Interstate 15 Express Lanes
SR 125 South Bay Expressway

Presented to:
Sacramento Area Council of Governments
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San Diego Association of Governments
SAN DIEGO ASSOCIATION OF GOVERNMENTS

- Forum for regional decision making
- Build consensus
- Make strategic plans
- Obtain and allocate resources
- Plan, engineer, and build transportation projects
- Provide information and technical assistance
**INTERSTATE 15 EXPRESS LANES OVERVIEW**

- **Enhance Mobility**
  - Under utilized HOV facility
  - Travel choices

- **Legislative Authority – AB 713 (1993)**
  - Congestion relief through pricing
  - Excess revenue funds transit

- **FHWA Pilot Program (1996-1999)**
  - Increase in HOV use
  - Broad public support for Congestion Pricing

- **4-Lane ML facility (Opened 2012)**
  - Dynamic pricing $0.50 to $8.00
  - 5 Direct Access Ramps – BRT Stations
  - 20+ Intermediate Access Points
  - Jointly operated with Caltrans
I-15 Express Lanes Overview
Direct Access Ramps

- Directly connect to Park & Ride lots and Transit Stations for Bus Rapid Transit service
- Increase trip time reliability
- Allow drivers to safely access the Express Lanes by directly merging into the lanes from inside the median
- Reduce traffic on local interchanges
Bus Rapid Transit

Transit Station Rancho Bernardo
16785 West Bernardo Drive
I-15 EXPRESS LANES TRAFFIC VOLUMES

- HOV Trips 83% and FasTrak (SOV) 17%
- Since FY 2013 HOV trips have increased at an annual average of 10.8%
- 4.3 million annual FasTrak trips in FY 2017
- Average Weekday Transit Ridership for FY 2017 is 4,887

I-15 SOV and HOV Traffic (FY 2012 – FY 2017)
I-15 HISTORICAL REVENUES AND EXPENSES

- Net Revenue has grown by an average of 56% annually
  - FY 2017 average toll charged $2.72

- Operating Expenses:
  - Back Office / Customer Service Center / Roadway Toll Collection
  - Caltrans: cost-sharing for Movable Barrier Operations
  - CHP: enforcement
  - SDMTS: Transit subsidy at $500k/yr. $11M contributed to-date

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</thead>
<tbody>
<tr>
<td>Toll Revenues</td>
<td>$4,250</td>
<td>$5,584</td>
<td>$5,842</td>
<td>$9,407</td>
<td>$11,241</td>
<td>$11,741</td>
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<tr>
<td>Violation Revenues</td>
<td>20</td>
<td>16</td>
<td>20</td>
<td>47</td>
<td>189</td>
<td>290</td>
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<tr>
<td>Other Revenues</td>
<td>529</td>
<td>558</td>
<td>607</td>
<td>729</td>
<td>809</td>
<td>997</td>
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<tr>
<td>Total Revenues</td>
<td>4,801</td>
<td>6,159</td>
<td>6,469</td>
<td>10,184</td>
<td>12,239</td>
<td>13,029</td>
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<tr>
<td>Net Revenue</td>
<td>(293)</td>
<td>1,919</td>
<td>1,852</td>
<td>5,423</td>
<td>7,245</td>
<td>7,489</td>
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Provides fast and convenient access to Chula Vista, Downtown San Diego, East County, Otay Mesa and Mexico

Originally developed as a Public Private Partnership

Franchise agreement enabled the developer to Design, Build, Operate & Maintain a Toll road

+10 years to develop, opened to revenue traffic January 2008
SR 125 SOUTH BAY EXPRESSWAY OVERVIEW
SANDAG purchased the SR-125 franchise from Creditors, including the USDOT, following bankruptcy in December 2011 at a 35% discount for $341 million.

SANDAG made the strategic decision to integrate SR-125 into its network to:
1. Expand network capacity, reducing traffic congestion on parallel links;
2. Reduce need for capacity improvements on parallel links; and
3. To attract and grow traffic on toll road.

Discounted price allowed SANDAG to reduce leverage and lower tolls 25% to 40%.

New Toll Revenue Bonds repaid loans associated with SR-125, establishing level debt service and generating substantial savings.

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**SR-125 Debt Load Over Time**

<table>
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<tr>
<th>Period</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Pre 2011 Bankruptcy</td>
<td>$535 million</td>
</tr>
<tr>
<td>Post SANDAG Purchase - December 2011</td>
<td>$341 million</td>
</tr>
<tr>
<td>Post 2017 Refinancing</td>
<td>~$204 million¹</td>
</tr>
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</table>

Source: SANDAG 2011 Board of Directors Presentations

¹ Post 2017 Refunding debt is preliminary and subject to change.
SR 125 TRAFFIC VOLUME

- Since FY 2013, annual trips have increased at a compound annual rate of 10.5%
- 16.9 million annual trips in FY 2017; up 7.3% year-over-year

![SR-125 Trip Growth (FY 2012 – FY 2017)](chart)

Reduction in toll rates
HISTORICAL REVENUES AND EXPENSES

- Net revenue has grown by an average of 12% annually
  - FY 2017 average toll charged $1.93
- Operating Expenses:
  - Back Office / Customer Service Center / Roadway Toll Collection / Roadway & Roadside maintenance
  - CHP enforcement

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<thead>
<tr>
<th>Annual Net Revenues</th>
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<tr>
<td>Other Revenues</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
</tr>
<tr>
<td>Less: Operating Expenses</td>
</tr>
<tr>
<td><strong>Net Revenue</strong></td>
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</table>
WHERE WE’RE HEADED...

- Upgrade Toll Systems
  - Modernize Roadway
  - Regional Back Office
- Optimize Operations
  - Data Management & Analytics
  - Harmonize business rules
- AV Proving Ground
- Network of Express Lanes
  - Legislative authority for 4 new Express Lanes facilities
THANK YOU!

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