



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 13, 2017
AGENDA ITEM #5

Consider and, potentially, modify the annual
toll rate escalation for the CTRMA
Turnpike System

Strategic Plan Relevance:	Economic Vitality/ Sustainability
Department:	Finance
Contact:	Mary Temple, Controller
Associated Costs:	N/A
Funding Source:	Toll Revenues
Action Requested:	Consider and act on draft resolution

Summary:

Section 301.003 of the Policy Code provides that, each October, Mobility Authority staff must calculate a percentage increase in toll rates charged on Mobility Authority toll facilities using the formula established by that section. The formula is based on changes to the most recently published non-revised index of Consumer Prices for All Urban Consumers (CPI-U) before seasonal adjustment, as published by the Bureau of Labor Statistics of the U.S. Department of Labor. Each year, this Toll Rate Escalation Percentage is reported to the Board.

The Toll Rate Escalation Percentage calculated based on the September 2017 CPI-U is 2.23%. This percentage increase in toll rates will automatically become effective on January 1, 2018 unless the Board affirmatively votes to modify the percentage. If the percentage is not modified, this increase will result in an additional \$0.01 to \$0.03 toll charged at each gantry for a customer in a two-axle vehicle who uses a TxTAG or other transponder account.

The original 2007 opening rates were determined by many factors. As the System has spurred economic development and traffic has increased on the 183A corridor, the RMA is looking at several different methods to align toll rates along the corridor. As a potential alternative Stantec, the Mobility Authority's traffic and revenue consultant,

has reviewed various toll rate modifications that would be revenue neutral. Attached is a memo that compares the CPI-U Adjustment to an alternate realignment along the 183A corridor developed by Stantec.

Backup Provided: Calendar Year 2018 Toll Rates
Alternate 183A Toll Schedules

Calendar Year 2018 Toll Rates

- Each October staff determines what the CPI-u (Consumer Price Index, all urban consumers) increase/decrease has been from the previous September to the current September.
- That increase is applied to the current toll rates and presented to the Board for review.
- If there is no action by the Board, those toll rates are implemented and go into effect January 1st of the next calendar year. Below are those rates, with the detail attached.

			Current	CPIu	New Toll
			Rate	Increase	rates
183A					1/1/2018
	Crystal Falls ramps	ETC	\$ 0.41	\$ 0.01	\$ 0.42
	Crystal Falls Main Lane	ETC	\$ 1.05	\$ 0.02	\$ 1.07
	Scottsdale Ramp	ETC	\$ 0.59	\$ 0.01	\$ 0.60
	Park Street mainlane	ETC	\$ 1.48	\$ 0.03	\$ 1.51
	Brushy Creek Ramps	ETC	\$ 0.59	\$ 0.01	\$ 0.60
	Lakeline Main Lane	ETC	\$ 0.55	\$ 0.01	\$ 0.56
Manor					
	183 Direct Connectors	ETC	\$ 0.56	\$ 0.01	\$ 0.57
	Springdale ramps	ETC	\$ 0.56	\$ 0.01	\$ 0.57
	Giles ramps	ETC	\$ 0.56	\$ 0.01	\$ 0.57
	Giles Main Lanes	ETC	\$ 1.12	\$ 0.03	\$ 1.15
	Harris Branch Parkway ramps	ETC	\$ 0.56	\$ 0.01	\$ 0.57
	Palmer Main Lanes	ETC	\$ 0.56	\$ 0.01	\$ 0.57
71E		ETC	\$ 0.87	\$ 0.02	\$ 0.89

The original 2007 opening rates were determined by many factors**. As the system has developed and the 183A corridor has spurred economic develop and traffic growth, at the direction of the Board, the RMA is looking at several different methods to align toll rates along the corridor.

The RMA can ask Stantec, our Traffic and Revenue consultant, to review various toll rate modifications that would be revenue neutral.

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- Cost of construction, maintenance, operations and finance factored into long term revenue requirements
- Demographics – rates set in part based upon prospective traffic demand, and need for future extensions
- Recommended gantry and mainline gantry placements, especially Phase II and future Phase III to Hwy 29
- Construction of non-tolled frontage roads for the economic development of Cedar Park and Leander was partial trade-off for rates charged at Park Street

