DISTRICT EXPRESS LANES
ANNUAL REPORT

FISCAL YEAR 2017 • JULY 1, 2016-JUNE 30, 2017

FLORIDA EXPRESS LANES

FDOT

SUNPASS® PREPAID TOLL PROGRAM

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DISTRICT EXPRESS LANES
EXECUTIVE SUMMARY
FISCAL YEAR 2017

The primary purpose of this annual report is to summarize key operational statistics and other relevant information about District express lanes already in operation. This FY 2017 report includes data about 95 Express, Segments 1, 2, and 3, and 595 Express. The 95 Express, Phase 2 (Segments 2 and 3) opened to traffic with toll collection beginning in October 2016 (FY 2017).

E.1 TRAFFIC OPERATIONS STATISTICS

E.1.1 Travel Speed, Travel Time Savings, and Travel Time Reliability

- Compared to general use lanes, peak period travel speeds in express lanes are typically 5–20 mph higher on 95 Express and 595 Express.
- During FY 2017, 95 Express experiences peak period travel time savings of 16 minutes for northbound traffic and 5 minutes for southbound traffic, compared to travel times in the general use lanes.
- Travel time reliability (the percent of time that operating speeds are maintained at 45 miles per hour or higher) for 95 Express was greater than 90% for Segments 2 and 3 Northbound and Segments 1 and 3 Southbound.

AVERAGE SPEED DURING WEEKDAY PEAK HOURS

95 EXPRESS	Northbound	Southbound
SEGMENT 1	45 MPH	56 MPH
SEGMENT 2	63 MPH	46 MPH
SEGMENT 3	66 MPH	68 MPH

TRAVEL TIME RELIABILITY DURING WEEKDAY PEAK HOURS

95 EXPRESS SEGMENT 1
Northbound — 52% RELIABLE
Southbound — 93% RELIABLE

95 EXPRESS SEGMENT 2
Northbound — 100% RELIABLE
Southbound — 56% RELIABLE

95 EXPRESS SEGMENT 3
Northbound — 99% RELIABLE
Southbound — 100% RELIABLE

595 EXPRESS
Eastbound & Westbound — 100% RELIABLE

E.1.2 Toll Amounts

- Average weekday peak period toll amounts on 95 Express ranged from $0.50 to $7.30 for FY 2017.
- The maximum toll on 95 Express, Phase 1 was reached more than 45 days during each 6-month period in FY 2017.
- On 595 Express, tolls for 2-axle and multi-axle vehicles remained at their respective minimum tolls all the time throughout FY 2017.

95 EXPRESS LANES

AVERAGE TOLL DURING WEEKDAY PEAK HOURS

	NORTHBOUND	SOUTHBOUND
SEGMENT 1	$7.30	$3.07
SEGMENT 2	$0.50	$1.37
SEGMENT 3	$0.50	$0.50

595 EXPRESS LANES

AVERAGE TOLL DURING WEEKDAY PEAK HOURS

EASTBOUND & WESTBOUND	$0.50

E.1.3 Express Bus Usage

- Miami-Dade Transit and Broward County Transit operate 9 routes along 95 Express, providing service for passengers during weekdays.
- Broward County Transit operates 2 routes on 595 Express, providing service for passengers during weekdays.
- FY 2017 transit ridership numbers along 95 Express and 595 Express are similar to FY 2016 numbers.

AVERAGE EXPRESS BUS RIDERSHIP

106,000 RIDERS per month

16,000 RIDERS per month

E.1.4 Facility Closure

- 95 Express was closed temporarily on occasions due to incidents such as disabled vehicles and crashes. The express lanes were also closed due to planned events such as roadway maintenance and construction activities. On average, 95 Express was closed 135 times per month during FY 2017.
- 595 Express also experienced closures but to a much lesser extent. 595 Express was closed a total of 8 times during FY 2017 (5 closures due to incidents and 3 closures due to planned constructions).

95 EXPRESS

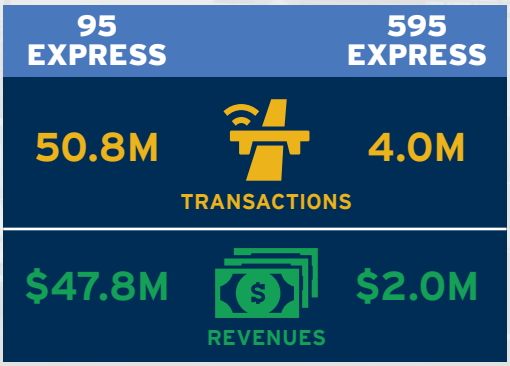
MONTHLY AVERAGE FACILITY CLOSURES

106 closures due to **INCIDENTS**

29 closures due to **PLANNED CONSTRUCTION**

E.2 ANNUAL TRANSACTIONS AND TOLL REVENUES

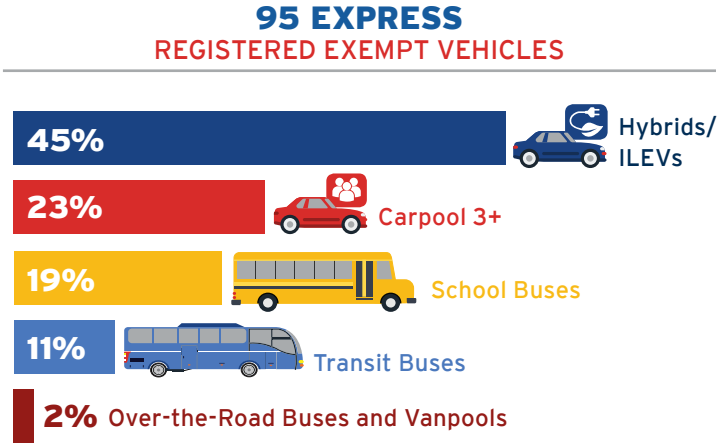
- FY 2017 transactions on 95 Express more than doubled over FY 2016, and revenues increased by 36 percent over FY 2016, due to the opening of Phase 2.
- Transactions on 595 Express increased by 2 percent, and toll revenues increased by approximately 4 percent over FY 2016.
- Multi-axle vehicles, which are only eligible on 595 Express, account for approximately 4 percent of total FY 2017 toll revenues on 595 Express.



E.3 EXEMPTIONS

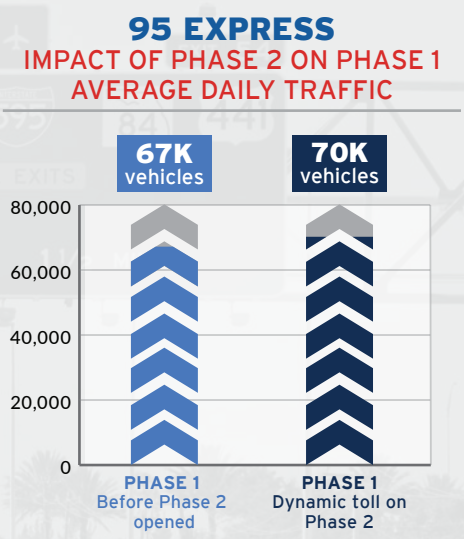
Certain types of vehicles are exempt from paying tolls on 95 Express in accordance with Florida Administrative Code, Rule 14-100.004.

- Exempt vehicle registrations during FY 2017 were approximately 9,000.
- Exempt vehicles represent approximately 3 percent of express lanes transactions.



E.4 SIGNIFICANT EVENTS

- 95 Express, Phase 2 opened to traffic in April and May of 2016 (FY 2016). Toll collection began on Phase 2 on October 15, 2016 (FY 2017).
- In October 2016, tolls were temporarily suspended to facilitate travel during Hurricane Matthew. Uncollected revenues totaled approximately $362,000 on 95 Express and $17,000 on 595 Express.
- Consistent with the Urban Partnership Agreement and 23 U.S.C. § 129, the Florida Administrative Code, Rule 14-100.006 was developed to allow properly registered school buses, transit buses, over-the-road buses, and vanpools to be exempt from paying tolls in the express lanes along interstates in Florida. The rule was adopted in April 2017 (FY 2017).
- 95 Express, Segment 1 experienced an overall decrease in crash-related incidents after installation of the new express lanes markers from September 2016 to December 2016.



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95 EXPRESS

1.1 BACKGROUND

95 Express is a limited access express lanes facility that runs adjacent to the I-95 general use lanes. The Florida Department of Transportation (FDOT) began implementing 95 Express in phases. Phases 1 and 2 are currently operational, and include both the construction of new capacity and a conversion of existing High Occupancy Vehicle (HOV) lanes in the corridor. Phase 1 extends approximately 7 miles from SR 112 to the Golden Glades Interchange, and was funded in part by the US Department of Transportation through an Urban Partnership Agreement. Toll collection began in December 2008 for Phase 1 northbound and January 2010 for Phase 1 southbound. Phase 2 extends the express lanes to the north another 14 miles from the Golden Glades Interchange to Broward Boulevard. Phase 2 began toll collection in October 2016 (FY 2017).

Future phases will add another 29 miles of express lanes, and extend 95 Express into Palm Beach County. Phase 3 includes the extension of the express lanes from Broward Boulevard north to Linton Boulevard, an additional express lane between Stirling Road and Broward Boulevard, and direct connections with I-595. Phase 3 is anticipated to open in stages between 2020 and 2024. Phase 4 is currently in planning, and will extend the express lanes from Linton Boulevard north to West Indiantown Road. Phase 4 is currently unfunded for construction.

The FY 2017 express lanes annual report provides performance information on traffic operations statistics, transactions and toll revenues, and facility expenses for 95 Express. Data is reported on a per segment basis, with segment limits defined in **Table 1-1**.

Figure 1-1 shows a map of the current and future express lanes on I-95, along with project phases. **Appendix A** includes a map showing entry and exit locations to the express lanes along I-95.

The 95 Express lanes provide drivers with a choice for a faster, more reliable trip.

TABLE 1-1
95 Express, Phase 1 and 2 Segments

	Segment Number	Segment Limits
Phase 1	1	SR 112 to Golden Glades Interchange
Phase 2	2	Golden Glades Interchange to Ives Dairy Road
	3	Ives Dairy Road to Stirling Road

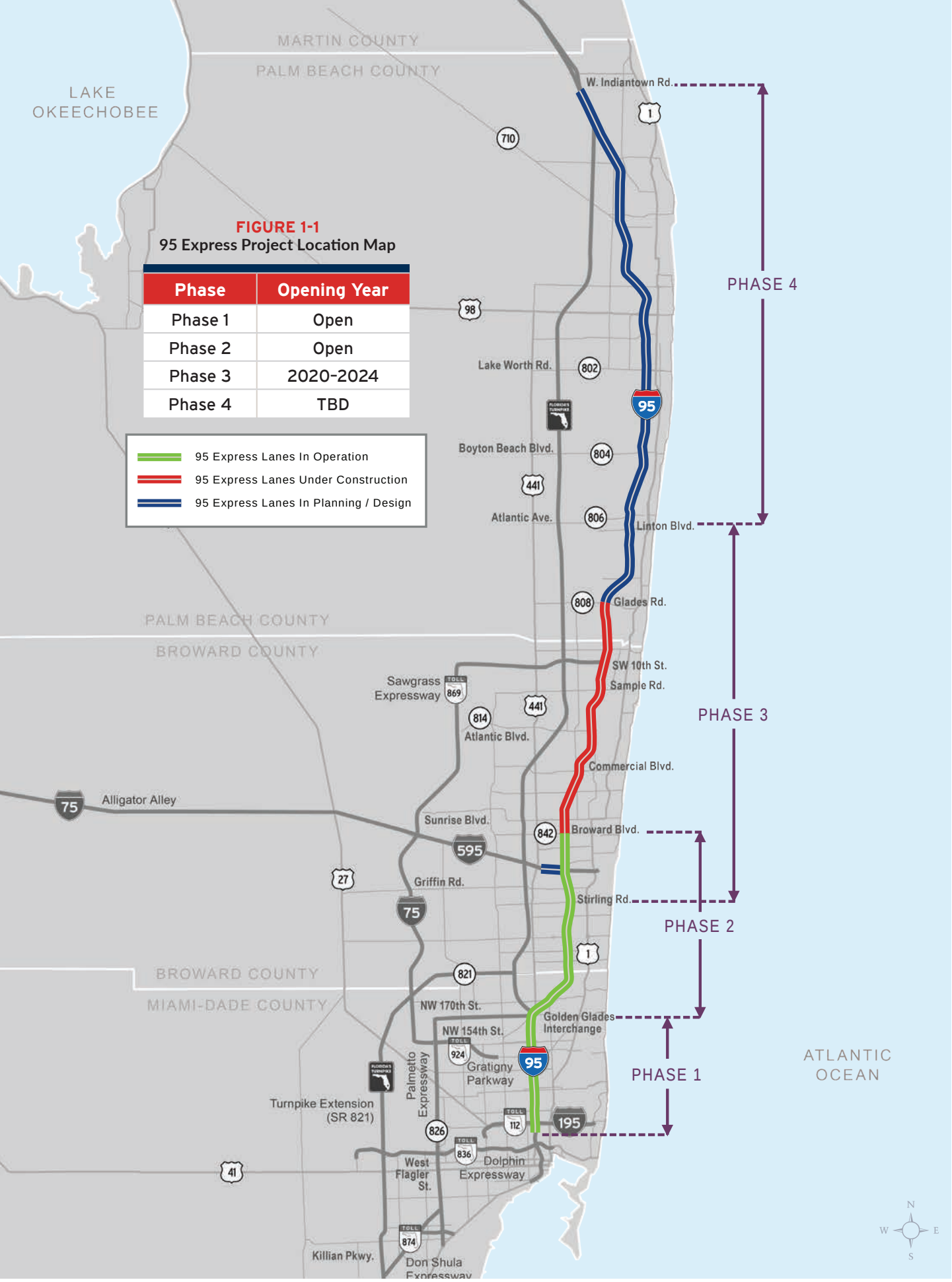


FIGURE 1-1
95 Express Project Location Map

Phase	Opening Year
Phase 1	Open
Phase 2	Open
Phase 3	2020-2024
Phase 4	TBD

95 Express Lanes In Operation
95 Express Lanes Under Construction
95 Express Lanes In Planning / Design

1.2 PEAK PERIOD OPERATING STATISTICS

This section contains details on the peak period performance of 95 Express, including reliability, travel speed, max toll occurrences, and toll amounts.

