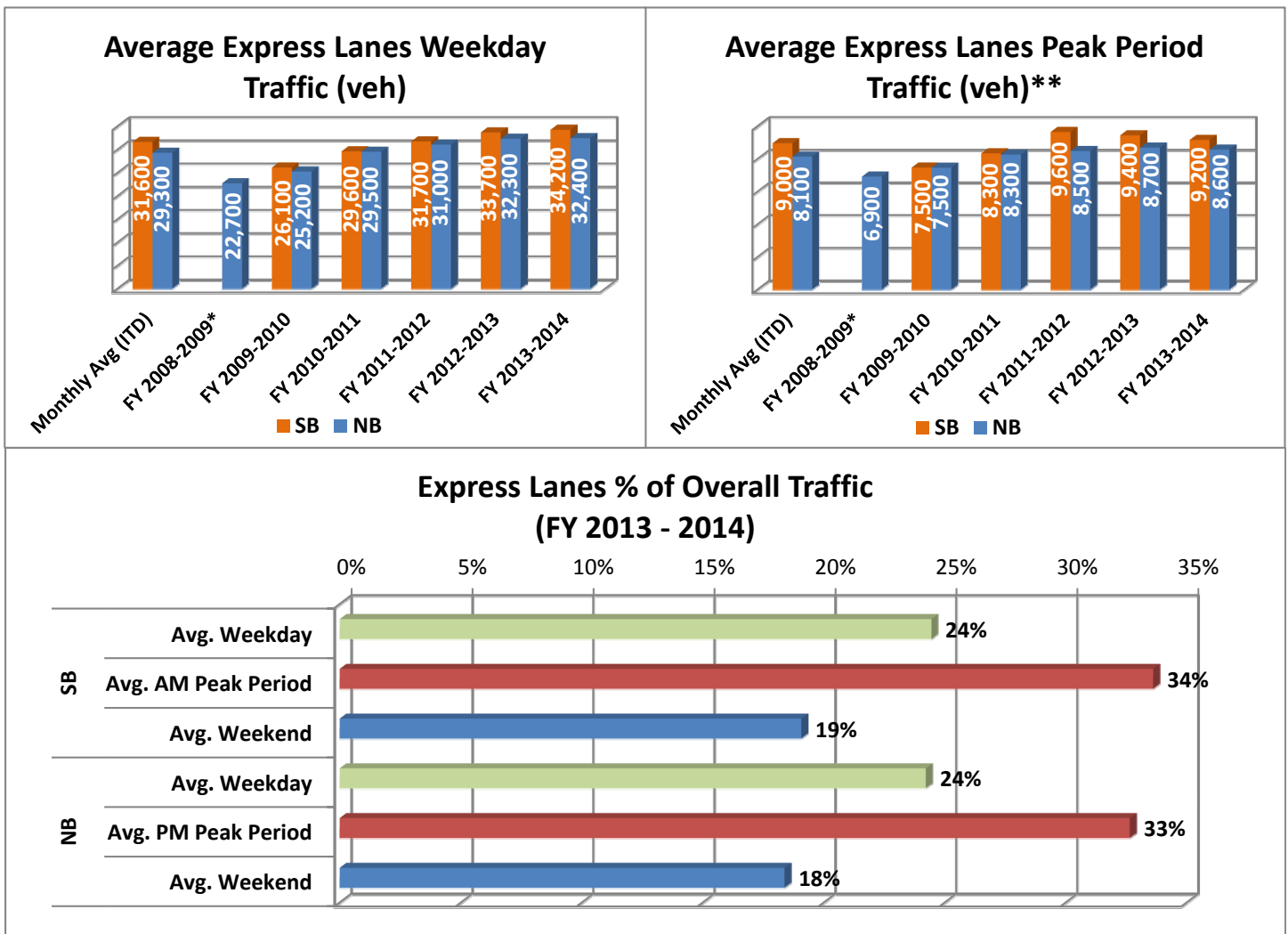
*FY 2008-2009 was in the northbound direction only.

** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

Operations/Traffic Statistics - Volume Data

Average weekday volume in both directions continued to increase in FY 2013-2014, by approximately 1% over the previous fiscal year. For the directional peak periods, however, as shown in the right-hand graph below, both directions saw a nominal decline. A combination of these (overall weekday volumes up, but Peak Period volumes down) may suggest that commuters are altering their time of day that they are using the facility.

The bottom graph on this page depicts the percentage of traffic using the Express Lanes compared to the overall I-95 corridor. Peak Period usage in both directions of 95 Express had increased usage this fiscal year at approximately 1%. Southbound weekend (top blue bar in the graph) usage also increased by almost 1% over the previous fiscal year.



NOTE: ITD = Inception to Date; Values rounded to nearest 100.

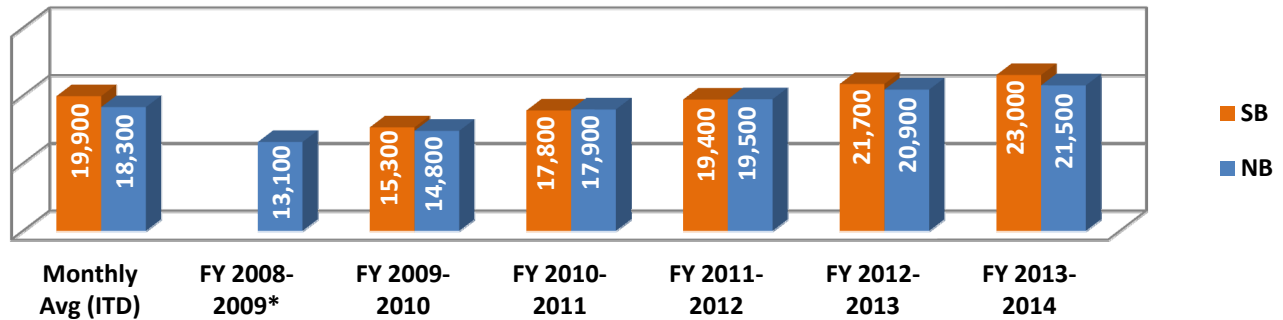
*FY 2008-2009 was in the northbound direction only.

** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

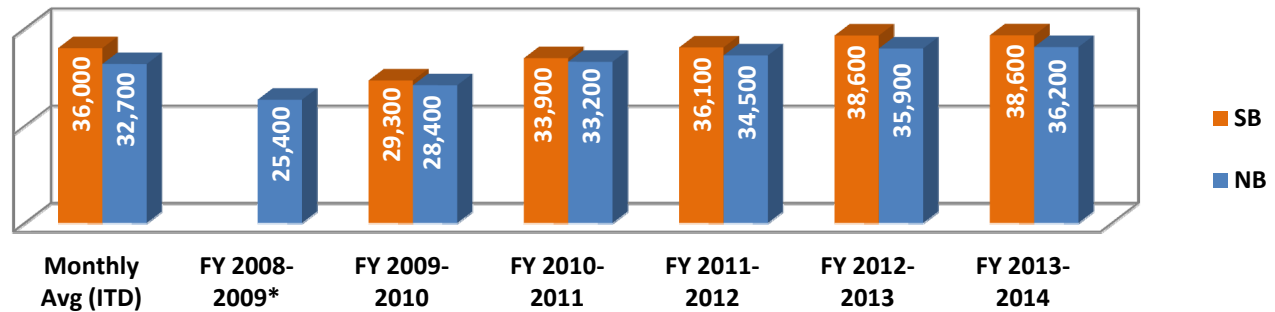
Operations/Traffic Statistics - Volume Data (cont.)

Three additional volume performance metrics collected for 95 Express include Weekend, Highest Weekday and Highest (Weekday) Hour, as shown in the three graphs below, respectively. Weekend Express Lanes trips, on average, increased nearly 4.6% in FY 2013-2014, while Highest Weekday and Highest Hour stayed relatively the same, on average, when compared to the previous fiscal year.

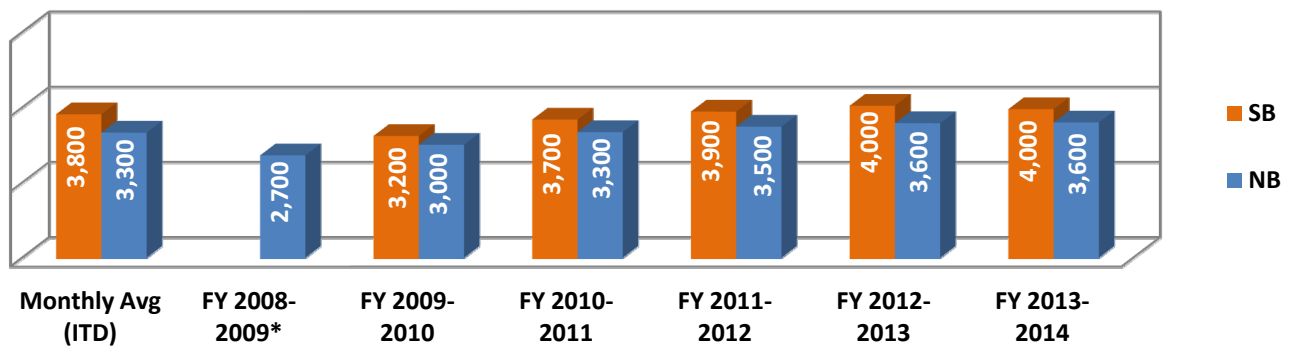
Average Express Lanes Weekend Traffic (veh)



Highest Express Lanes Weekday Traffic (veh)



Highest Express Lanes Hour Traffic (veh)

