

95 Express Annual Operations Report: Fiscal Year 2014-2015

General

The 95 Express Program completed its sixth full Fiscal Year of operations in June 2015. For the FDOT, its Fiscal Year (FY) is from July 1 through June 30. For FY 2014-2015, the 95 Express Lanes serviced 20,916,526 vehicle trips, bringing the total since opening (December 5, 2008) to approximately 120.2 million trips. It had a total toll revenue of over \$27.6 million for the year; bringing the total revenue to date to approximately \$114.6 million. The Program saw another consecutive increase in toll exempt registered vehicles to a total of 9,293 resulting in over 687,500 toll exempt trips.

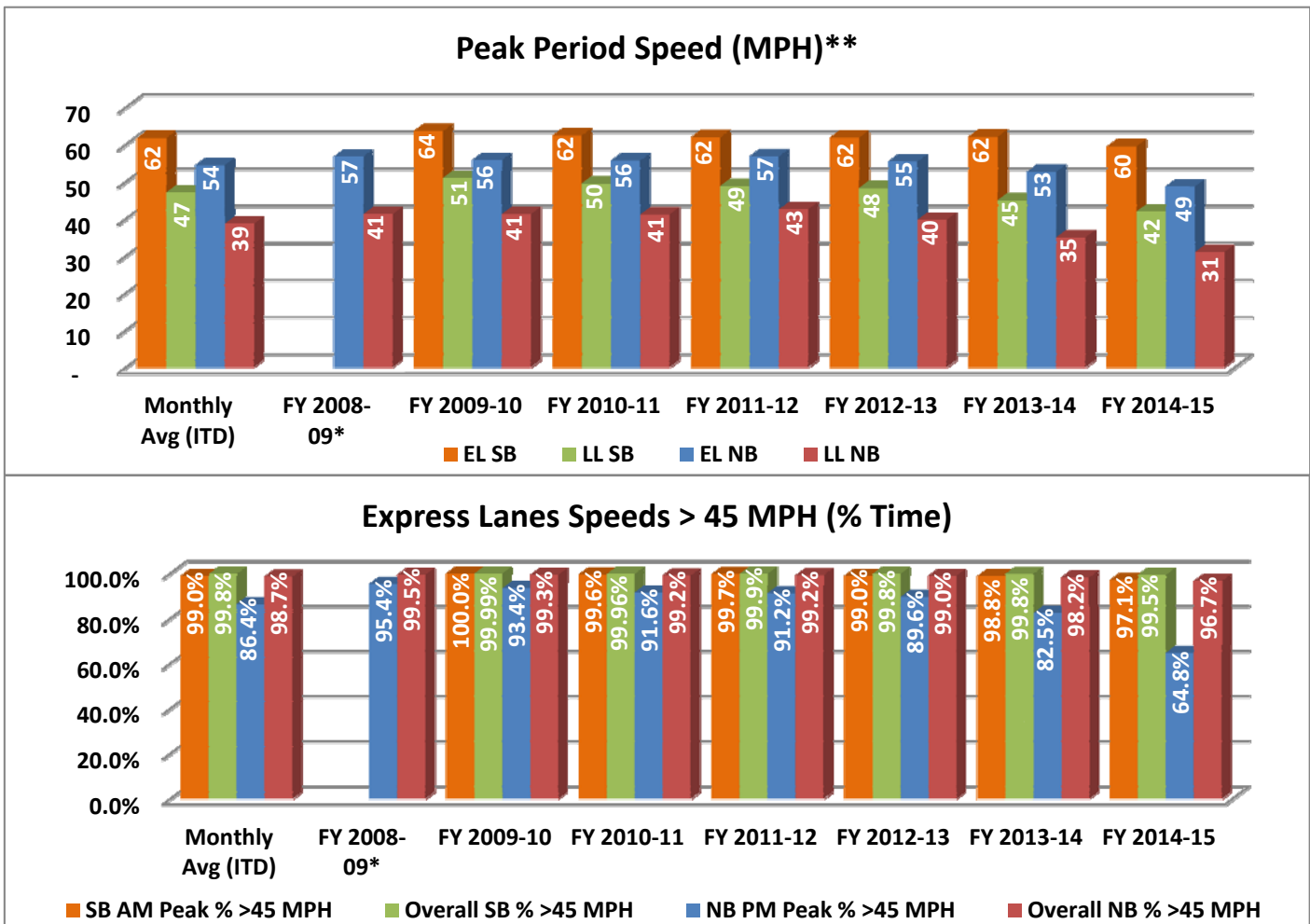
<u>FY 2014-2015 Statistics</u>	<u>Southbound</u>		<u>Northbound</u>			
Average Monthly Trips	872,950		870,094			
Average Monthly Exempt Trips	29,477		27,815			
Average Monthly Revenue						
	\$1,043,843		\$1,135,904			
Tolls						
- Range	\$0.00 - \$10.50		\$0.00 - \$10.50			
- Avg. Weekday	\$1.57		\$1.75			
- Avg. Peak Period**	\$2.60		\$4.14			
- Avg. Weekend	\$0.58		\$0.53			
- Avg. Off Peak	\$1.24		\$1.06			
- 85 th Percentile Weekday	\$3.00		\$2.75			
- 95 th Percentile Weekday	\$4.50		\$8.25			
Volume (veh)						
	EL	LL	EL	LL		
- Avg. Weekday	31,896	104,277	31,168	100,558		
- Avg. Peak Period**	8,835	17,307	7,627	16,822		
Speed (mph)						
	EL	LL	Δ	EL	LL	Δ
- Avg. Overall	64	56	8	63	55	8
- Avg. Peak Period**	60	42	18	49	31	18
Operated Above 45 MPH						
	99.5%		96.7%			
Remained Open to Motorists						
	80.4%		86.2%			
Closed due to Planned Construction						
	15.3%		7.5%			
Closed due to Non-recurring Events						
	4.3%		6.3%			
<i>EL (Express Lanes); LL (Local Lanes)</i>						
<i>**Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).</i>						

Operations/Traffic Statistics - Speed Data

Average weekday speeds for both directions of the Express Lanes (EL) stayed consistent in Fiscal Year (FY) 2014-2015 when compared to the previous fiscal year. These speeds are not shown in any graphs below, but are 64 miles per hour (MPH) southbound and 63 MPH northbound. The Local Lanes (LL) also remained consistent with overall daily speeds averaging at 56 MPH southbound and 55 MPH northbound, respectively.

