

»»»» Next Gen Freeways



AGENDA ITEM 8

PLAN BAY AREA 2050

STRATEGY T5
FREEWAY TOLLING



METROPOLITAN
TRANSPORTATION
COMMISSION

In partnership with Caltrans

Next Generation Bay Area Freeways Study

Study Overview

San Francisco County Transportation Authority Board
April 2024



Where we are today

Congestion costs us every day and freeway travel demand is growing fast.

This contributes to multiple challenges in the Bay Area:



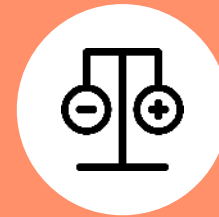
Freeways Are Over Capacity

Bay Area drivers spend nearly 100 hours per year sitting in traffic.



Economic Costs

Workers lose time (and earnings) driving to job sites; slower moving freight raises cost of goods.



Inequity

Lower income people moving further away from jobs due to rising housing costs have longer, more expensive commutes.



Climate Impacts

Increasing vehicle miles traveled makes it harder to achieve ambitious state-mandated climate goals.



We have sought to address congestion with a range of strategies, from new lanes and express lanes, to transit, commuter parking, transit-oriented development.

But we are not addressing the elephant in the room: **People want to, or need to drive alone**, and the freeway is a valuable public good.

Why we are exploring pricing

Pricing Strategies



Direct Outcomes

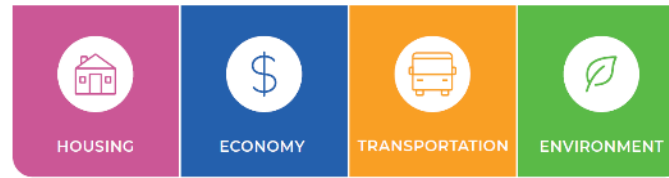


Long-Term Goals



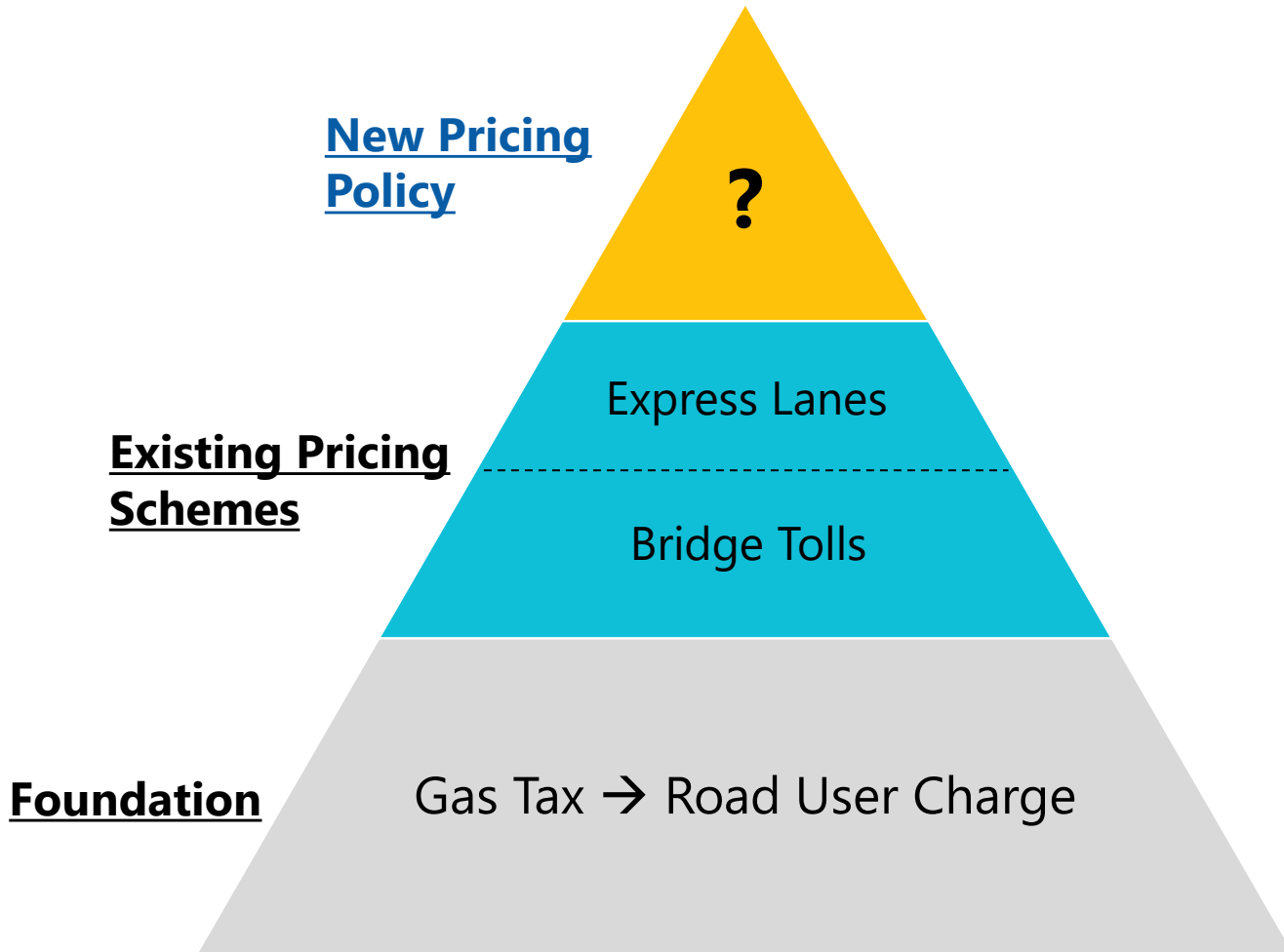
This study supports Plan Bay Area 2050's broader vision for the Bay Area

