

»»»» Next Gen Freeways



METROPOLITAN
TRANSPORTATION
COMMISSION

PLAN BAY AREA 2050



STRATEGY T5
FREEWAY TOLLING

Faster Freeways: Exploring the Potential of Pricing

Next Generation Bay Area Freeways Study
Public Webinar | November 2023

Agenda



Welcome & Icebreaker 15 minutes



Presentation: Why We're Exploring Freeway Pricing 15 minutes



Presentation: 2035 Freeway Pricing Scenario and Projections 10 minutes



Clarifying Questions 10 minutes



Interactive Presentation: 2035 Pricing vs. No Pricing Scenario 35 minutes

Wrap up 5 minutes

Housekeeping

- Today's public input will be collected using an online survey tool called Mentimeter, which will require the use of your smart phone or internet browser.
- Those who are unable to participate in the survey will have the option to submit feedback via email after the webinar.
- There will be an opportunity for questions using Zoom's Q&A function.
 - You may use the chat function for technical support questions.
 - Please keep all content-related questions to the Q&A function.

Icebreaker



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:



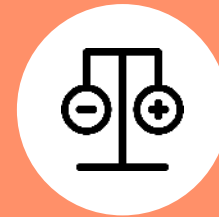
Freeways Are Over Capacity

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 Goals

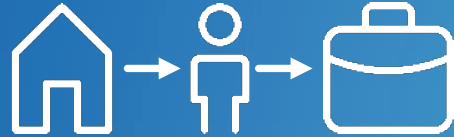
Urgent need to meet aggressive greenhouse gas reduction targets.

Why we're here today

Exploring the potential of all-lane freeway tolling + equity-oriented strategies for:



**Low
income
drivers**



**Super
commuting
drivers**



**Freeway
dependent
drivers**



**Freeway
adjacent
communities**

Where we forecast to be in 2035 without major long-term strategies

Even with planned short-term strategies, driving will get worse for future generations.

+15%

Population Growth
=
More cars



+9%

Miles driven
=
More cost



+13%

Travel time
=
More stress
Less reliability
Less time spent
with family



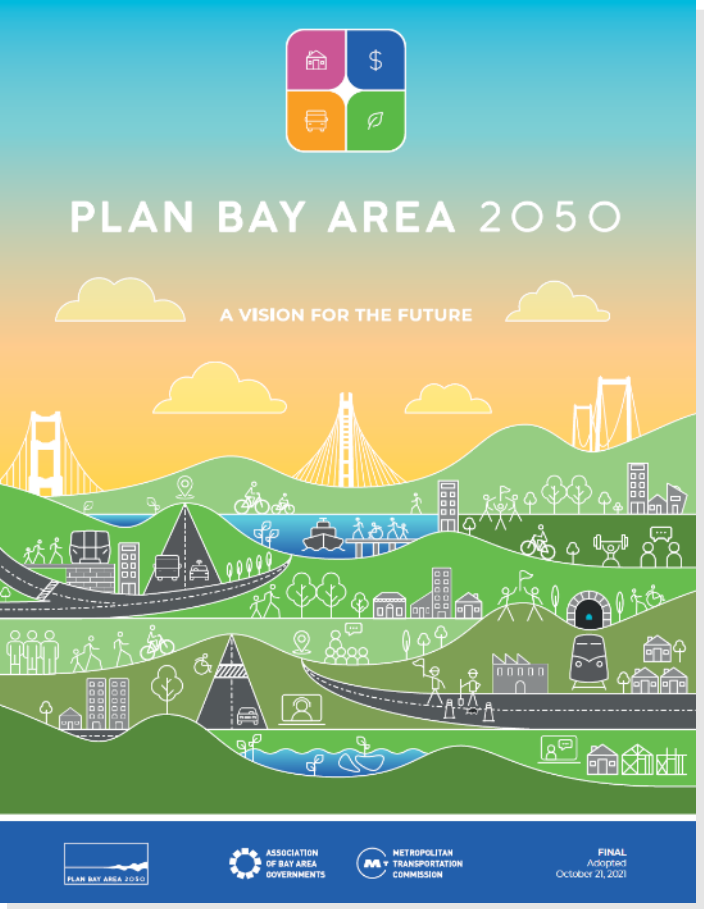
+7%

Road fatalities
=
Less safe streets







Plan Bay Area 2050

A 30-year plan with a vision for a more resilient and equitable Bay Area.

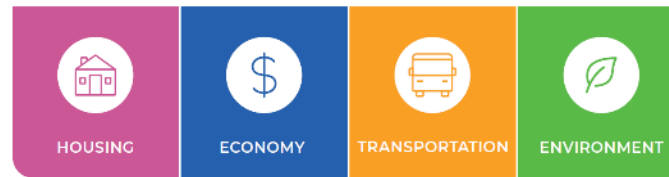


The plan focuses on 4 topics...

 <p>HOUSING</p>	 <p>ECONOMY</p>	 <p>TRANSPORTATION</p>	 <p>ENVIRONMENT</p>
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This study supports the plan's broader vision for the Bay Area

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



The long game plan

Work is already being done and is planned to continue in the upcoming years.

