

# Next Generation Bay Area Freeways Study

## Proposed Portfolio of Pathways for Round 1 Analysis

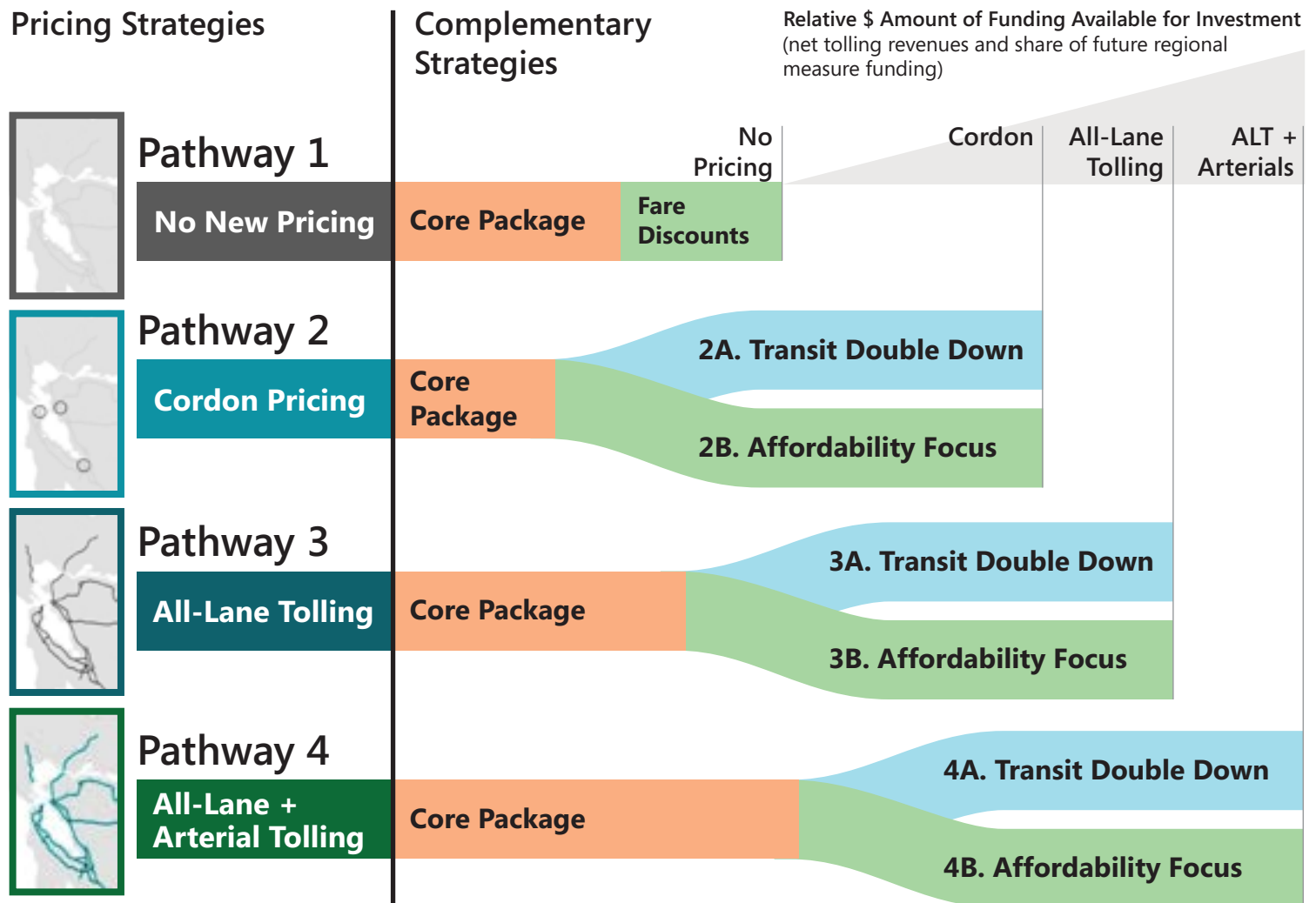
**What is a “pathway”?** Pathways are combinations of a road pricing strategy and complementary strategies that are designed to advance the vision of Next Generation Freeways. Complementary strategies would be funded by tolling revenues and alignment of existing or future resources, such as a regional transportation measure.

whether goals can be realized without new road pricing initiatives. These pathways would be narrowed down and refined and over the course of the study with learnings from technical analysis and community and stakeholder engagement. A second round of analysis is planned for fall 2023.

