1. The following individuals participated in the meeting:

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<th>Name</th>
<th>Agency</th>
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<tbody>
<tr>
<td>Derek Toups</td>
<td>SANDAG</td>
<td>Tim Buchanan</td>
<td>Caltrans HQ</td>
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<td>Shaun Vigil</td>
<td>SANDAG</td>
<td>Jeff Lewis</td>
<td>FHWA</td>
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<td>Lynn Barton</td>
<td>Caltrans D11</td>
<td>Susan Carlson</td>
<td>HNTB</td>
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<td>Shahin Sepassi</td>
<td>Caltrans D11</td>
<td>Tim Phillips</td>
<td>WSA</td>
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<td>George Mamaghani</td>
<td>Caltrans D11</td>
<td>Parker Williams</td>
<td>ACS</td>
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<td>Officer Bradley Bohm</td>
<td>CHP</td>
<td>Paul Adams</td>
<td>SBX</td>
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<td>Gordon Shugas</td>
<td>TransCore</td>
<td>Joaquin Luchen</td>
<td>SBX</td>
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<td>Fares Ibrahim</td>
<td>TransCore</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 (December 20, 2005 meeting) that were posted to the I-15 PMT website in January and all action items from that meeting have been completed.

   Following a request from Shahin Sepassi (Caltrans), agenda item 4 (Caltrans Update) was moved ahead of agenda items 2 (TransCore Update) and 3 (CHP Update) to accommodate a scheduling conflict.


   Mr. Sepassi provided an update on the District’s efforts to define how the existing reversible Express Lanes will interface to the future I-15 Managed Lanes (ML) when the first Stage of the ML opens to traffic in 2008. Widening of the reversible lanes is the final stage of the ML construction and is not scheduled until sometime after 2010. Until that time, Caltrans needs to tie the two-lane reversible lanes to the four-lane, bi-directional ML. To assist District staff in identifying and resolving potential operating conflicts Caltrans has constructed several scale models of the ML and recently a model of the ML-to-reversible lanes configuration has also been built. Mr. Sepassi described the models and how his team has used the models to determine exactly how the conjoined facilities are going to operate after 2007.

   Based on the current plan that includes a movable center divider for the I-15 ML, Caltrans has determined that there will be twelve different operational settings, meaning there are twelve different ways to adjust the moveable barrier for two-way operations (e.g., 2 lanes each direction: NB and SB; 3 lanes NB and 1 lane SB; 1 lane NB and 3 lanes SB). No provision for true contraflow—where all four lanes would operate in a single direction—has been made, and one reason is the problem of storing the movable barrier which can not be displaced by the barrier transfer machine all the way against the permanent barrier on either side of the ML. Caltrans and SANDAG are still reviewing traffic forecasts to determine how the ML facility will operate during the interim period until Stage 3 (widening of reversible lanes) is complete. Most likely, the ML would operate in a 2-2 configuration to simplify the transition into and out of the reversible lanes south of SR 56/Ted Williams Parkway (TWP). The final operating plan will be determined by an I-15 Traffic Operations and Incident Management Plan that is now being prepared by both agencies.
4. **TransCore Update: Customer Service/Operations and Maintenance**

Fares Ibrahim (TransCore) updated the PMT on customer service center (CSC) activities for December and January. As of February 20th, there were 19,015 I-15 FasTrak accounts open and 28,418 transponders (“tags”) issued. There were also 241 new accounts on a waiting list with 697 requests for new tags and exchanges pending. Mr. Gordon Shugars (TransCore) explained the need for the waiting list related to on-going testing of the transponders and their performance in the I-15 lanes which effort would be wrapping up shortly.

During the week of January 23-26, 2006, Sirit Technologies, manufacturer and supplier of the transponders in use on I-15, along with TransCore and a toll-industry leading audit/verification/testing firm, RapidToll Systems, performed extensive testing on the I-15 reversible lanes. The results of the testing are expected to optimize system settings and ensure the maximum performance in tag-to-reader communications. Additionally, TransCore is nearly complete its testing of an improved lane controller computer which will be placed into toll revenue service once performance testing has concluded.

Mr. Shugars also provided updated figures for the CSC’s transponder recall program: as of February 20th, a total of 6,221 tags assigned to 4,632 accounts that were issued before 2001 remained in circulation; however, only nine accounts have more than four tags to recall.

5. **CHP Update: Violation Enforcement**

Officer Bradley Bohm (CHP) provided a summary of enforcement activity on the Express Lanes for the months of December and January. During these two months CHP issued 241 citations and 72 verbal warnings in 212 hours patrolled (1.5 enforcement contacts per hour). Currently Officer Bohm and Derek Toups (SANDAG) are working on improvements to the CHP’s reporting for FasTrak enforcement activities, and Officer Bohm anticipates being able to provide substantially more data in the future than what is already reported. Whereas today CHP reports hours patrolled and the total amount of citations and verbal warnings for patrol cars and motorcycles, in two categories: “HOV violations” and “other violations”; starting next quarter CHP will also begin to report mileage along with hours, will add several discrete categories for citations and verbals, and will include a new category of enforcement contacts called “non-violations”. A “non-violation” refers to any stop that results in a false positive ID for a suspected violation (e.g., small child undetected). This new variable would make possible the periodic adjustment of manual vehicle occupancy counts in order to estimate accurately FasTrak/HOV violation rates. The increased reporting will be possible thanks to revamped field reporting forms developed by Officer Bohm and through the provision of centralized data available from CHP’s headquarters office in Sacramento.

