

»»»» 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

Joint MTC Planning Committee with the ABAG Administrative Committee
May 2023

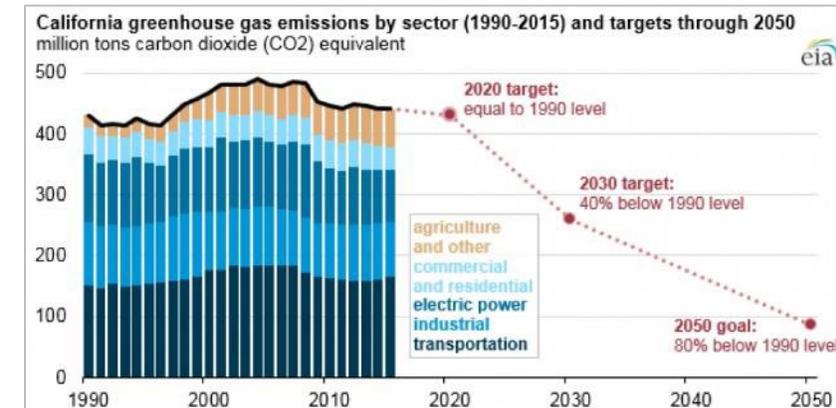
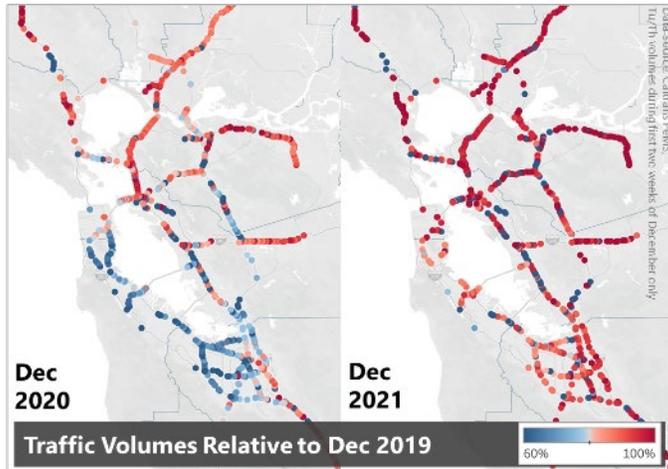


Why are we studying the role of pricing in our future?

The Bay Area has transportation problems to solve

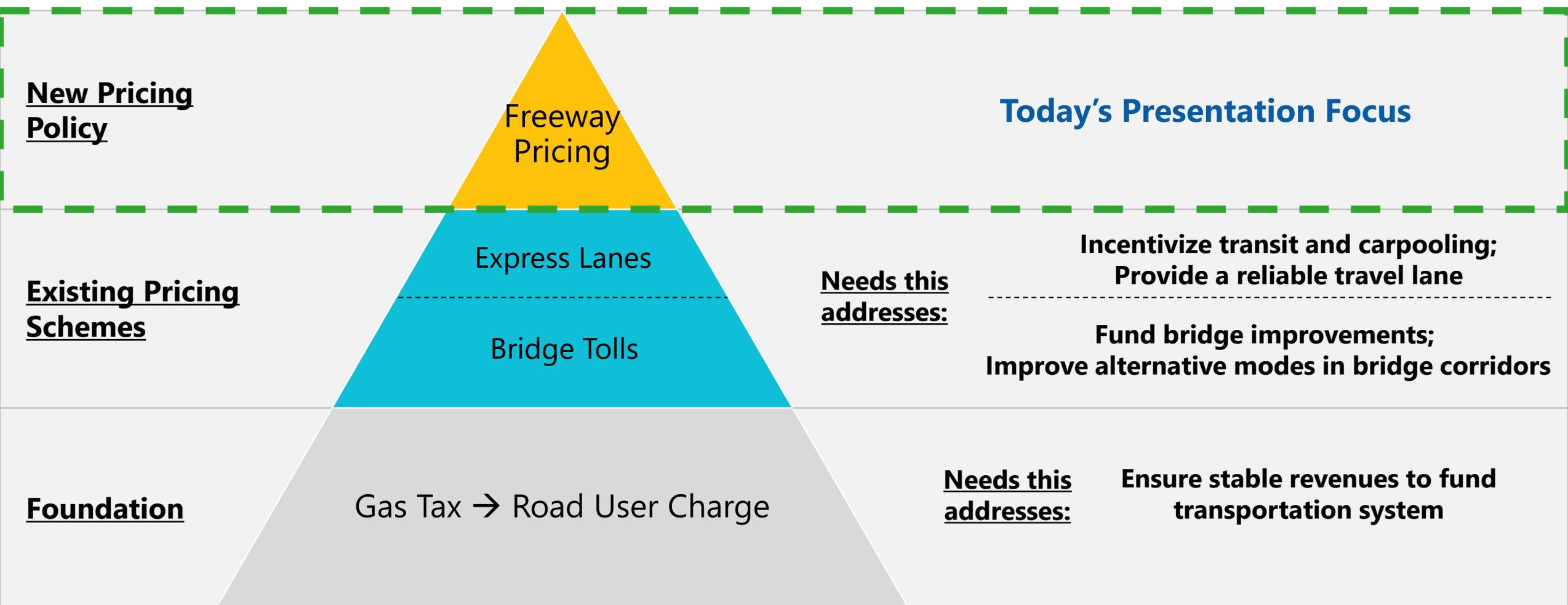
Pricing has potential to advance equity, if done right