Short-Term Strategies

Long-Term Strategies

Freeway Tolling Policy Development

Freeway Tolling

Roadway Maintenance

Boosting Frequencies of Local & Regional Transit

Highway Interchange Improvements

Additional Safe Streets Investments

Safe Streets

Safer and Cleaner Transit

Other Strategies

Timed Transfers & Station Hub Improvements

Coordinated Transit Fares

Bus Transit Priority Corridors

Transit-Oriented Land Use

Regional Rail Expansion and Modernization

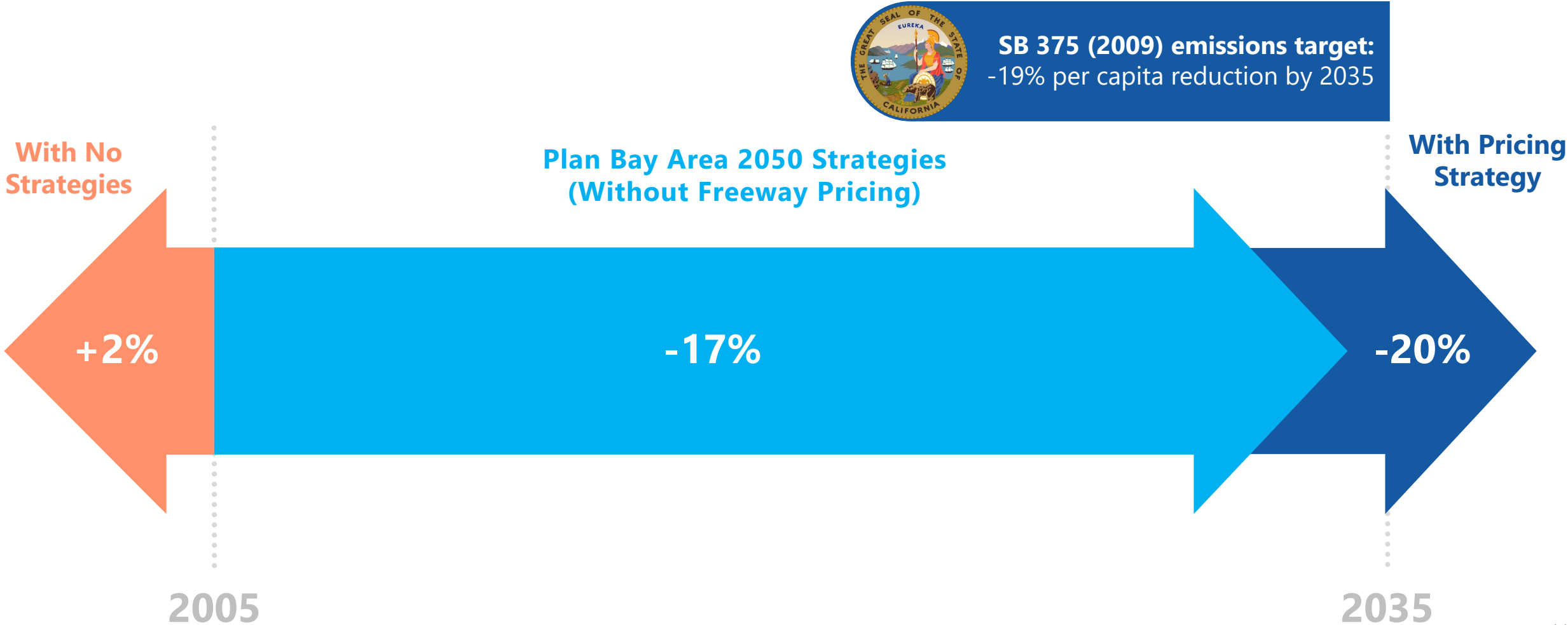
2023

2035

2050

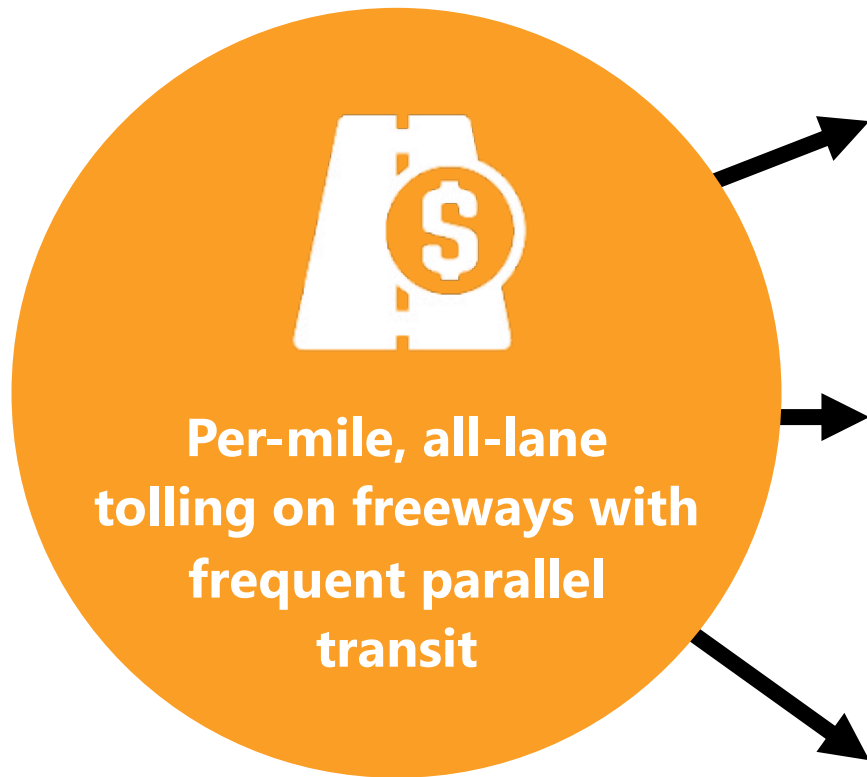
Meeting California's ambitious climate goals

Progress toward mandated climate emissions target is critical



How freeway pricing works

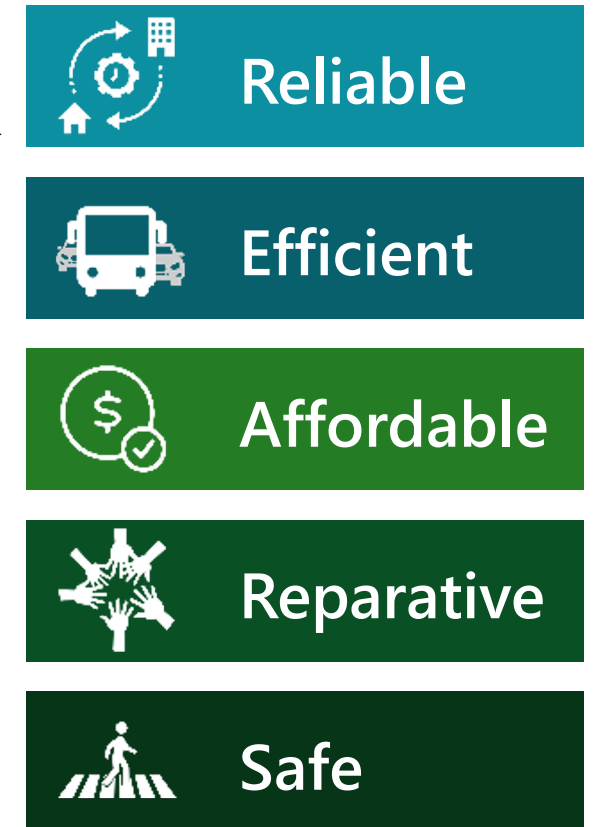
Pricing Strategies



Direct Outcomes



Long-Term Goals



Potential timeline

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

Common Questions

Why not add more freeway lanes to reduce congestion?