1.2.1 Travel Time Reliability

Travel time reliability is the primary performance measure for express lanes. FDOT defines travel time reliability as the percent of time that operating speeds are maintained at free flow conditions. Per Florida Administrative Code, Rule 14-100.003, free-flow conditions are defined as maintaining speeds of at least 45 miles per hour (mph) in the express lanes. The goal is to achieve this speed 90 percent of the time.

In order to evaluate the performance of 95 Express, reliability was calculated for the peak direction of travel during the weekday peak periods. For 95 Express, peak periods are defined as 6:00 AM to 9:00 AM for the southbound direction and 4:00 PM to 7:00 PM for the northbound direction. Evaluating 95 Express during the peak periods provides an opportunity to evaluate the corridor under heavy but typical traffic conditions, and determine if there are any issues that should be further investigated or corrected.

Table 1-2 summarizes the weekday peak period speed distribution by category during FY 2017. The results indicate that Segment 1 southbound, Segment 2 northbound, Segment 3 northbound, and Segment 3 southbound are meeting the reliability goal of 90%. However, Segment 1 northbound and Segment 2 southbound are not meeting the reliability goal, with only 51.9% and 56.4% at or above free-flow speed for Segment 1 northbound and Segment 2 southbound, respectively.

TABLE 1-2
95 Express
Weekday Peak Period Speed Distribution
FY 2017

Speed (mph)	SEGMENT 1		SEGMENT 2		SEGMENT 3		OVERALL	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
0-15	0.3%	0.1%	0.1%	1.7%	0.1%	0.0%	0.2%	0.5%
16-30	9.1%	1.0%	0.1%	24.6%	0.2%	0.0%	3.8%	7.6%
31-45	38.7%	6.4%	0.1%	17.3%	0.5%	0.1%	16.2%	7.8%
≥45	**51.9%**	92.5%	99.7%	**56.4%**	99.2%	99.9%	79.8%	84.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Data obtained from SunGuide for FY 2017.

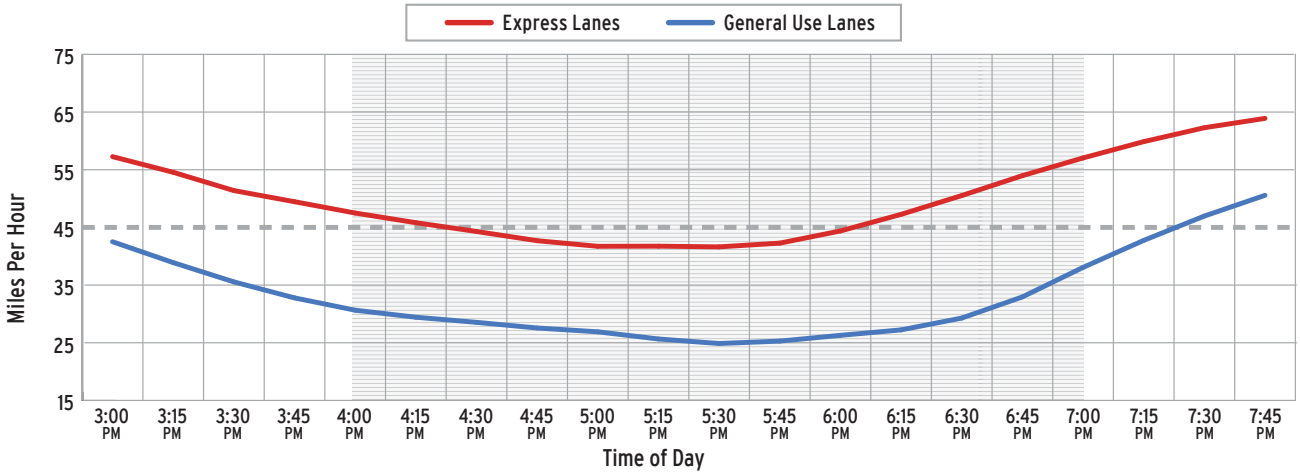
The following sections provide additional peak period operating statistics for Segment 1 northbound and Segment 2 southbound. Additional information on the performance of the entire 95 Express corridor is included in **Section 1.3**.

1.2.2 Travel Speed

Figure 1-2 summarizes speeds on Segment 1 northbound during the afternoon peak period from 4 PM to 7 PM. As shown in the figure, travel speed data correlates with the reliability data presented in **Section 1.2.1**. For Segment 1 northbound, travel speeds in the express lanes are lower than 45 miles per hour (mph) approximately 50% of the time during the peak period from 4:00 PM to 7:00 PM. By comparison, travel speeds in the general use lanes are lower than 45 mph 100% of the time. Although the express lanes for Segment 1

northbound are not meeting the reliability goal, they still provide improvement over the general use lanes, with speeds that are 15 to 20 mph higher during peak periods. Outside of the peak period, travel speeds begin to rise for both the express lanes and the general use lanes.

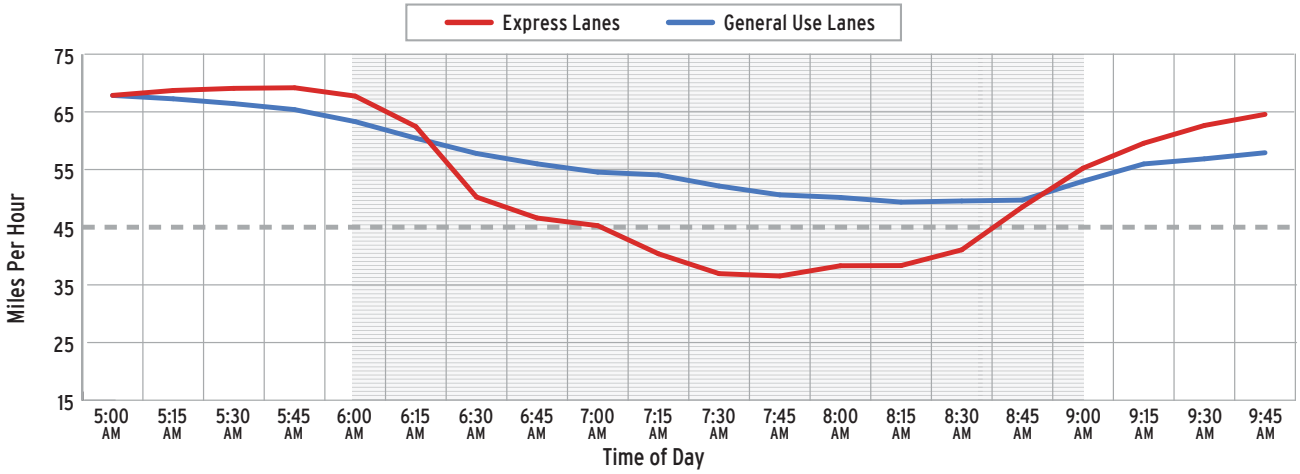
FIGURE 1-2
95 Express, Segment 1 Northbound
Weekday Peak Period Travel Speeds



Source: Data obtained from SunGuide for FY 2017.

As shown in **Figure 1-3**, travel speed data for Segment 2 southbound also correlates with the reliability data presented in **Section 1.2.1**. For Segment 2 southbound, travel speeds are lower than 45 miles per hour (mph) approximately 50% of the time during the peak period from 6:00 AM to 9:00 AM. By comparison, travel speeds in the general use lanes remain at approximately 50 mph or higher during the peak period. During the peak period, travel speeds for approximately 75% of drivers in the express lanes are typically 8 to 15 mph below speeds in the general use lanes. Segment 2 southbound includes a lane change from two-lanes to one-lane. This creates a bottleneck situation that impacts the speeds on this segment, primarily during the peak period. In addition, congestion on Segment 2 southbound is also attributed to friction caused by slower speeds at the flyover ramps, due to steep grades. Outside of the peak period, travel speeds begin to rise for both the express lanes and the general use lanes.

FIGURE 1-3
95 Express, Segment 2 Southbound
Weekday Peak Period Travel Speeds



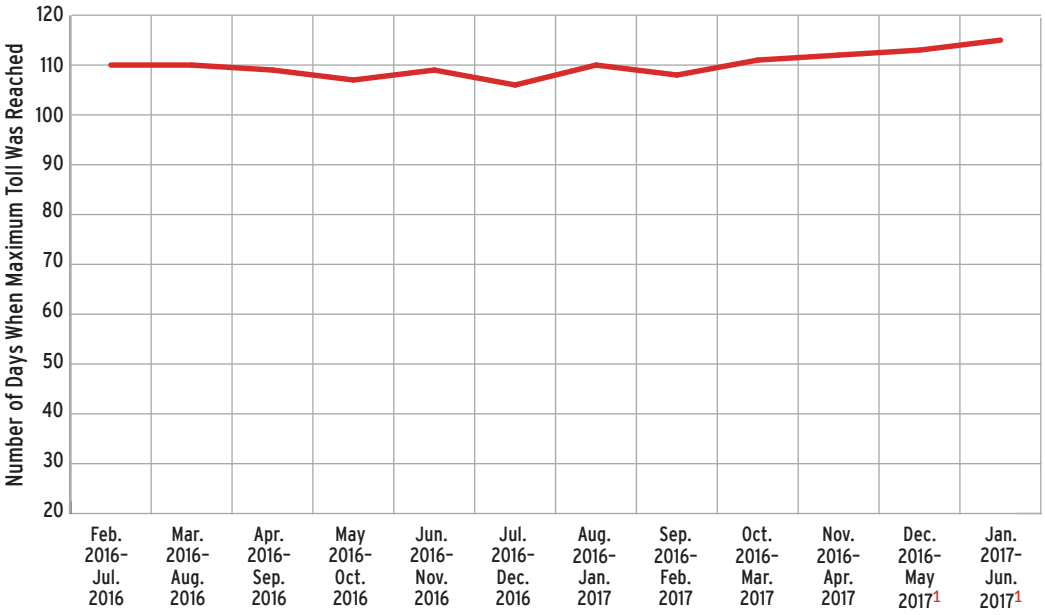
Source: Data obtained from SunGuide for FY 2017.

1.2.3 Maximum Toll Occurrences

95 Express, Segment 1 is subject to a maximum toll of $1.50 per mile (or $10.50 in total), per Florida Administrative Code, Rule 14-100.003. This applies to 95 Express from mile marker 4 to mile marker 12. The maximum toll is subject to future increases if the express lanes reach the maximum toll on any 45 days within a 6-month period.

Figure 1-4 shows the number of days per 6-month period that 95 Express, Segment 1 reached the maximum toll during FY 2017. The number of days was calculated for both directions, even though southbound is meeting the reliability goal for FY 2017. As shown in the Figure, the maximum toll was consistently reached more than 45 days during each 6-month period in FY 2017. However, FDOT did not increase the toll beyond $10.50 during FY 2017.

FIGURE 1-4
95 Express, Segment 1
Rolling 6 Month Maximum Toll Occurrences
FY 2017



Source: Data obtained from SunGuide for FY 2017.

1 The maximum toll on Segment 1 northbound was reduced to $10.00 for May and June 2017, due to a temporarily shortened segment length from adjacent construction.

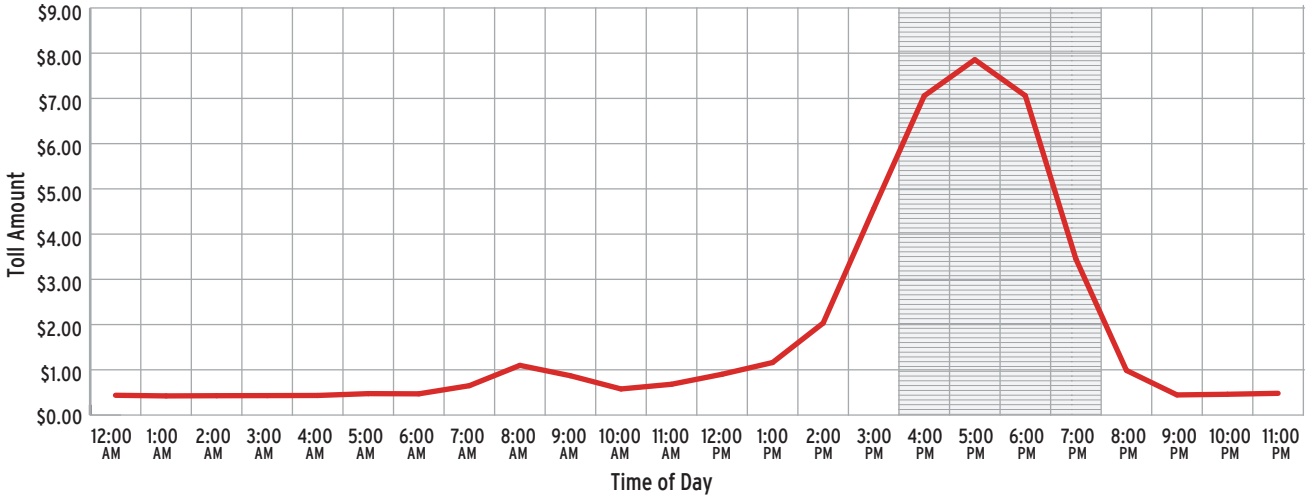
The express lanes along I-95 are separated from the general use lanes using express lanes markers.

1.2.4 Toll Amounts

Minimum and maximum toll amounts for 95 Express are defined according to Florida Administrative Code, Rule 14-100.003. FDOT modified the initial rule established in May 2008 to increase the minimum toll from $0.25 to $0.50 per gantry.

Figure 1-5 shows the average weekday toll amounts by hour for Segment 1 northbound. As shown in the Figure, the average toll remains at or below $1.00 for most of the day. However, the average toll rate rises leading into the peak period and begins to fall after the peak period ends. The highest average peak toll is seen from 5:00 PM to 6:00 PM with a rate of $7.86. Note that this is an average toll for the hour. Although the maximum toll is often hit during the afternoon peak period, incidents and periods of suspended tolls result in a slightly lower average.