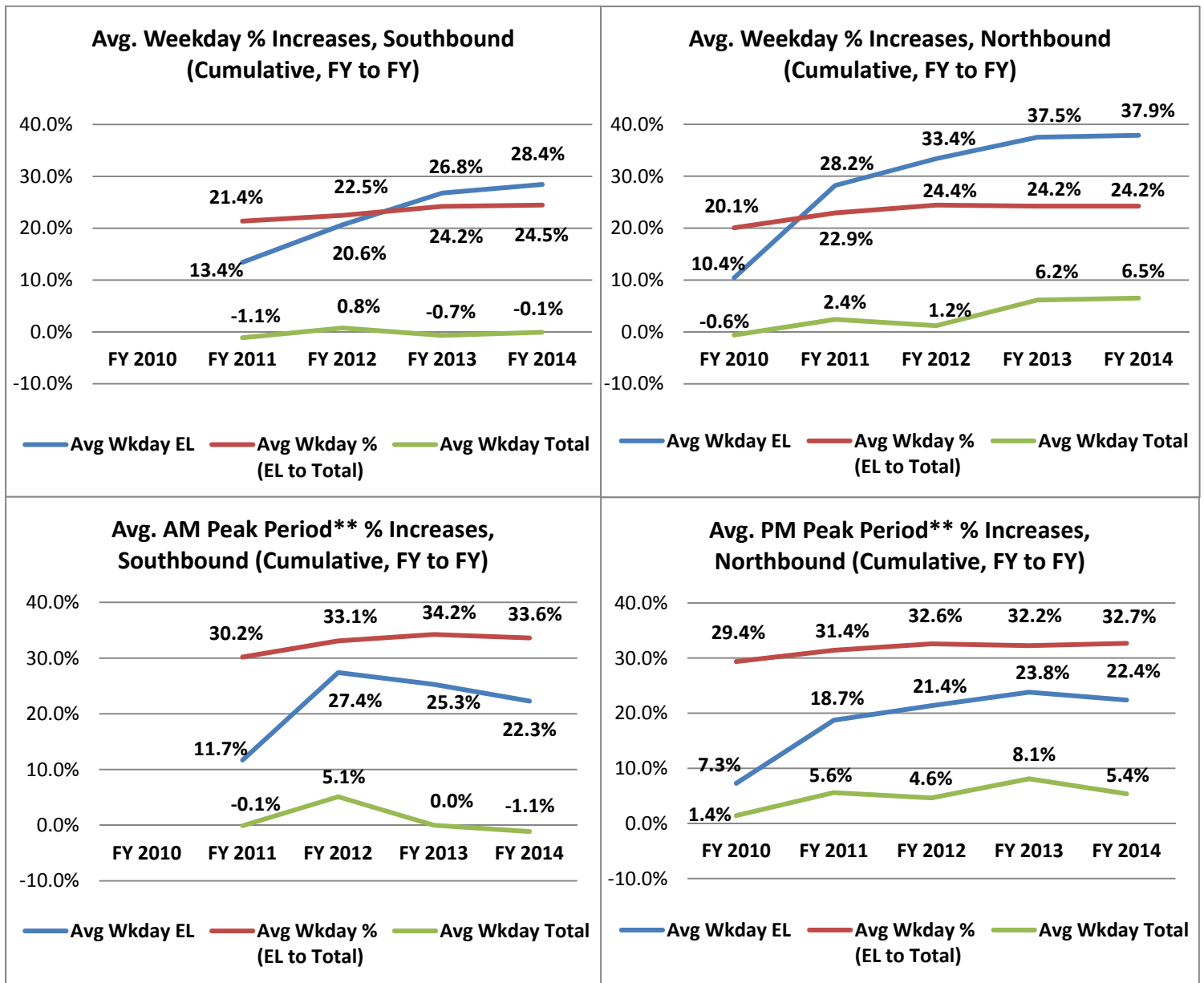


NOTE: ITD = Inception to Date; Values rounded to nearest 100.

*FY 2008-2009 was in the northbound direction only.

Operations/Traffic Statistics - Volume Data (cont.)

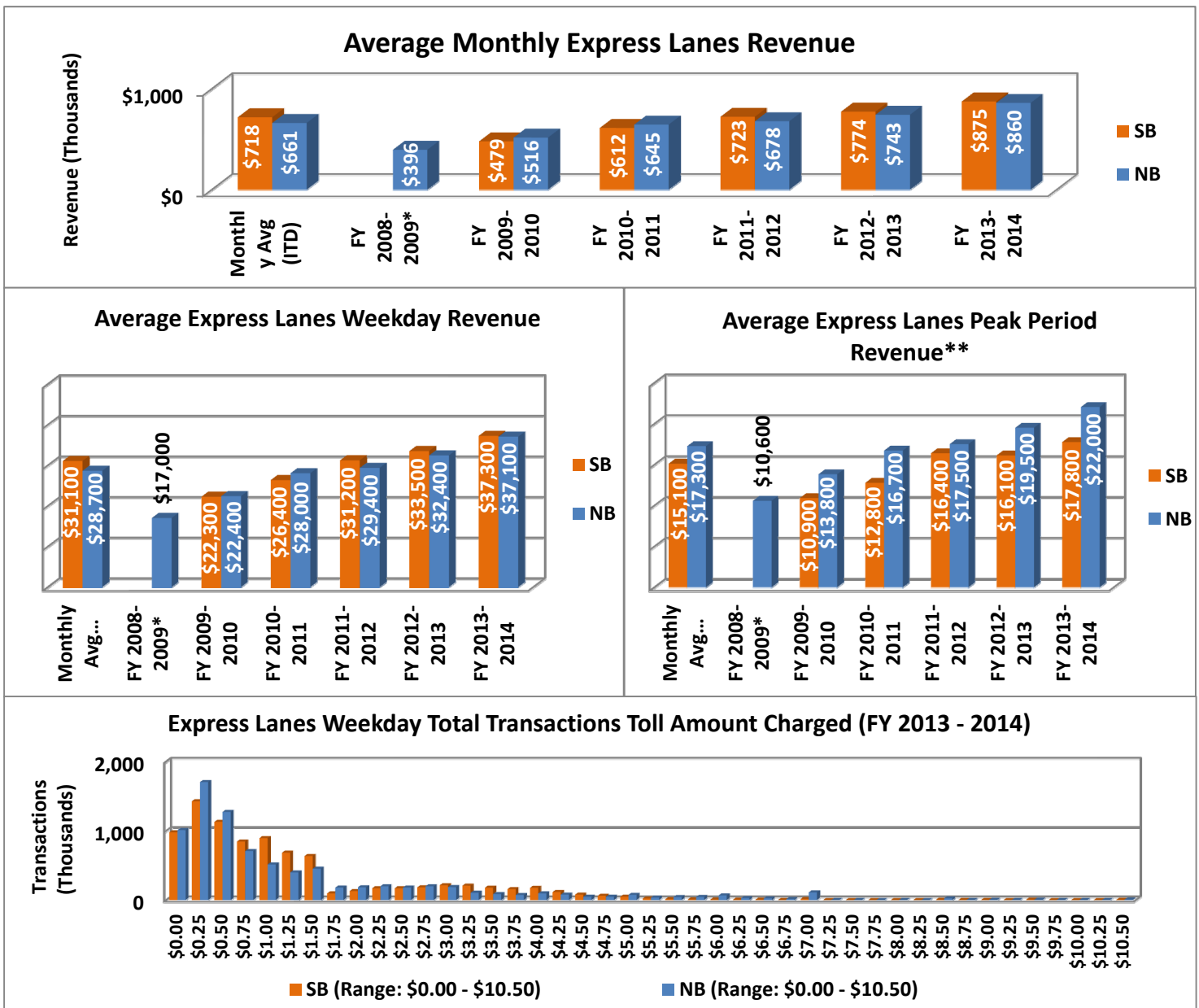
The graphs displayed below depict the cumulative volume changes in the Express Lanes (blue line) versus the entire I-95 corridor (green line); year over year. They show that since inception, even though the overall corridor volume has had little to modest growth, the usage of the Express Lanes has continued to increase. For example (looking at the first graph), weekday volumes for the overall corridor, southbound, have stayed consistent since the Express Lanes became operational in January 2010. However, the cumulative usage of the Express Lanes, over the same time, has grown over 28%. The red lines in these graphs are not cumulative. They are the actual annual percentage volume usage of the Express Lanes to the entire I-95 corridor.



** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

Revenue/Tolls Statistics

95 Express collected nearly \$21 Million in revenue in FY 2013-2014; over a 14% increase above the previous fiscal year. Year by year comparison graphs are shown below for Average Monthly Revenue, Average Weekday and Average Peak Period** Revenue. Average Weekday revenue saw nearly a 13% increase over the previous fiscal year, while Average Peak Period increased by nearly 12%. The frequency of the tolls charged is depicted in the graph at the bottom of the page. Tolls charged for the facility had a maximum of \$10.50**. The first eight months of the fiscal year still had a maximum toll charge of \$7.00 and the facility charged the \$7.00 maximum 144 times, or 18 times per month, on average. The average number of times per month, however, the new maximum toll of \$10.50 was charged was five. For the year, 85% of trips were charged \$2.75 or less (on average) and 95% were charged \$5.25 or less.

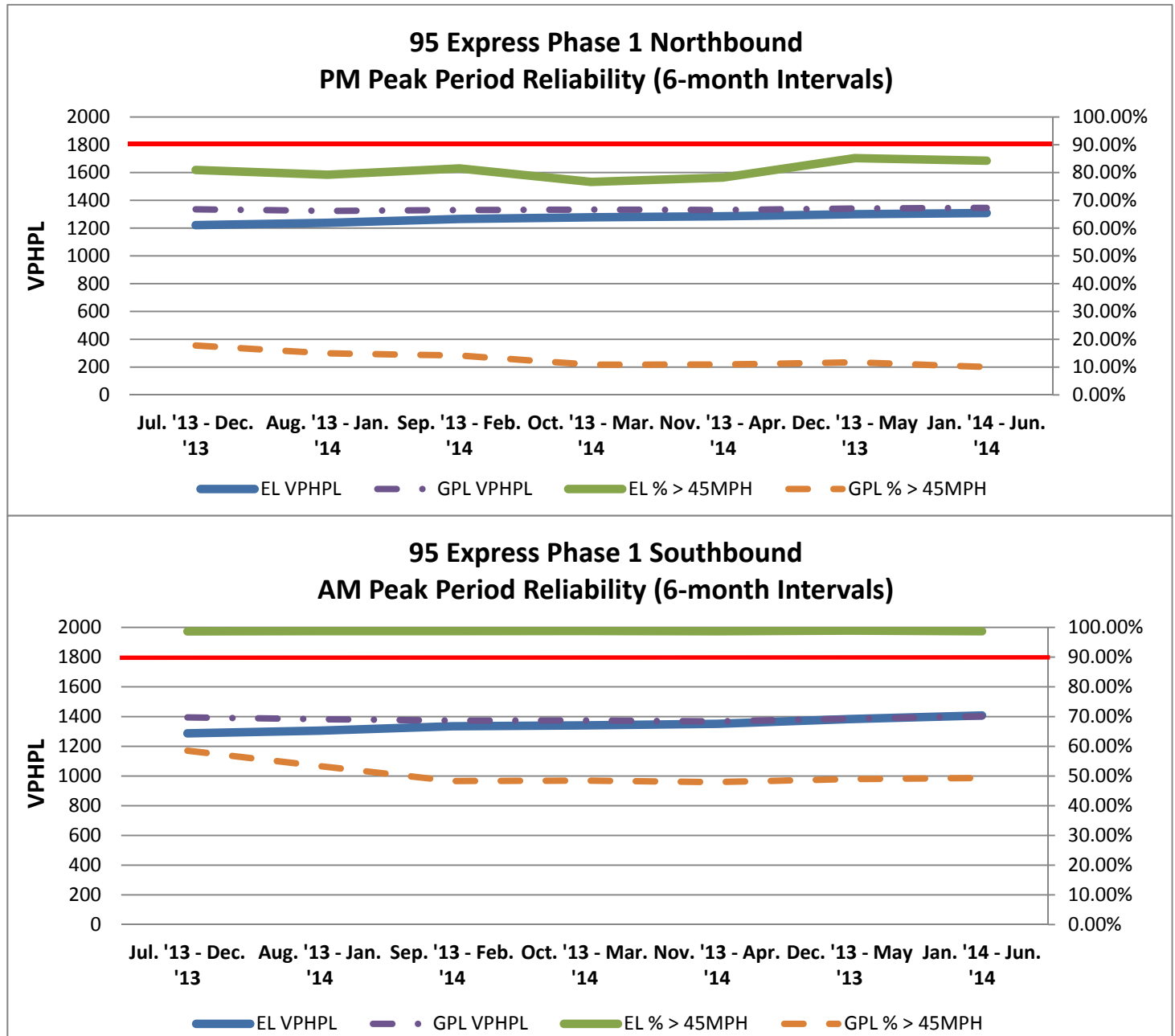


NOTE: ITD = Inception to Date; Values rounded to the nearest 100.

** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound). Maximum toll increase started March 2014; from \$1.00 per mile, maximum, to \$1.50 per mile.

Speed Reliability

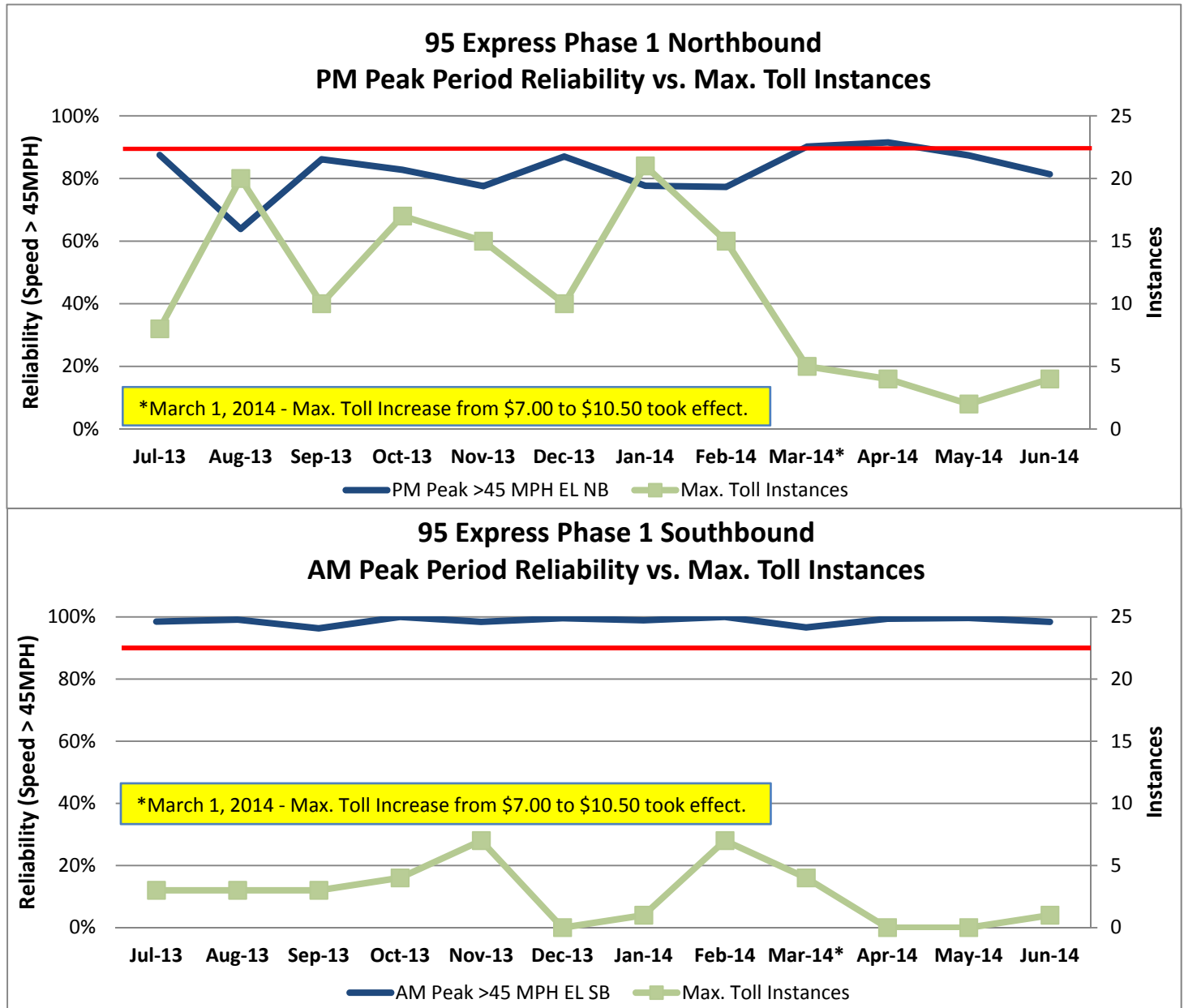
Reliability is one of the goals of 95 Express. It is measured as the percentage of time speeds within the facility remain above 45 miles per hour (mph) during the peak period for any 180-day consecutive period. The red line on each graph is the 90% target line. Though this goal is solely of the Express Lanes, the District is continually evaluating the entire I-95 corridor. Therefore, each of the graphs below compare Express Lanes reliability (and volume) in 6-month intervals to the General Purpose Lanes. The average 6-month reliability for the 2013-2014 FY, northbound peak period, was 80.8%, and 98.8% for the southbound peak period. The northbound direction's reliability is directly effected by the corridor's geometry (e.g., interchange access weaving), and by traffic events that occur on other connecting facilities in the Golden Glades Interchange (i.e., SR 826 and Florida's Turnpike Homestead Extension).