**What pathways are being studied?** An initial portfolio of seven pathways has been developed for the study’s first round of analysis in spring and summer 2023. Three pricing strategies form the basis of six pathways, each with a different set of complementary strategies. A seventh pathway will also be evaluated to determine

**How do pathways align with available revenue?** The amount of tolling revenues available for reinvestment in complementary strategies would differ based on the pricing strategy. Revenue estimates will be developed during the analysis and would inform the scale of complementary strategies.

### Summary of Proposed Pathways



Note: Toll levels for pricing strategies have not been developed as part of the pathway definitions. Appropriate toll levels that may be necessary to achieve goals will be informed by the analysis.



## Pathway 1 No "New" Pricing Initiatives

- Express lanes remain on highways.

Relative scale of funding for reinvestment in complementary strategies:

Tolling Revenue	None
Future Funding	\$- \$- \$-

\$- indicates potential scale of funding relative to other pathways

## Complementary Strategies

### Core Package

80% OF NET REVENUE



#### Trunkline Transit Frequency Boosts

10-min headways on rail, express buses, and major local buses



#### Freeway Carpool/ Bus-Priority Lanes

Contiguous network including direct connectors that prioritizes buses



#### Local Street Enhancements to Improve Transit Access

Speed limit reductions through safety design elements and bike lane/sidewalk investments

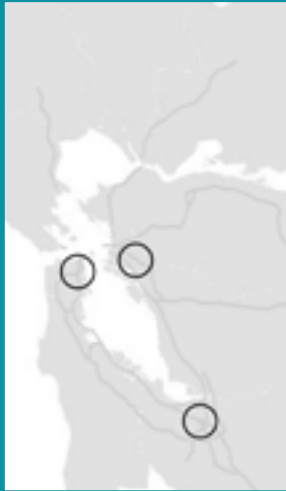
20% OF NET REVENUE

### Minimum Discounts



#### Transit Fare Discount 25%

Very low-income users, and persons with disabilities



## Pathway 2 Cordon Pricing Around Urban Centers

- Vehicles entering the downtowns of the region's three largest cities—Oakland, San Francisco and San Jose—are tolled.
- Express lanes remain on highways.

Relative scale of funding for reinvestment in complementary strategies:

Tolling Revenue	~\$ _
Future Funding	\$ _ ~\$ _ ~\$ _

~\$ \_ indicates potential scale of funding relative to other pathways

### Complementary Strategies

#### Core Package

40% OF NET REVENUE

#### Transit-First



**Trunkline Transit Frequency Boosts**

10-min headways on rail, express buses, and major local buses



**Local Transit Frequency Boosts**

10-min or less headways on major routes ending in or passing through downtowns



**Local Street Enhancements to improve Transit Access**

Speed limit reductions through safety design elements and bike lane/sidewalk investments

20% OF NET REVENUE

#### Reparative Investments



**Highway Pedestrian Crossing Improvements**



**Urban Greening in Freeway-Adjacent Communities**

#### Investment Focus: Version A

40% OF NET REVENUE

#### Transit Double-Down



**New Express Bus Service**  
~5-10 missing markets



**Local Feeder Bus Frequency Boosts**  
10-min headways



**Extended Transit Service Hours**  
Evenings for major routes



**Transit Priority on Local Streets**  
Bus-only lanes, signal priority

#### Investment Focus: Version B

40% OF NET REVENUE

#### Affordability



**Transit Fare Discount 50%**  
Low-income users



**Toll Discount 50%**  
Very low-income users



**Toll Caps/Rebates**  
For specific industry groups



**Toll Credits for Transit Riders**  
Rewarding frequent transit use



## Pathway 3 All-Lane Highway Tolling

- All lanes of highways in corridors with existing or planned frequent regional rail or express bus service are tolled.
- Carpool lanes are for HOV3+ vehicles only, with 50% discounted tolls.
- Tolls vary by place and time-of-day.