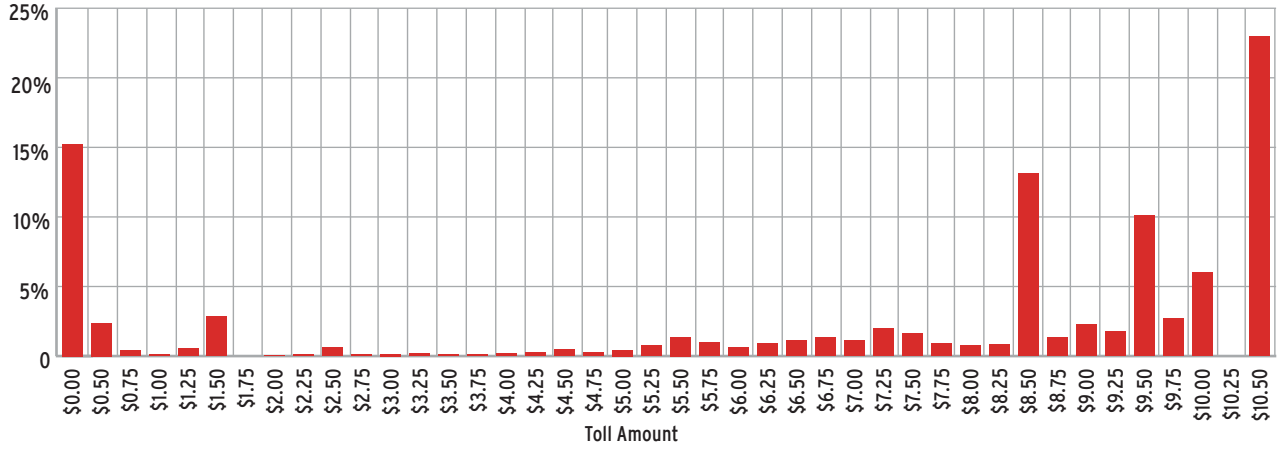
FIGURE 1-5
95 Express, Segment 1 Northbound
Average Weekday Toll Amounts by Hour



Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

Figure 1-6 shows the toll distribution for Segment 1 northbound during the weekday peak period. During FY 2017, tolls were suspended ($0.00) approximately 15% of the time during the weekday peak period. Additionally, tolls were above $8.25 approximately 60% of the time during the weekday peak period. The rest of the distribution is shown in Figure 1-6.

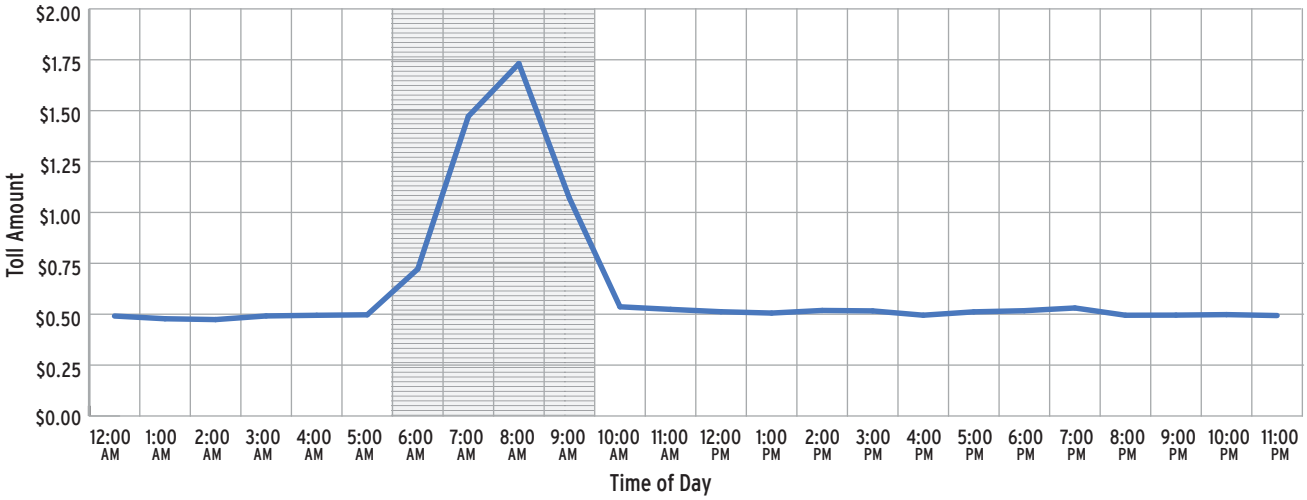
FIGURE 1-6
95 Express, Segment 1 Northbound
Percent of Time Toll Amounts in Effect for Peak Period and Peak Direction



Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

Figure 1-7 shows the average weekday toll amounts by hour for Segment 2 southbound. As shown in the Figure, the average toll remains at or below $0.50 for most of the day. However, the average toll rate rises leading into the peak period and begins to fall after the peak period ends. The highest average peak toll is seen from 8:00 AM to 9:00 AM with a rate of $1.73.

FIGURE 1-7
95 Express, Segment 2 Southbound
Average Weekday Toll Amounts by Hour

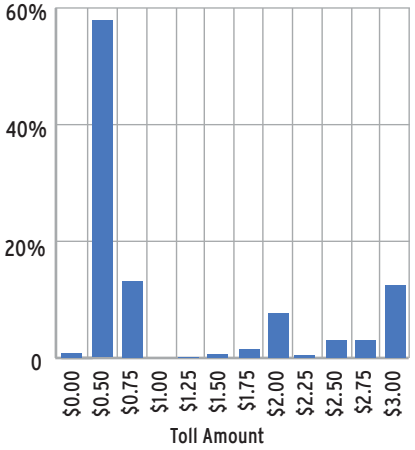


Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

Figure 1-8 shows the toll distribution for Segment 2 southbound during the weekday peak period. During FY 2017, tolls ranged from $0.00 to $3.00 during the weekday peak period. Tolls remained at the minimum $0.50 toll approximately 60% of the time. Tolls were between $2.50 and $3.00 approximately 18% of the time. The rest of the distribution is shown in Figure 1-8. This data, in combination with the speed and reliability data presented earlier, indicates that the toll amounts are not managing the congestion on this segment, which may be partially due to the existing operational issue.

Toll amounts are displayed on signs in advance of the express lane entrances to give customers time to choose whether or not to use the express lanes.

FIGURE 1-8
95 Express, Segment 2 Southbound
Percent of Time Toll Amounts in Effect for Peak Period and Peak Direction
FY 2017



Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

1.3 AVERAGE WEEKDAY OPERATING STATISTICS

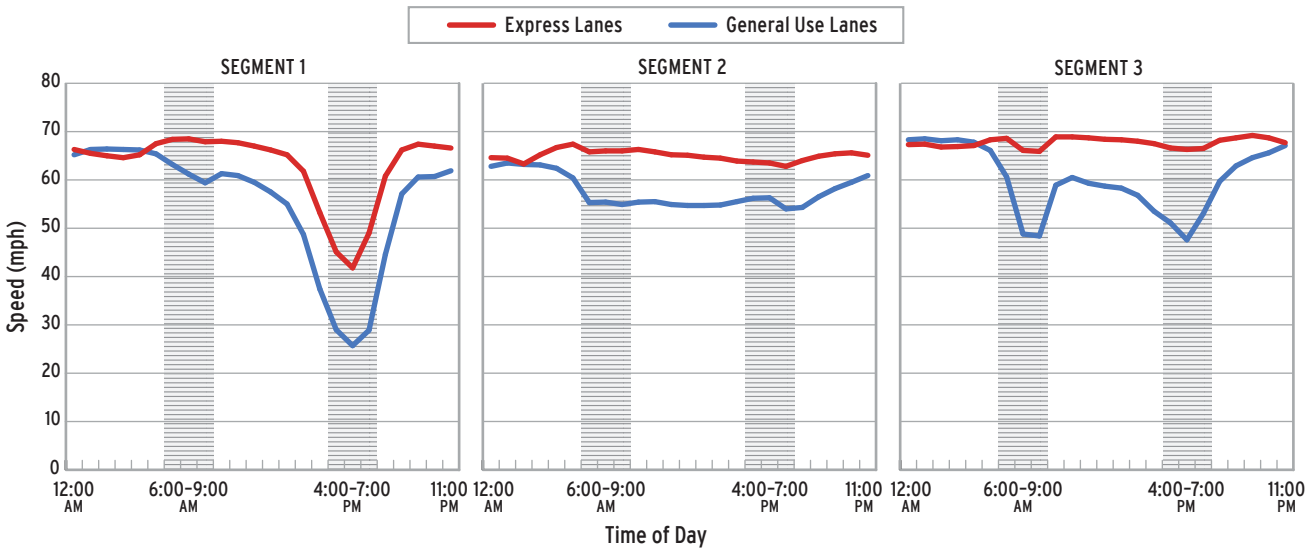
Several operating statistics are collected and summarized for 95 Express to evaluate and monitor traffic performance over time, and to identify potential operational problems. Travel speed, travel time savings, toll amounts, traffic volumes, and facility closures are included in the following sections.

1.3.1 Travel Speed

Speed data was collected in 15-minute intervals for all weekdays in FY 2017. This data was used to calculate the average weekday hourly speed by direction for both the express lanes and the general use lanes.

Figure 1-9 shows the average weekday hourly travel speeds by segment for northbound traffic. From 11:00 PM to 5:00 AM, express lanes and general use lanes maintain similar average speeds. However, from 6:00 AM to 10:00 PM, the express lanes maintain consistently higher speeds than the general use lanes, with express lanes speeds averaging approximately 10 miles per hour higher on each segment.

FIGURE 1-9
95 Express
Northbound Average Weekday Hourly Speed by Segment

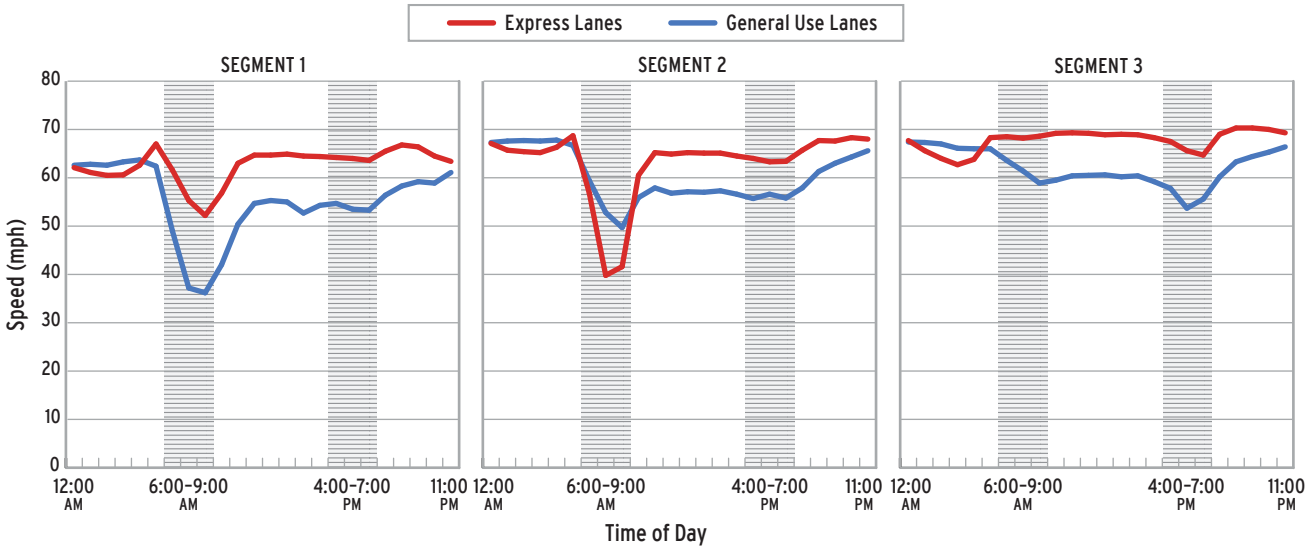


Source: Data obtained from SunGuide for FY 2017.

Users of the express lanes experience time savings during peak hours.

Figure 1-10 shows the average weekday hourly travel speeds by segment for southbound traffic. Similar to the results for northbound traffic, express lanes and general use lanes maintain similar average speeds from 11:00 PM to 5:00 AM. With the exception of Segment 2, the express lanes maintain consistently higher speeds than the general use lanes from 6:00 AM to 10:00 PM. Express lanes speeds are higher than those in the general use lanes by an average of 11 miles per hour on Segment 1 and 8 miles per hour on Segment 3. On Segment 2, speeds in the express lanes drop below those in the general use lanes from approximately 6:00 AM to 9:00 AM, coinciding with the AM Peak Period. **Section 1.2** contains additional information on the peak period performance of Segment 2 southbound.

FIGURE 1-10
95 Express
Southbound Average Weekday Hourly Speed by Segment



Source: Data obtained from SunGuide for FY 2017.

During FY 2017, northbound travel speeds in the express lanes average 45 mph, 63 mph, and 66 mph for Segments 1, 2, and 3, respectively, during the afternoon peak period. For southbound traffic during the morning peak period, travel speeds in the express lanes average 56 mph, 46 mph, and 68 mph for Segments 1, 2, and 3, respectively.

1.3.2 Travel Time Savings

The difference between travel times for users of the express lanes and users of the general use lanes represents travel time savings. Travel time data was averaged for all weekdays in FY 2017. The results are shown in **Figure 1-11** for northbound traffic and **Figure 1-12** for southbound traffic. Similar to the speed data shown in **Section 1.3.1**, the travel time between 11:00 PM and 5:00 AM is similar between the express lanes and general use lanes. During the peak periods, however, the express lanes can provide higher time savings.

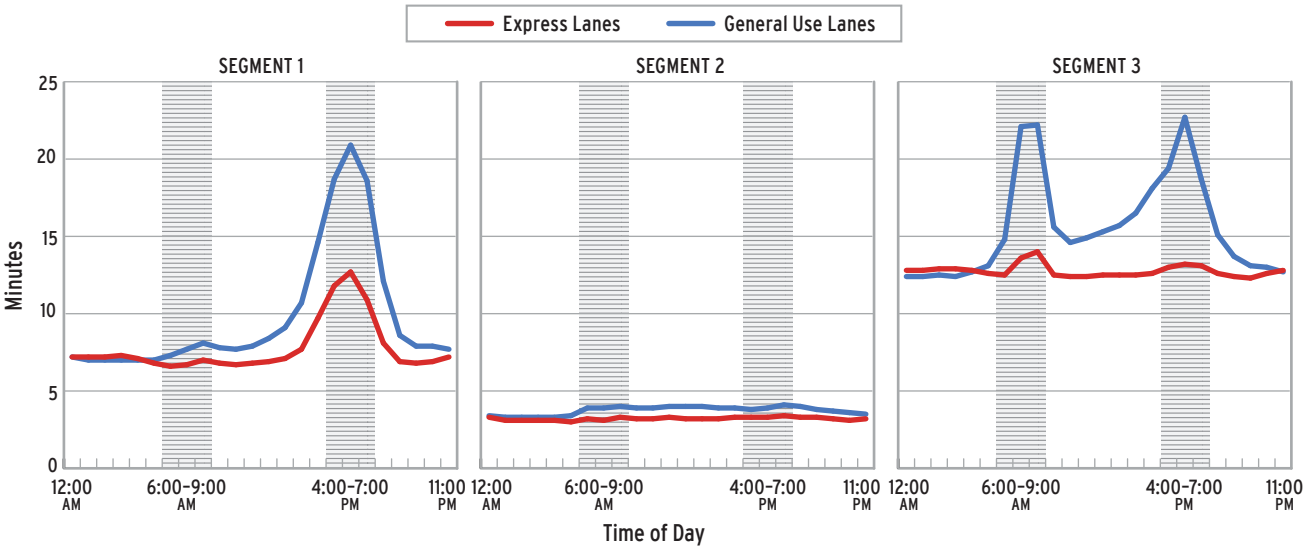
Segment 1 is approximately 7 miles long. Express lanes users on Segment 1 experience an average travel time savings of approximately 8 minutes for northbound traffic during the afternoon peak period (4:00 PM to 7:00 PM) and 5 minutes for southbound traffic during the morning peak period (6:00 AM to 9:00 AM).