Prior to 95 Express opening, average peak period travel speeds along the I-95 corridor were approximate 20 MPH in both directions for the high occupancy vehicle (HOV) lane and 15 MPH (southbound) and 20 MPH (northbound) for the local lanes (LL). Though still a vast improvement over Pre-95 Express conditions, as shown in the first graph below, EL and LL average speeds during their respective Peak Periods**, declined for all lanes and directions for the second year in a row.

The bottom graph shows the facility's speed reliability in both weekdays (i.e., Overall) and directional peak.



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

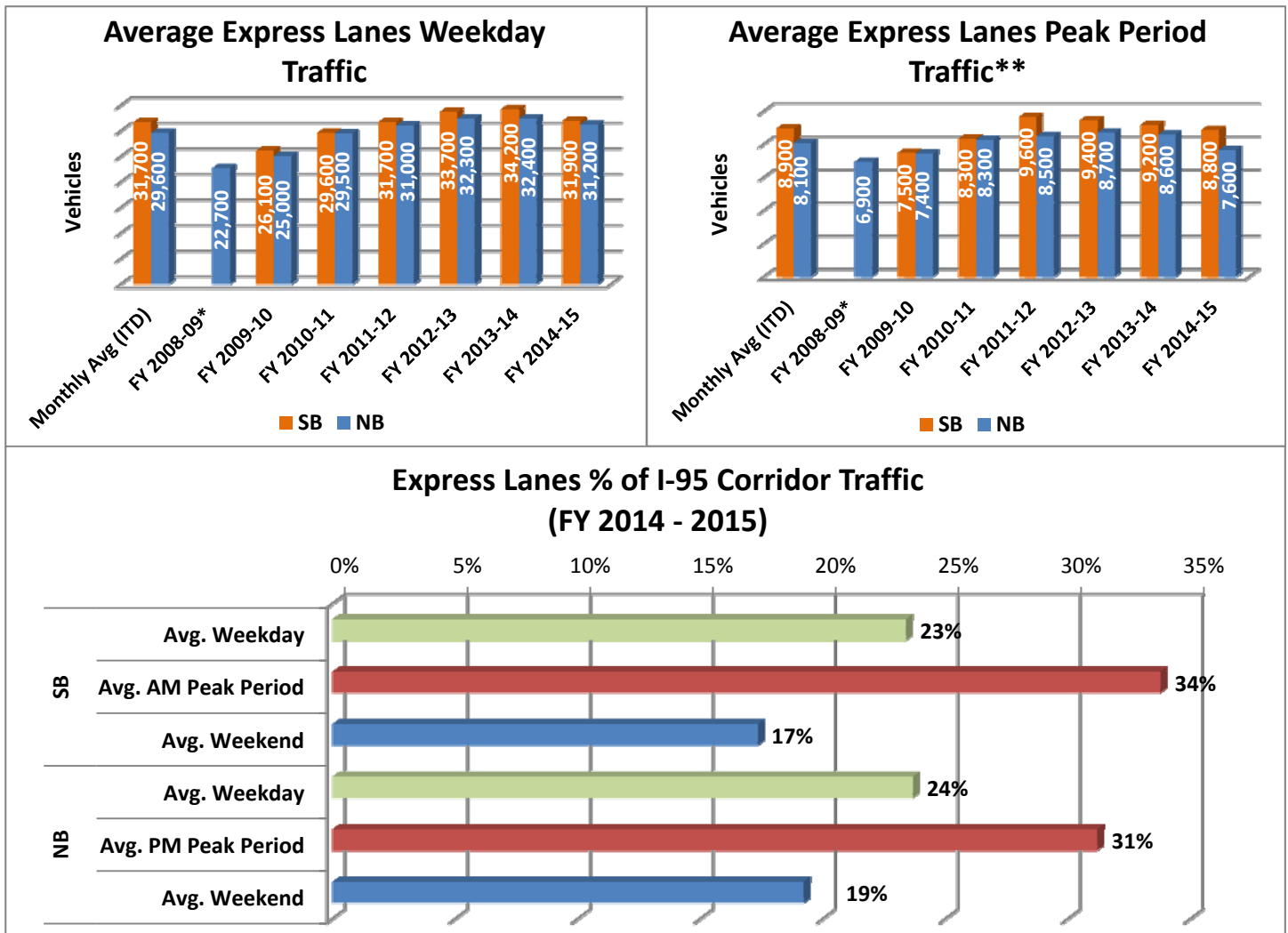
*FY 2008-2009 was in the northbound direction only.

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

Operations/Traffic Statistics - Volume Data

For the first time since the facility opened in December 2008, average weekday volume in both directions decreased in FY 2014-2015, by approximately 5% over the previous fiscal year, combined. Numerous construction projects along the 95 Express corridor directly attributed to this decrease. For the directional peak periods, as shown in the right-hand graph below, both directions also saw a decline of approximately 7%. A third consecutive year for Peak Period average volume decreases may indicate that commuters are modifying their trip times outside of the 6-9 AM and 4-6 PM peak time travel windows.

The bottom graph on this page depicts the percentage of traffic using the Express Lanes compared to the overall I-95 corridor. Compared to the previous fiscal year, the percentage of traffic using 95 Express decreased by 1.5% to entire corridor usage. The largest decrease southbound was during the weekends at almost 2% less compared to last fiscal year.