How would pricing reduce congestion?

Don't we already have enough transportation funding?

How would the money be spent?

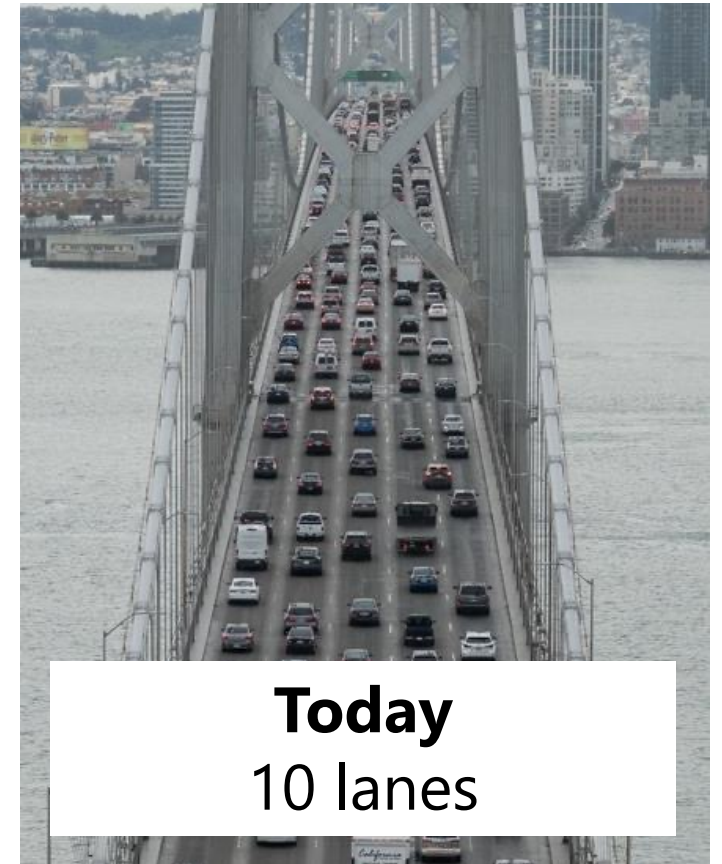
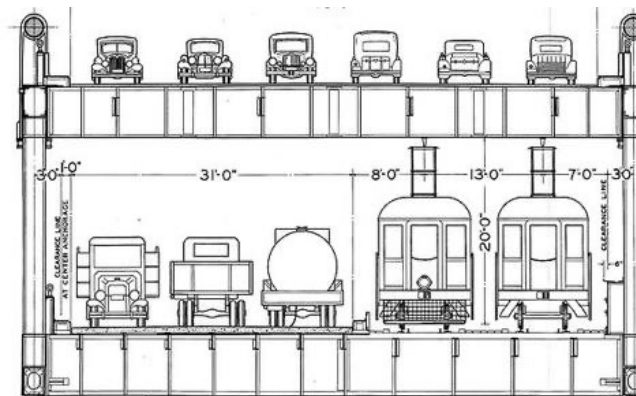
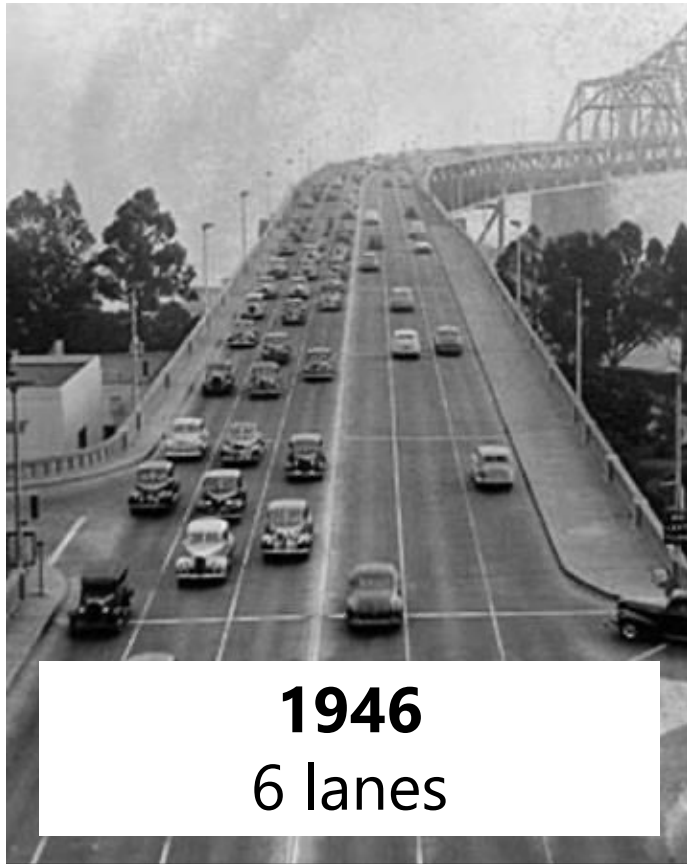
Is this another money grab?

How would this affect low-income drivers?

Why not add more freeway lanes to reduce congestion?