Segment 2, from the Golden Glades Interchange to Ives Dairy Road, is approximately 4 miles long. Express lanes users on Segment 2 experience similar travel times to those who use the general use lanes. This is due to both the short segment length on Segment 2 and the operational issue that Segment 2 southbound experiences during the morning peak period. **Section 1.2** contains additional information on the peak period performance of Segment 2 southbound.

Segment 3 is approximately 17 miles long. Northbound express lanes users on Segment 3 experience travel time savings, with an average of 7 minutes saved during the morning peak period, and 7 minutes during the afternoon peak period. Southbound traffic experiences less of a travel time savings from using the express lanes, with an average of 1 minute during the morning peak period and 1 minute during the afternoon peak period.

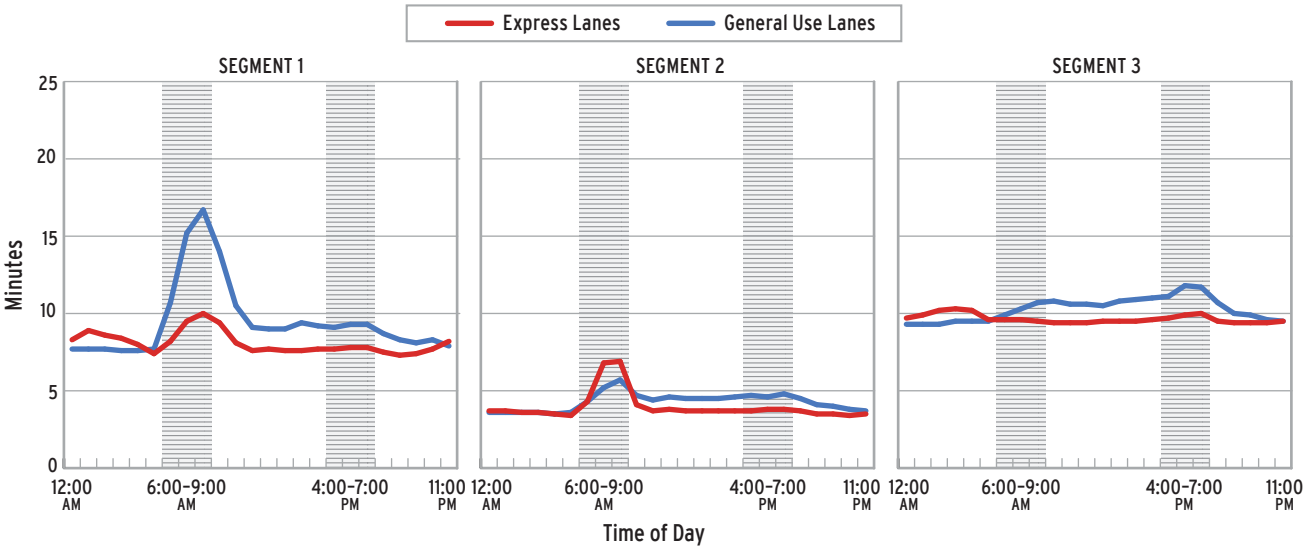
For the corridor as a whole, travel time savings for the express lanes average 16 minutes for northbound traffic during the afternoon peak period and 5 minutes for southbound traffic during the morning peak period.

FIGURE 1-11
95 Express
Northbound Average Weekday Travel Time by Segment



Source: Data obtained from SunGuide for FY 2017.

FIGURE 1-12
95 Express
Southbound Average Weekday Travel Time by Segment

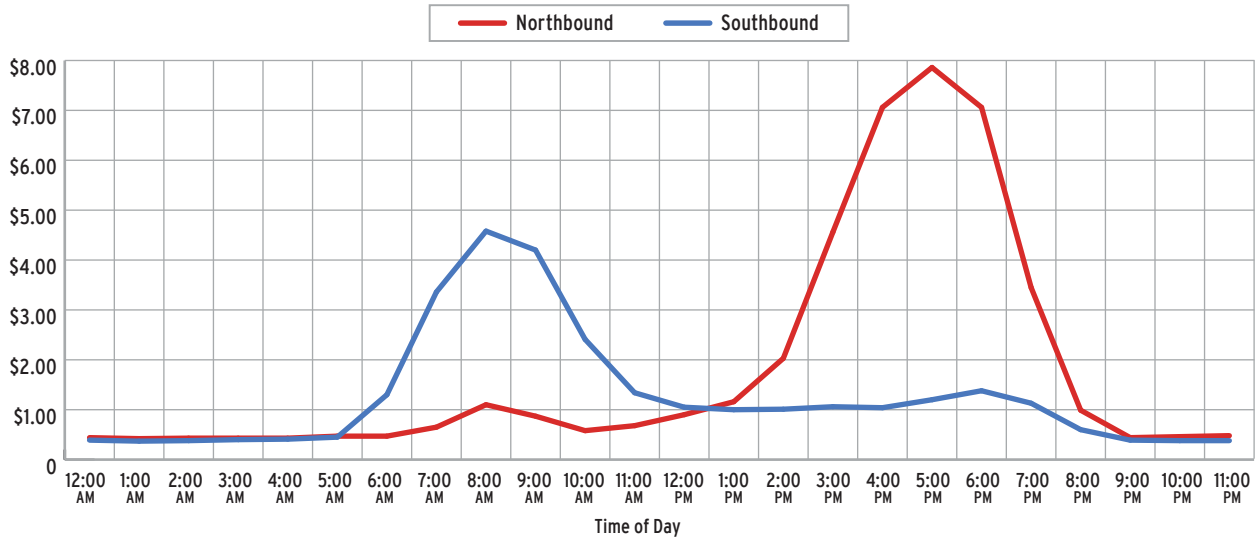


Source: Data obtained from SunGuide for FY 2017.

1.3.3 Toll Amounts

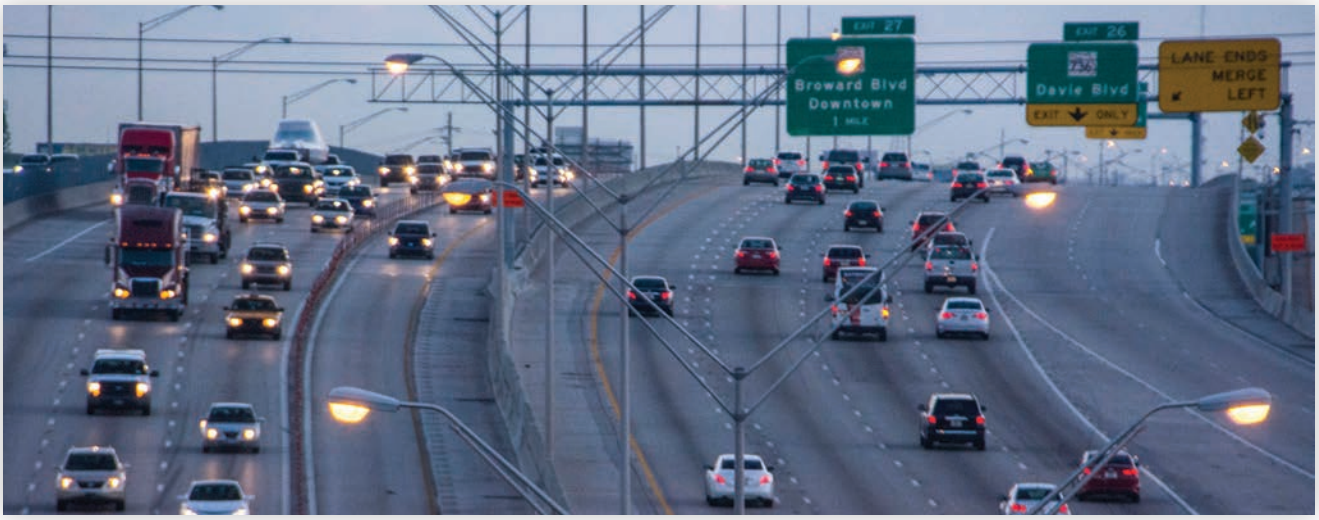
Figure 1-13 shows the average weekday toll amounts by hour for Segment 1. Average toll amounts for Segment 1 northbound range from approximately $0.50 to $7.86. The highest tolls are experienced during the afternoon peak period from 4:00 PM to 7:00 PM with an average toll of $7.30 for the entire peak period. Average toll amounts for Segment 1 southbound range from approximately $0.50 to $4.58 with an average morning peak period toll of $3.07.

FIGURE 1-13
95 Express, Segment 1
Average Weekday Toll Amounts by Hour



Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

Segments 2 and 3 experience less variability in the average hourly toll amounts. Data for Segments 2 and 3 was analyzed from the beginning of toll collection on October 16, 2016. On Segment 2, average toll amounts by hour range from approximately $0.50 to $1.73. The average peak period toll is $0.50 for Segment 2 northbound and $1.37 for Segment 2 southbound. For Segment 3, average toll amounts by hour remain at approximately $0.50 throughout the day, including the peak periods.

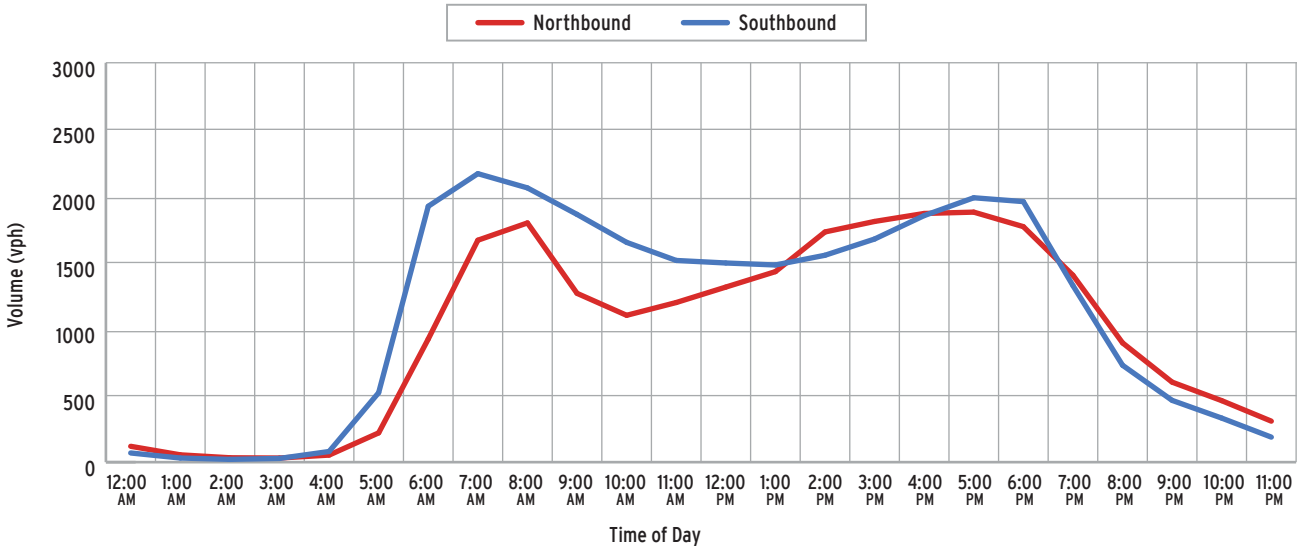


Express lanes are available to drivers 24 hours a day.

1.3.4 Traffic Volumes

Figure 1-14 shows the average hourly traffic in express lanes for the entire 95 Express Corridor. Segment 1 data was averaged over all of the weekdays in FY 2017. However, Segments 2 and 3 were only averaged over the portion of the year when dynamic tolling was in place (October 16, 2016, through June 30, 2017). As shown in the figure, traffic in the express lanes peaks in the morning with approximately 2,200 vehicles per hour in the southbound direction and 1,800 vehicles per hour in the northbound direction. In the afternoon, traffic peaks with approximately 2,000 vehicles per hour in the southbound direction and 1,900 vehicles per hour in the northbound direction. There are 2 express lanes in each direction on 95 Express.