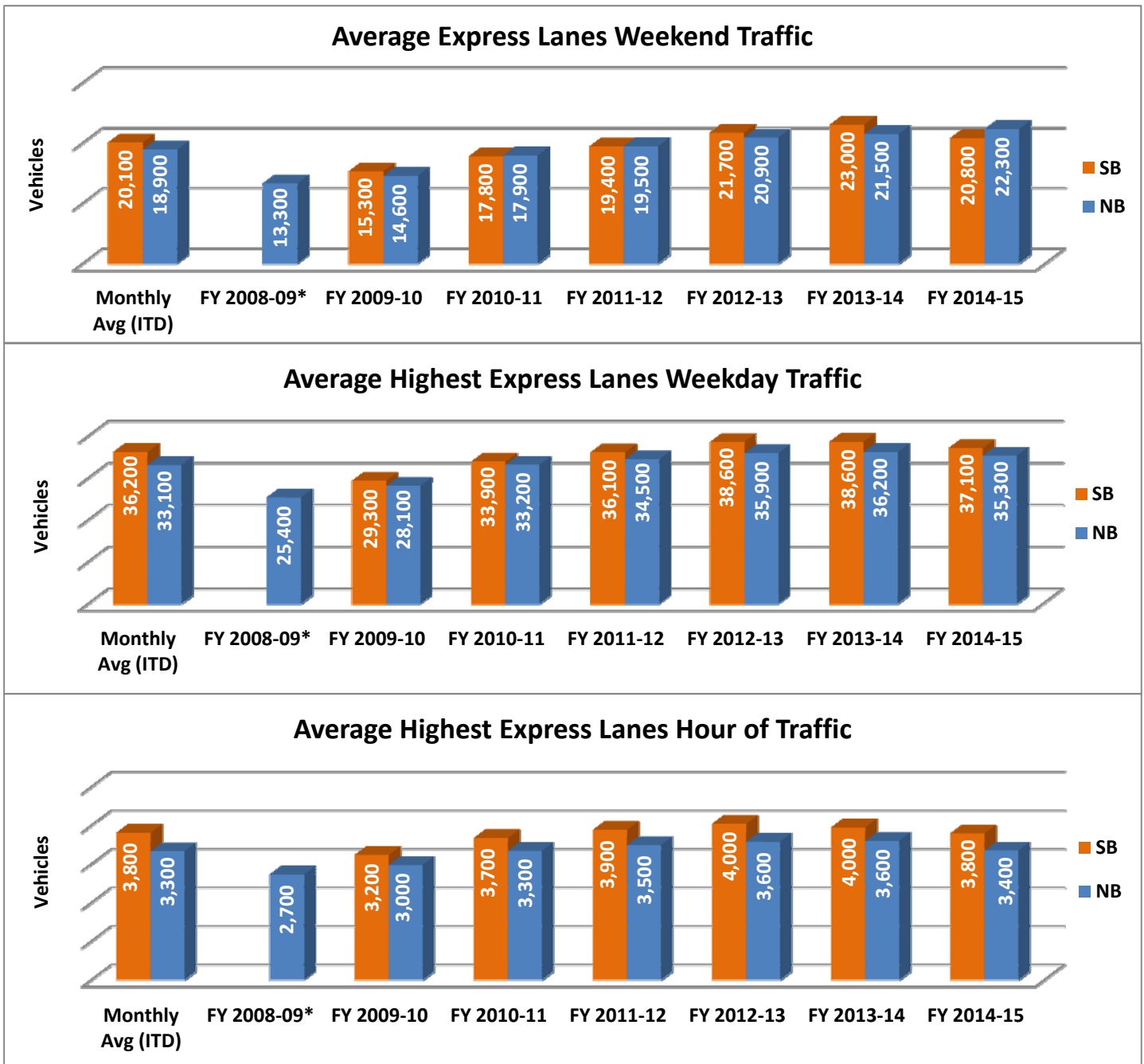
NOTE: ITD = Inception to Date; Values rounded to nearest 100.

*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 in the southbound direction, on average, decreased nearly 10% in FY 2014-2015. This decline was primarily due to increased planned construction (i.e., pavement rehabilitation) resulting in more closures during the year.

