1. **The following individuals participated in the meeting:**

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<thead>
<tr>
<th>Name</th>
<th>Agency</th>
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<tbody>
<tr>
<td>Derek Toups</td>
<td>SANDAG</td>
<td>Lou Melendez</td>
<td>Caltrans D11</td>
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<tr>
<td>Shaun Vigil</td>
<td>SANDAG</td>
<td>George Mamaghani</td>
<td>Caltrans D11</td>
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<tr>
<td>Lynn Barton</td>
<td>Caltrans D11</td>
<td>Gordon Shugars</td>
<td>TransCore</td>
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<td>Officer Brad Bohm</td>
<td>CHP</td>
<td>Teri Argabright</td>
<td>SBX</td>
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<td>Ron Siecke</td>
<td>HNTB</td>
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<td>Stella Joseph</td>
<td>HNTB</td>
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2. **Changes to the Agenda or Previous Minutes**

There were no changes to the previous Project Management Team (PMT) minutes (October 18, 2005 meeting) and all action items from that meeting have been completed. There was one change to the Agenda for the December 20, 2005 PMT meeting, resulting in the issuance of an Addendum to Item 5. Copies of the revised agenda and addendum are available on SANDAG’s Web site. Access the documents from the PMT home page at: [http://www.sandag.org/index.asp?committeeid=53&fuseaction=committees.detail](http://www.sandag.org/index.asp?committeeid=53&fuseaction=committees.detail).

3. **TransCore Update: Customer Service/Operations and Maintenance**

Gordon Shugars (TransCore) updated the PMT on Customer Service Center (CSC), operations, and maintenance activities for October and November. As of December 19, 2005, there were 19,145 I-15 FasTrak accounts open and 28,577 transponders (“tags”) issued. There were also 70 new accounts on a waiting list with 224 requests for new tags pending.

TransCore obtained approval from SANDAG in November to modify and upgrade the I-15 toll system lane controller computer. TransCore has received the parts for the lane controller modifications and is in the process of assembling the system. The upgrade entails changes to both specific components and improvements to the lane controller software, and will extend the maintainable life of the lane controller for up to another three years.

Gordon explained the rationale for beginning a waiting list for new accounts and transponders. A larger than usual number of patrons returned transponders between the months of September and November, 2005, indicating their transponder had failed to activate when driving through the I-15 Express Lanes. TransCore notified SANDAG and began testing a small sample of the returned tags. SANDAG requested factory testing by the transponder manufacturer, Sirit Technologies, and has authorized additional testing of the toll system hardware installed on I-15. Testing is scheduled for completion in January and TransCore expects to begin issuing tags and permitting new enrollments by February.

4. **CHP Update: Violation Enforcement**

Officer Brad Bohm (CHP) provided a summary of enforcement activity on the Express Lanes during the months of October and November. CHP officers working the I-15 HOV/FasTrak detail logged a total of 180 patrol hours and issued 198 citations during the two-month period (1.1 citations per hour). Approximately two-thirds of these citations were for HOV or toll evasion infractions. At the end of November, the CHP had a balance of approximately 150 hours remaining for Express Lanes enforcement in 2005. All of the remaining hours have been assigned to Officers for the month of December.
The agreement between SANDAG and CHP for specialized enforcement of the Express Lanes was extended in October for another two years. The sixth amendment to the agreement will expire December 31, 2007 without further action. The extension will permit CHP to continue to provide the current levels of patrol service on I-15 in the face of rising labor and mileage rates.

5. I-15 Managed Lanes Update: Caltrans/HNTB

Lynn Barton (Caltrans) provided a brief update regarding Caltrans’ on-going progress to construct the first stage of the I-15 Managed Lanes (ML) (north of SR 56/Ted Williams Pkwy). Caltrans is aware of recent concerns regarding late notification of lane closures due to construction impacts, and is making every effort to provide advance notice of incidents or construction activities that will impact existing FasTrak revenue operations.

Ron Siecke (HNTB) provided an update on HNTB’s progress to design and engineer the I-15 ML electronic toll collection and violation enforcement systems (ETC/VES). In November, HNTB completed the Systems Engineering Management Plan (SEMP) for the ML ETC/VES and began technology trade studies to identify suitable next generation enforcement technologies that are being considered for deployment on the ML. In January, HNTB will submit an Enforcement Technology Report to be followed by a more detailed Enforcement Strategy Analysis aimed at identifying the one or two preferred enforcement approaches (combining technologies and policies) for implementation on I-15.

HNTB and Caltrans have begun to collaborate on the development of a Traffic Operations/Incident Management Plan for I-15, which will inform key actors responding to minor or major incidents when the ML is open to the motoring public.

6. I-15 Toll Modification Study

Derek Toups (SANDAG) distributed the I-15 Toll Modification Study Final Report that was prepared by Wilbur Smith Associates (WSA) under contract to SANDAG. An electronic copy of the full report is posted on SANDAG’s FasTrak Publications Library, on the Web at http://fastrak.sandag.org/library.html.

The Toll Modification Study originated in 2004 in response to growing concern about congestion near the north end of the Express Lanes (in the northbound direction). WSA determined the problem is caused by two sources: (1) vehicle density routinely exceeds available capacity on the I-15 main lanes located further upstream from the Express Lanes; and (2) construction activities and vehicle accidents have created additional incident-related delays which affect Express Lane operations. Still, the toll system’s failure to meter SOV traffic when congested conditions do occur was related to inadequate traffic measurement on the Express Lanes, where the system currently uses a single pair of loop detectors in its calculation of the appropriate toll rate to charge FasTrak patrons. The placement of the loops near the south end of the Express Lanes retards the system’s ability to react to a queuing event near the north end. Outdated toll schedules add to the problem which impose artificial ceilings on the toll rates that can be charged to patrons during early and late peak periods; traffic data show clearly the pattern of travel has shifted on the Express Lanes with greater proportions of traffic now traveling during those ‘shoulder’ periods.

The current I-15 FasTrak Toll Schedules were last modified in March 2004. WSA proposed changes to the toll schedules (attached) along with five other key recommendations described in the Final Report. The PMT was asked to approve the proposed toll schedule revisions which are described in the addendum to agenda item 5.

Action: Upon a motion by Derek Toups and a second by Gordon Shugars, the PMT approved the proposed toll schedule changes for an effective date of February 1, 2006.
Next Meeting

The next regularly scheduled I-15 PMT meeting will be held at the SANDAG offices from 9:30 a.m. to 11 a.m. (PST), on February 21, 2006.