We need bold strategies to meet ambitious emissions targets



What do we mean by road pricing in the context of today's presentation?

Potential Layers of Pricing



How does pricing fit into the larger picture?

The state and federal government are seriously considering a future with pricing to manage demand

Pricing is intended to work in tandem with thirty-four other Plan Bay Area 2050 strategies



This study is evaluating pricing strategies in conjunction with complementary strategies...

Pricing strategies in isolation have significant equity concerns.

This study is exploring pricing strategies in conjunction with a meaningful suite of complementary strategies.



- Pricing type (e.g., per mile, corridor, zone)
- Location/Extent
- Pricing levels, by time of day
- Interaction with other pricing schemes

Complementary Strategies

Funded by tolling revenues and alignment of existing or planned resources



...and identifying whether there are equitable and politically acceptable pathways centered on pricing

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?

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

Refer to Attachment B for more details and a video summary

Next Generation Freeways: A shared vision for an alternative future, with or without pricing

Overarching Objective: Advance outcomes that support Equity Priority Communities



Affordable

Ensure everyone has affordable and cost-effective travel options.



Efficient

Maximize capacity of existing infrastructure by improving multimodal alternatives to driving.



Reliable

Reduce traffic congestion and improve reliability for people and goods.



Reparative

Support freeway-adjacent communities impacted by 20th-century transportation policy decisions.



Safe

Promote safer travel by all modes and on all facilities, while also improving environmental health.

Refer to Attachment C for desired outcomes by goal and proposed performance indicators for analysis

Over the last few months, our Advisory Group debated multiple tradeoffs in the process of designing pathways for the first round of analysis

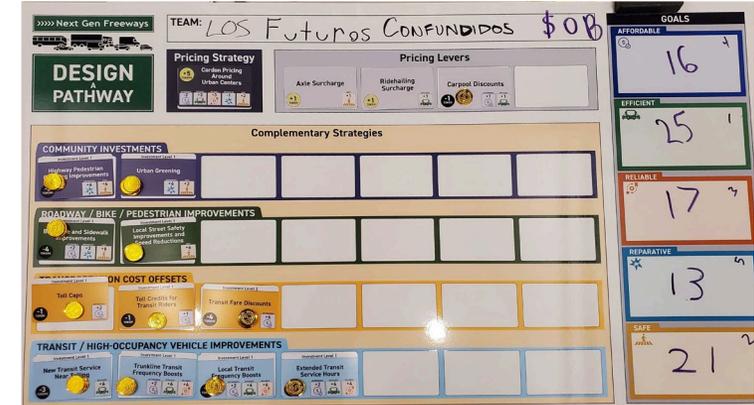
Examples of tradeoffs considered:

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 Round 1 Analysis: Pricing Strategies

1. No "New" Pricing Initiatives

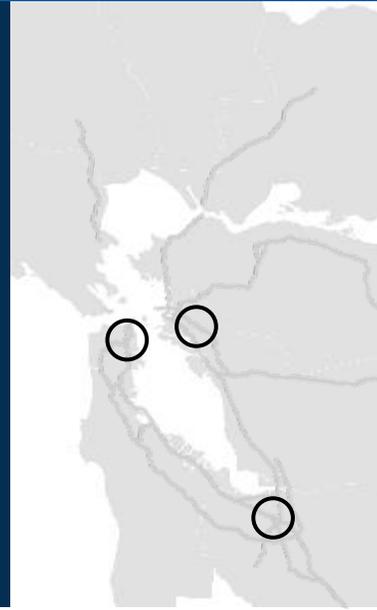


Express lanes remain on freeways.

A share of potential future regional measure funding may enable improvements.

2. Cordon Pricing around Urban Centers

w/ Axle Surcharge
w/ Ridehailing Surcharge



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.

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

w/ Carpool Discount



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.

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

w/ Carpool Discount



In addition to all lanes of highways, toll major parallel arterials to limit diversion.

Tolls vary by place and time-of-day.

Proposed for Round 1 Analysis: Two versions of Complementary Strategy packages



40%
of net
revenue



10%
of net
revenue



10%
of net
revenue



40%
of net
revenue

Version A

Version B

Core Package: Transit-First



Trunkline Transit
Frequency Boosts



Freeway Carpool/
Bus-Priority Lanes



Local Street Enhancements
to Improve Transit Access

Core Package: Minimum Discounts



Transit Fare Discount 25%
Very low-income users, and persons with disabilities



Toll Discount 50%
Persons with disabilities

Core Package: Reparative Investments



Highway Pedestrian
Crossing Improvements



Urban Greening in Freeway-Adjacent
Communities

Investment Focus: Transit Double-Down



New Express
Bus Service



Local Feeder Bus
Frequency Boosts



Extended Transit
Service Hours



Transit Priority
on Local Streets

Investment Focus: Affordability



Transit Fare
Discount 50%
Low-income users



Toll Discount
50%
Very low-income
users



Toll Caps/
Rebates



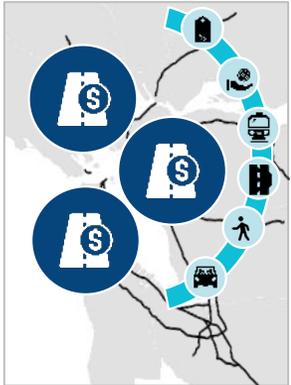
Toll Credits for
Transit Riders

Refining Pathways: Next Steps

Fall/Winter 2022–23

Co-Create Pathways

(Regional Scale)



What “pathways” should we study?

Refer to Attachment D for details on portfolio of seven pathways for Analysis Round 1

Spring 2023
WE ARE HERE

Analysis Round 1

- Regional performance indicators
- Corridor-level outcomes

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?

Early Fall 2023

Engagement Round 2

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

Fall 2023

Analysis Round 2

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?

There are several questions that the study is tackling...

What does this mean for HOV/express lanes?

Will the toll be worth it relative to time savings?

What is the burden on essential workers who must drive to work?

What is the impact on local streets parallel to freeways?

What technologies should we consider, and how would they integrate with FasTrak/Clipper?

What will toll revenues be used for?

How could transit improvements be in place prior to start of tolling?

How will transportation costs change for drivers of different socioeconomic groups?