Freeway Tolling is 1 of 35 interconnected strategies in Plan Bay Area 2050.



How does pricing fit into the larger picture?

Potential Layers of Pricing



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

CAPTI Climate Action Plan for Transportation Infrastructure

**CALIFORNIA
TRANSPORTATION
PLAN 2050**

**The Infrastructure
Investment and Jobs Act**

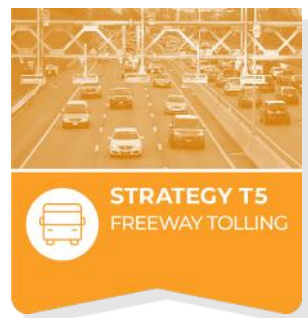
**CALIFORNIA
AIR RESOURCES BOARD**

California's 2017
Climate Change
Scoping Plan

This is an early-action planning study






We are here 

Potential Implementation by 2035 



Next Gen Freeways

This study

-  Round 1 Engagement
-  Round 1 Analysis
-  Round 2 Engagement
-  **Round 2 Analysis**
-  Summary Report

Contingent on study recommending equitable pathways that advance goals

Potential Planning Studies

Corridor-Scale Assessments

Pilot Framework Studies

Potential Operations Development

Concept of Operations

Preliminary Systems Design

Final Systems Design

Potential Implementation Efforts

Transportation System Improvements

Legislative Approvals

Public Information

Pilot

Earliest Implementation

2021

2022

2024

2035

This study is identifying whether there are equitable and politically acceptable pathways centered on pricing

Pricing strategies in isolation have significant equity concerns.

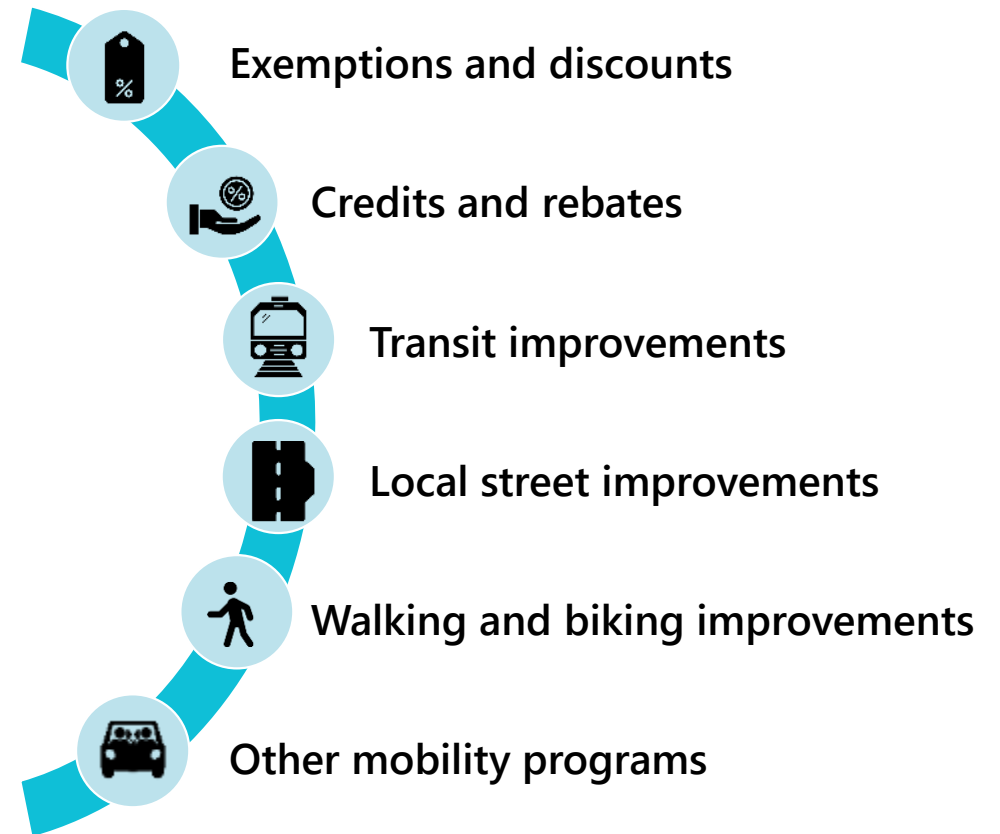
This study is exploring pricing strategies in conjunction with a meaningful suite of complementary strategies.