NOTE: EL equals Express Lanes; GPL equals General Purpose Lanes (also shown as LL or 'Local Lanes' in this report); VPHPL equals Vehicles per Hour per Lane.

Speed Reliability (cont.)

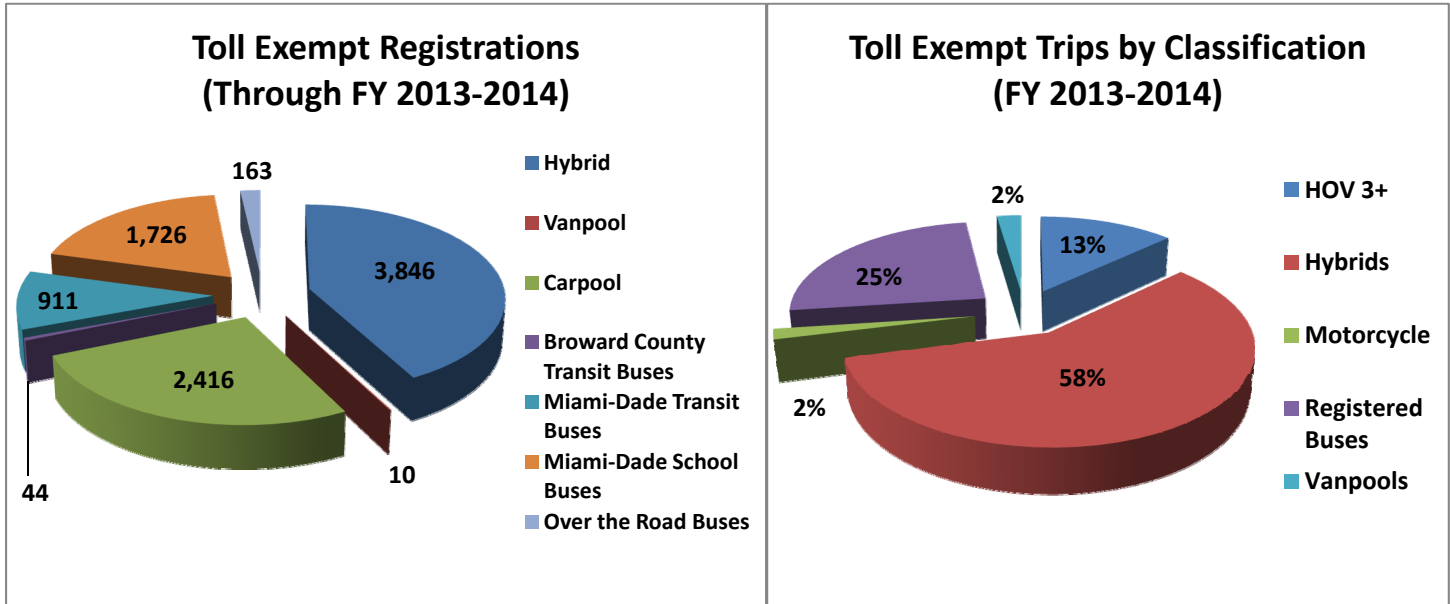
Though the District continually evaluates its operations in order to optimize the flow of the facility, the first eight months of the past fiscal year, in the northbound direction, the maximum toll of \$7.00 was reached more than double the amount of times over the same period one year earlier (116 instances to 51). This increase had a direct impact on the performance of the facility, and hence, its reliability. In February 2014, a revised Toll Rule was approved for the state, increasing the maximum toll rate from \$1.00 per mile to \$1.50 mile. The new maximum toll of \$10.50 became effective on March 1, 2014, which resulted in higher reliability (as shown in the Northbound table below) and a less frequent necessity to charge the maximum toll. The graphs shown here display the correlation between how many times the facility charged the maximum toll to the effect on its reliability.



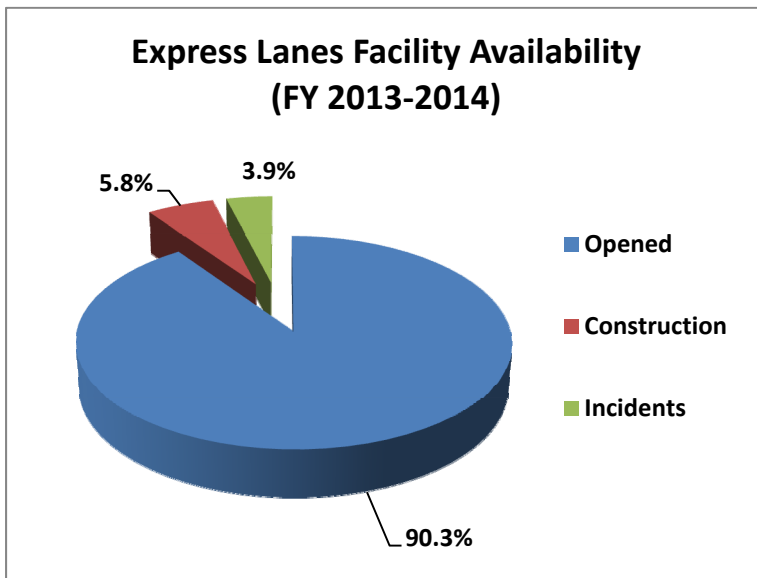
NOTE: EL equals Express Lanes; GPL equals General Purpose Lanes (also shown as LL or 'Local Lanes' in this report); NB equals Northbound; SB equals Southbound.