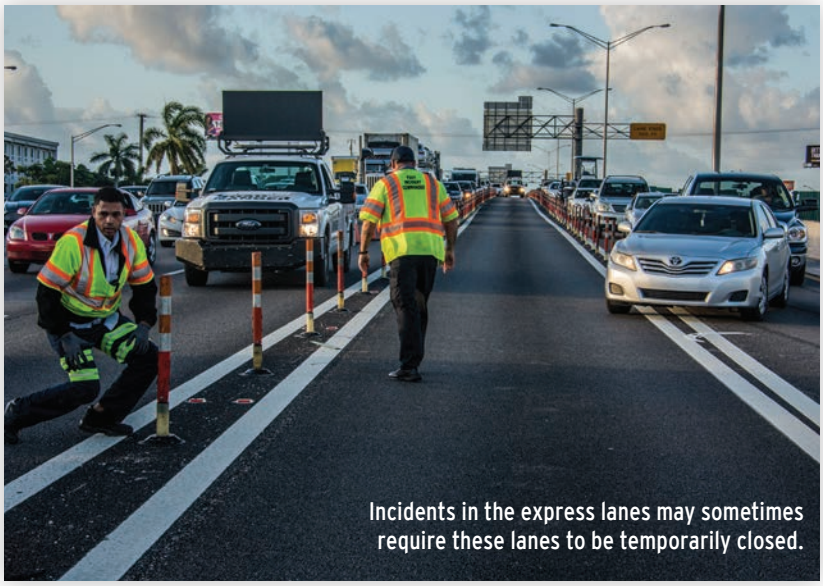
FIGURE 1-14
95 Express
Average Hourly Weekday Traffic Distribution by Direction



Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

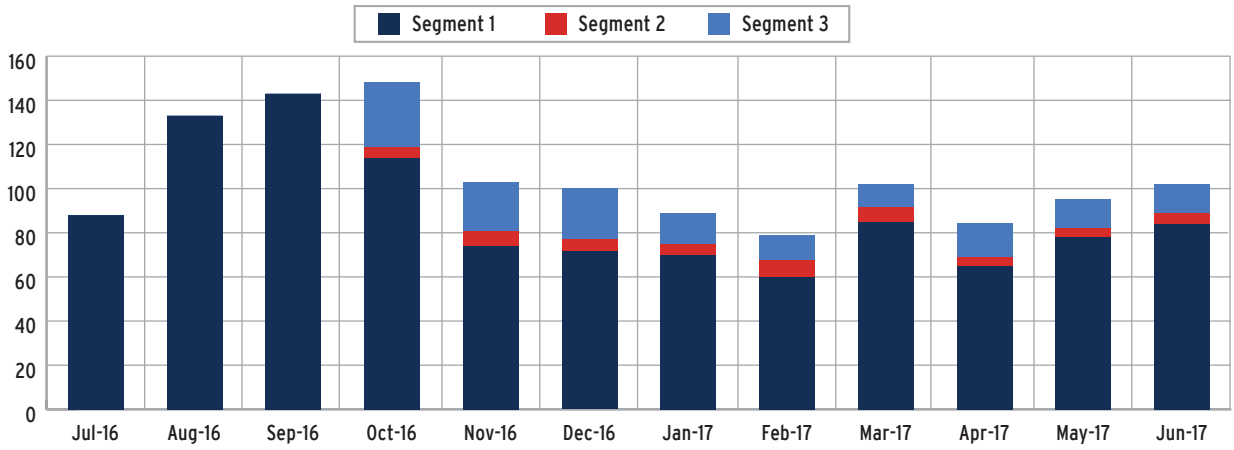
1.3.5 Facility Closures

95 Express has to close on occasion due to incidents such as disabled vehicles or crashes. In these situations, the Traffic Management Center notifies drivers of the closure using the Lane Status Dynamic Message Sign posted in advance of the entrance to the express lanes. The number of incidents requiring closure of the express lanes during FY 2017 is shown in **Figure 1-15**. Because toll collection did not begin on Segments 2 and 3 until October 2016, data for these segments is only shown for October 2016 through June 2017.



Incidents in the express lanes may sometimes require these lanes to be temporarily closed.

FIGURE 1-15
95 Express
Number of Incidents by Month
FY 2017



Source: Data obtained from SunGuide for FY 2017.

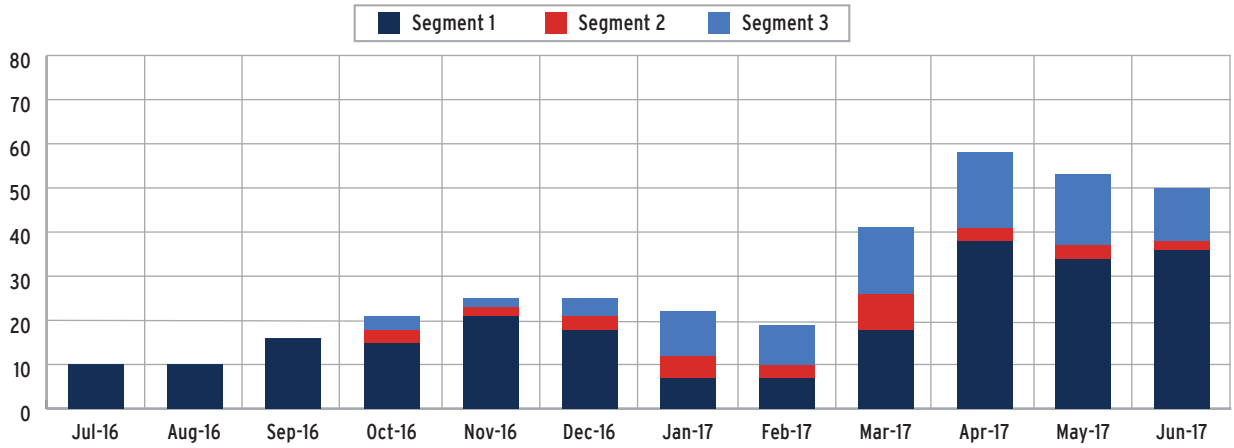
Note: Tracking of closures on 95 Express, Segments 2 and 3 began in October 2016.

The highest number of incidents occurred in September 2016 at 143 (Segment 1) and in October 2016 at 148 (Segments 1, 2, and 3). The lowest number of incidents for 95 Express occurred during February 2017 at 79 (Segments 1, 2, and 3). August, September, and October of 2016 show the highest incident numbers, while the rest of FY 2017 ranged between 80 and 100 incidents per month. The average number of closures due to incidents in FY 2017 was 106 per month.

From September 2016 through December 2016, the delineators on Segment 1 were replaced with more rigid express lanes markers, and the spacing was reduced from 10 feet to 5 feet. A before and after comparison shows that there was an overall decrease in the number of crash-related incidents after installation of the new express lanes markers. In May 2017, District Six began a two-year pavement rehabilitation project in Miami-Dade County. This project includes the reconfiguration of the inside shoulders for the installation of five new emergency stopping sites on Segment 1.

95 Express was also closed temporarily during FY 2017 due to planned events such as roadway maintenance and construction activities. Planned closure events for 95 Express are shown in **Figure 1-16**. The average number of scheduled closures was 29 per month, ranging from 19 in February 2017 to 58 in April 2017.

FIGURE 1-16
95 Express
Number of Planned Construction Events by Month
FY 2017



Source: Data obtained from SunGuide for FY 2017.

Note: Tracking of closures on 95 Express, Segments 2 and 3 began in October 2016.

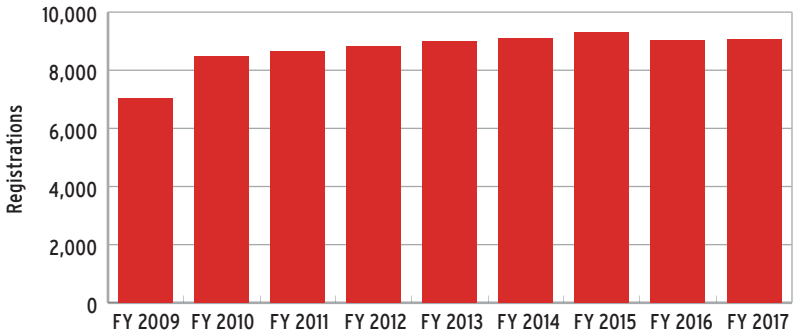
1.4 SPECIAL USE VEHICLES

The following sections discuss special use vehicles that are exempt from paying a toll on 95 Express, including transit buses.

1.4.1 Exemptions

Certain types of vehicles are exempt from paying tolls when traveling on 95 Express, in accordance with Section 14-100.004, Florida Administrative Code. These exempt vehicles include hybrids and inherently low emission vehicles (ILEVs), vanpools, carpools, transit buses, public school buses, over-the-road buses, and motorcycles. Qualified vehicles are required to register with South Florida Commuter Services (SFCS) or SunPass® prior to using the express lanes. Only motorcycles and emergency vehicles are exempt without prior registration. **Figure 1-17** shows the total number of exempt vehicle registrations from FY 2009 through FY 2017. In FY 2017, 9,070 exempt vehicles were registered, slightly up from the prior year. Altogether for FY 2017, exempt vehicles made up approximately 3% of the total transactions on 95 Express.

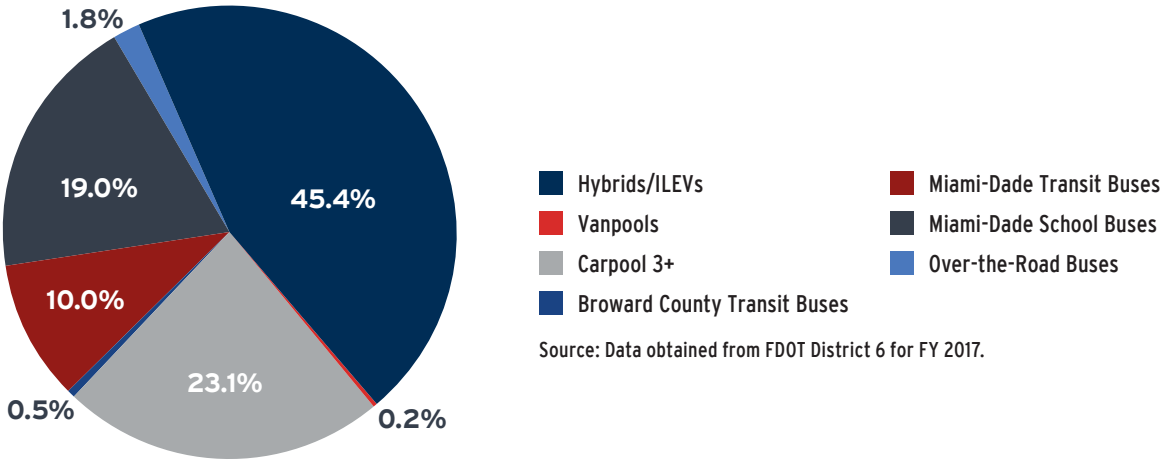
FIGURE 1-17
95 Express
Exempt Vehicle Registrations
FY 2009 to FY 2017



Source: Data through FY 2015 obtained from Turnpike Finance Enterprise Office. Data from FY 2016 and later obtained from FDOT District 6.

The percent of exempt vehicle registrations by type for FY 2017 is shown in **Figure 1-18**. Hybrid vehicle registrations are the most common type, accounting for almost half of the total, while carpool and school bus registrations are approximately 20 percent each, and transit bus registrations comprise approximately 10 percent of the total. Other vehicle types make up the remainder.

FIGURE 1-18
95 Express
Exempt Vehicle Registrations by Type
FY 2017



Source: Data obtained from FDOT District 6 for FY 2017.

During FY 2017, a new Administrative Code, Rule 14-100.006 was adopted. Consistent with the Urban Partnership Agreement and 23 U.S.C. § 129, the new rule was developed to allow properly registered school buses, transit buses, over-the-road buses, and vanpools to be exempt from paying tolls in the express lanes along interstates in Florida. In addition, in December 2017 (FY 2018) FDOT completed a public hearing to amend the Administrative Code, Rule 14-100.004 to extend the current exemptions on Phases 1 and 2 north to Palm Beach County. The Rule was adopted on February 15, 2018 (FY 2018).

1.4.2 Express Bus Usage

Miami-Dade Transit (MDT) and Broward County Transit (BCT) operate express buses on 95 Express, providing service for passengers who travel to and from Downtown Miami on weekdays. The two local transit agencies operate nine routes on 95 Express, as shown in **Table 1-3**.

Monthly ridership for the 95 Express bus routes is shown in **Figure 1-19**. On average, there are approximately 106,000 people per month who use these buses to travel on 95 Express. Transit demand is fairly constant throughout the year, with monthly ridership varying between approximately 90,000 and 120,000 in FY 2017.

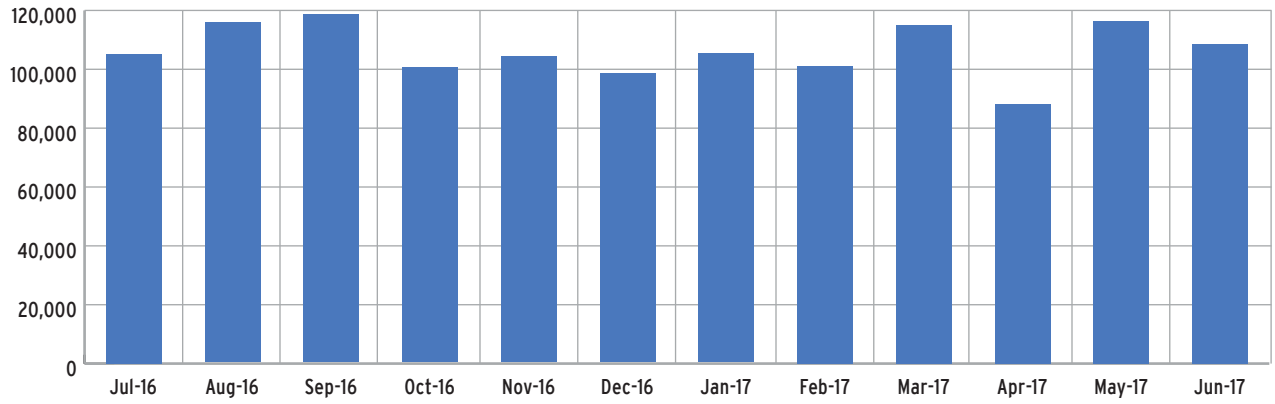
TABLE 1-3
95 Express
Express Bus Routes of Local Transit Agencies
FY 2017

Operator	Route	
BCT	106	Miramar - Civic Center
BCT	107	Hollywood - Civic Center - Downtown Miami
BCT	108	Miramar - Civic Center
BCT	109	Pembroke Pines - Miramar - Downtown Miami
MDT	95	Golden Glades[1]
MDT	195	Broward Blvd. - Downtown Miami
MDT	196	Sheridan St. - Downtown Miami
MDT	295	Broward Blvd. - Civic Center[2]
MDT	296	Sheridan St. - Civic Center[2]

Source: Data obtained from Broward County Transit (BCT) and Miami-Dade Transit (MDT).

Notes:
[1] The Golden Glades route operated by MDT is part of the 95 Express Bus system, but it is not included as part of the Miami Urban Partner Agreement Pilot.
[2] Miami-Dade Transit began service to the Civic Center in December 2015.

FIGURE 1-19
95 Express
Average Monthly Express Bus Ridership
FY 2017



Source: Data obtained from Broward County Transit and Miami-Dade Transit.

1.5 TRANSACTIONS AND TOLL REVENUES

This section of the report summarizes historical information by fiscal year related to traffic and revenue on 95 Express, as well as actual numbers for FY 2017. In addition, this section shows historical and FY 2017 exemptions on the facility, and provides a 10-year traffic and revenue forecast as reported by the District Traffic and Revenue Consultant for 95 Express, Phases 1, 2, and 3.

