



95 Express Annual Operations Report: Fiscal Year 2015-2016

General

The 95 Express Program completed its seventh full Fiscal Year of operations in June 2016. For the FDOT, its Fiscal Year (FY) is from July 1 through June 30. For FY 2015-2016, the 95 Express Lanes serviced 22,007,739 vehicle trips, bringing the total since opening (December 5, 2008) to approximately 142.2 million trips. It had a total toll revenue of over \$36.1 million for the year; bringing the total revenue to date to approximately \$151.0 million. The Program saw a 3% decrease in toll exempt registered vehicles to a total of 9,029, but increased its overall toll exempt trips by nearly 8%; resulting in nearly 740,800 toll exempt trips.

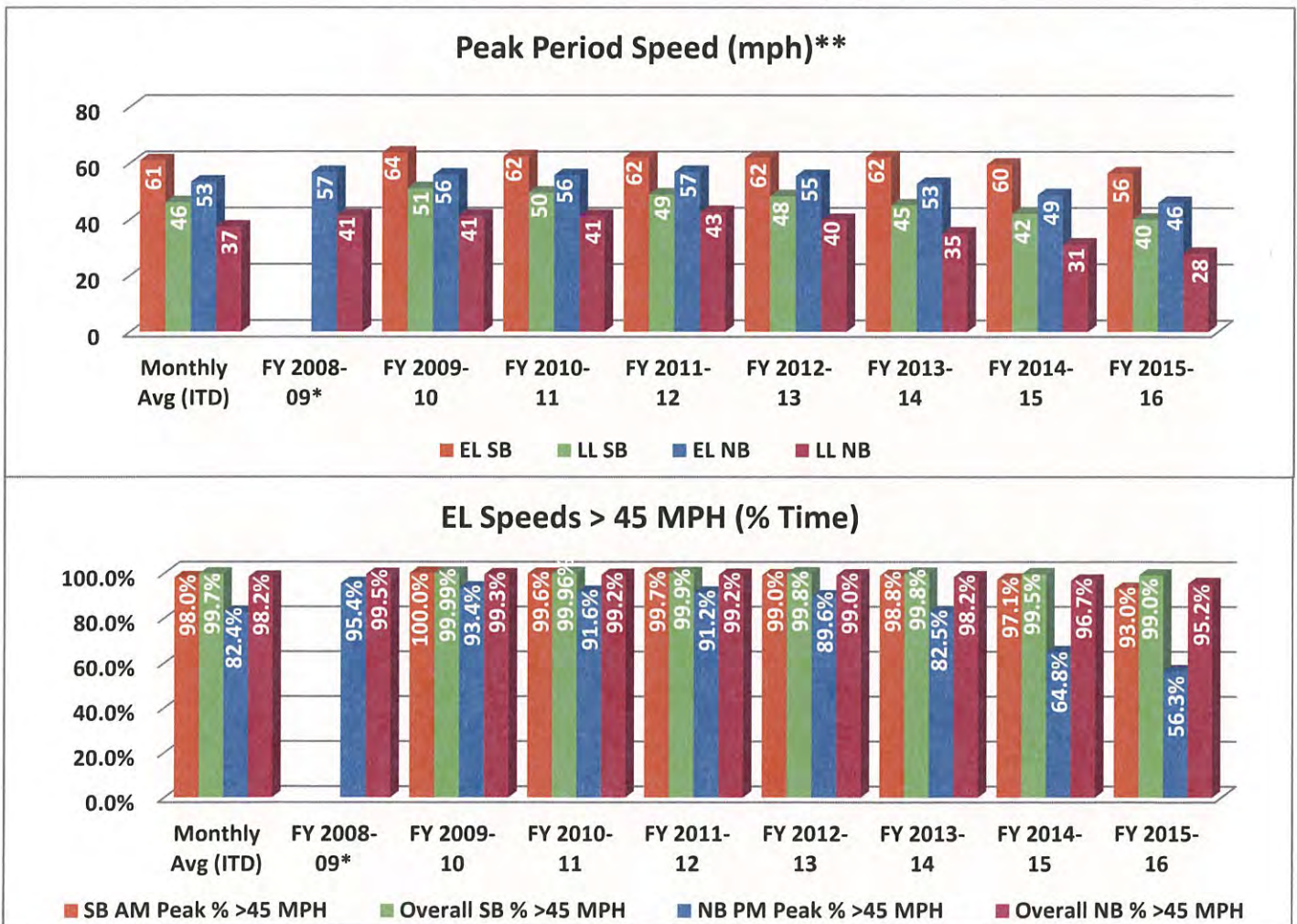
FY 2015-2016 Statistics	Southbound		Northbound			
Average Monthly Trips	954,472		879,506			
Average Monthly Exempt Trips	31,499		30,232			
Average Monthly Revenue						
	\$1,094,075		\$1,641,067			
Tolls						
- Range	\$0.00 - \$10.50		\$0.00 - \$10.50			
- Avg. Weekday	\$1.51		\$2.61			
- Avg. Peak Period**	\$2.37		\$6.74			
- Avg. Weekend	\$0.64		\$0.60			
- Avg. Off Peak	\$1.28		\$1.52			
- 85 th Percentile Weekday	\$2.75		\$6.25			
- 95 th Percentile Weekday	\$4.75		\$10.25			
Volume (veh)						
	EL	LL	EL	LL		
- Avg. Weekday	34,307	103,092	31,426	99,719		
- Avg. Peak Period**	8,927	16,699	7,231	16,033		
Speed (mph)						
	EL	LL	Δ	EL	LL	Δ
- Avg. Overall	63	55	8	63	55	8
- Avg. Peak Period**	56	40	16	46	28	18
Operated Above 45 MPH						
	99.0%		95.2%			
Remained Open to Motorists						
	84.7%		83.8%			
Closed due to Planned Construction						
	10.9%		11.4%			
Closed due to Non-recurring Events						
	4.5%		4.8%			
<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 FY 2015-2016 when compared to the previous Fiscal Year. These speeds are not shown in any graphs below, but are 63 miles per hour (MPH) for both directions. The Local Lanes (LL) also remained consistent with overall daily speeds from the previous Fiscal Year, averaging at 55 MPH in both directions.