Registrations—Toll Exempt Trips

The total registrations for FY2013-2014 increased from 8,991 to 9,116 (1.4%). The 560,600 Toll Exempt Trips, which comprised approximately 2.5% of the total trips for this Fiscal Year are shown by classification below. Looking at these graphs together and consistent with all previous years of operations of the facility, Hybrid vehicles, which represent 42% of the registrations, account for 58% of the total toll exempt trips; and, 60% of the toll exempt trips that occurred during the peak period.



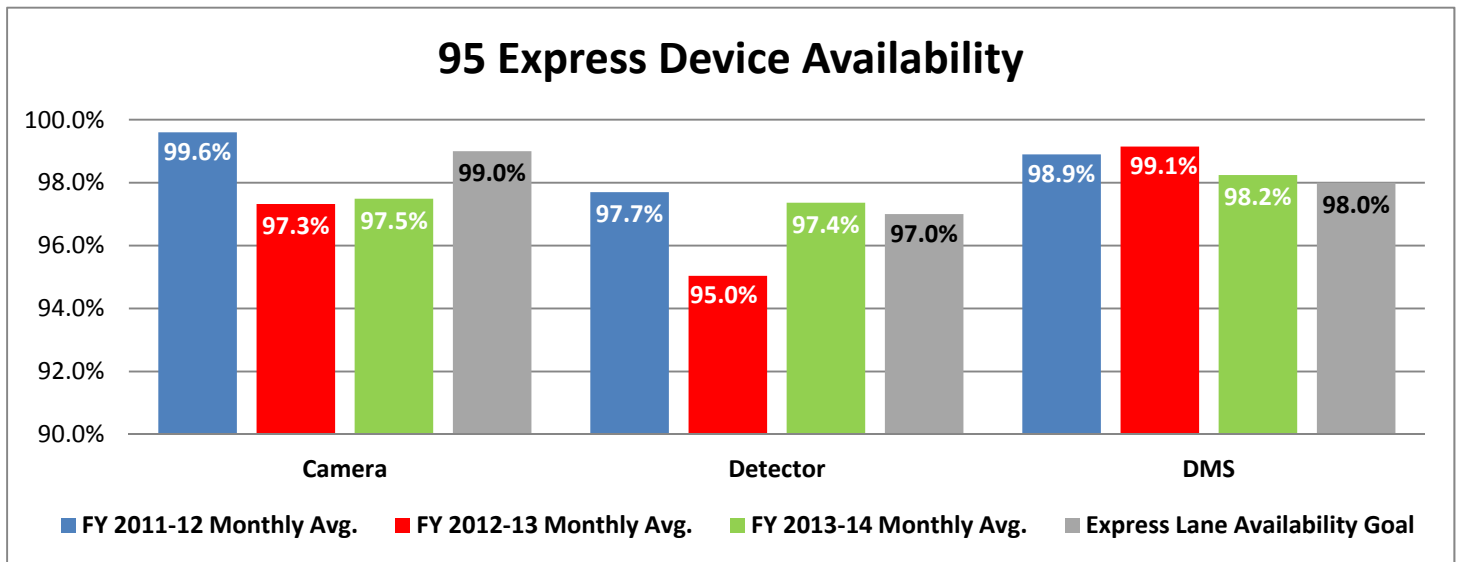
Facility Availability



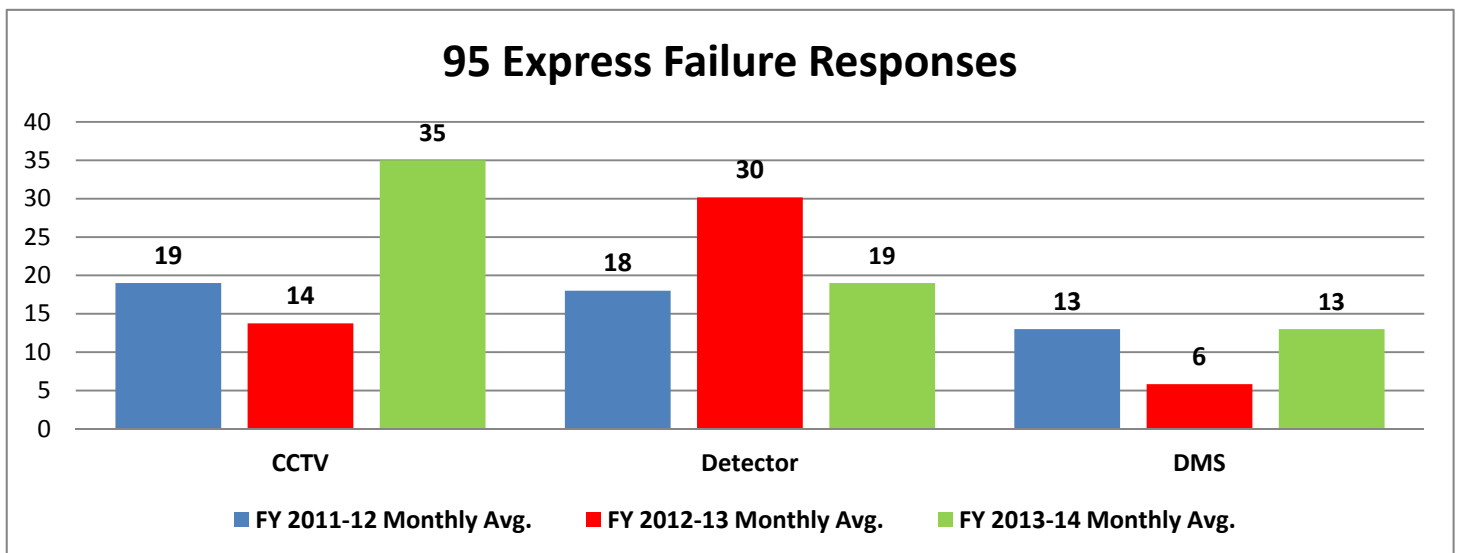
The entire 95 Express lanes (both directions) were open to motorists 90.3% of the time, while closed 5.8% due to 225 planned construction/maintenance events (that are typically overnight and each lasting approximately 4.75 hours in duration, on average) and 3.9% due to 2,025 non-recurring events (each lasting approximately 18.3 minutes in duration, on average). These annual totals equate to approximately 10 planned events and 85 incidents, each direction, every month.