1.5.1 Actual Traffic and Revenue by Year

Table 1-4 shows actual transactions and revenue growth on 95 Express from FY 2009 to FY 2017. In FY 2009, 95 Express, Phase 1 was only operational in the northbound direction. During the second half of FY 2010, the southbound direction of 95 Express, Phase 1 opened to traffic. FY 2011 was the first year 95 Express, Phase 1 was fully operational in both directions for the entire year.

Phase 2 (Segments 2 and 3) opened in April 2016 for northbound traffic, and May 2016 for southbound traffic. Both directions began dynamic tolling in October 2016. Table 1-4 contains Phase 2 transaction data for all of FY 2017. However, revenue data for Phase 2 is included only from October 16, 2016, through June 30, 3017, the portion of the year when dynamic tolling was in effect.

TABLE 1-4
95 Express
Actual Transactions and Toll Revenues
FY 2009 Through FY 2017

Fiscal Year	Transactions (000)				Toll Revenue ($000)		Average Toll
	Toll Paying	Non-Revenue[5]	Total	Percent Change[6]	Amount	Percent Change[6]	
2009[1]	4,075	69	4,144	N/A	$2,777	N/A	$0.670
2010[2]	11,631	285	11,916	N/A	$9,224	N/A	$0.774
2011	18,341	451	18,792	5.7	$15,780	7.1	$0.840
2012	19,198	468	19,666	4.7	$17,918	13.5	$0.911
2013	19,467	608	20,075	2.1	$19,393	8.2	$0.966
2014[3]	19,926	650	20,576	2.5	$21,889	12.9	$1.064
2015	20,219	698	20,917	1.7	$27,605	26.1	$1.320
2016[4]	21,267	741	22,008	5.2	$35,119	27.2	$1.596
2017[7,8,9]	48,705	2,052	50,757	N/A	$47,757	N/A	$0.941

Source: Data Obtained from Turnpike Enterprise Finance Office and FDOT Office of Project Finance for FY 2017.

Notes:
1. Phase 1 opened in December 2008 (FY 2009) in the northbound direction only.
2. Phase 1 southbound express lanes opened in January 2010 (FY 2010).
3. The minimum and maximum toll amounts were modified in the Florida Administrative Code.
4. The increase in transactions was due, in part, to the opening of Phase 2 without toll collection during FY 2016.
5. Represents transactions from authorized vehicles that pass through a toll gantry without incurring a toll, and transactions reported during toll suspensions.
6. N/A indicates the growth in transactions and revenue is not comparable.
7. Phase 2 began dynamic tolling in October 2016. FY 2017 data for Phase 2 includes 12 months of transactions but only 9 months of revenue (October 2016–June 2017).
8. Non-revenue transactions increased over FY 2016 due to toll suspension on 95 Express during Hurricane Matthew, from October 5, 2016, to October 10, 2016.
9. Toll revenue for FY 2017 does not include revenue from the $25 violation charge, which was collected beginning in January 2017.

As presented in the table, transactions and toll revenues have grown steadily from FY 2011 through FY 2016. Transaction growth ranged from approximately 2 to 5 percent and revenue growth ranged from approximately 8 to 27 percent during this time. In FY 2017, transactions totaled 50.8 million and toll revenues were $47.8 million. This data is not comparable to FY 2016, as the limits of 95 Express are different in FY 2017.

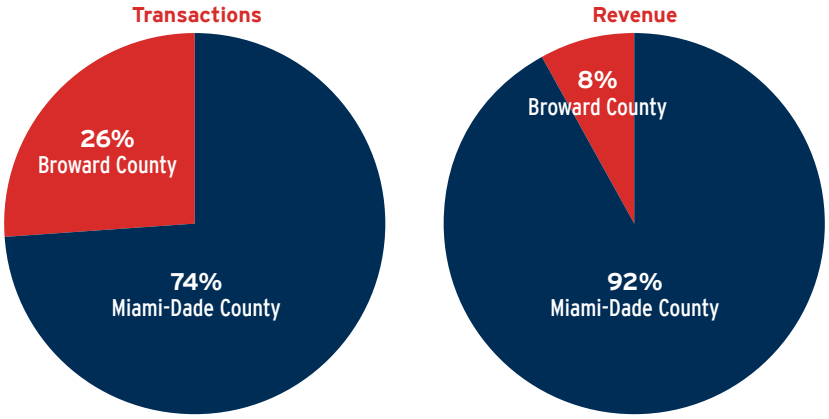
Toll revenue for FY 2017 does not include violation revenue, which was collected beginning in January 2017. During FY 2017, the 95 Express share of violation revenue was $3.1 million. This revenue was allocated to 95 Express based on the percent of transactions on 95 Express relative to the total transactions on 95 Express and 595 Express. The $3.1 million was distributed between Miami-Dade County and Broward County based on the percent of transactions in each county relative to the total transactions on 95 Express.

The average toll for FY 2017 decreased by approximately 41 percent from FY 2016. The FY 2017 data includes Segments 2 and 3, which average much lower tolls than those on Segment 1. In addition, the average toll during FY 2017 is based on data that includes a full year of transactions from Phase 2 but only 9 months of revenue.

In October 2016 (FY 2017), tolls were temporarily suspended to facilitate travel during Hurricane Matthew. Tolls were lifted from October 5, 2016, to October 10, 2016. During this time, uncollected revenues totaled approximately $362,000.

The transaction and toll revenue breakdown for Miami-Dade and Broward Counties is shown in **Figure 1-20**. As shown in the figure, Miami-Dade County collects 74% of the transactions and 92% of the revenues for 95 Express, compared to 26% of the transactions and 8% of the revenues collected in Broward County.

FIGURE 1-20
95 Express
Percent Transactions and Revenue by County



Source: Data Obtained from Turnpike Enterprise Finance Office and FDOT Office of Project Finance for FY 2017.

1.5.2 Transactions and Toll Revenue Forecast

Table 1-5 shows the transactions and gross toll revenue forecasts by county for 95 Express, Phases 1, 2 and 3. This forecast covers the period from FY 2018 through FY 2027.

The forecast shows that total gross revenues in all three counties combined are expected to grow from $45 million in FY 2018 to approximately $160 million in FY 2027. Similarly, the combined annual transactions in these counties are projected to increase from 47 million in FY 2018 to nearly 189 million in FY 2027.

TABLE 1-5
95 Express, Phases 1, 2 and 3
10-Year Annual Transactions and Revenues
(in thousands)

Fiscal Year	Transactions			Revenues		
	Miami-Dade County	Broward County	Palm Beach County	Miami-Dade County	Broward County	Palm Beach County
2018[1]	38,159	9,143	–	$41,202	$3,397	–
2019	39,832	10,099	–	$47,598	$3,951	–
2020[2]	41,366	24,903	–	$51,546	$10,394	–
2021	42,920	43,512	–	$55,562	$18,550	–
2022[3]	42,700	50,440	3,222	$57,330	$22,402	$1,598
2023	41,774	56,741	7,293	$58,971	$26,890	$3,694
2024[4]	42,634	82,145	13,924	$62,820	$45,439	$6,693
2025	43,637	111,979	21,913	$65,794	$67,273	$10,315
2026	44,532	115,714	23,052	$68,448	$71,856	$11,246
2027[5]	47,936	117,399	23,551	$74,043	$74,182	$11,803

Source: CDM Smith, 95 Express, Phases 1, 2, and 3, 30-Year Traffic and Revenue Forecast, February 2018.

Notes:
1 Forecasts for 2018 accounted for the impact from Hurricane Irma.
2 Phase 3A is assumed to open on January 1, 2020.
3 Phase 3B-1 is assumed to open on January 1, 2022.
4 Phase 3B-2 and Phase 3C are assumed to open on January 1, 2024.
5 Golden Glades Interchange improvements assumed to be open on January 1, 2027.

1.6 FACILITY EXPENSES

This section identifies the historical 95 Express operating expenses and routine maintenance expenses through FY 2017. Operating expenses are broken down by County (Segments 1 and 2 are in Miami-Dade County and Segment 3 is in Broward County).

In addition, this section provides projected operating and maintenance expenses for Miami-Dade and Broward Counties through FY 2028. The forecasts account for the staged opening of future phases of 95 Express. Finally, a summary is provided showing off-system expenditures in Miami-Dade County during FY 2017.

1.6.1 Fiscal Year 2017 Expenses

Table 1-6 shows the historical and FY 2017 operating and routine maintenance expenses for 95 Express in Miami-Dade County. As noted in the table, data from FY 2009 to FY 2016 represents 95 Express, Phase 1 (Segment 1). Data for FY 2017 includes 95 Express, Segments 1 and 2. Expenses for toll operations represent the Turnpike's operating expenses, and expenses for traffic operations include the District and Transit operating expenses.

In general, expenses for FY 2017 increased over FY 2016, due to the addition of Segment 2 within Miami-Dade County. Total operating expenses for FY 2017 totaled $14.4 million, comprised of $3.4 million in toll operations and $11.0 million in traffic operations including transit. Routine maintenance expenses for FY 2017 were $1.4 million. This included the replacement of the express lanes markers which took place in September 2016 through December 2016.

It is noted that there was a significant increase in the operating expenses for FY 2015. This was due to an increase in credit card fees, which affected toll operations, and increased transit expenses, which affected traffic operations. Routine maintenance expenses decreased significantly in FY 2015 due to the execution of a new asset maintenance contract.

TABLE 1-6
95 Express, Miami-Dade County
Historical Operating and Routine Maintenance Expenses ($000)

Fiscal Year	Operating Expenses		Total Operating Expenses	Routine Maintenance Expenses	Total O&M Expenses
	Toll Operations	Traffic Operations			
2009	$518	$2,026	$2,544	–	$2,544
2010	$961	$3,933	$4,894	–	$4,894
2011[1]	$1,269	$4,017	$5,286	$1,084	$6,370
2012	$1,634	$4,187	$5,821	$1,152	$6,973
2013	$1,339	$5,226	$6,565	$1,179	$7,744
2014	$1,465	$7,516	$8,981	$1,322	$10,303
2015[2]	$2,311	$10,165	$12,476	$118	$12,594
2016	$2,726	$10,538	$13,264	$106	$13,370
2017[3]	$3,427	$10,968	$14,395	$1,407	$15,802

Source: FDOT Office of Project Finance.

Notes: Toll operating expenses and routine maintenance expenses increased during FY 2017 due to Phase 2 opening.
1 FY 2011 is the first full year of operations for 95 Express, Phase 1.
2 Operating expenses increased significantly in FY 2015 due to increased credit card fees and increased transit expenses. Routine maintenance expenses decreased significantly in FY 2015 due to the execution of a new asset maintenance contract.
3 FY 2017 includes Phase 2, which began dynamic tolling in October 2016.

TABLE 1-7
95 Express, Broward County
Historical Operating and Routine Maintenance Expenses ($000)

Fiscal Year	Operating Expenses		Total Operating Expenses	Routine Maintenance Expenses	Total O&M Expenses
	Toll Operations	Traffic Operations			
2017	$1,089	$5,175	$6,264	$860	$7,124

Source: FDOT Office of Project Finance.

Table 1-7 shows the operating and routine maintenance expenses for 95 Express in Broward County. Since 2017 was the first year that 95 Express was in operation in Broward County, only FY 2017 is reflected in the table. Total operating expenses for FY 2017 in Broward County totaled $6.3 million, comprised of $1.1 million in toll operations and $5.2 million in traffic operations including transit. Routine maintenance expenses for FY 2017 totaled $0.9 million.

1.6.2 Projected O&M Expenses

Projected operating and maintenance expenses for 95 Express are shown in **Table 1-8** for Miami-Dade County and **Table 1-9** for Broward County. Forecasts are not included for Palm Beach County, as funding has not yet been programmed for this portion of 95 Express. For each of the counties, an operating forecast is provided by the FDOT Office of Project Finance for Turnpike, District, and Transit expenses.

For Miami-Dade County, the Turnpike operating expenses are expected to increase from $3.1 million in FY 2018 to $3.8 million in FY 2028. The District operating expenses are anticipated to increase from $8.8 million in FY 2018 to $10.6 million in FY 2028. The operating expenses for transit are projected to increase from $1.2 million in FY 2018 to $1.8 million in FY 2028. Routine maintenance expenses are projected through FY 2020 and inflated 2 percent annually starting in FY 2021. Periodic maintenance expenses are based on estimated expenditures for projects included in the FDOT 5-year Work Program. These expenses have not been fully programmed beyond FY 2024 so a minimal level of preservation has been included starting in FY 2024 and increased at 2 percent annually.

For Broward County, the Turnpike operating expenses are expected to increase from $1.1 million in FY 2018 to $1.3 million in FY 2028. The District operating expenses are anticipated to begin at $6.1 million in FY 2018, and fluctuate up and down before decreasing to $4.9 million in FY 2028. The operating expenses for transit are projected to increase from $3.6 million in FY 2018 to $5.6 million in FY 2028. Routine maintenance expenses are estimated to increase from $2.2 million in FY 2018 to $3.2 million in FY 2028.

TABLE 1-8
95 Express, Miami-Dade County
Projected Operating and Maintenance Expenses ($000)

Fiscal Year	Operating Expenses			Routine Maintenance Expenses	Periodic Maintenance Expenses
	Turnpike	District	Transit		
2018	$3,149	$8,804	$1,227	$126	$27,738
2019	$3,212	$9,585	$1,489	$118	$23,400
2020	$3,276	$9,569	$2,310	$118	$5,935
2021	$3,341	$9,569	$1,488	$120	$2,061
2022	$3,408	$9,569	$1,533	$123	$2,460
2023	$3,476	$9,569	$1,579	$125	$1,859
2024	$3,546	$9,760	$1,626	$128	$642
2025	$3,617	$9,956	$1,675	$130	$61
2026	$3,689	$10,155	$1,725	$133	$0
2027	$3,763	$10,358	$1,777	$135	$0
2028	$3,838	$10,565	$1,830	$138	$0

Source: FDOT Office of Project Finance.

TABLE 1-9
95 Express, Broward County
Projected Operating and Maintenance Expenses ($000)

Fiscal Year	Operating Expenses			Routine Maintenance Expenses
	Turnpike	District	Transit	
2018	$1,105	$6,071	$3,570	$2,242
2019	$1,127	$4,499	$4,071	$2,089
2020[1]	$1,150	$4,499	$4,414	$2,842
2021	$1,173	$4,528	$4,546	$2,842
2022	$1,196	$5,119	$4,683	$2,842
2023	$1,220	$4,433	$4,823	$2,899
2024	$1,245	$4,521	$4,968	$2,957
2025	$1,269	$4,612	$5,117	$3,016
2026	$1,295	$4,704	$5,270	$3,077
2027	$1,321	$4,798	$5,428	$3,138
2028	$1,347	$4,894	$5,591	$3,201

Source: FDOT Office of Project Finance.