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 third 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)

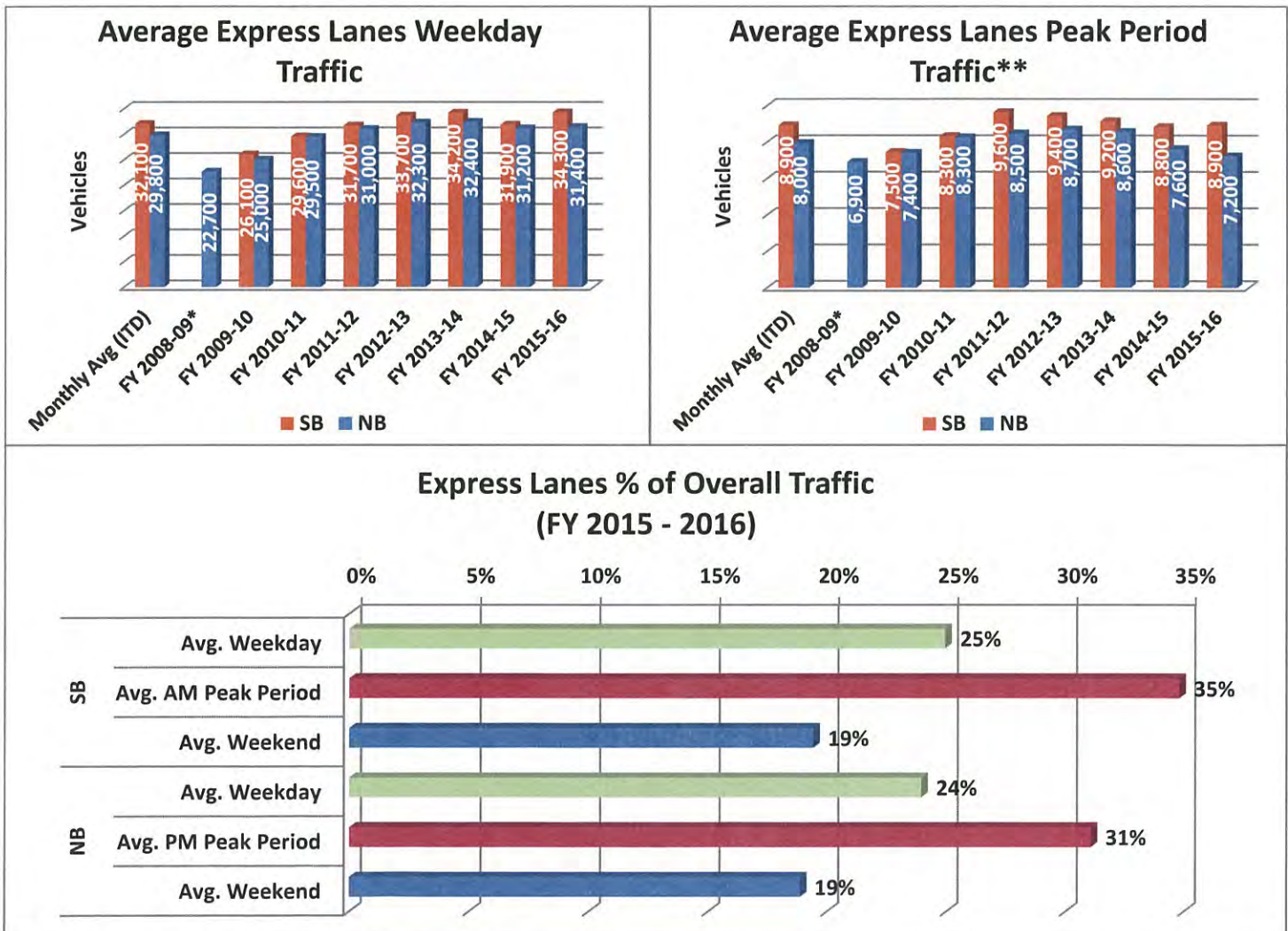
*FY 2008-2009 was in the northbound direction only.

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

Operations/Traffic Statistics - Volume Data

With the completion of numerous pavement restoration projects along the I-95 corridor, average weekday volumes (as shown on the top left graph below) began to increase again from the previous Fiscal Year average. For the directional peak periods, however, as shown in the upper right-hand graph below, the northbound direction continued to experience a decline; this year, at approximately 5%. The fourth consecutive year of NB PM Peak Period average volume decrease continues to show that commuters are modifying their trip times outside of the 4-6 PM peak time travel window.

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 increased or remained constant for all categories shown. The largest increase was 2% for the SB Average Weekday (the top green line indicating 25%).