Equipment Availability

95 Express devices are deemed by the District as the most critical, since all combine to provide accurate and timely information to the driver, including toll amounts, congestion and closure information, as well as incident management messaging. The express lanes have 67 CCTV (cameras), 54 vehicle detectors (for collecting speed and volume throughout the corridor), and 40 DMS (dynamic message signs), with varying sizes and purposes. The graph below depicts the year-over-year comparisons of the availability of the 95 Express devices.



Below are the average monthly failure responses (Maintenance crews responding to a device failure ticket) for the 95 Express devices. Failures are either deemed as Critical or Non-Critical. A Critical failure is defined as a failure that creates a safety hazard to motorists or impact the operations of several devices in the region. Since all 95 Express devices are deemed as critical devices, their failures are also deemed critical.



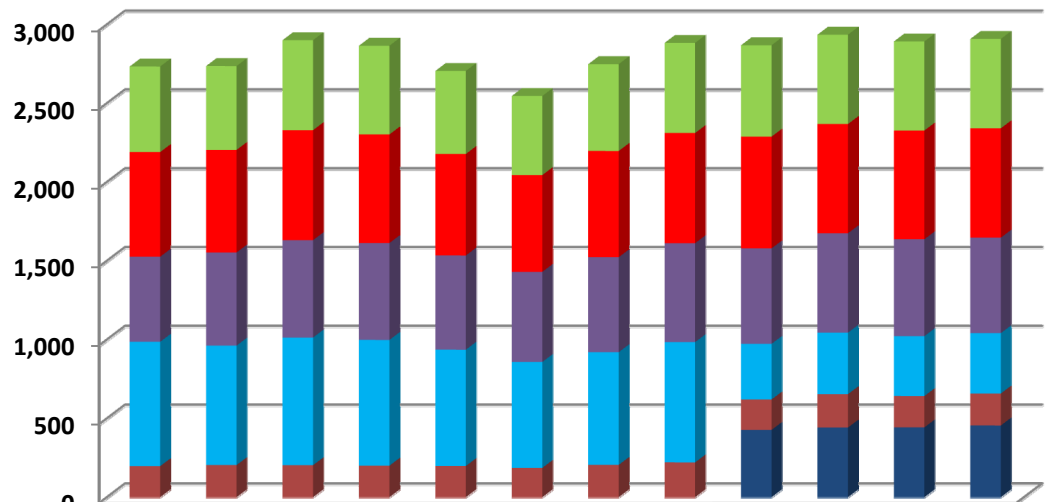
NOTE: CCTV equal Closed Circuit Television (camera); DMS equals Dynamic Message Sign

Transit

Below shows the average weekday boardings for the Miami-Dade Transit (MDT) and Broward County Transit (BCT) express bus routes which utilize 95 Express. Average weekday boardings continue to increase year over year; rising from 2,590 boardings per day in FY 2012-2013 to 3,430 in FY 2013-2014.

Not shown on the chart are the average weekday boardings from the Golden Glades route operated by MDT; 2,340 average weekday boardings in FY 2013-2014. Though this route is part of the 95 Express Bus system, it is not included as part of the Miami Urban Partnership Agreement.

95 Express Bus Ridership (FY 2013-2014)



	Jul '13	Aug '13	Sept '13	Oct '13	Nov '13	Dec '13	Jan '14	Feb '14	Mar '14	Apr '14	May '14	Jun '14
■ MDT I-95 Sheridan St.	543	532	571	563	527	502	551	572	580	567	565	567
■ MDT I-95 Broward Blvd.	664	651	698	689	644	614	674	699	709	693	690	694
■ BCT I-95 Pembroke Pines - Miramar - Downtown Miami	540	591	618	615	598	572	603	628	606	631	615	606
■ BCT I-95 Miramar - Civic Center	789	758	810	798	738	672	715	763	353	390	380	383
■ BCT I-95 Hollywood - Civic Center - Downtown Miami	197	204	203	200	198	186	205	221	193	212	199	203
■ BCT I-95 Miramar - Civic Center	0	0	0	0	0	0	0	0	427	442	443	455

NOTE: In March 2014, a second route was added by BCT from the Miramar Civic Center.

This concludes the 95 Express Annual Report for Fiscal Year 2013-2014. For all previous years' performance, project history and lessons learned, please visit 95Express.com.