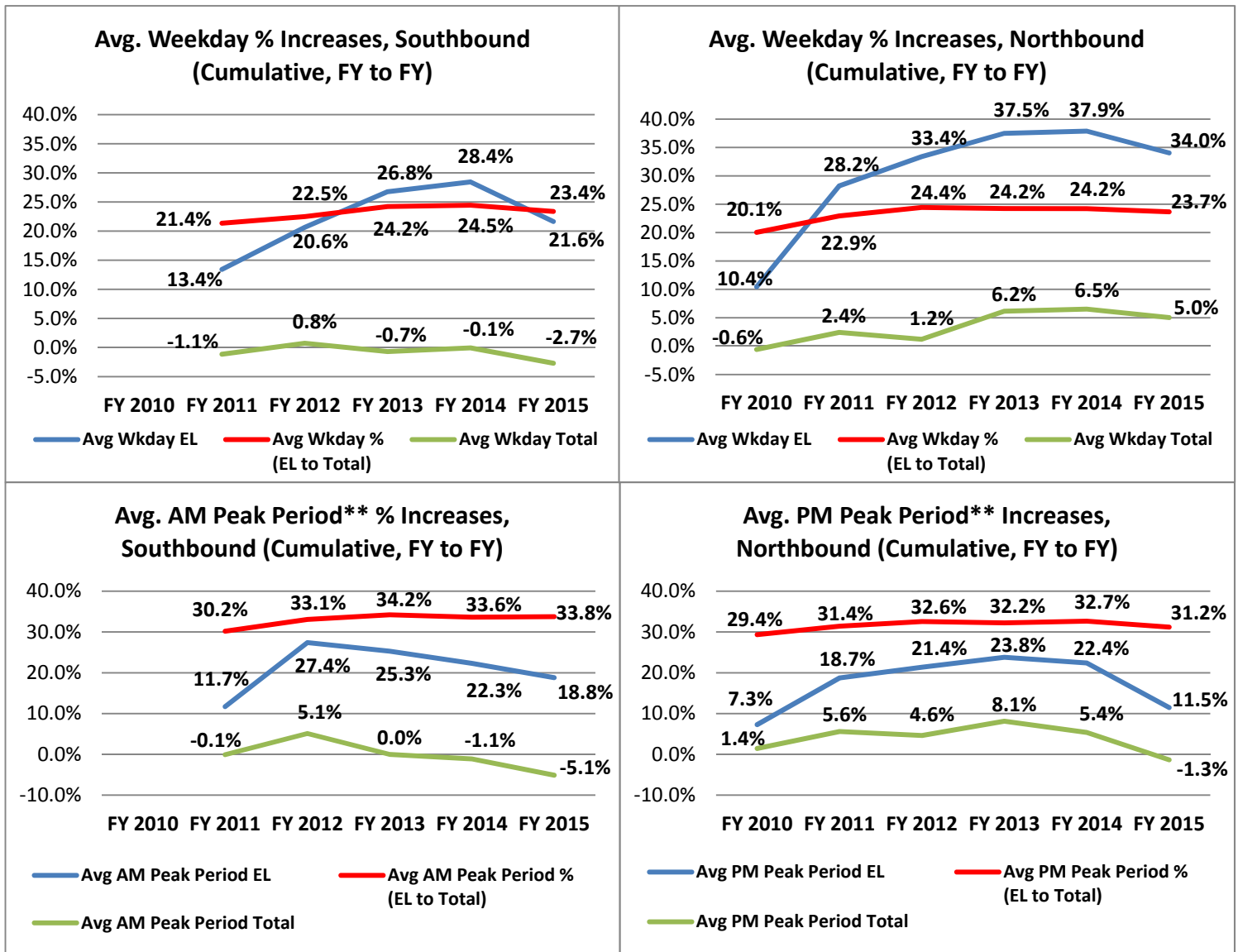


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Operations/Traffic Statistics - Volume Data (cont.)

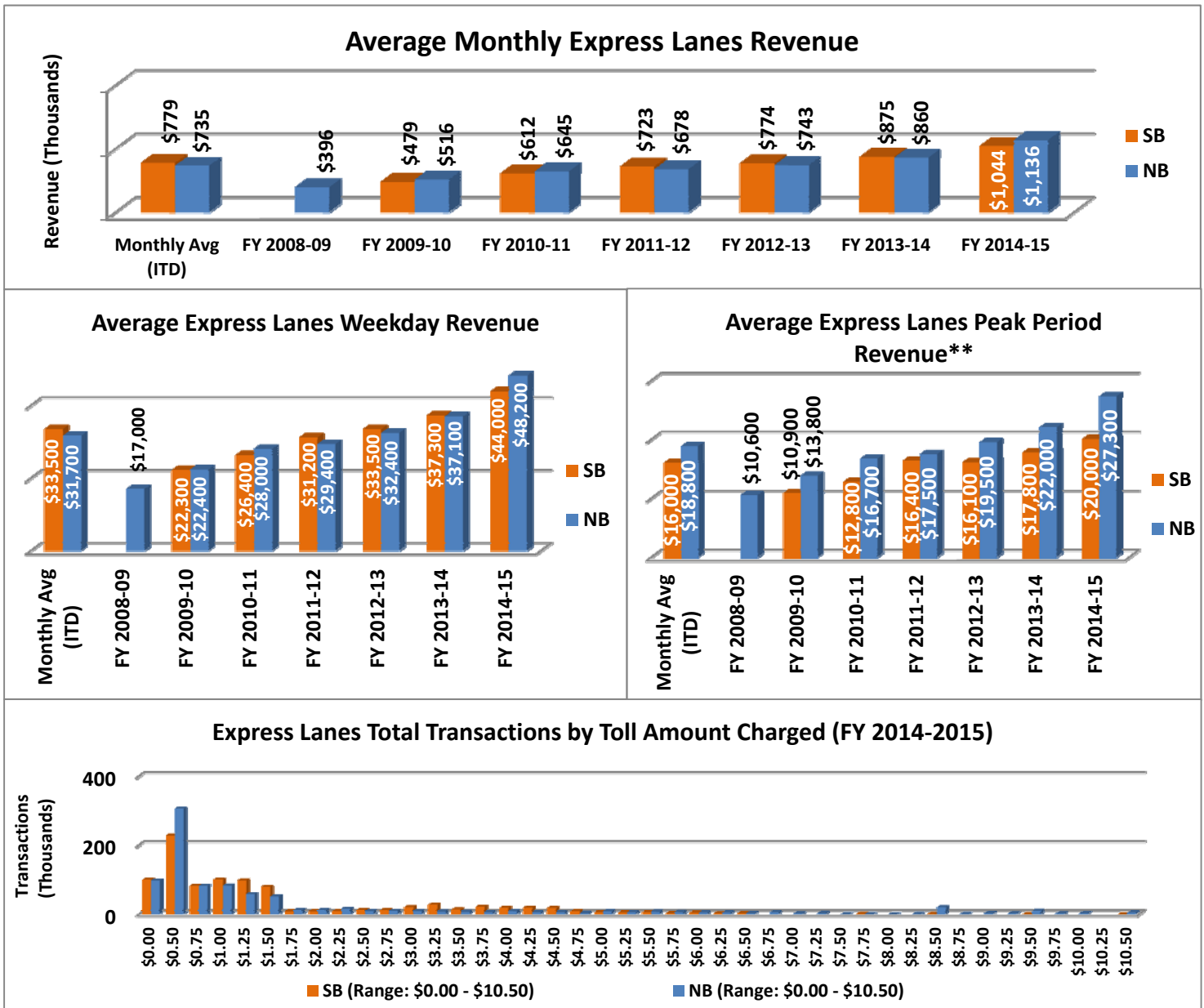
The graphs displayed below depict the cumulative volume changes in the Express Lanes (blue line) versus the entire I-95 corridor (green line), year over year. The decline in average volumes for weekdays and peak periods, as shown below, had a direct effect on the cumulative growth of the facility in both the express lanes and in the local lanes. Weekday decreases are a direct result of more planned construction throughout the corridor; while peak period decreases could be proof the commuters are altering their time of day of travel. The red line in each of these graphs is 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 over \$26 Million in revenue in FY 2014-2015; a more than 25% 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 a 24% increase over the previous fiscal year, while Average Peak Period increased by 19%. The frequency of the tolls charged is depicted in the graph at the bottom of the page. The maximum toll charged for the facility was \$10.50. The facility charged the \$10.50 maximum 174 times, or 15 times per month, on average. For the year, 85% of trips were charged \$3.00 or less (on average) and 95% were charged \$5.75 or less. Only 0.5% of all trips for the year were charged the maximum toll of \$10.50.