Note:
[1] Phase 3A is assumed to open on January 1, 2020.

1.6.3 Fiscal Year 2017 Off-System Expenditures

As required by Statute, any remaining toll revenues after paying for operating, maintenance, and other financial obligations must be spent in the county or counties where the revenues were collected. As shown in **Table 1-10**, approximately $24.5 million of excess revenue from Miami-Dade County were expended during FY 2017. The revenues are being used to fund off-system projects in Miami-Dade County, including Palmetto Expressway, Krome Avenue, Okeechobee Road, and the Golden Glades Interchange.

TABLE 1-10
95 Express, Miami-Dade County
FY 2017 Off-System Expenditures
Included in 5-Year Work Program ($000)

Prior Expenditures	$3,714
FY 2017 Expenditures	$24,525
Total Expenditures to Date	$28,239

Source: FDOT Office of Project Finance.

Note: Off-system projects in Miami-Dade County include Palmetto Expressway, Okeechobee Road, Krome Avenue, and the Golden Glades Interchange.

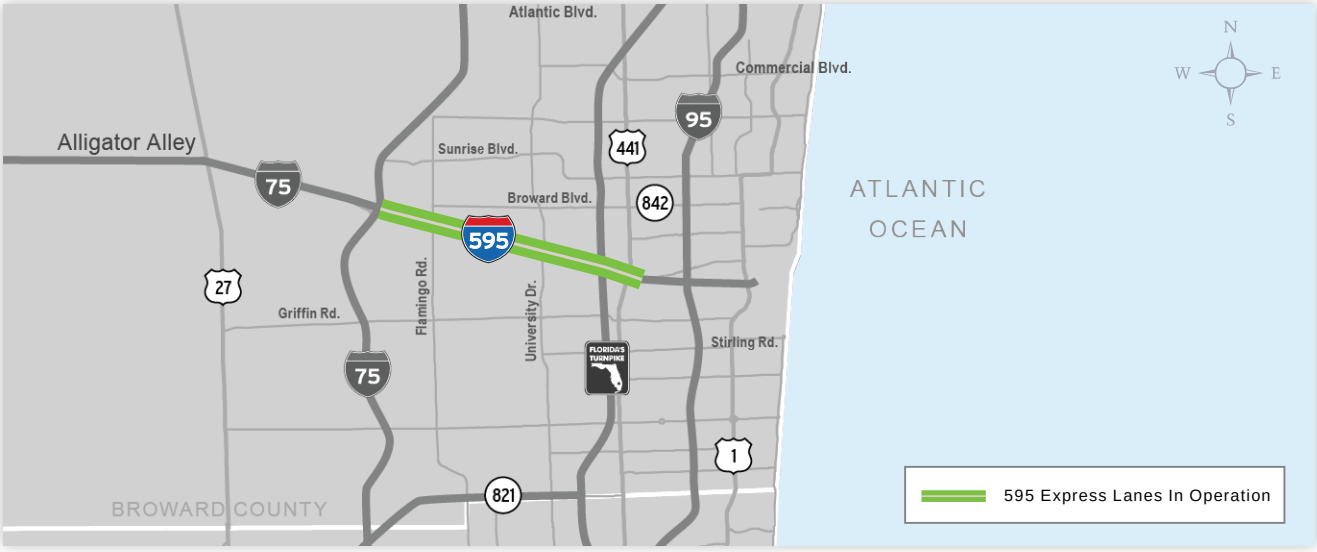
595 EXPRESS

2.1 BACKGROUND

595 Express is a 9.5-mile, limited access express lanes facility located in Broward County that connects I-75 and the Sawgrass Expressway on the West to Florida's Turnpike/SR 91 on the East. The facility consists of three reversible lanes constructed in the median of I-595 and serves as one of the major east/west traffic corridors in the region.

In 2009, FDOT signed a Public-Private Partnership agreement with a private concessionaire to design, build, finance, operate, and maintain the I-595 corridor improvements for 35 years. The express lanes opened to traffic on March 26, 2014, with toll collection beginning two weeks later on April 9, 2014. **Figure 2-1** shows 595 Express and the other major roadways in the area. A map showing entry and exit locations to the express lanes along I-595 is included in **Appendix B**.

FIGURE 2-1
595 Express Project Location Map



During weekdays, the reversible lanes operate eastbound between 4:00 AM and 1:00 PM, and westbound between 2:00 PM and 2:00 AM. The express lanes close between 1:00 PM and 2:00 PM, and between 2:00 AM and 4:00 AM for routine maintenance and to allow adequate time for staff to reverse the lanes. On weekends, the express lanes are typically open in the eastbound direction only.

Unlike other express lanes in Florida, vehicles with more than 2 axles are eligible to use 595 Express. The toll rate for multi-axle vehicles increases based on the number of axles.

2.2 TRAFFIC OPERATING STATISTICS

Several operating statistics are collected and summarized for 595 Express to evaluate and monitor traffic performance over time, and to identify potential operational problems. Travel speed, toll amounts, express bus usage, and facility closure are examined and analyzed in this report. The following sections highlight the details for each of these key operational statistics.

2.2.1 Travel Speed

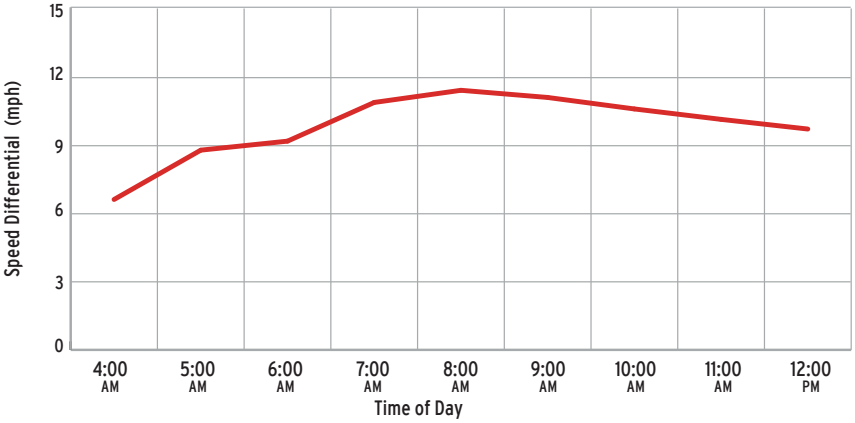
Speed data was collected in 15-minute intervals for all weekdays in FY 2017. This data was used to calculate the average weekday hourly speed by direction for both the express lanes and the general use lanes. The data is presented as the speed differential, or the difference in speeds between the express lanes and the general use lanes. Positive values indicate that drivers in the express lanes are travelling at higher speeds than the general use lanes. The speed differential is shown only for the hours when 595 Express is open to traffic in each direction.

Figure 2-2 shows the speed differential for eastbound traffic. Speeds in the express lanes are consistently higher than those in the general use lanes, by an average of approximately 10 miles per hour. **Figure 2-3** shows the speed differential for westbound traffic. Speeds in the express lanes are also consistently higher than those in the general use lanes, by an average of 17 miles per hour. This is attributed to lower speeds in two of the five general use lanes.

The peak hours for 595 Express are defined as 6:00 AM to 9:00 AM for eastbound traffic and 4:00 PM to 7:00 PM for westbound traffic. The speeds in the express lanes and the general use lanes remain above 45 miles per hour throughout the day, even during the peak hours. This indicates there is sufficient capacity in the corridor and minimum congestion.

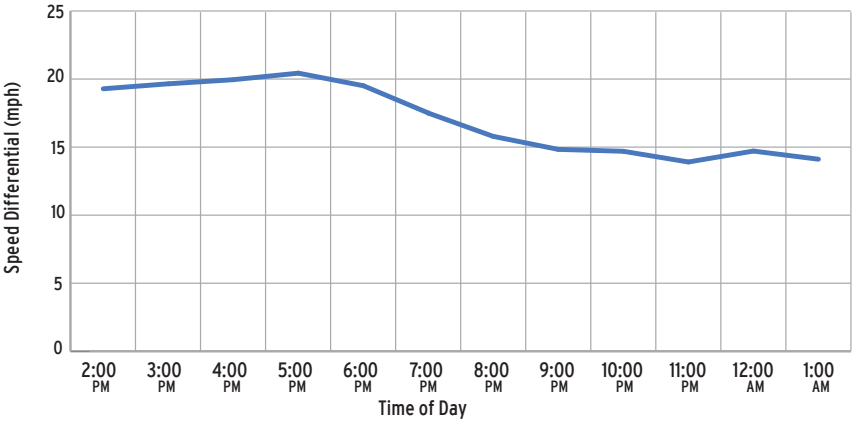
As previously defined, travel time reliability is the percent of time that operating speeds are maintained at 45 miles per hour or higher, with a goal to achieve this speed 90% of the time. In evaluating 595 Express under peak period peak direction conditions, speeds of 45 miles per hour or greater are maintained approximately 100% of the time in the express lanes during FY 2017.

FIGURE 2-2
595 Express
Eastbound Average Weekday Hourly Speed Differential
Express Lanes Minus General Use Lanes



Source: Data obtained from SMART SunGuide for FY 2017.

FIGURE 2-3
595 Express
Westbound Average Weekday Hourly Speed Differential
Express Lanes Minus General Use Lanes



Source: Data obtained from SMART SunGuide for FY 2017.

2.2.2 Toll Amounts

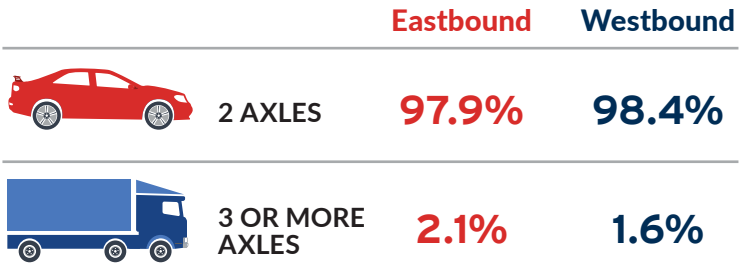
The minimum toll per gantry of $0.50 on 595 Express follows the Florida Administrative Code, Rule 14-100.003. This minimum applies to 2-axle vehicles only. The minimum toll amount for multi-axle vehicles using the express lanes is determined based on a per-axle basis. In this case, each additional axle over 2 would equal an additional $0.25 added to the 2-axle base toll of $0.50. Minimum toll amounts for different axle vehicles are shown in **Table 2-1**. During FY 2017, tolls remained at their respective minimums for 2-axle vehicles and multi-axle vehicles throughout the year.

Figure 2-4 shows 595 Express transactions by axle class for eastbound and westbound directions. Approximately 98 percent of total transactions are attributed to 2-axle vehicles during FY 2017.

TABLE 2-1
595 Express
Minimum Toll by Vehicle Classification
FY 2017

Number of Axles	Minimum Toll
2	$0.50
3	$0.75
4	$1.00
5	$1.25
6	$1.50
7	$1.75
8	$2.00
9	$2.25

FIGURE 2-4
595 Express
Transactions by Axle Class
FY 2017



Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

2.2.3 Express Bus Usage

Express buses currently operate on 595 Express, providing service for passengers during weekdays. **Table 2-2** provides a list of specific express bus routes that operate along the corridor.

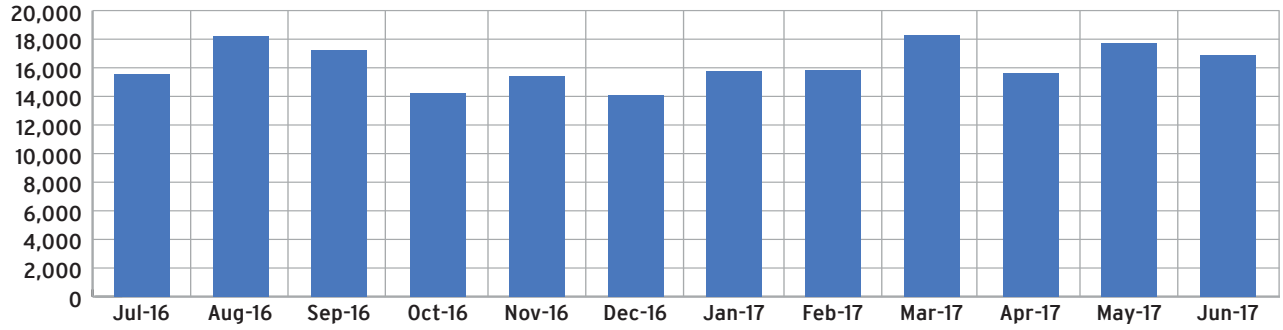
TABLE 2-2
595 Express
Express Bus Routes for Broward County Transit
FY 2017

Operator	Route	
BCT	110	BB&T Center—Downtown Miami—Brickell
BCT	114	BB&T—Civic Center

Source: Data obtained from Broward County Transit (BCT).

Monthly ridership from all Express buses operating on 595 Express during FY 2017 is shown in **Figure 2-5**. On average, there are approximately 16,000 people per month who use these buses to travel on 595 Express. Transit demand is fairly consistent throughout the year, with monthly ridership varying between approximately 14,000 and 18,000 people.

FIGURE 2-5
595 Express
Average Monthly Express Bus Ridership
FY 2017



Source: Data obtained from Broward County Transit (BCT).

Concrete barriers are used to separate the reversible express lanes along I-595 from the general use lanes.

2.2.4 Facility Closure

595 Express may experience occasional closures due to incidents such as disabled vehicles and crashes and planned events such as roadway maintenance and construction activities. During FY 2017, 595 Express was closed due to 5 incidents and 3 planned construction events.

2.3 TRANSACTIONS AND TOLL REVENUES

This section of the report summarizes historical information by fiscal year related to traffic and revenue on 595 Express, as well as actual numbers for FY 2017. In addition, this section provides a 10-year traffic and revenue forecast as reported by the District Traffic and Revenue Consultant.

2.3.1 Actual Traffic and Revenue by Year

Table 2-3 shows actual transactions and revenue growth on 595 Express since FY 2014. FY 2015 represents the first full year of operations. Compared to FY 2016, FY 2017 transactions increased by 2 percent to 4.0 million.

