

»»»» Next Gen Freeways



PLAN BAY AREA 2050



STRATEGY T5
FREEWAY TOLLING



METROPOLITAN
TRANSPORTATION
COMMISSION

In partnership with  Caltrans

Next Generation Bay Area Freeways Study

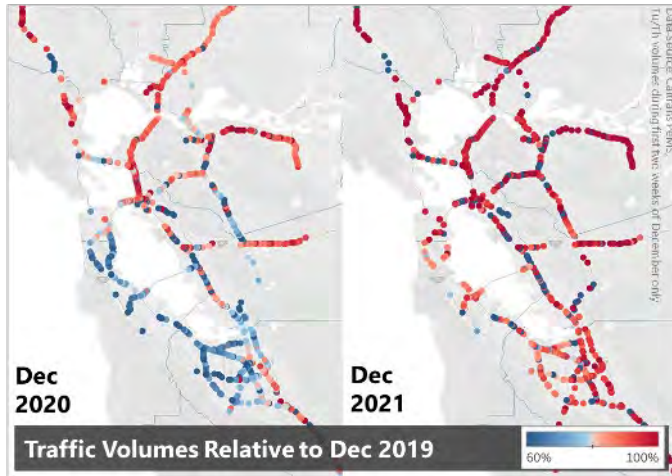
*Joint Meeting of the California Transportation Commission,
California Air Resources Board, and California Department of
Housing and Community Development*

April 2023



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

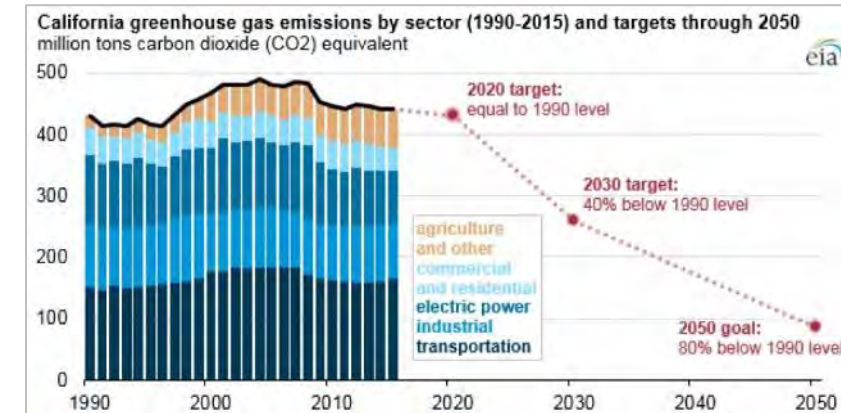
The Bay Area has transportation problems to solve



Pricing has potential to advance equity, if done right



We need bold strategies to meet ambitious emissions targets



Planning for GHG and VMT reduction in Plan Bay Area 2050: Road pricing is a critical strategy

Transportation Greenhouse Gas Emissions Reduction Forecasts Per Capita* 2035 relative to 2005