Per request from SANDAG, CHP will step up its patrol presence in the months of March and April and will also schedule a task force patrol “blitz” during that period. Periodic patrol blitzes provide a strong message to motorists when CHP presence is highly visible on the Express Lanes. This measure has been shown to be an effective deterrent for violators.

6. **HNTB Update: I-15 Managed Lanes Tolling and Enforcement System**

Derek Toups and Susan Carlson (HNTB) stepped through a PowerPoint presentation on various enforcement concepts, technologies, and strategies that are being studied for possible implementation on the I-15 ML. SANDAG is considering three strata of enforcement strategies which range from full reliance on routine enforcement by CHP to an automated enforcement system. The former is expected to be included in any strategy that is recommended for implementation on I-15 ML; the latter is currently untested and requires proof of concept testing before it can be considered for future I-15 ML integration.
The I-15 ML Value Pricing – Violation Enforcement Study is proceeding in three phases: first, the concepts, technologies, and strategies will be evaluated for final selection of a preferred strategy and preliminary concept of operations/systems requirements will be defined. Those preliminary requirements will be included into the I-15 ML Toll System request for proposals (RFP) that is scheduled for release in June 2006. Next, SANDAG intends to solicit private industry through a request for information (RFI) to identify viable technologies that respond to the VES occupancy detection high-level requirements that would be further refined by SANDAG; and a demonstration trial of the top ranked systems would be arranged sometime in FY 2007/2008 to provide the proof of concept testing that is a necessary pre-cursor to widespread deployment. Finally, should any of the automated VES systems tested prove successful; SANDAG would design a fully-compatible system based on the prototype that would be integrated into the I-15 toll system during Stage 2 or Stage 3 of the ML.

Derek made a request that PMT members stay informed on the enforcement study and asked each agency to review the project working papers and reports as they become available. SANDAG will post all of the deliverables on its I-15 FasTrak Web page at: http://www.sandag.org/index.asp?projectid=67&fuseaction=projects.detail. So far the first report, Enforcement Concepts and Technologies, is available for download. Questions and comments should be submitted in writing to Derek at dto@sandag.org.

**Other Business (Non-Agenda Items)**

**I-15 Reversible Lanes Control System**

Fares Ibrahim (TransCore) inquired whether Caltrans will have control over the FasTrak price announcement signs after the I-15 ML opens north of SR 56/TWP. Similar to the existing control system for the I-15 reversible lanes, Caltrans will utilize a system of gates, pop-ups, in-pavement lights, and changeable message signs (CMSs) to provide guidance to motorists regarding whether the facility is open or closed, its operating configuration, and related traveler/safety information such as accident alerts. However, the existing CMS signs on the reversible lanes segment will not be replaced until the final stage of the ML. SANDAG will be installing its own set of dedicated variable toll message signs (VTMSs) that will operate independent of the Caltrans-controlled CMS signs.

Caltrans has expressed interest in some level of control over the FasTrak VTMS signs. This might entail true command control or simply an override control where the Traffic Management Center (TMC) operator could initiate a separate action (e.g., detour of I-15 main lanes) that also would trigger an action within the FasTrak VTMS signs (e.g., shuts off toll rates). Derek suggested the Traffic Operations/Incident Management Planning process as an appropriate venue to discuss and define this functionality. A study Working Group will be meeting regularly this year to discuss aspects of that project. Furthermore, the Advanced Transportation Management System (ATMS) that is under development should permit for varying degrees of control where authority for remote sign control could be delegated to Caltrans, or the FasTrak operator depending on the situation.

Shahin Sepassi also explained that the existing reversible lanes control system (RLCS) is being upgraded so it can also control the I-15 ML operations. Caltrans has a contract with PB Farradyne to complete this upgrade and the new software and enhanced functionality are expected to be online later this year. Shahin agreed the Traffic Operations/Incident Management Plan should raise any remaining/potential points of conflict and synergy which will ensure they get resolved in advance of the I-15 ML opening.

Mr. Sepassi suggested that members of the PMT visit the Caltrans Viewridge office in Kearny Mesa to view models of how the I-15 Managed Lanes facility will operate.
Next Meeting

After discussion on Mr. Sepassi’s suggestion of a PMT field trip to view the Caltrans ML models; the PMT agreed to cancel its next regularly scheduled meeting (April 18, 2006) and instead reserve that date for a visit to the Caltrans office to view the ML model. Details for the field trip and directions to the Caltrans Viewridge office will be sent out approximately one week before the meeting.