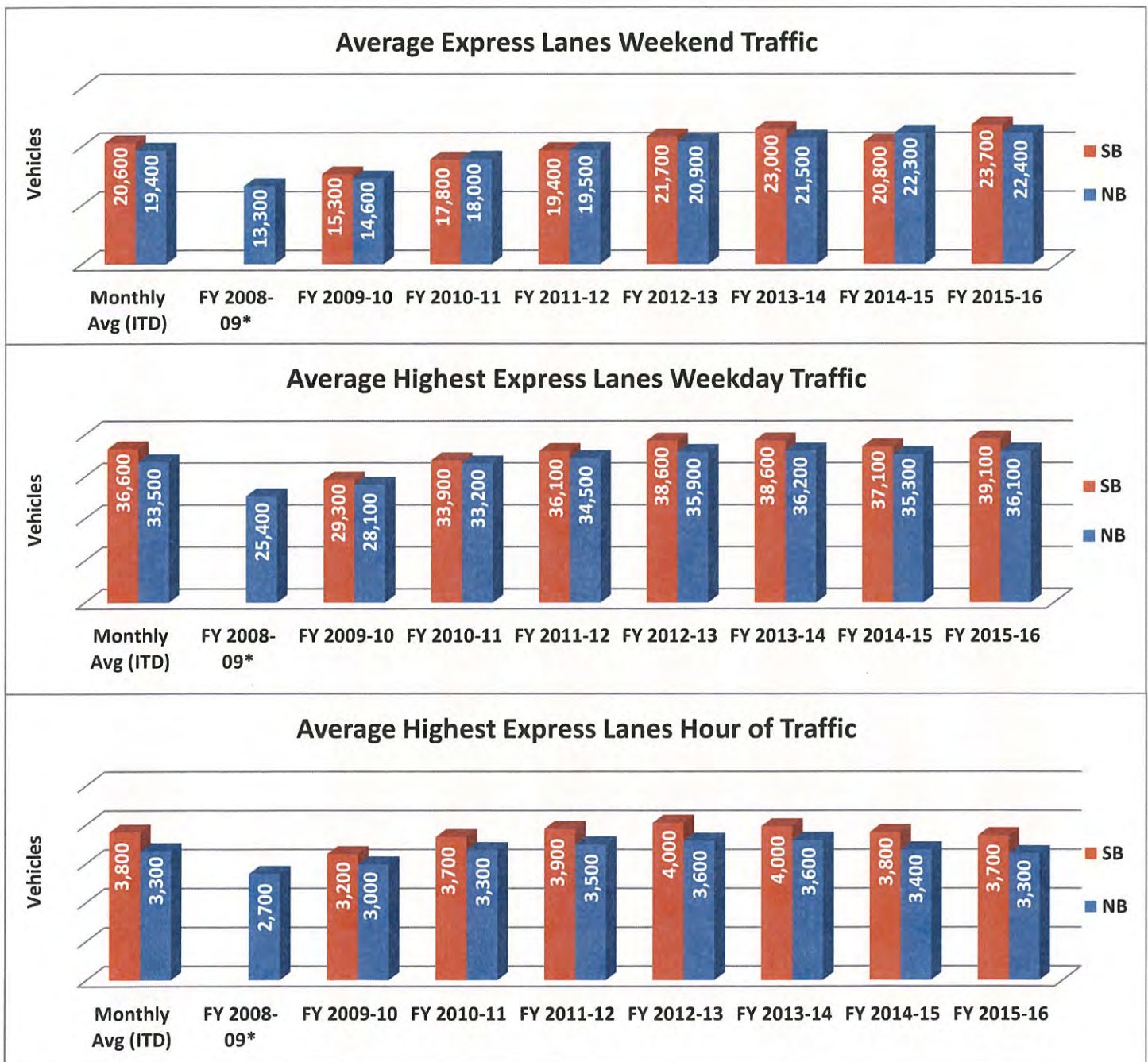
NOTE: ITD = Inception to Date; Values rounded to nearest 100.

*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. Highest Weekday Hour had its second nominal year of decline in a row. This is primarily due to drivers “spreading out” their time to use the facility in order to avoid higher congested periods.

