Addendum to Item 5

I-15 FasTrak™ Project Management Team
Action Item for Agenda Item 5 (revised)
Tuesday, December 20, 2005

MOTION SEEKING APPROVAL OF
FEBRUARY 1, 2006 EFFECTIVE
I-15 TOLL SCHEDULE MODIFICATION

Background

The SANDAG Board of Directors approved Board Resolution No. 98-20, on November 21, 1997, adopting a Full Implementation fee schedule for the I-15 Value Pricing Project ("I-15 FasTrak"). Resolution 98-20 established general parameters for the method and range of fees that could be charged for use of the high-occupancy vehicle (HOV) lanes on I-15 ("I-15 Express Lanes"), by single-occupant vehicles (SOVs) wishing to use those lanes for a per-trip fee ("I-15 FasTrak patrons").

Stepped Fee Structure

Resolution 98-20 authorized staff and the I-15 Project Management Team (PMT) to establish a 'stepped fee structure' ("Toll Schedule"), under which fees are lower when there is less traffic on the I-15 Express Lanes and are higher when there is more traffic on the lanes, including the requirement that no individual fee step be less than 30 minutes in duration. An original Toll Schedule was approved and implemented with the start of electronic toll collection (ETC) on the I-15 Express Lanes, which began on March 31, 1998. In order to balance the need to adjust fees periodically to maintain level of service (LOS) on the I-15 Express Lanes, while at the same time provide predictable fees for I-15 FasTrak patrons, an Attachment (1) to Resolution 98-20 delegates authority to staff and the PMT to adjust the Toll Schedule as needed (e.g., on a monthly or seasonal basis) according to regular traffic trends monitored on the I-15 Express Lanes.

Prior Toll Adjustments

The PMT approved the first change to the original Toll Schedule at its August 1998 meeting. The modified Toll Schedule took effect on August 31, 1998. The PMT approved at least two subsequent Toll Schedule modifications which have been implemented since the August 31, 1998 change. On April 7, 2000, a new Friday evening toll rate table was established to account for variations in traffic during Friday afternoon commute periods compared to other weekday afternoon commute periods. On March 5, 2004, a new Weekend toll rate table was established, following the culmination of a six-month pilot test of weekend operations on the I-15 Express Lanes.

Recommendation

In late 2003, the I-15 Express Lanes facility began to experience recurrent traffic congestion in the northbound direction at the northern terminus where these lanes merge back into the northbound I-15 main lanes. In July 2004, SANDAG undertook an I-15 Toll Modification Study to address this problem and to identify solutions that would improve reliability of the Express Lanes. The I-15 Toll Modification Study Final Report ¹ recommends several measures that respond to changing traffic conditions on I-15, including that SANDAG update the toll schedules which prescribe upper and lower limits for the toll rates that can be charged for each time period.

Action

Based upon recommendations of the I-15 Toll Modification Study Final Report, and in an effort to ensure the continuation of a reliable travel experience for Express Lane users, the I-15 Project Management Team (PMT) was asked to approve† †† a fourth Toll Schedule modification for the I-15 FasTrak project, which adjusts the upper limit of the toll rate tables during early and late peak period fee steps by as much as $0.25 to $2.00 more per trip to more accurately reflect the traffic demand during those periods. If approved, the adjustments would take effect beginning with the February 1, 2006, morning commute.

Voting Results

† Motion carried by Chairperson Derek Toups, SANDAG
†† Motion seconded by Mr. Gordon Shugars, TransCore

(4) In Favor: Mr. Lynn Barton (Caltrans)
Officer Bradley Bohm (CHP)
Mr. Gordon Shugars (TransCore)
Chair Derek Toups (SANDAG)

(0) Opposed: None

ACTION PASSED 20th day of December, 2005.

A copy of this addendum and the modified Toll Schedule will be attached to the official minutes to the December 20, 2005, I-15 PMT meeting and made available on the PMT Web page http://www.sandag.org/index.asp?committeeid=53&fuseaction=committees.detail.