

»»»» Next Gen Freeways



PLAN BAY AREA 2050



STRATEGY T5
FREEWAY TOLLING



METROPOLITAN
TRANSPORTATION
COMMISSION

In partnership with  Caltrans

Next Generation Bay Area Freeways Study

Proposed Pathways for Round 1 Analysis

Policy Advisory Council
March 2023



Our freeways are a valuable and highly desired public good.

- Freeways: quarter of lane-miles in the region; ~60% of vehicle miles travelled
- Freeway peak volumes are currently close to or in some cases beyond pre-pandemic volumes
- 91% of households own vehicles, and the rest also depend on freeways to get around by transit
- Bay Area drivers spend nearly 100 hours in traffic annually, or 20+ minutes each weekday
- Some of our most congested freeways support over 15,000 trucks in a single day

But freeways today are severely congested with underutilized potential and are associated with an array of mobility, environmental and equity challenges.



So where do we go from here?

Stick with our existing strategy toolkit

- Marginal changes in mode shift
- Low impact on altering user behavior patterns and our relationship with freeways
- Nearly impossible to achieve state-mandated emissions target

Introduce bold pricing strategies on freeways

- Introduces new “stick” along with existing “carrot” strategies to maximize returns on transit and bike/ped investments
- Potential progress on addressing mobility and environmental challenges, with proven benefits in global locations
- Increase in financial burden; significant equity-related concerns

Introduce bold pricing strategies + meaningful suite of complementary strategies

- **Potential to tailor strategies to the Bay Area and enable win-win outcomes**
- **Leverage pricing and related revenues as a tool to advance equitable outcomes**