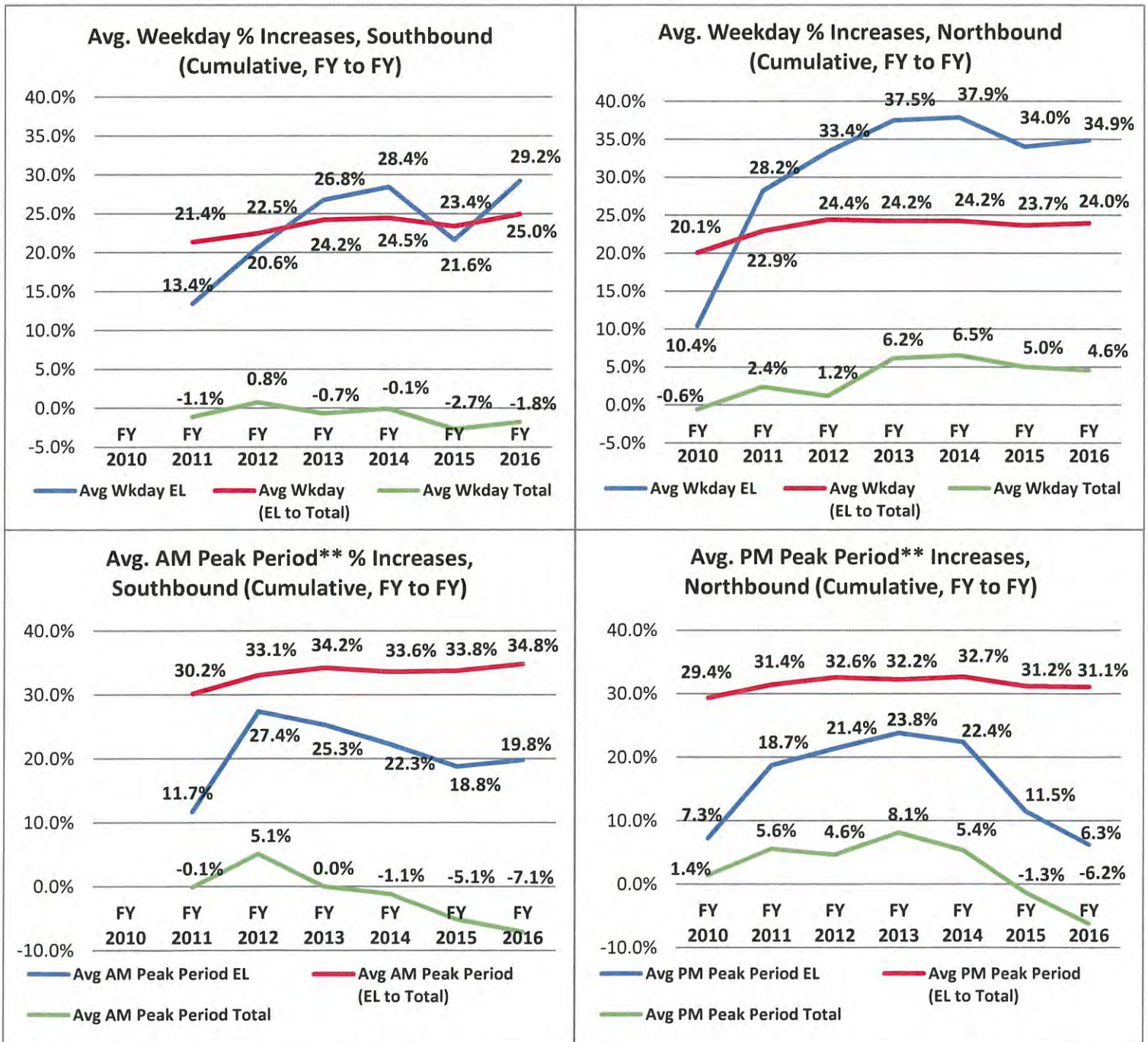


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*FY 2008-2009 was in the northbound direction only.

Operations/Traffic Statistics - Volume Data (cont.)

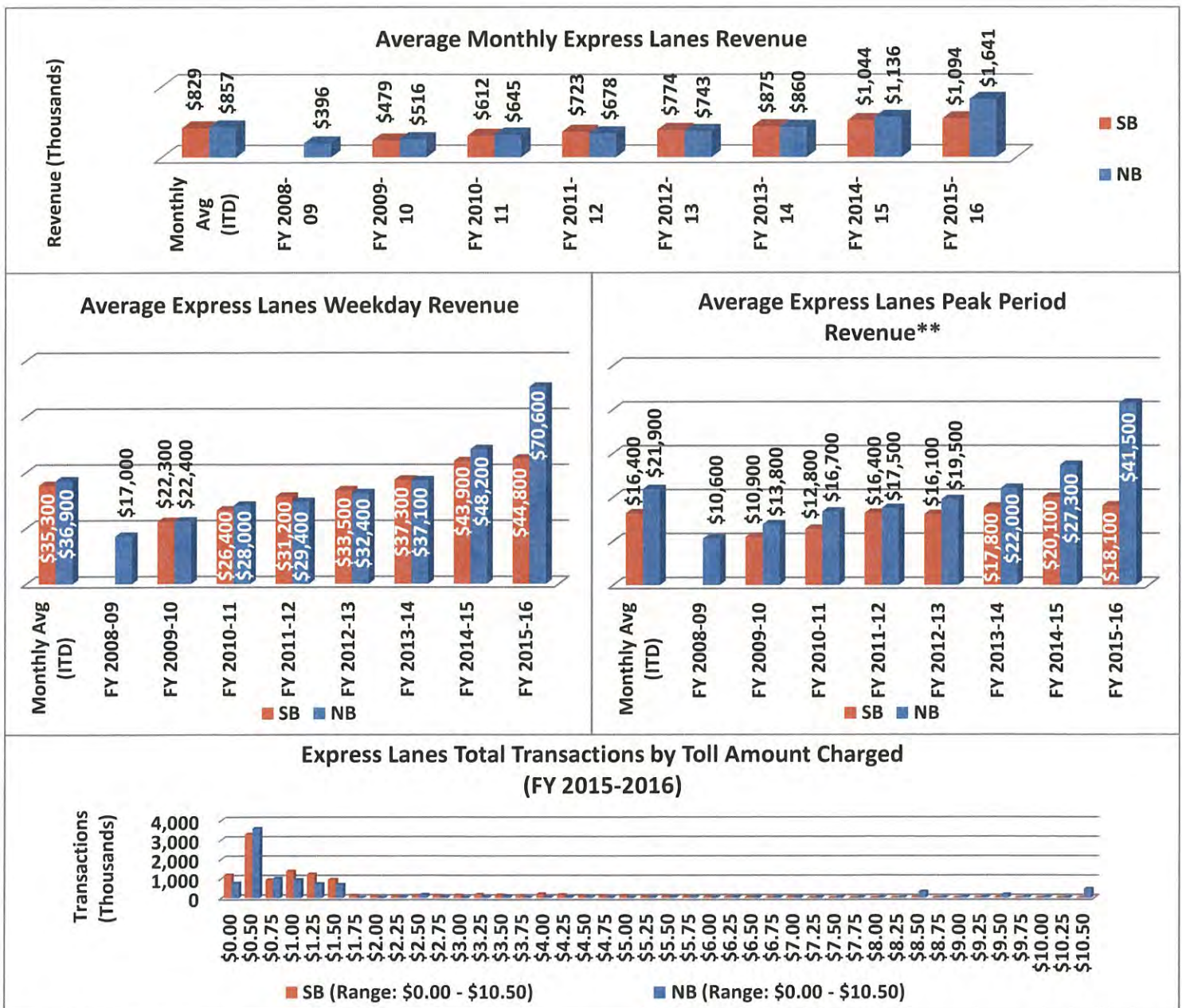
The graphs displayed below depict the cumulative volume changes in the Express Lanes (blue line) versus the entire I-95 corridor (green line), year over year. The decline in average volumes for weekdays and peak periods, as shown below, had a direct effect on the cumulative growth of the facility in 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 \$36 Million in revenue in FY 2015-2016; a more than 38% 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 25% increase over the previous Fiscal Year, while Average Peak Period increased by 26%. 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 325 times, or 27 times per month, on average. For the year, 85% of trips were charged \$3.50 or less (on average) and 95% were charged \$8.75 or less. Only 2.0% of all trips for the year were charged the maximum toll of \$10.50.