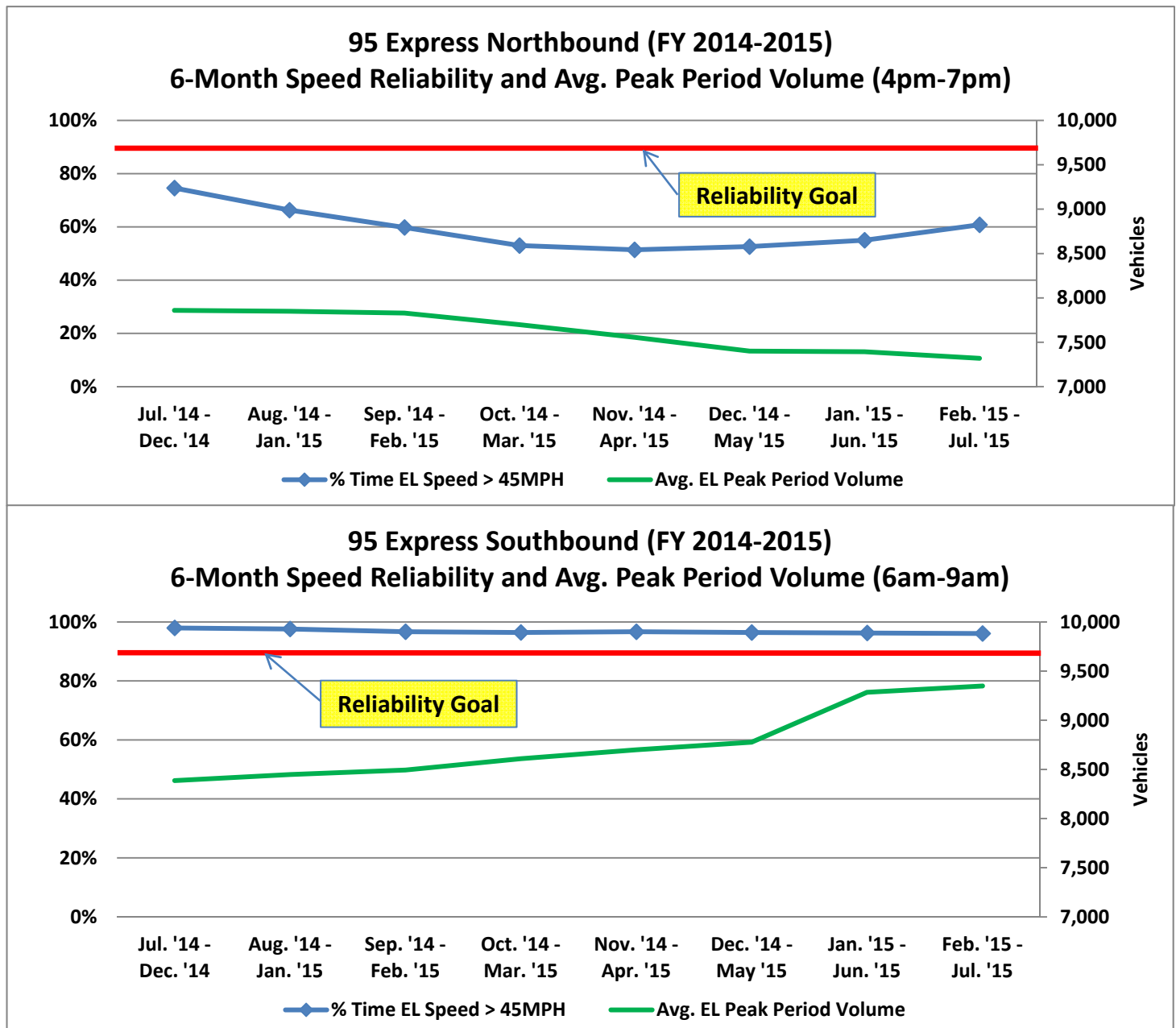


NOTE: ITD = Inception to Date; Values rounded to the nearest \$100.

