



**CENTRAL TEXAS  
Regional Mobility Authority**

May 3, 2016  
AGENDA ITEM #9

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Adopt a Variable Toll Rate Policy for the  
MoPac Express Lanes.

Strategic Plan Relevance: Regional Mobility, Innovation  
Department: Operations  
Contact: Tim Reilly, Director of Operations  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Consider and act on draft resolution

Summary:

Amend Section 301.002 of the Mobility Authority Toll Policy to allow for variable pricing on the MoPac Express Lane project. There will be two express lane tolling zones in each direction for a total of four tolling zones. Variable tolls will be used to manage the number of vehicles entering the express lanes. When necessary, tolls will increase to reduce the number of vehicles entering the express lane to prevent congestion in the express lanes. This will ensure that express busses, registered van pools, emergency vehicles and individual drivers have a reliable route around the congestion in the general purpose lanes. In order to properly manage the traffic in the express lane, there will be no maximum toll rate set. The variable toll will have a minimum price of \$.25 per tolling zone to cover the expense of operations during periods of light traffic.

Prices will vary dependent on traffic conditions within the corridor.

Backup provided: Draft Toll Policy  
Draft Resolution

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 16-0XX**

**AMENDING THE POLICY CODE TO ALLOW FOR VARIABLE PRICING ON THE  
MOPAC EXPRESS LANES PROJECT**

WHEREAS, the MoPac Improvement Project includes two express lane tolling zones in each direction for a total of four tolling zones that will use variable tolls to maintain free flowing conditions even when the adjacent general purpose lanes are congested; and

WHEREAS, variable tolls will be used for the purpose of managing the number of vehicles entering the express lane in order to increase tolls when necessary to reduce the number of vehicles entering the express lane to prevent congestion in the express lane; and

WHEREAS, variable tolls will ensure express buses, registered van pools, emergency vehicles and individual drivers a reliable route during congestion in the general purpose lanes; and

WHEREAS, for the proper management of traffic in the express lane, no maximum toll rate will be set; and

WHEREAS, the variable toll will have a minimum price of \$.25 per tolling zone to cover the expense of operations during periods of light traffic; and

WHEREAS, the Executive Director recommends amending the Mobility Authority Toll Policy to establish a variable toll policy for the Mopac Express Lanes.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby amends Section 301.002 of the Mobility Authority Policy Code to add a new subsection "e", to read in its entirety as set forth in Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 3<sup>rd</sup> day of May 2016.

Submitted and reviewed by:

Approved:

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Geoffrey S. Petrov, General Counsel

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Ray A. Wilkerson  
Chairman, Board of Directors

## **EXHIBIT 1**

The Mobility Authority Policy Code is amended by adding a new subsection “e” to Section 301.002, to read in its entirety as follows:

(e) The toll charged for use of the MoPac Express Lanes shall be variable in nature. The minimum toll rate will be \$0.25 per Express Lane segment, in 2016 dollars. The minimum toll rate per segment will be adjusted annually in accordance with the methodology for toll rate escalation provided in Section 301.003. There shall be no maximum toll rate.

To maximize throughput and maintain free flowing conditions, the toll rate for each MoPac Express Lane segment shall change on a real-time basis based on traffic volumes.

When traffic volumes increase, the minimum toll rate shall be increased as much as necessary to prevent the MoPac Express Lane(s) from becoming congested. When traffic volumes decrease, the toll rate shall be reduced to encourage use of the MoPac Express Lane(s). The primary goal of the variable toll rate is to minimize congestion on the MoPac Express Lanes and to encourage more people to ride public transit or join a registered vanpool.

Changeable message signs shall be located prior to the entrance of each MoPac Express Lane segment to notify customers of the current toll rate. A customer shall never pay more than the toll rate information shown on the sign located near the vehicle’s entry point, but may be charged less. The Mobility Authority may reduce tolls if it determines that operational issues warrant such an adjustment.