- 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



What pricing strategies are we currently exploring?

Expansive pricing strategies that would be a major policy shift...



1 All-Lane Highway Tolling



2 Regional Mileage-Based User Fee on All Roads

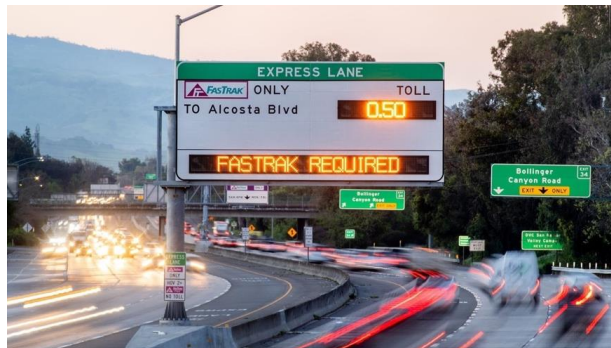


3 All-Lane Highway Tolling + Regional MBUF

Continue planned buildout of Bay Area Express Lanes Network...



4 ...with lane expansions and conversions



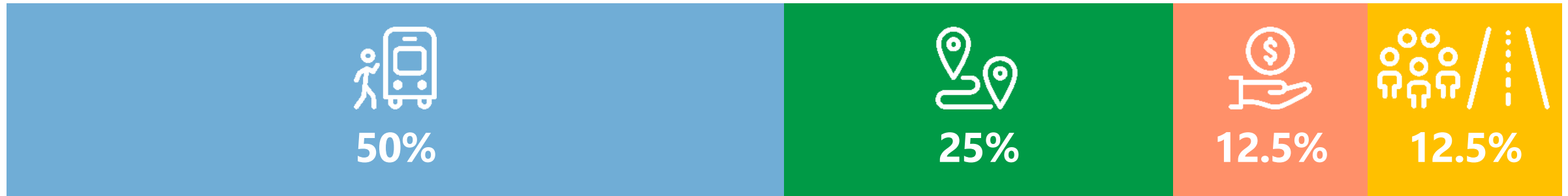
5 ...with lane conversions only



6 ... and convert an additional lane for dual Express Lanes

What complementary strategies are we exploring?

Example Scenario of Reinvestment of Tolling Revenues (as studied in Round 1 Analysis)



Transit



Trunkline Transit
Frequency Boosts



New Express
Bus Service



Local Feeder Bus
Frequency Boosts



Extended Transit
Service Hours

Local Streets



Road Safety
Design Elements



Sidewalk and Bike
Lane Upgrades



Bus Priority
Infrastructure

Low-Income Discounts



Transit
Fare



Toll

Reparative Investments in Freeway-Adjacent Low- Income Communities



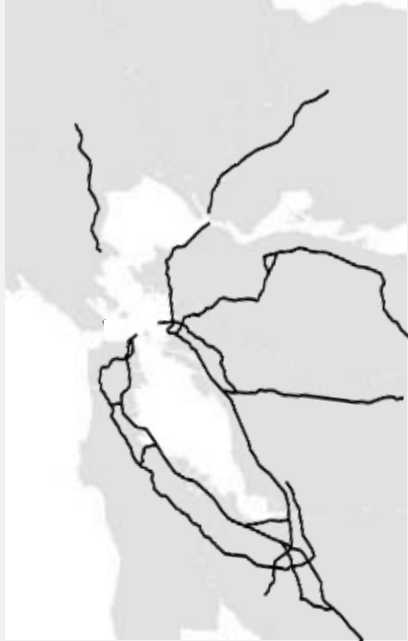
Urban Greening



Highway Pedestrian
Crossings

What did we learn about highway all-lane tolling from the first round of analysis?

All-Lane Tolling in Round 1 Analysis



- Tolling on all lanes of highways with frequent parallel transit
- Tolls vary by place and time-of-day
- 50% discount for very low-income drivers, HOV3+ and people with disabilities

Potential Positive Outcomes



Fewer Freeway Trips



Reduced Freeway Travel Times



Limited Affordability Impacts for Most Low-Income Residents



Greater Benefits than Burdens for Very Low-Income Population

Challenges for Round 2 Analysis



Limiting Diversion to Local Streets



Increasing Mode Shift by Reinvesting Revenues Optimally



Enhancing Affordability for High-Frequency Low-Income Drivers



Optimizing Tolls with Climate Lens



Next Steps

Round 2 Analysis Outcomes

Summer 2024

Recommendations and Implementation Roadmap
(will inform updates to Plan Bay Area 2050+)

Fall 2024

Thank You.

Questions?

Anup Tapase

Next Generation Freeways Study
Project Manager

atapase@bayareametro.gov