No Major Strategies/Trend

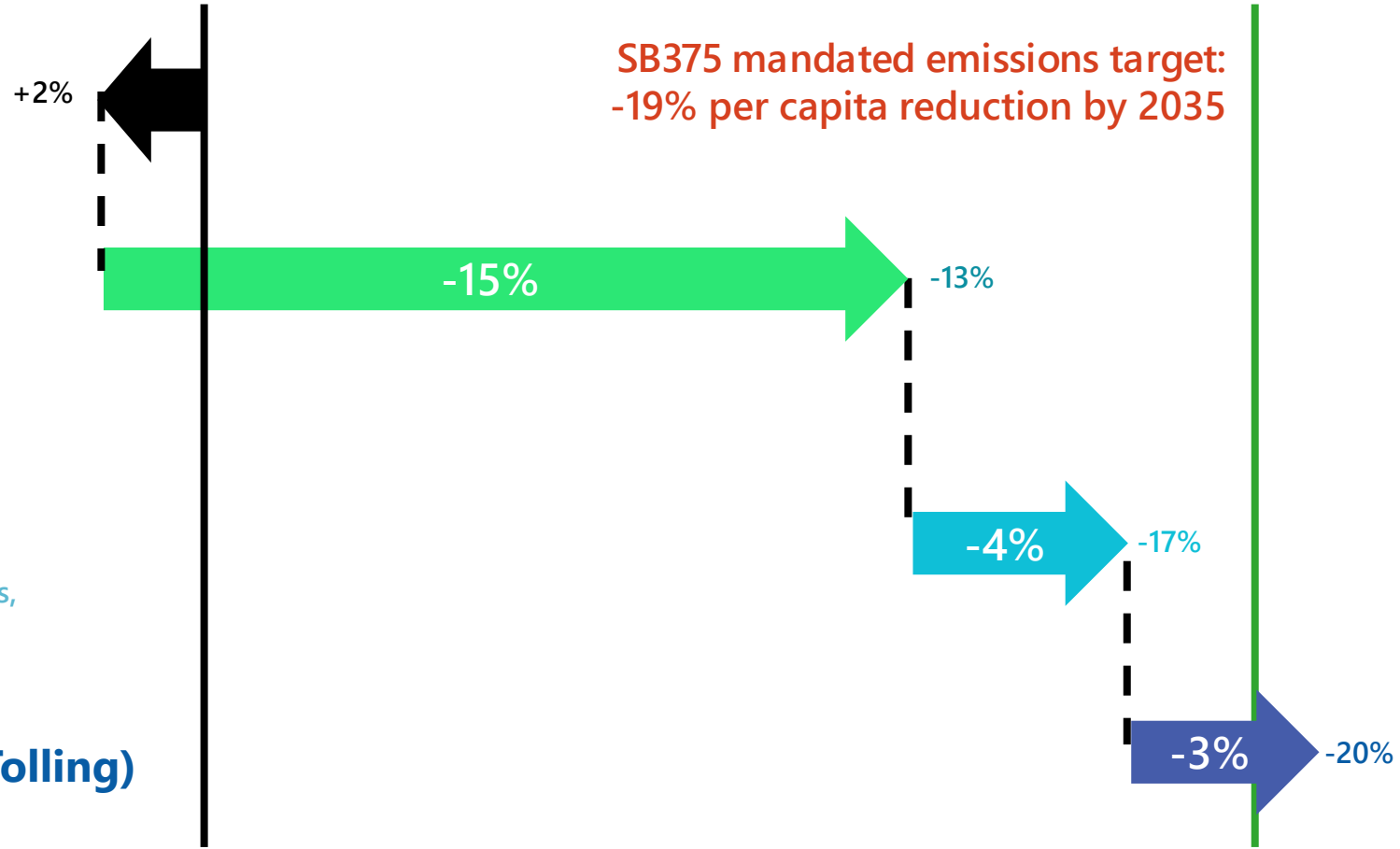
PBA2050 Environmental and Land Use Strategies

Includes: Clean vehicle initiatives, TDM programs, increased housing and commercial density in transit-rich areas

PBA2050 Transportation Strategies Except for Road Pricing

Includes: Over \$100B of transit investments, integrated transit fares, 10,000 miles of bike lane infrastructure, lower speed limits

PBA2050 Road Pricing (Freeway All-Lane Tolling)



* Percent reduction in per capita greenhouse gas emissions from cars and light-duty trucks compared to 2005 levels, with no improvements to fleet efficiency

Note: this is a sketch-level breakdown; some strategies have synergies with one another and thus benefits are challenging to disentangle.

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

Potential Layers of Pricing

New Pricing Policy

Freeway Pricing

Today's Presentation Focus

Existing Pricing Schemes

Express Lanes

Needs this addresses:

**Incentivize transit and carpooling;
Provide a reliable travel lane**

Bridge Tolls

**Fund bridge improvements;
Improve alternative modes in bridge corridors**

Foundation

Gas Tax → Road User Charge

Needs this addresses:

Ensure stable revenues to fund transportation system

MTC, in partnership with Caltrans, is studying whether pricing to manage demand has a role to play in the future of the Bay Area

Pricing strategies in isolation have significant equity concerns.