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

Speed Reliability

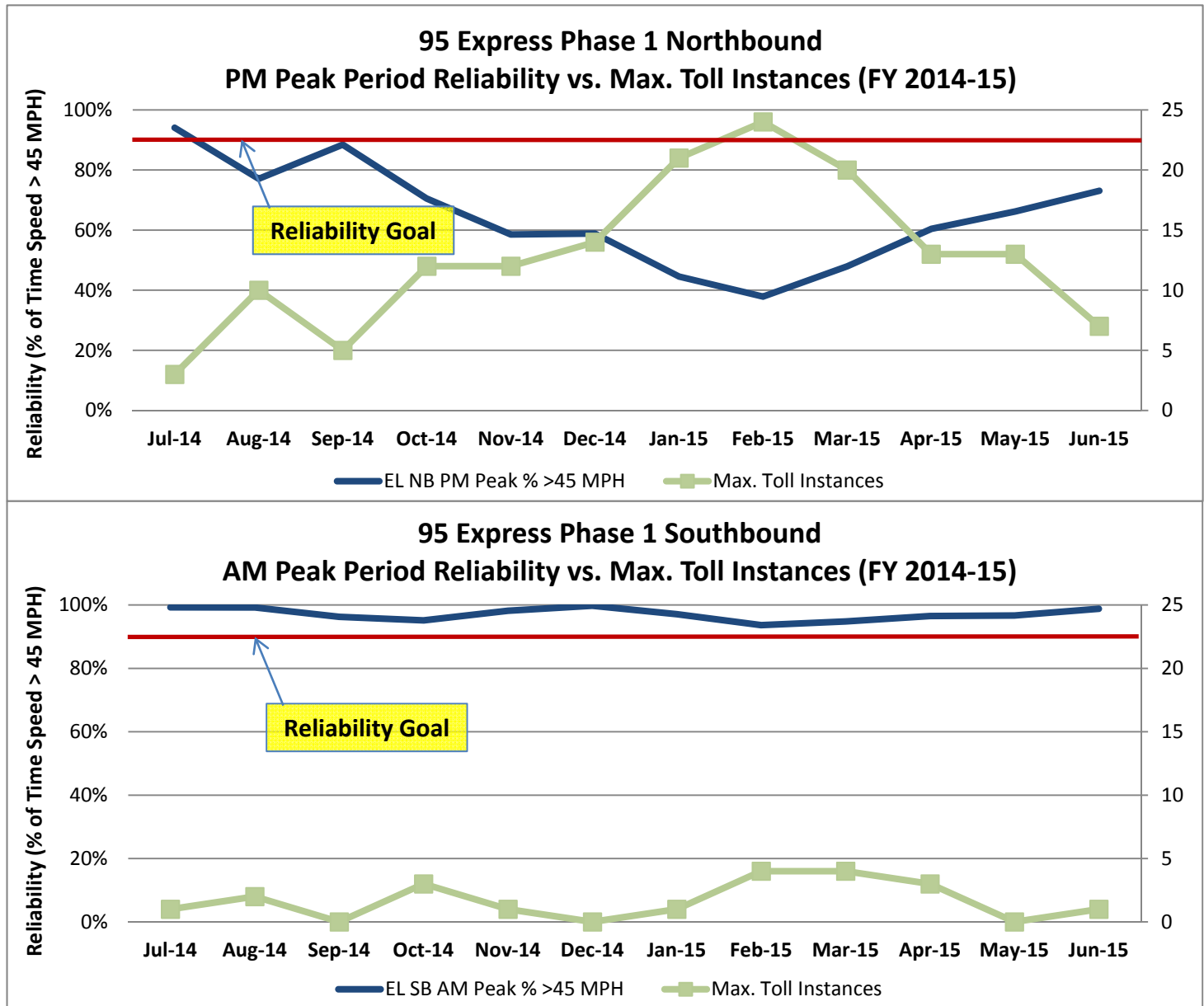
Reliability is one of the goals of 95 Express. It is measured as the percentage of time that speeds within the facility remain above 45 miles per hour (MPH) during the peak period for any 180-day consecutive period. The red line on each graph is the 90% target line. The average six-month reliability for the FY 2014-2015 northbound peak period was 59.2%, and 96.8% 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 along the I-95 general purpose lanes. Other connecting facilities within the Golden Glades Interchange (i.e., SR 826 and Florida's Turnpike Homestead Extension) also impact the facility's performance.



NOTE: EL equals Express Lanes

Speed Reliability (cont.)

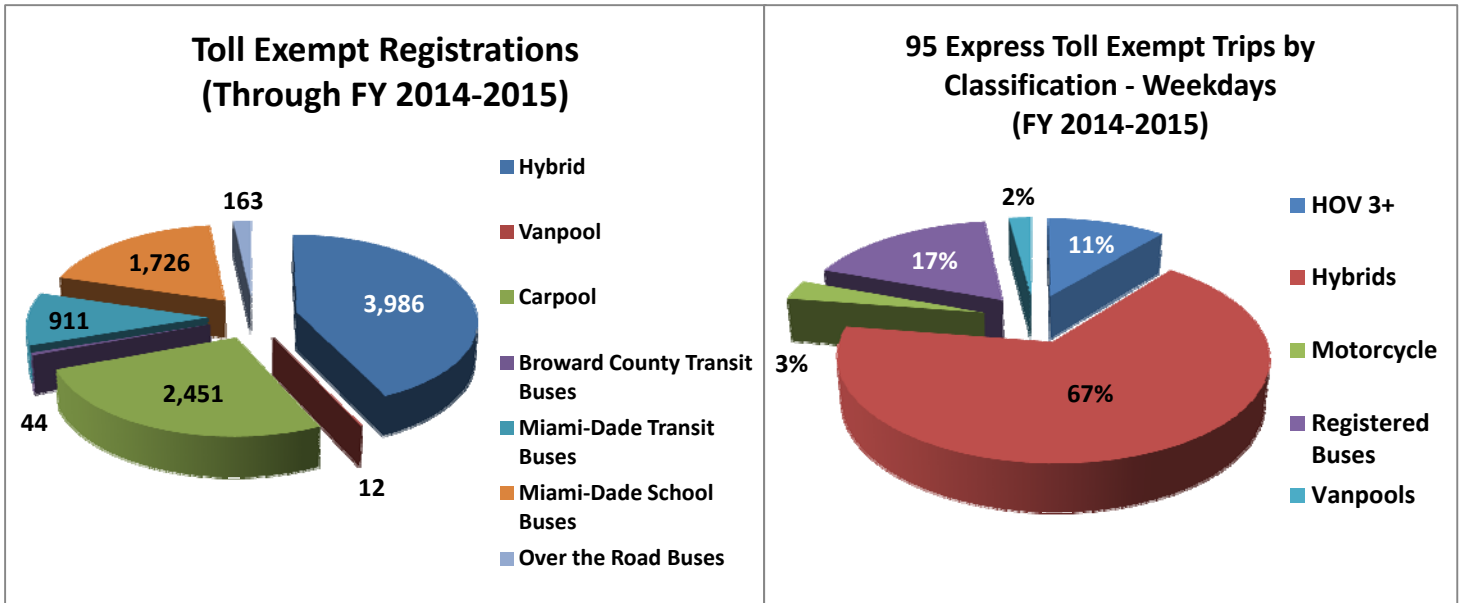
The graphs shown here display the correlation between how many times the facility charged the maximum toll to the effect on its reliability. Maximum toll instances took a steady decline from February 2015 to the end of this reporting period due to a newly implemented incident management procedure where the Department added additional resources (i.e., Road Rangers) to physically close the northbound Express Lanes during any lane blockage activity. As shown in the top graph, the blue line depicts improved speed reliability due to the new procedure.