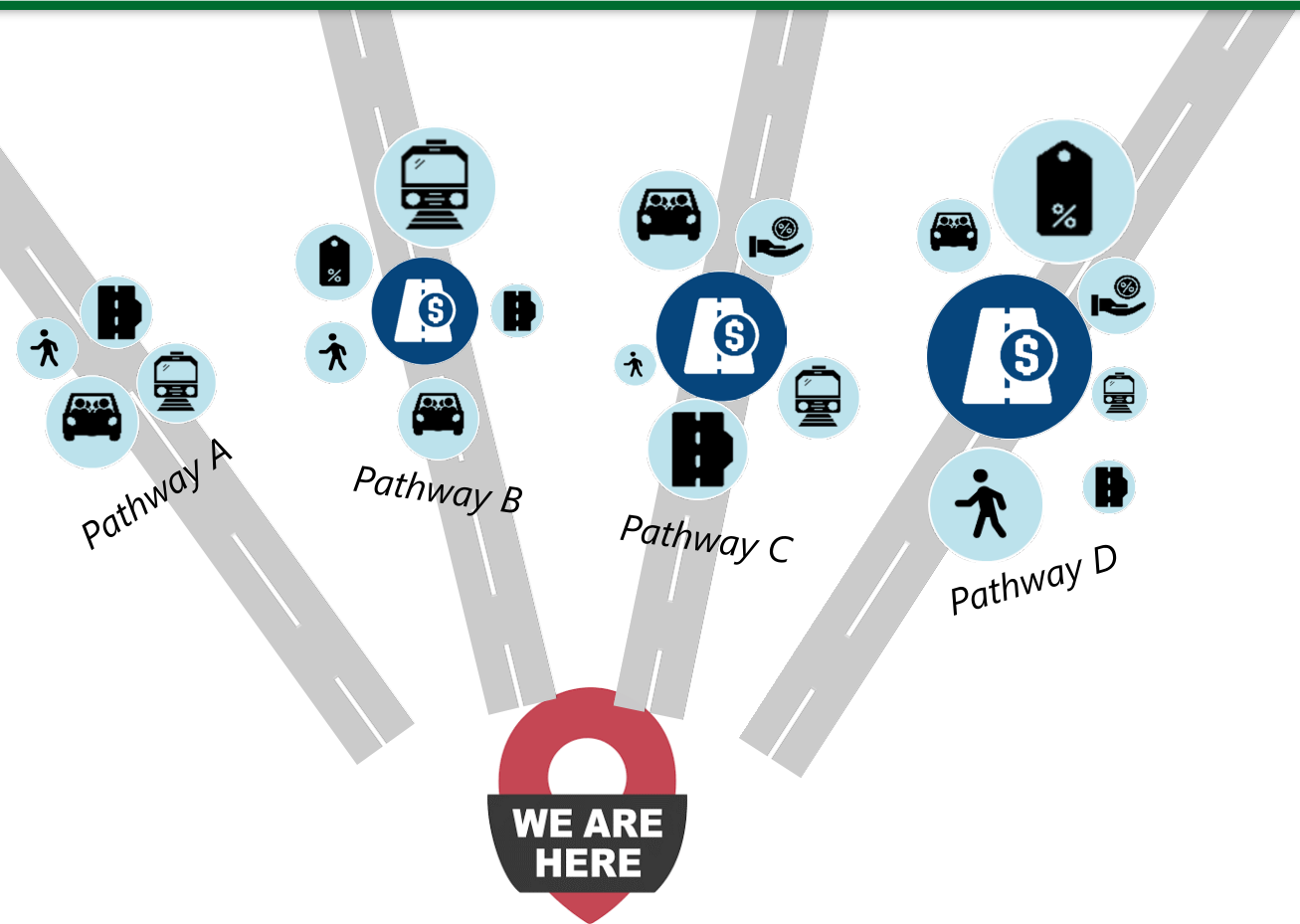
➔ **Focus of this study**

»»»» Next Gen Freeways



Our study is identifying whether there are equitable and politically acceptable pathways centered on pricing toward a shared vision of Next Generation Freeways.

»»»» Next Gen Freeways



What are "Pathways"?
Pricing Strategy +
Complementary Strategies

Today's Focus

What have we heard from communities so far?

What is a shared vision for Next Generation Freeways, and how could pricing play a role in advancing this vision?

What is the initial portfolio of pathways we are proposing for the first round of analysis?

Study Refresher:

- Advances implementation of Plan Bay Area 2050 Strategy T5 in partnership with Caltrans
- Two-year study: winter 2022 through winter 2024
- Two rounds of community engagement + two rounds of technical analysis
- Ongoing Engagement with two Advisory Groups: staff-level and executive-level



Listening Early to Communities

What do communities want from freeways?

- Less traffic = more time for family, friends and community, better health, improved mental wellness, more economic opportunities
- Safer freeways
- Good alternative options: Transit needs to work well and be safe
- Better management of freight truck traffic

What were their early reactions to road pricing as a means to get there?

- “We already pay for this,” “double taxation,” “death by a thousand cuts”
- Deeply concerned about financial burden, and how this would restrict:
 - access to jobs, services and amenities for those who have moved away from their jobs due to housing unaffordability
 - job opportunities for those that travel to multiple job sites
- Deep belief that it will not reduce congestion — sounds like another “money grab”

How did we engage:

- Fifteen 1.5-hour small group discussions with various demographic and occupational groups
- Two public webinars on the “Future of Freeways”
- Web-based survey open to the public

Next Generation Freeways: A shared vision for an alternative future

How could pricing fit in?

Affordable



Everyone has affordable travel options that are also cost-effective

- + Enables time savings that create value
- More expensive to drive

Efficient



More people have time-competitive alternatives to driving so freeways are more efficient for everyone

- + Encourage mode shift when options are available
- + Encourage carpooling
- + Revenues to improve multimodal options

Reliable



Everyone experiences reduced congestion and improved reliability

- + Lower travel times
- + Shift travel to off-peak hours
- Shift travel off freeways

Reparative



Communities adversely impacted by freeway infrastructure and policies are supported

- + Revenues for reparative investments
- Increase in transportation cost burden

Safe



People experience safer travel conditions, and the environment benefits from reduced emissions

- + Revenues for safety investments
- + Manage emissions
- Increase vehicular traffic on local roads

Over the last few months, our Advisory Group debated multiple tradeoffs in the process of designing pathways.

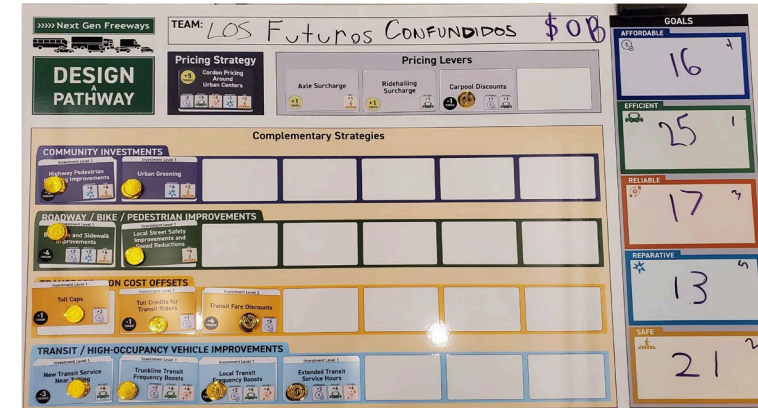
Examples of tradeoffs considered:

Pricing Strategies

- Which pricing strategies would be most impactful in changing driving patterns and incentivizing transit?
- How extensive should the tolling network be?
- Should tolls vary by place and time?
- What strategies could limit diversion to local streets?