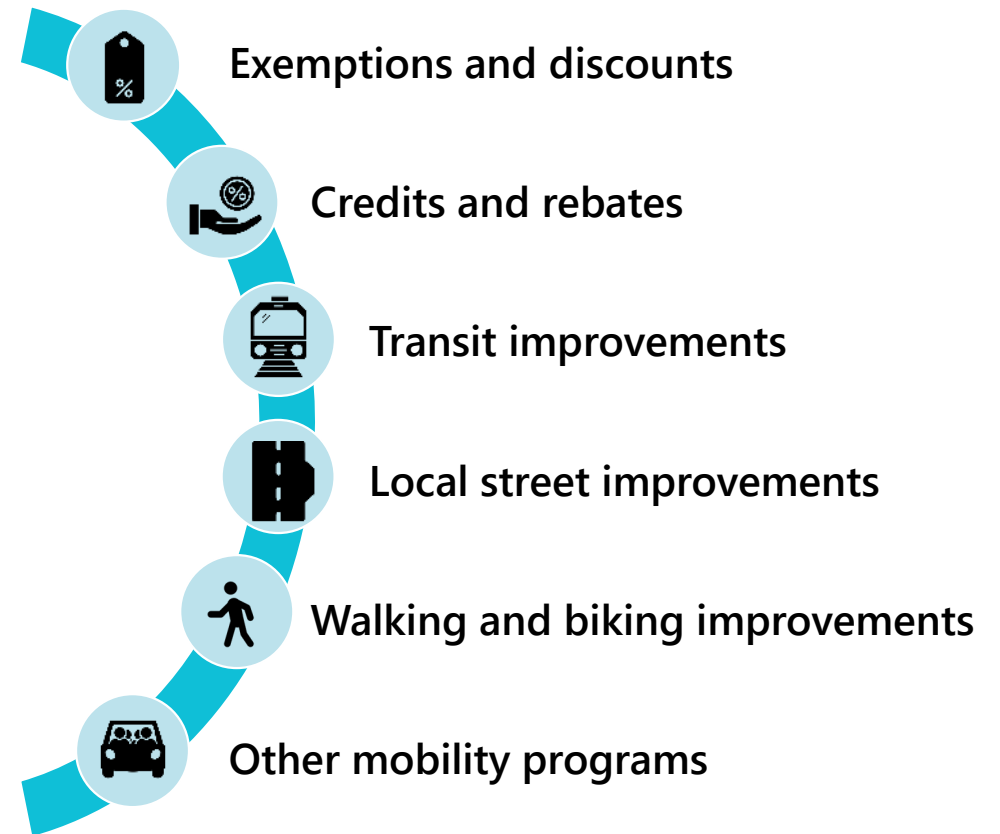
This study is exploring pricing strategies in conjunction with a meaningful suite of complementary strategies.



- 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 are the goals we are planning for?

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.

What are the pricing strategies under evaluation?

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.

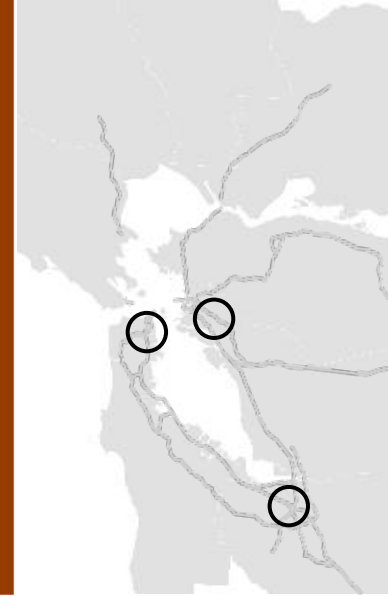
2. All-Lane Highway and Arterial Tolling in Transit-Rich Corridors



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.

A range of complementary strategies are being considered to design equitable and politically acceptable pathways



Transit / HOV

- Transit frequency boosts
- New regional express bus service
- Transit safety programs
- Extended service hours
- Transit priority and timed transfers
- Paratransit modernization



Roadway / Bike / Ped

- Bike/sidewalk investments
- Local street safety improvements
- Freeway safety improvements
- Pavement maintenance
- Expanded shared mobility coverage

NOT EXHAUSTIVE



Transportation Cost Offsets

- Toll exemptions/discounts
- Toll credits for transit riders
- Toll caps
- Transit fare discounts
- Shared mobility discounts



Community Investments

- Highway pedestrian crossing improvements
- Urban greening
- ZEV bus transition
- Noise mitigation
- Stormwater / sea level rise resilience

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!



Moving forward will require partnership with regions and the state and federal levels

- **Unify on the need to study and design road pricing to address VMT/climate goals and tackle urban congestion, AND as a tool to advance equity**
 - Among state agencies
 - Between regional and state agencies
- **Continue partnership for future planning and design studies**
- **Streamline authorization to price existing freeway facilities**
 - Coordination between MPOs, Caltrans and FHWA
- **Streamline review processes and unlock federal/state funding to move forward pilots**
- **Align on the paramount importance of solving the transit funding crisis**
 - Short term: Sustain efforts to maintain existing transit system
 - Longer term: Unlock funding to put transit improvements in place prior to new pricing schemes





Key Upcoming Milestones

Round 1 Analysis Outcomes	Late Spring/Summer
Round 2 Analysis Outcomes	Late Fall/Winter
Recommendations and Planning for Future Efforts	Spring 2024

Thank You.

Questions?

Matt Maloney

Section Director, Regional
Planning

mmaloney@bayareametro.gov

Anup Tapase

Next Generation Freeways Study
Project Manager

atapase@bayareametro.gov