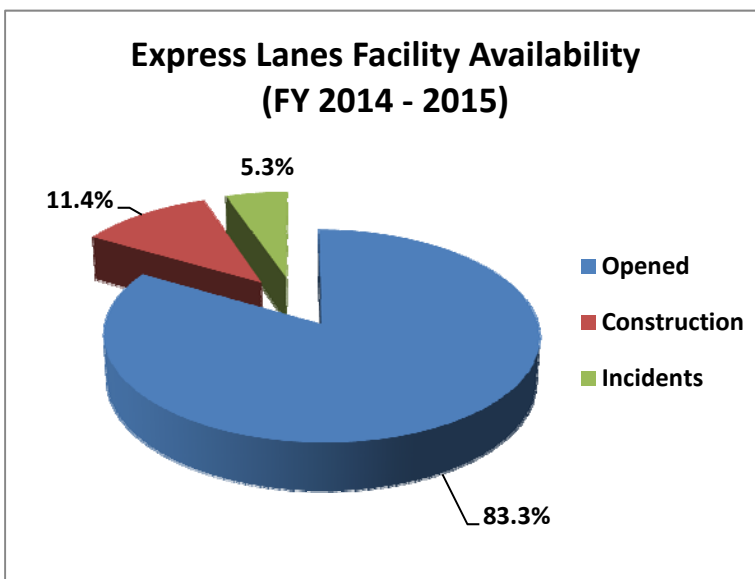
NOTE: EL equals Express Lanes

Registrations—Toll Exempt Trips

The total registrations for FY 2014-2015 increased from 9,116 to 9,293 (1.9%). The 687,500 Toll Exempt Trips, a 22.6% increase over the previous Fiscal Year, comprised approximately 3.3% of the total trips for the year and are shown by classification below. Hybrid vehicles increased their portion of registrations from 42% to 43% of the registrations this year. However, they accounted for 67% of the total exempt trips; compared to 58% of the total toll exempt trips last Fiscal Year. Hybrid trips during the peak period also increased in FY 2014-2015; from 60% of the peak period toll exempt trips last year to 69% of those trips this year.