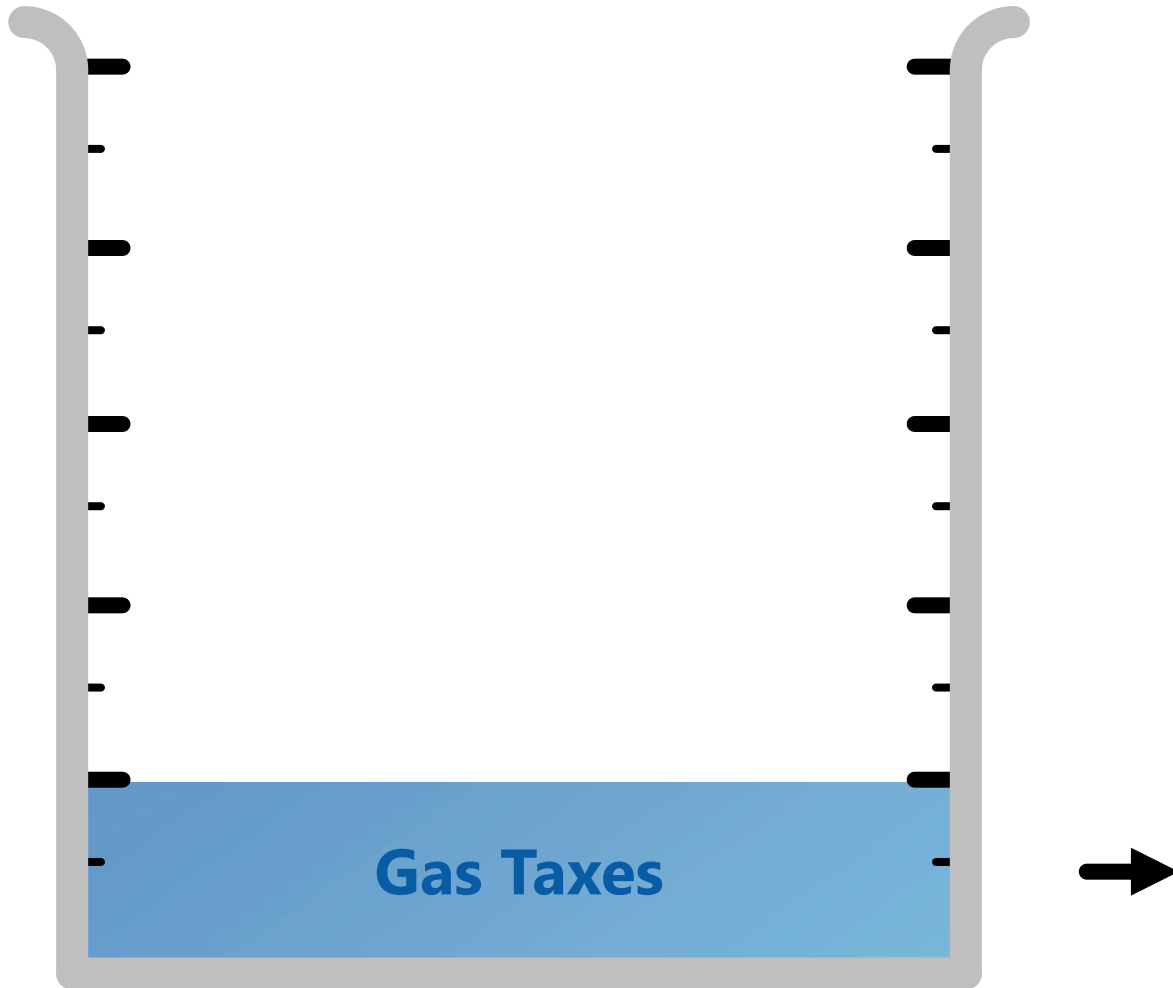
More lanes don't fix congestion; they just invite more cars.

Easier and faster freeway travel makes them more attractive for more drivers.



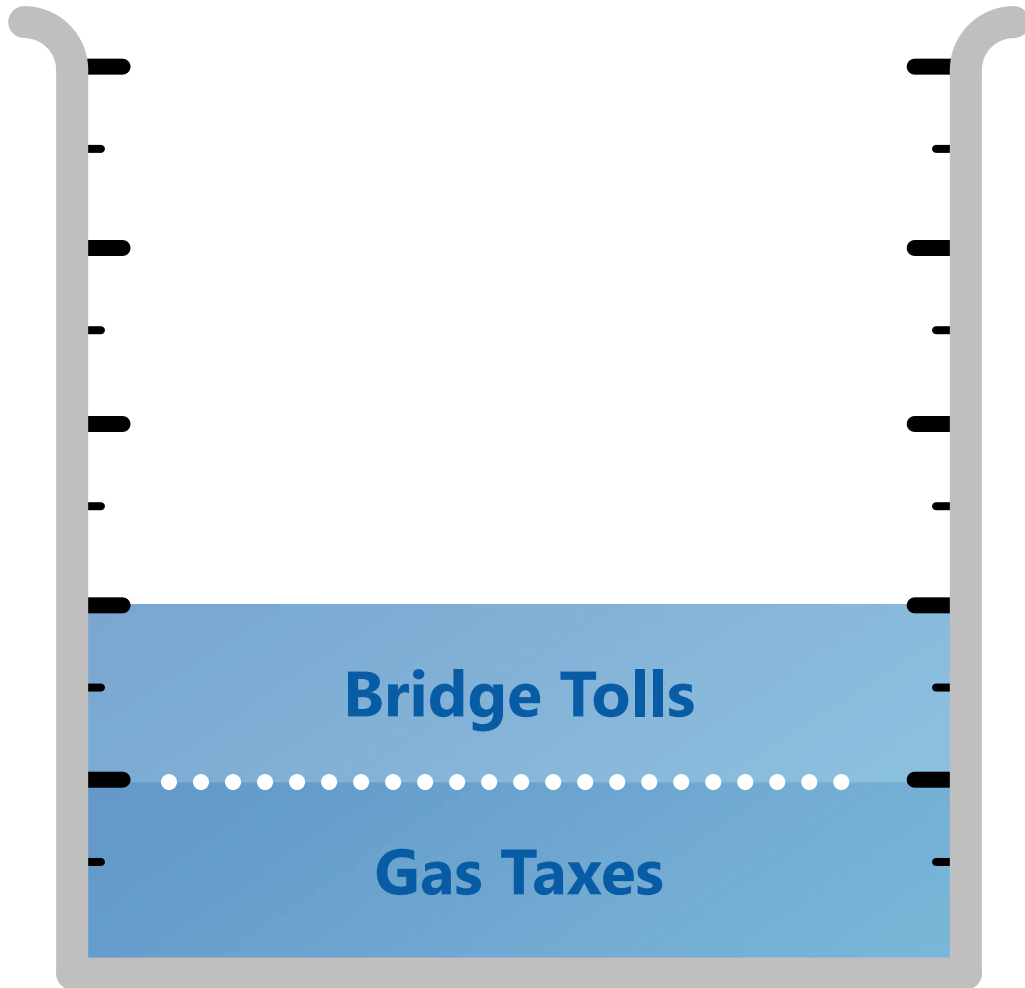
Don't we already have enough transportation funding?

