

Summary of July 16, 2009 Amendments to AB 744 (Torrico)

1. Enhancing commitment to public transit

- Specifies that public transit will be the *highest* priority for the use of net revenue in the corridors
- Requires that corridor investment plan include a proposal for improving public transit in the corridor and a recommendation on how to fund such improvements
- Provides that foremost objective of express lane network is to provide higher person throughput and to reduce delays in the corridor for all travelers, especially those traveling by carpool, vanpool or bus

2. Vehicle Occupancy and Tolls

To address concern that the legislation was granting too broad of authority to BATA to set vehicle occupancy standards and tolls:

- Requires that Caltrans and BATA establish performance standards to ensure that the speed in the lanes protects the incentive to carpool or ride transit.
- Requires that the toll structure include a maximum toll and that BATA develop a method to deny access to toll paying vehicles in the event that the traffic in the express lanes is not meeting required performance standards.
- Prioritizes person throughput and travel time reliability over revenue generation.
- Restricts the ability to raise vehicle occupancy standards to only one person above the requirement when the law goes into effect on January 1, 2010.
- Permits bridge toll revenue to be used as a secondary pledge in support of bond financing for an express lane network but restricts any direct contributions to the network to loans.

3. Prohibition of Conversion of General Purpose Lanes to HOT lanes

4. FasTrak[®] Privacy/Access to Cash Accounts

- Ensure that FasTrak[®] customers who want to open up anonymous or cash-based accounts have better access to managing such accounts by being able to replenish them at more locations.

5. Reporting requirements

- Requires annual reporting to the legislature on the progress of the network and the use of net toll revenue in each corridor.