

## “Opportunities to Improve Air Quality through Transportation Pricing”

### Errata Sheet

page 2 - Dialogue box - Societal Costs - This section should read

- Increased traffic congestion and travel times
- Increased money spent to construct, maintain, and monitor the transportation system
- Need for additional public services to handle the problems caused by accidents

page 26 - Dialogue box - Last sentence should read (See Appendix A for more information on these projects.)

page 105 - California SR-91 Project

- This project was not opened as a project under the Federal Highway Administration's (FHWA) Pilot Programs.
- This facility is privately owned and operated by the California Private Transportation Company. However, the Federal Highway Administration, Federal Transit Administration, and Caltrans have jointly funded a monitoring and evaluation study of this project.
- The program is marketed as FasTrak.

page 112, 114 and Table 3-2 - San Diego I-15 Express Lanes Project

- Since 1988, the facility has contained two express lanes that are accessible, free of charge, to high-occupancy vehicles (HOVs) - i.e., vehicles with two or more occupants. To increase utilization of the express lanes and relieve traffic congestion on the regular lanes, single-occupancy vehicles (SOVs) are now being given the opportunity to use the express lanes for a fee/toll. (HOVs will continue to pay no toll.)
- This program has not weakened the incentives for motorists to rideshare. HOV usage has increased by 15% since the facility's inception according the San Diego State University's Evaluation of the pricing project.

Page 115 - Southern California Association of Governments

- Under sub-heading “Institutional Issues”, FHWA is also a partner in this effort.