Current funding levels support the Bay Area transportation system's operations, maintenance and capital projects.



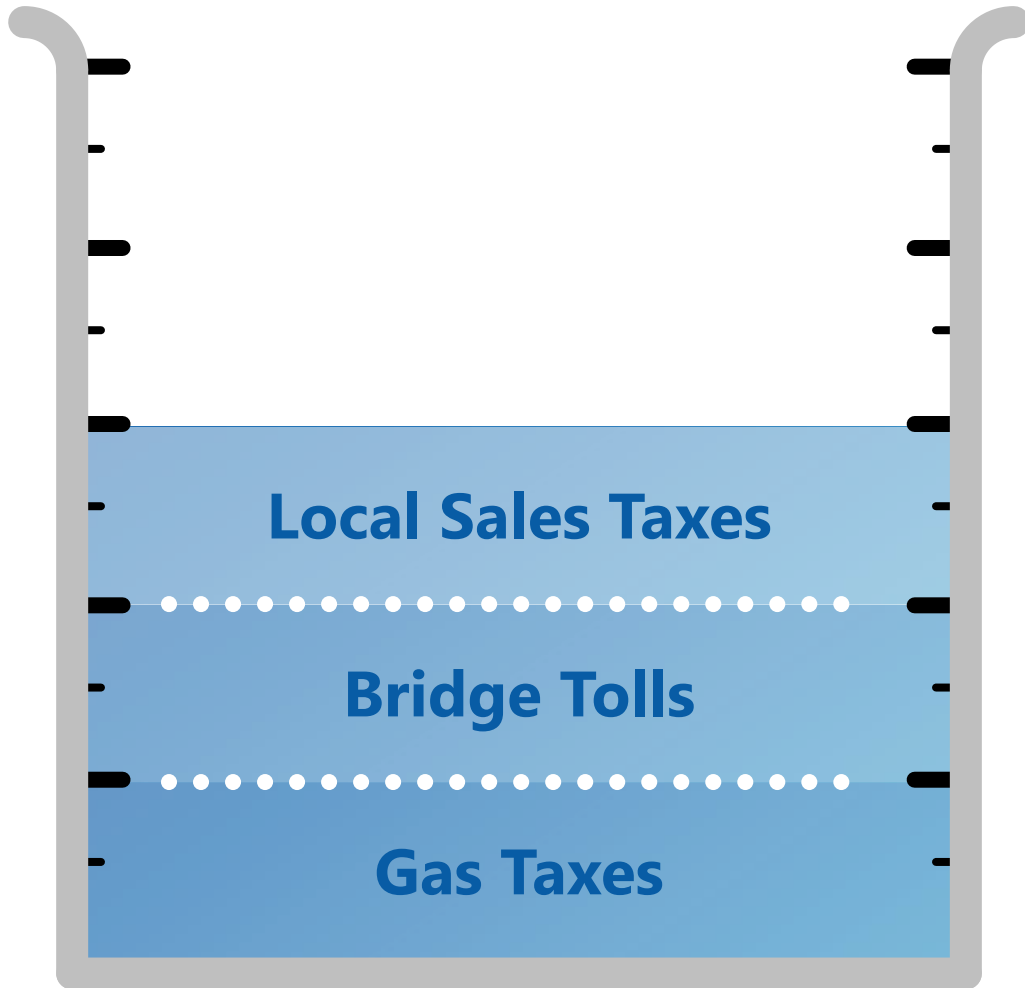
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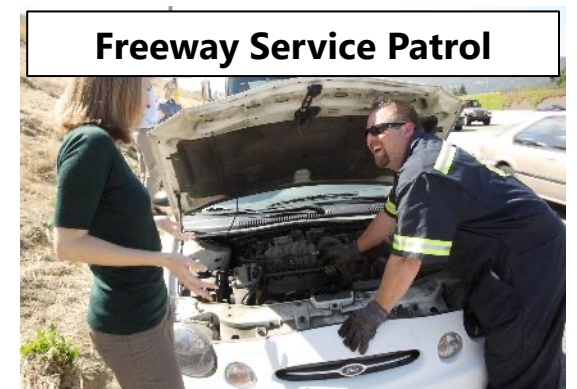