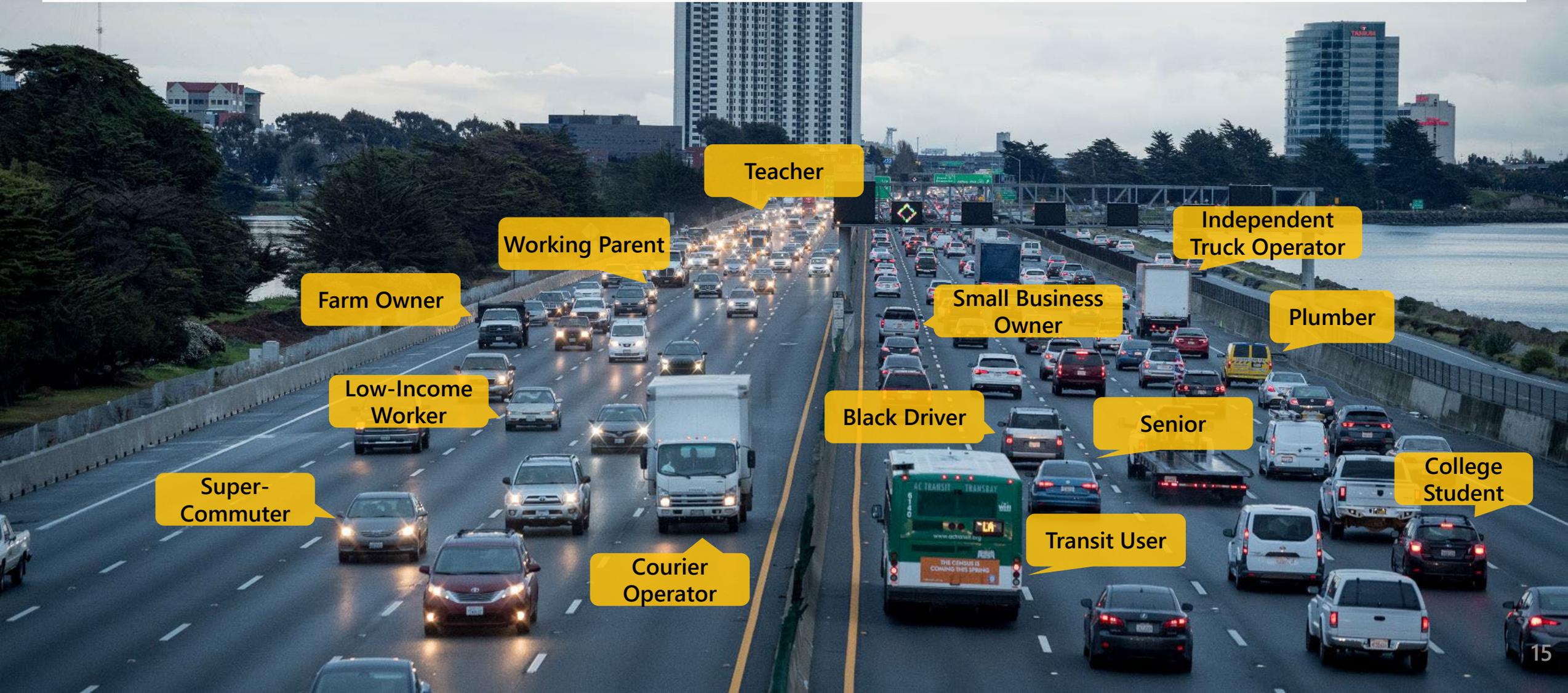
Will exemptions and discounts reduce effectiveness of pricing?

What is the cost of implementation, including back-office elements?

and so many more questions!



This study recognizes that freeways serve a broad array of users and is committed to seeking equitable pathways



Teacher

Working Parent

Farm Owner

Low-Income Worker

Super-Commuter

Courier Operator

Black Driver

Small Business Owner

Independent Truck Operator

Plumber

Senior

Transit User

College Student



Future Updates to Committees:

Round 1 Analysis Outcomes / Prioritized Pathways

Summer 2023

Round 2 Engagement + Analysis Outcomes / Next Steps

Winter 2024

Thank You.

Questions?

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