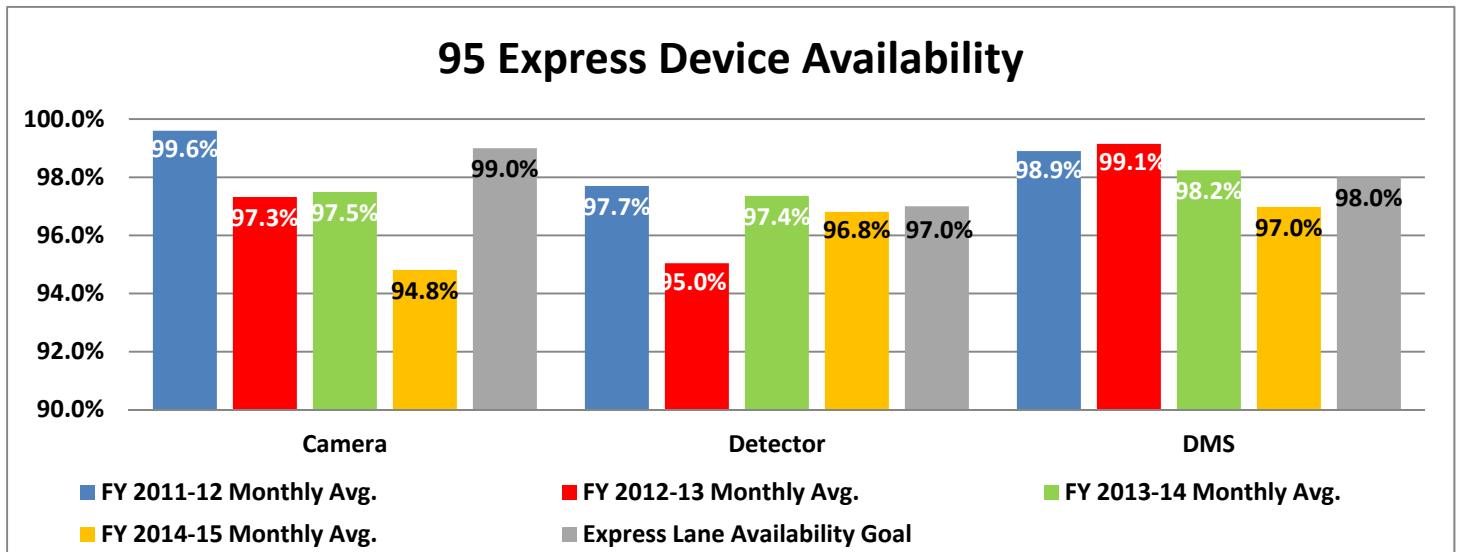
Facility Availability



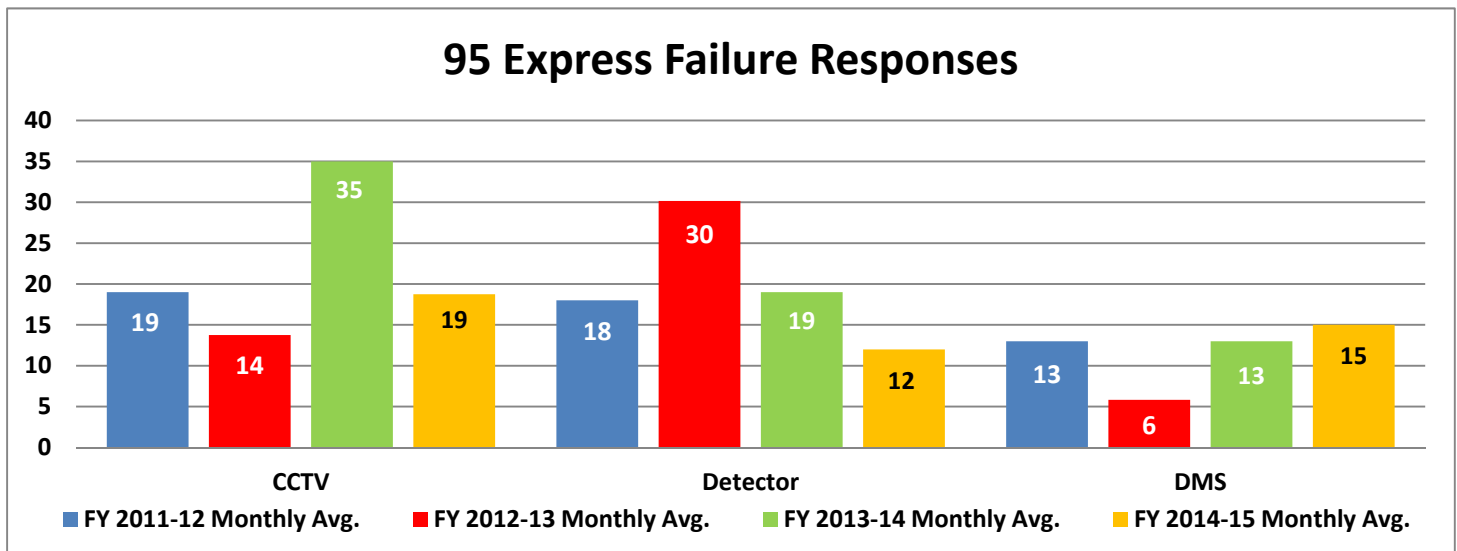
The entire 95 Express Lanes (both directions) were open to motorists 83.3% of the time, while closed 11.4% due to 334 planned construction/maintenance events (that are typically overnight and each lasting approximately 6.4 hours in duration, on average) and 5.3% due to 2,480 non-recurring events. The non-recurring events caused to the facility to be closed, on average, 19.0 minutes per event. These annual totals equate to approximately 14 planned events and 103 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 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.



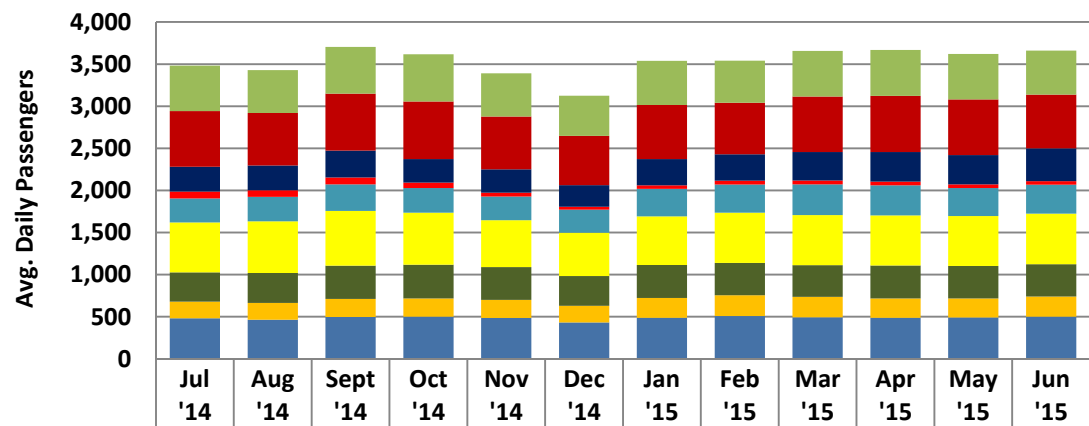
NOTE: CCTV equals Closed Circuit Television (camera); DMS equals Dynamic Message Sign

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 3,430 boardings per day in FY 2013-2014 to 3,540 in FY 2014-2015.

Not shown on the chart are the average weekday boardings from the Golden Glades route operated by MDT; 2,230 average weekday boardings in FY 2014-2015. 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 2014-2015)



	Jul '14	Aug '14	Sept '14	Oct '14	Nov '14	Dec '14	Jan '15	Feb '15	Mar '15	Apr '15	May '15	Jun '15
Sheridan St.	540	509	555	560	513	478	526	500	540	546	540	522
Broward Blvd.	661	622	678	685	626	585	642	612	660	667	661	639
Weston - Civic Center	295	296	318	279	278	256	312	314	339	350	349	389
BB&T Center - Downtown Ft. Lauderdale	81	78	82	64	45	35	41	45	46	45	42	41
BB&T Center - Downtown Miami - Brickell	285	291	316	294	282	274	327	334	364	357	334	344
Pembroke Pines - Miramar - Downtown Miami	594	613	649	618	557	515	578	598	594	595	592	602
Miramar - Civic Center	347	356	395	400	390	352	392	384	377	392	387	383
Hollywood - Civic Center - Downtown Miami	197	198	216	217	214	198	236	247	243	230	226	239
Miramar - Civic Center	482	465	496	500	485	432	486	507	493	486	490	501

This concludes the 95 Express Annual Report for Fiscal Year 2014-2015. For all previous years' performance, project history and lessons learned, please visit 95Express.com.