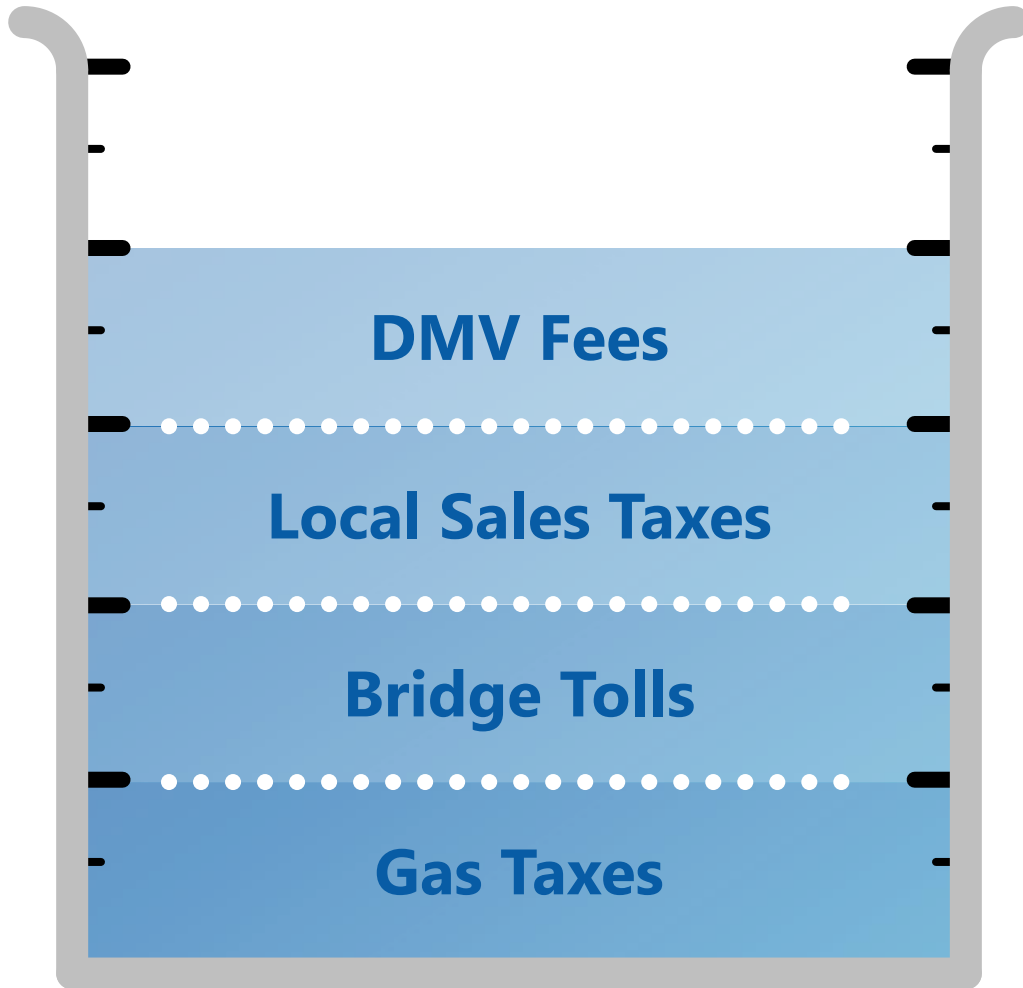
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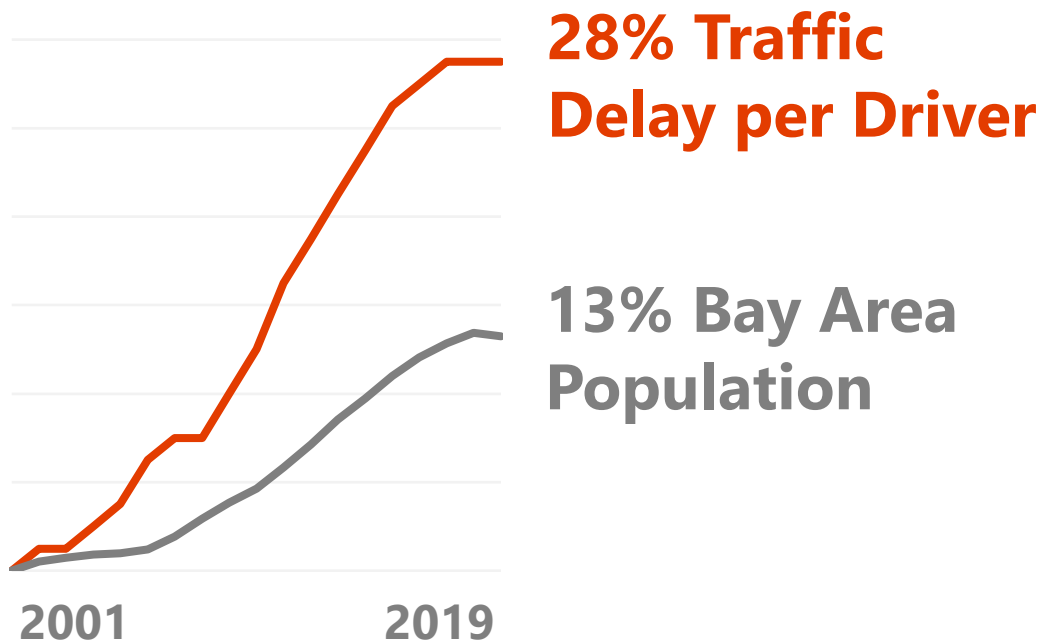
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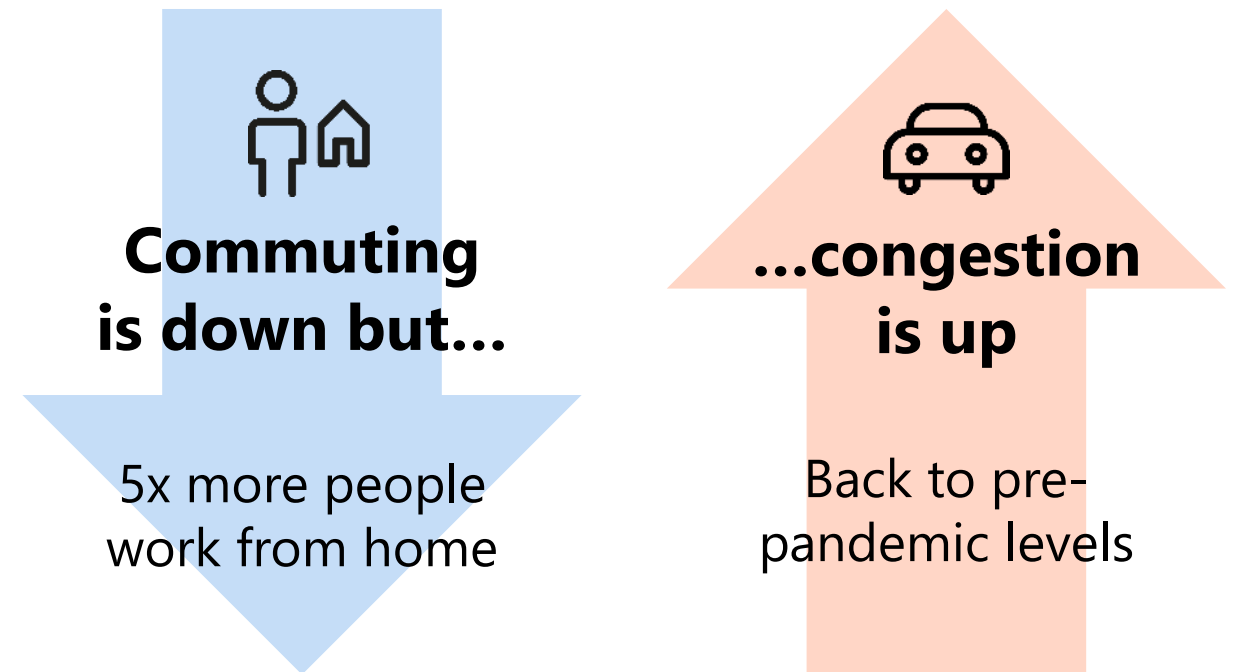
Investing in expanded freeway capacity is unsustainable.