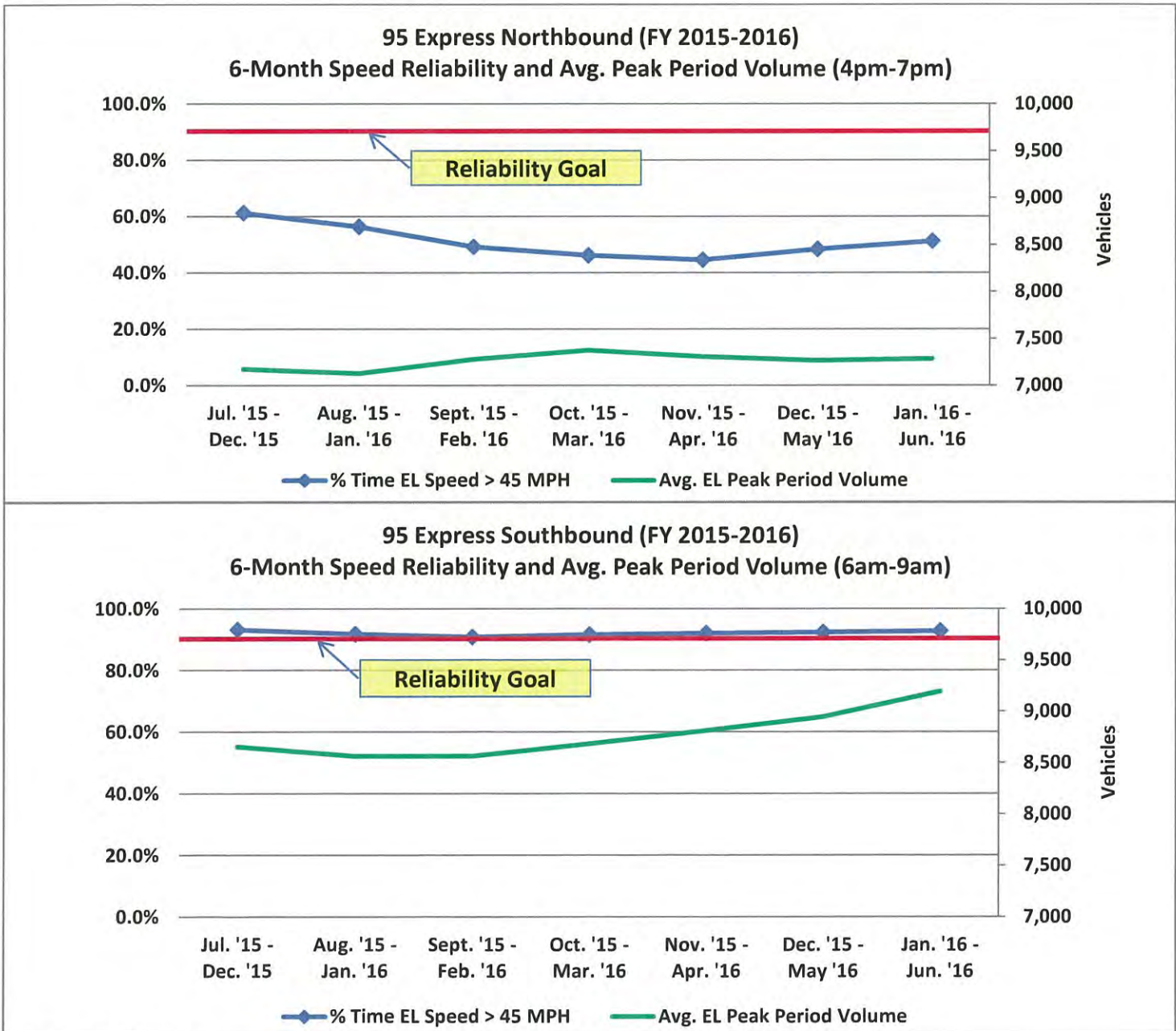


NOTE: ITD = Inception to Date; Values rounded to the nearest \$100.