Toll revenue for FY 2017 does not include violation revenue, which was collected beginning in January 2017. This revenue was allocated to 595 Express based on the percent of transactions on 595 Express relative to the total transactions on 95 Express and 595 Express. During FY 2017, the 595 Express share of violation revenue was $261,144.

TABLE 2-3
595 Express
Actual Transactions and Toll Revenues
FY 2014 Through FY 2017

Fiscal Year	Transactions (000)				Toll Revenue ($000)		Average Toll
	Toll Paying	Non-Revenue[2,4]	Total	Percent Change[3]	Amount	Percent Change[3]	
2014[1]	680	218	898	—	$320	—	$0.356
2015	3,401	20	3,421	N/A	$1,651	N/A	$0.483
2016	3,904	31	3,935	15.0%	$1,902	15.2%	$0.483
2017[5]	3,963	52	4,015	2.0%	$1,976	3.9%	$0.492

Source: Data obtained from Turnpike Enterprise Finance Office and FDOT Office of Project Finance for FY 2017.

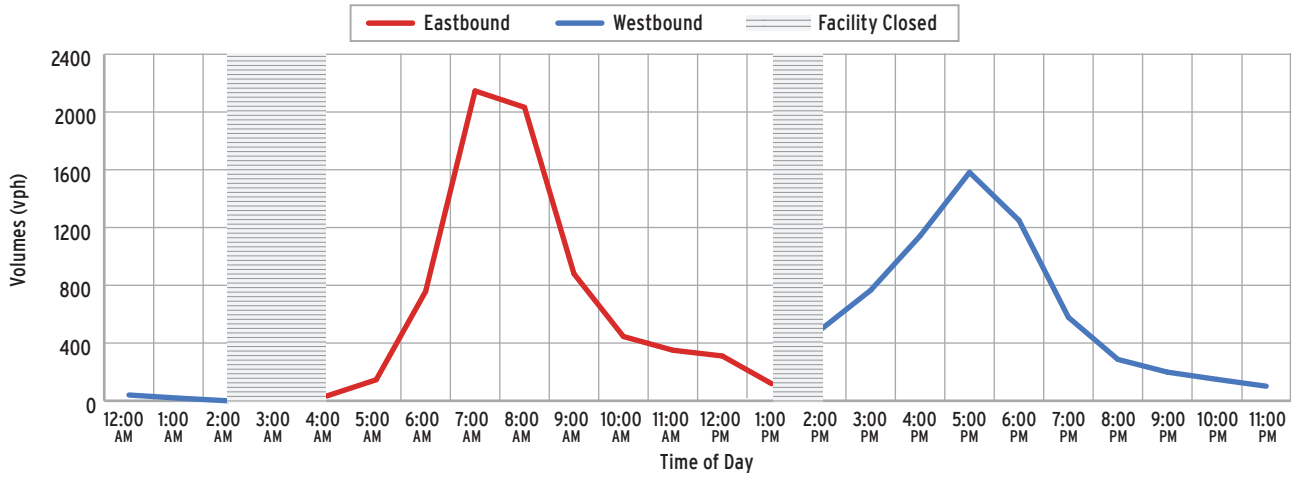
Note:
1 595 Express opened to traffic on March 26, 2014, and toll collection began on April 9, 2014.
2 Represents transactions from authorized vehicles that pass through a toll gantry without incurring a toll, and transactions during toll suspensions.
3 N/A indicates the growth in transactions and revenue is not comparable.
4 Non-revenue transactions increased during FY 2017 due to toll suspension on 595 Express during Hurricane Matthew.
5 Toll revenue for FY 2017 does not include the revenue from the $25 violation charge, which was collected beginning in January 2017.

FY 2017 revenues increased by approximately 4 percent to $2.0 million over FY 2016. The average toll for FY 2017 increased by approximately 2 percent from FY 2016.

In October 2016 (FY 2017), tolls were temporarily suspended to facilitate travel during Hurricane Matthew. Tolls were lifted from October 5, 2016, to October 10, 2016. During this time, uncollected revenues totaled $17,200.

Figure 2-6 shows the average hourly weekday traffic on 595 Express in FY 2017. As shown in the figure, traffic in the express lanes peaks in the morning at 7:00 AM with approximately 2,150 vehicles per hour in the eastbound direction. In the afternoon, traffic peaks at 5:00 PM with approximately 1,580 vehicles per hour in the westbound direction. There are three express lanes on 595 Express.

FIGURE 2-6
595 Express
Average Hourly Weekday Traffic Distribution by Direction
FY 2017



Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

Figure 2-7 shows the revenue by toll amount in each direction. All of the revenue is attributed to minimum tolls. In the eastbound direction, approximately 96% of the revenue is from 2-axle vehicles at the $0.50 minimum toll with the remaining 4% from multi-axle vehicles. In the westbound direction, approximately 97% of the traffic is from 2-axle vehicles at the $0.50 minimum toll with the remaining 3% from multi-axle vehicles.

FIGURE 2-7
595 Express
Revenue by Toll Amount
FY 2017

	Eastbound	Westbound
TOLL $0.50	95.6%	96.8%
TOLL ABOVE $0.50	4.4%	3.2%

Source: Data obtained from Turnpike Enterprise Finance Office for FY 2017.

2.3.2 Transactions and Toll Revenue Forecast

Table 2-4 shows the transactions and gross toll revenue forecasts from FY 2018 through FY 2027. The forecast shows that gross revenues are expected to grow from $1.8 million in FY 2018 to approximately $2.7 million in FY 2027. Similarly, annual transactions are projected to increase from 3.8 million in FY 2018 to 5.0 million in FY 2027.

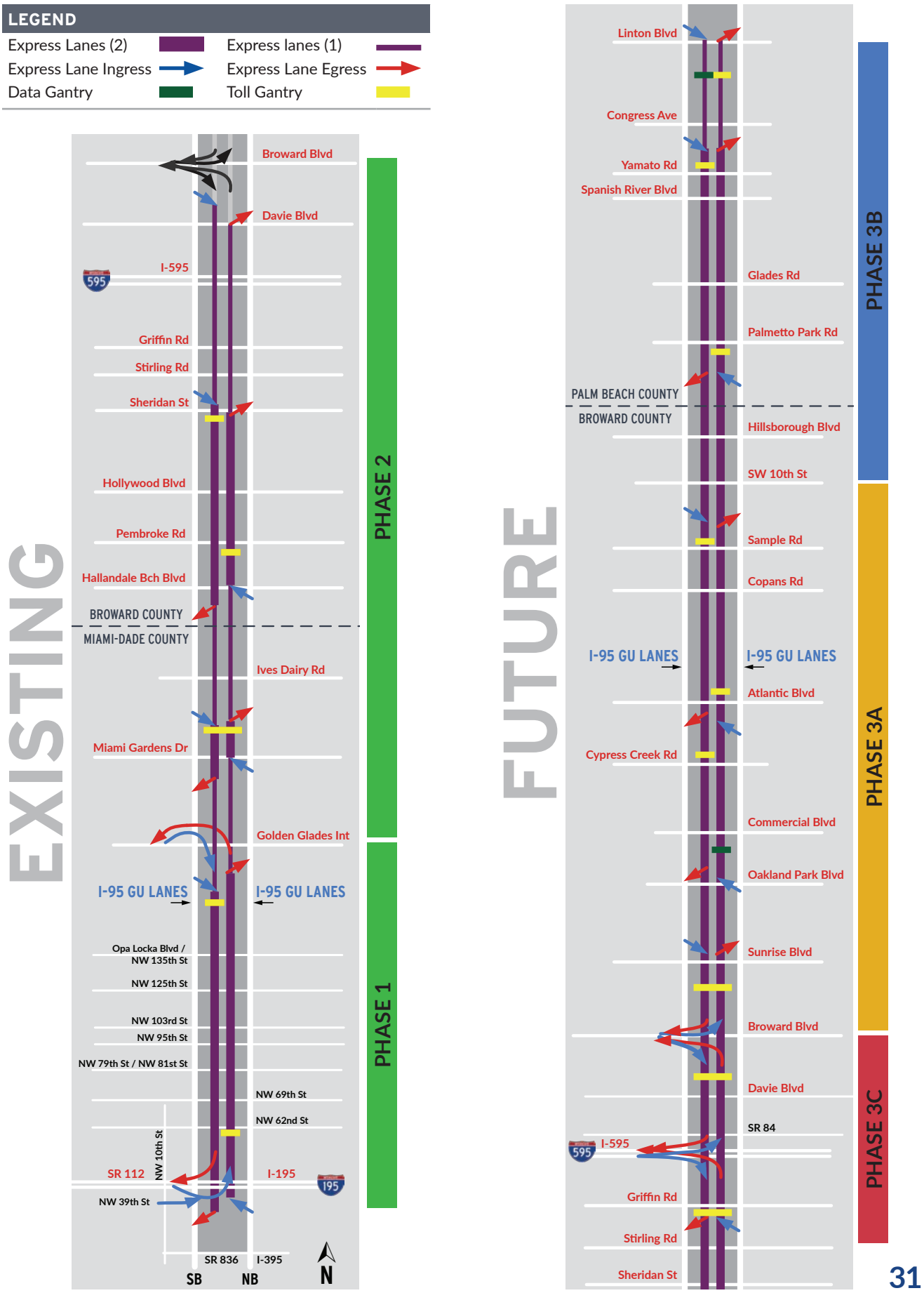
I-595 has three reversible express lanes located in the median.

TABLE 2-4
595 Express
10-Year Annual Transactions and Revenues (in thousands)

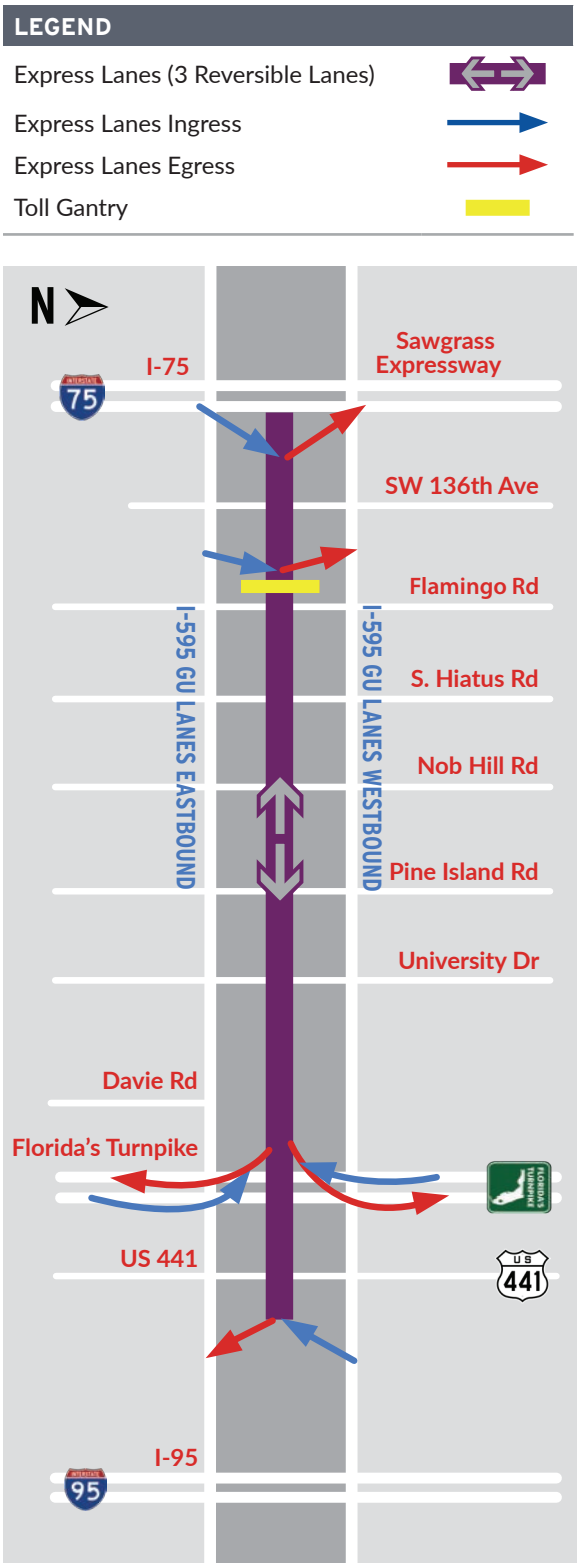
Fiscal Year	Transactions	Revenues
2018[1]	3,751	$1,783
2019	3,835	$1,905
2020	3,968	$1,991
2021	4,118	$2,081
2022	4,275	$2,176
2023	4,441	$2,277
2024	4,616	$2,399
2025	4,760	$2,512
2026	4,874	$2,606
2027	4,991	$2,704

Source: CDM Smith, 595 Express, 30-Year Traffic and Revenue Forecast Summary Report, March 2018.

Note:
[1] Forecasts for 2018 accounted for the impact from Hurricane Irma.


LEGEND
Express Lanes (2)
Express lanes (1)
Express Lane Ingress
Express Lane Egress
Data Gantry
Toll Gantry
EXISTING
Broward Blvd
Davie Blvd
I-595
Griffin Rd
Stirling Rd
Sheridan St
Hollywood Blvd
Pembroke Rd
Hallandale Bch Blvd
BROWARD COUNTY
MIAMI-DADE COUNTY
Ives Dairy Rd
Miami Gardens Dr
Golden Glades Int
I-95 GU LANES
I-95 GU LANES
Opa Locka Blvd / NW 135th St
NW 125th St
NW 103rd St
NW 95th St
NW 79th St / NW 81st St
NW 69th St
NW 62nd St
NW 10th St
SR 112
I-195
NW 39th St
SR 836
I-395
SB
NB
N
PHASE 2
PHASE 1
FUTURE
Linton Blvd
Congress Ave
Yamato Rd
Spanish River Blvd
Glades Rd
Palmetto Park Rd
PALM BEACH COUNTY
BROWARD COUNTY
Hillsborough Blvd
SW 10th St
Sample Rd
Copans Rd
I-95 GU LANES
I-95 GU LANES
Atlantic Blvd
Cypress Creek Rd
Commercial Blvd
Oakland Park Blvd
Sunrise Blvd
Broward Blvd
Davie Blvd
SR 84
I-595
Griffin Rd
Stirling Rd
Sheridan St
PHASE 3B
PHASE 3A
PHASE 3C

3.2 APPENDIX B • 595 EXPRESS TOLL PLAN



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