Relative scale of funding for reinvestment in complementary strategies:

Tolling Revenue	~\$	~\$	~\$	~\$
Future Funding	~\$	~\$	~\$	

~\$ indicates potential scale of funding relative to other pathways

### Complementary Strategies

#### Core Package

40% OF NET REVENUE

##### Transit-First



**Trunkline Transit Frequency Boosts** 10-min headways on rail, express buses, and major local buses



**Highway Carpool/Bus-Priority Lanes** Contiguous network including direct connectors that prioritizes buses



**Local Street Enhancements to Improve Transit Access** Speed limit reductions through safety design elements and bike lane/sidewalk investments

10% OF NET REVENUE

##### Minimum Discounts



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



**Toll Discount 50%**  
Persons with disabilities

10% OF NET REVENUE

##### Reparative Investments



**Highway Pedestrian Crossing Improvements**



**Urban Greening in Freeway-Adjacent Communities**

#### Investment Focus: Version A

40% OF NET REVENUE

##### Transit Double-Down



**New Express Bus Service**  
~5-10 missing markets



**Local Feeder Bus Frequency Boosts**  
10-min headways



**Extended Transit Service Hours**  
Evenings for major routes



**Transit Priority on Local Streets**  
Bus-only lanes, signal priority

#### Investment Focus: Version B

40% OF NET REVENUE

##### Affordability



**Transit Fare Discount 50%**  
Low-income users



**Toll Discount 50%**  
Very low-income users



**Toll Caps/Rebates**  
For specific industry groups



**Toll Credits for Transit Riders**  
Rewarding frequent transit use



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

- All lanes of highways in corridors with existing or planned frequent regional rail or express bus service are tolled.
- Carpool lanes are for HOV3+ vehicles only, with 50% discounted tolls.
- Major arterials that run parallel to highways are tolled to limit diversion of vehicles into local streets.
- Tolls vary by place and time-of-day.

Relative scale of funding for reinvestment in complementary strategies:

Tolling Revenue	~\$	~\$	~\$	~\$	~\$
Future Funding	~\$	~\$	~\$		

~\$ indicates potential scale of funding relative to other pathways

### Complementary Strategies

#### Core Package

40% OF NET REVENUE

##### Transit-First



**Trunkline Transit Frequency Boosts**  
10-min headways on rail, express buses, and major local buses



**Highway Carpool/Bus-Priority Lanes**  
Contiguous network including direct connectors that prioritizes buses



**Local Street Enhancements to Improve Transit Access**  
Speed limit reductions through safety design elements and bike lane/sidewalk investments

10% OF NET REVENUE

##### Minimum Discounts



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



**Toll Discount 50%**  
Persons with disabilities

10% OF NET REVENUE

##### Reparative Investments



**Highway Pedestrian Crossing Improvements**



**Urban Greening in Freeway-Adjacent Communities**

#### Investment Focus: Version A

40% OF NET REVENUE

##### Transit Double-Down



**New Express Bus Service**  
~5-10 missing markets



**Local Feeder Bus Frequency Boosts**  
10-min headways



**Extended Transit Service Hours**  
Evenings for major routes



**Transit Priority on Local Streets**  
Bus-only lanes, signal priority

#### Investment Focus: Version B

40% OF NET REVENUE

##### Affordability



**Transit Fare Discount 50%**  
Low-income users



**Toll Discount 50%**  
Very low-income users



**Toll Caps/Rebates**  
For specific industry groups



**Toll Credits for Transit Riders**  
Rewarding frequent transit use