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

Speed Reliability

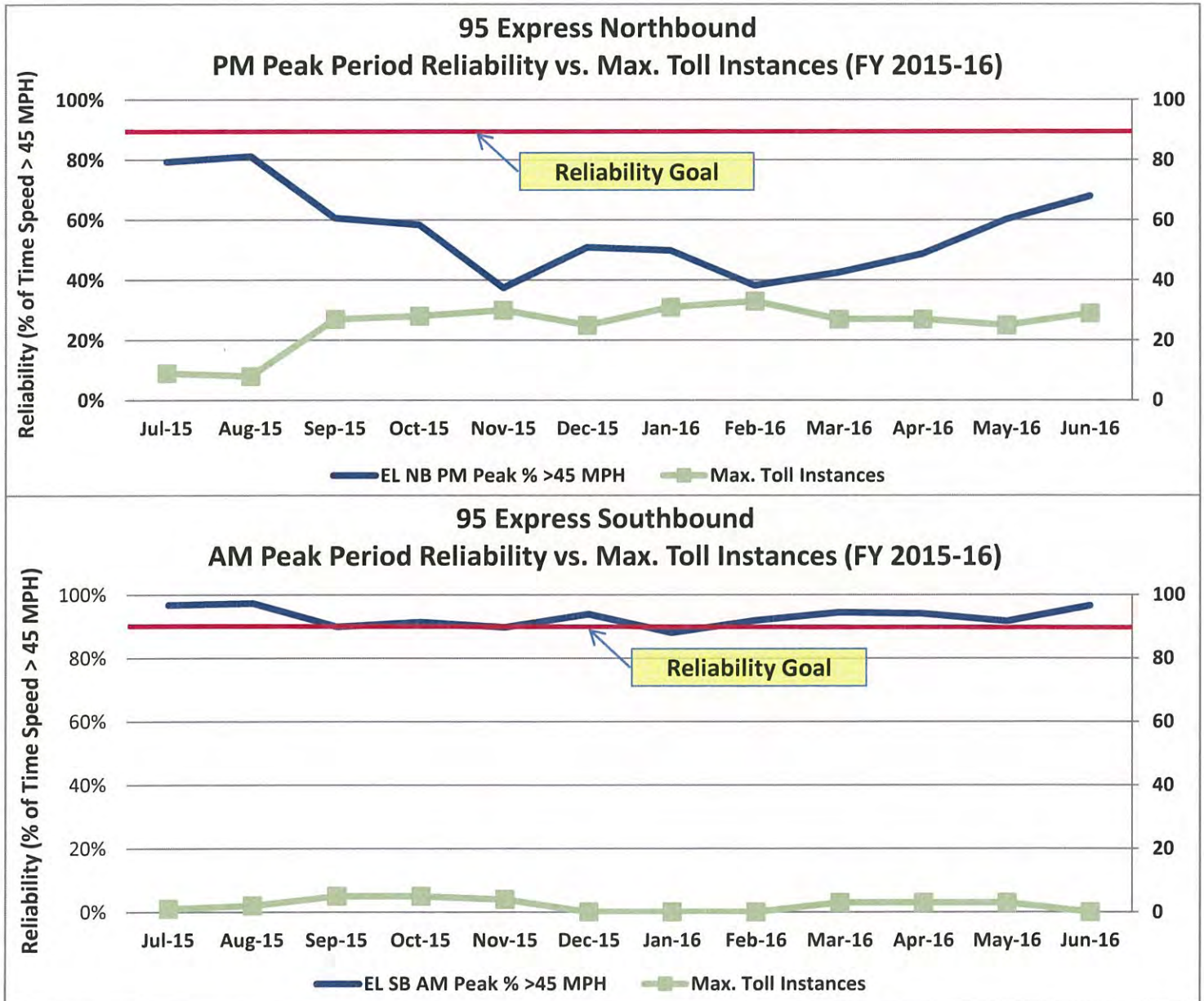
Reliability is one of the goals of 95 Express. It is measured as the percentage of time that speeds within the facility remain above 45 miles per hour (MPH) during the peak period for any 180-day consecutive period. The red line on each graph is the 90% target line. The average six-month reliability for the FY 2015-2016 northbound peak period was 51.1%, and 92.1% for the southbound peak period (both directions decreasing from the previous Fiscal Year). 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.)

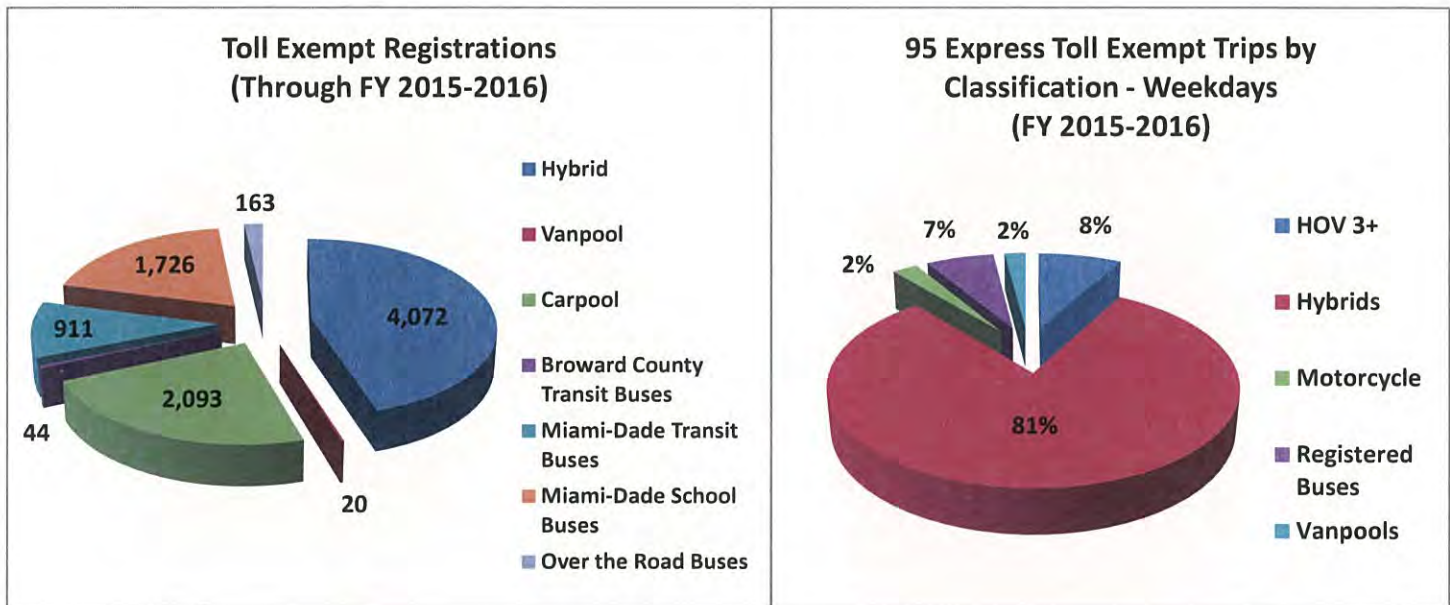
The graphs shown below display the correlation between how many times the facility charged the maximum toll to the effect on its reliability. The maximum toll of \$10.50 was charged in northbound direction nearly every weekday since September 2015. As shown in the graph on the previous page, NB PM Peak Period average volume stayed fairly consistent; proving that the demand for the facility is not being altered due to high (or maximum) tolls.



