



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: April 3, 2009

FR: Executive Director

RE: AB 744 (Torrico) – Legislative Principles: Regional High Occupancy Toll Lane Network

Over the last several months, MTC staff has been working closely with the High Occupancy Toll (HOT) Lane Executive Working Group – comprised of staff from MTC and BATA, congestion management agencies (CMAs), Caltrans, and the California Highway Patrol – to develop an agreed-upon framework for legislation (AB 744, Torrico) to authorize a regional express lane network throughout the Bay Area (see map in Attachment 1).

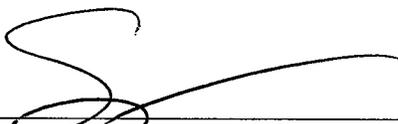
The legislative principles in Attachment 2 have been through several iterations and represent staff-level agreement with the Solano Transportation Authority as well as the agencies that are currently authorized to develop high occupancy toll lanes – Santa Clara Valley Transportation Authority and the Alameda County Congestion Management Agency. While these legislative principles do not enjoy unanimous support from all affected CMAs, we believe they ensure a significant deliberative role for local officials and staff in all counties where the HOT network would operate. Accordingly, we recommend these principles for your support.

Next Steps

As you know, a regional HOT lane network – as well as an estimated \$6.1 billion in net revenue – is a centerpiece of the proposed Transportation 2035 Plan set for adoption by the Commission later this month. Such a network was also included in the Transportation 2030 plan adopted by the Commission in 2005. Public support for a regional HOT network was tested as part of our public outreach efforts in 2008. Attachment 3 shows very favorable outcomes across the Bay Area. The next step is to make these plans a reality.

AB 744 is slated to be heard in the Assembly Transportation Committee on April 20. The current version is a “spot bill.” MTC staff is developing bill language to be proposed to Assemblymember Alberto Torrico, based on the attached legislative framework. The goal is to submit the language to legislative counsel in time for the bill to be amended prior to the April 20 hearing.

Recommendation: Support the legislative framework (Attachment 2).



Steve Heminger