Complementary Strategies

- How should future tolling and related revenues be invested across four categories: transit; road/bike/ped; cost offsets; community investments?
- What is more important: Transit service increases or enhancing transit user experience?
- Should cost offsets primarily benefit drivers or incentivize transit use?



Who is on our Advisory Group?

Refer to Attachment A

Proposed for Evaluation: 3 Pricing Strategies + No Pricing

1. All-Lane Highway Tolling in Transit-Rich Corridors



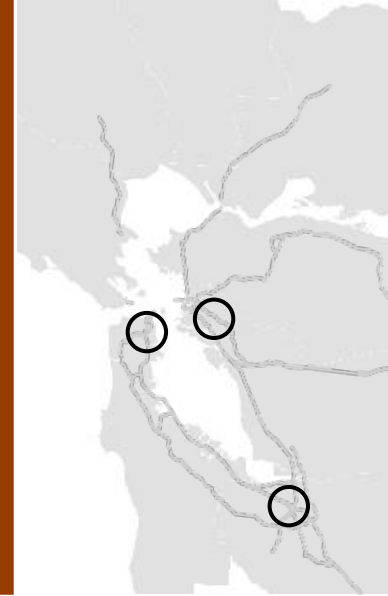
Toll all lanes of highways in corridors with existing or planned regional rail or frequent express bus service.
Tolls vary by place and time-of-day.

2. All-Lane Highway and Arterial Tolling in Transit-Rich Corridors



In addition to all lanes of highways, toll major parallel arterials to limit diversion.
Tolls vary by place and time-of-day.

3. Cordon Pricing around Urban Centers



Toll vehicles entering the downtowns of the region's three largest cities: Oakland, San Francisco, and San Jose.
Tolls vary by place and time-of-day.

4. No "New" Pricing Initiatives



Express lanes remain on freeways.

Proposed for Evaluation: Portfolio of 7 Pathways

Pricing Strategy

Complementary Strategies

Relative \$ Amount of Funding Available for Investment

No Pricing

Cordon

All Lane Tolling

ALT + Arterials

Regional Measure Funding

Tolling Revenues

Pathway 1a

All Lane Tolling

w/ Carpool Discount

Transit First

Transit Double Down

Secondary Focus

Pathway 1b

Transit First

Affordability Focus

Secondary Focus

Pathway 2a

All Lane + Arterial Tolling

w/ Carpool Discount

Transit First

Transit Double Down

Secondary Focus

Pathway 2b

Transit First

Affordability Focus

Secondary Focus

Pathway 3a

Cordon Pricing

w/ Axle Surcharge

w/ Ridehailing Surcharge

Transit First

Transit Double Down

Pathway 3b

Transit First

Affordability Focus

Pathway 4

No New Pricing

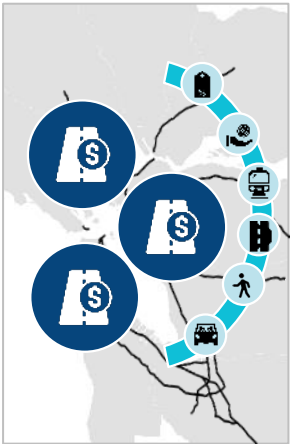
Transit First

Fare Discounts

Refining Pathways: Next Steps

Fall/Winter 2022/23

Co-Create Pathways
(Regional Scale)



What “pathways”
should we study?

We are here
MARCH 2023

Late Spring/Summer 2023

Prioritize /
Refine Pathways
(Corridor Scale)

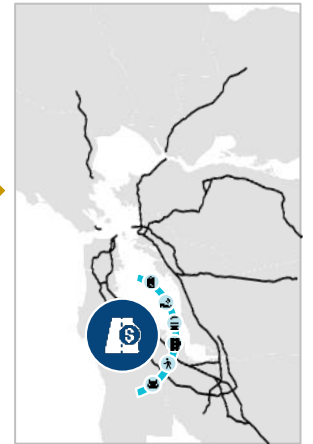


Which pathway(s)
should we prioritize
for further analysis?

What corridors are
best suited for
further analysis?

Winter 2023/24

Identify Pathways/
Corridor for Further
Study/Pilot



What pathway(s) and
corridor have most
promising potential
for further studies
and potential pilot
implementation?

Spring 2023

Analysis
Round 1

- Regional performance indicators
- Corridor-level outcomes

Summer 2023

Engagement
Round 2

- Visualize prioritized pathways in 2035
- Gather input to refine pathways

Fall 2023

Analysis
Round 2



Future Updates to the Council:

Round 1 Analysis Outcomes / Prioritized Pathways

Summer 2023

Round 2 Analysis Outcomes / Next Steps

Winter 2024

Thank You.

Questions?

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