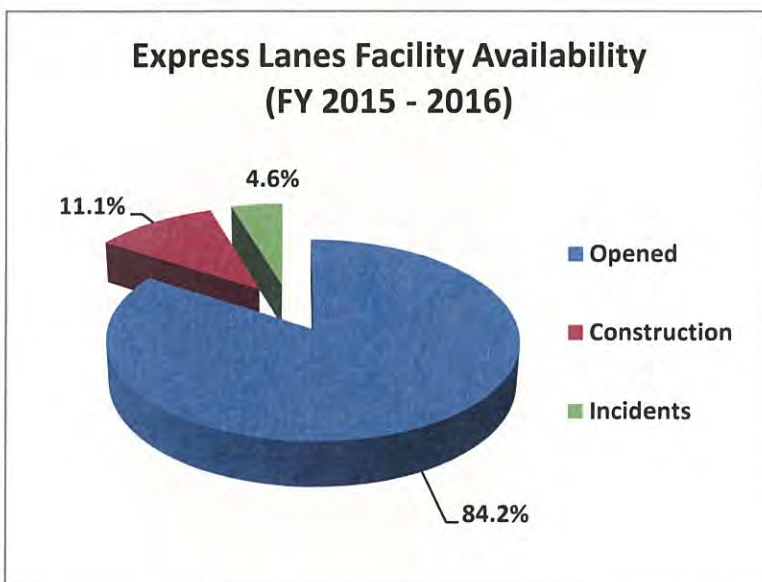
NOTE: EL equals Express Lanes

Registrations—Toll Exempt Trips

The total registrations for FY 2015-2016 decreased from 9,293 to 9,029 (-2.8%). The 740,800 Toll Exempt Trips, a 7.8% increase over the previous Fiscal Year, comprised approximately 3.4% of the total trips for the year and are shown by classification below. Hybrid vehicles increased their portion of registrations from 43% to 45% of the registrations this year. Hybrid trips also increased year over year, accounting for 81% of the total exempt weekday trips; compared to 67% of the total toll exempt weekday trips last Fiscal Year. Hybrid trips during the peak period also increased in FY 2015-2016; from 69% of the peak period toll exempt trips last year to 82% of those trips this year.