We are studying freeway pricing because our current strategies are not working. Without managing congestion, it gets worse. Pricing can help manage congestion the times of the day when the roads are busiest.

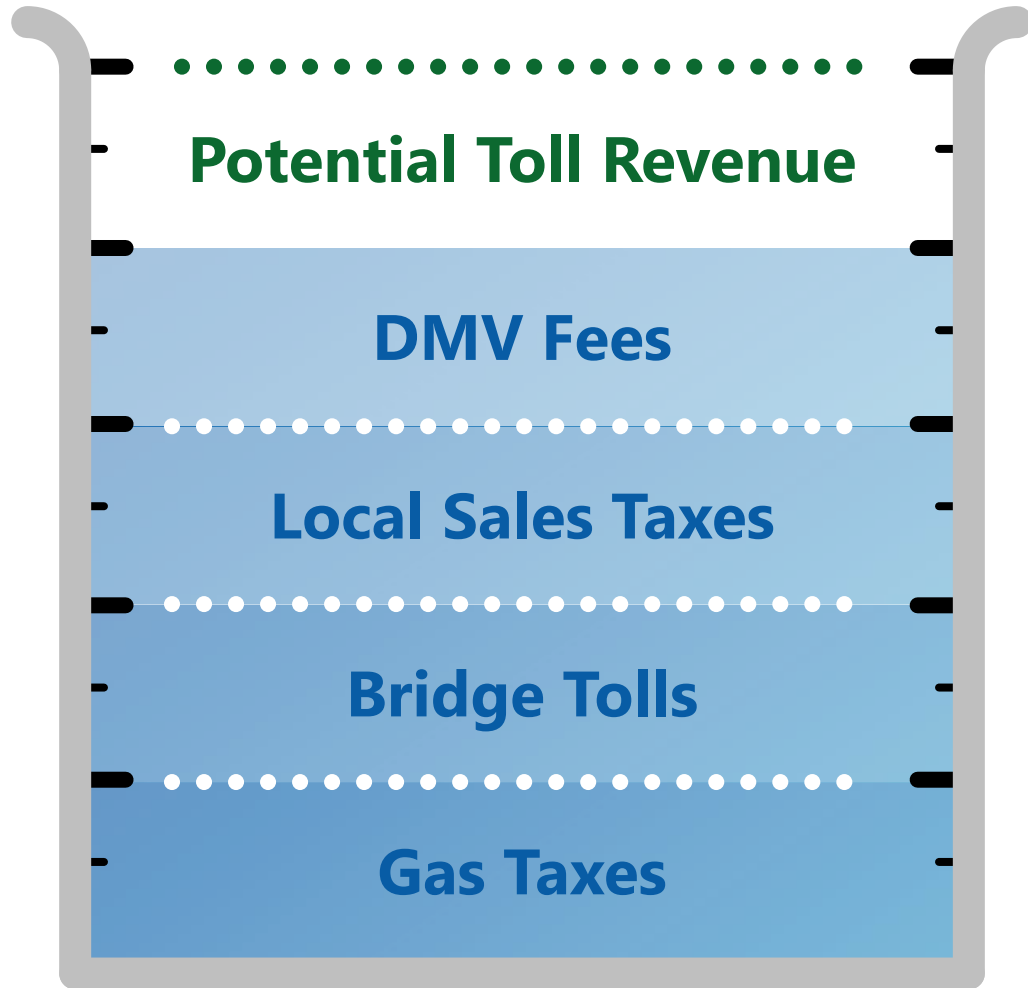
2001 to 2019



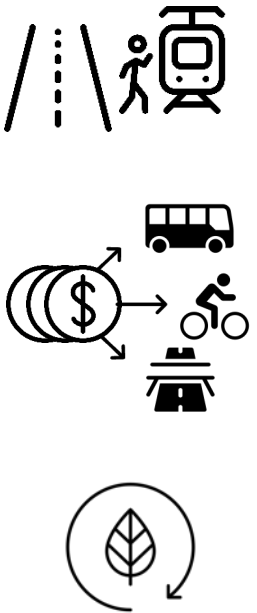
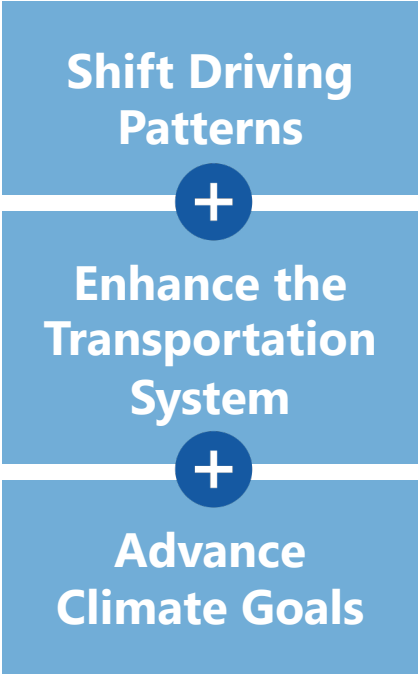
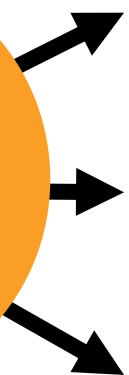
2019 to now