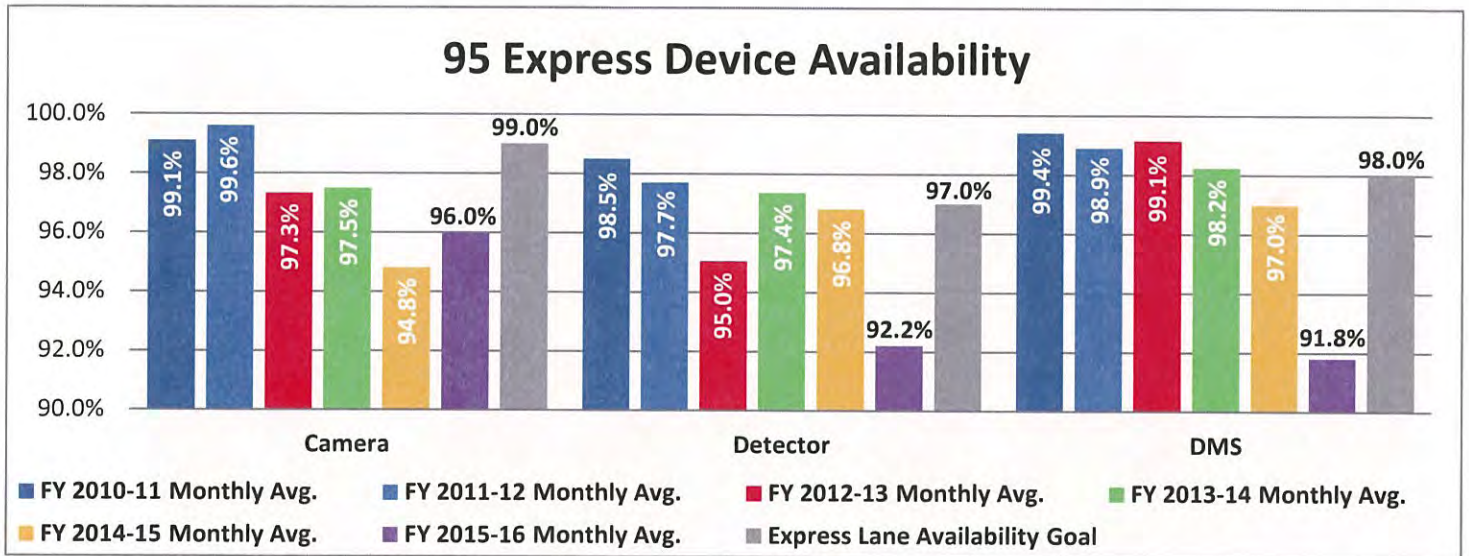
Facility Availability



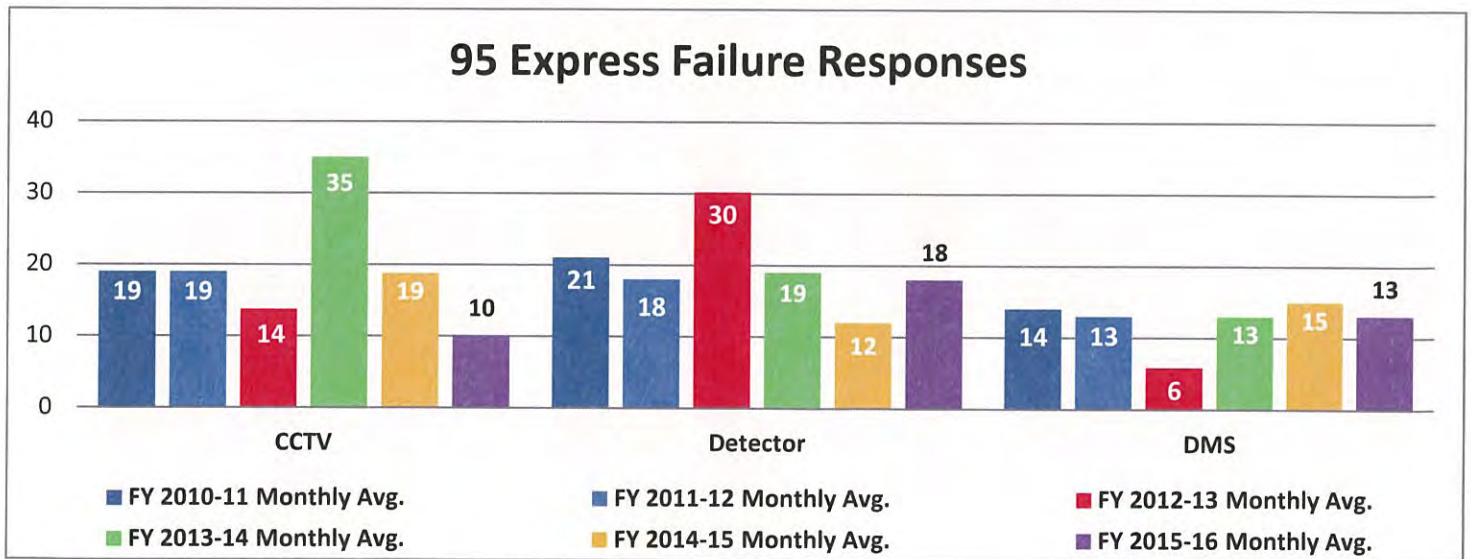
The entire 95 Express Lanes (both directions) were open to motorists 84.2% of the time, while closed 11.1% due to 330 planned construction/maintenance events and 4.6% due to 1,671 non-recurring events. The construction/maintenance events are typically overnight and each last approximately 6.2 hours in duration. The non-recurring events caused the express lanes to be closed 24.5 minutes per event. These annual totals equate to approximately 14 planned events and 70 incidents every month in each direction along the express lanes.

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.



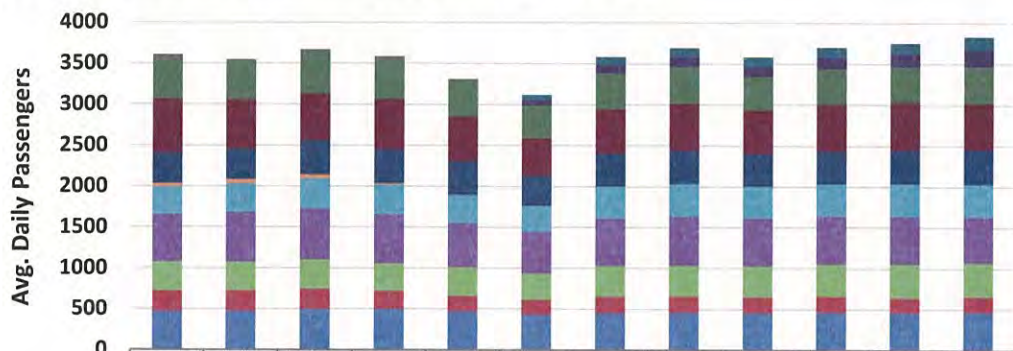
NOTE: CCTV equals Closed Circuit Television (camera); DMS equals Dynamic Message Sign

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 3,540 boardings per day in FY 2014-2015 to 3,580 in FY 2015-2016.

Not shown on the chart are the average weekday boardings from the Golden Glades route operated by MDT; 2,117 average weekday boardings in FY 2015-2016 (down 5% from previous year). 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 2015-2016)



	Jul '15	Aug '15	Sept '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16
■ Sheridan St. - Civic Center (3)	0	0	0	0	0	61	94	107	118	122	127	155
■ Broward Blvd. - Civic Center (3)	0	0	0	0	0	66	100	118	117	133	157	200
■ Sheridan St. - Downtown Miami	540	488	534	519	453	401	438	455	411	440	432	454
■ Broward Blvd. - Downtown Miami	661	597	575	615	545	461	545	574	531	566	588	569
■ BB&T - Civic Center	372	374	416	420	411	364	403	400	404	404	413	419
■ BB&T Center - Downtown Ft. Lauderdale (2)	45	54	48	14	0	0	0	0	0	0	0	0
■ BB&T Center - Downtown Miami - Brickell	334	348	364	362	345	320	390	399	387	390	399	401
■ Pembroke Pines - Miramar - Downtown Miami	576	610	625	592	542	506	577	604	582	588	577	564
■ Miramar - Civic Center	355	348	360	340	351	320	379	377	382	393	413	413
■ Hollywood - Civic Center - Downtown Miami	247	248	246	224	183	180	196	197	193	198	187	186
■ Miramar - Civic Center	477	478	499	500	477	439	459	462	458	464	460	471

This concludes the 95 Express Annual Report for Fiscal Year 2015-2016. For all previous years' performance, project history and lessons learned, please visit 95Express.com.