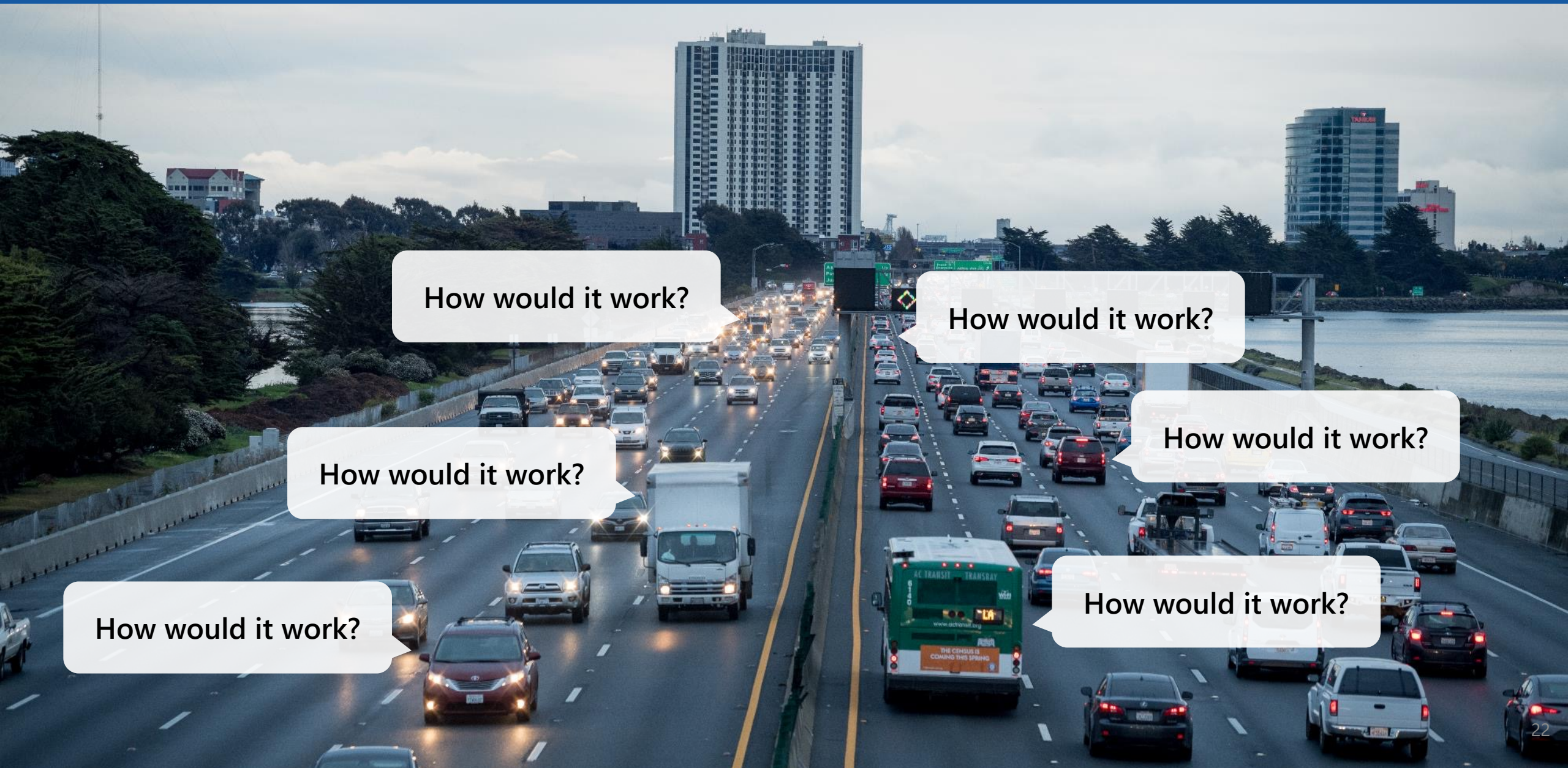
Is this another money grab?



Pricing can help fund a better transportation system and reduce freeway congestion long term



The Big Question



How would it work?

How would it work?

How would it work?

How would it work?

How would it work?

How would it work?



2035 Freeway Pricing Scenario and Projected Outcomes

How would tolling work?

The study explored a 2035 scenario with the following framework:



Congested
freeways with
parallel transit
service



Toll costs ranging from
10¢ to 30¢ per mile,
depending on the level
of congestion



Lower tolls in off-
peak hours and no
tolls on nights and
weekends

How would tolling work?

The study explored a 2035 scenario with the following framework:

With 50% discounts made available to:



Very low-income
drivers

(annual household
income <\$55,000)



3+ carpoolers



People living
with disabilities

Initial Projected Outcomes of Freeway Pricing in 2035

Freeway Commutes	2035* Drive Time w/ No Tolling	2035* Drive Time w/ Tolling
Vallejo to San Francisco	70 min	58 min (-12 min)
Antioch to Oakland	61 min	46 min (-15 min)
Oakland to San Francisco	34 min	31 min (-3 min)
San Jose to Oakland	70 min	55 min (-15 min)
San Jose to San Francisco	73 min	66 min (-6 min)



Fewer Freeway Trips

20-40% decrease during peak commute



Reduced Freeway Travel Time

Up to 25% reduction on busiest freeways



More Transit Ridership

5% increase



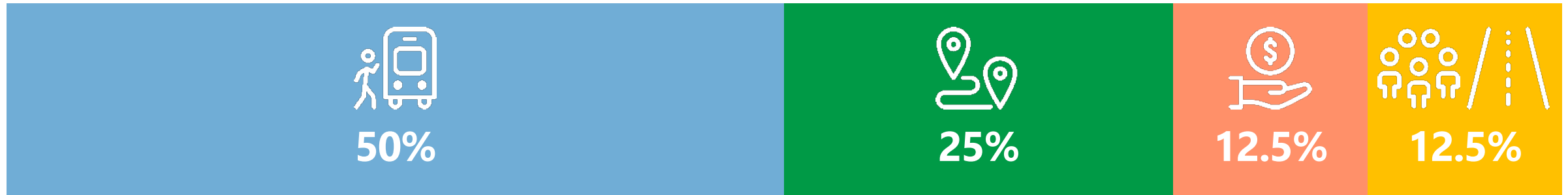
Slower Travel Time on Local Streets due to Diversion

8% increase

*2035 travel time forecasts account for additional Plan Bay Area 2050 adopted strategies

How would the revenue be spent?

Revenues generated would be over \$1 billion annually and could fund...



Express bus

- 10-15 minute frequency in peak hours
- New frequent regional routes in high demand corridors not served by BART/Caltrain

Local bus

- 10-minute frequency on major feeder buses to BART/Caltrain

Local streets

- Safety Improvements
- Sidewalk and bike lane upgrades
- Bus priority infrastructure

Contiguous freeway carpool lanes

Discounts for low-income drivers

- Tolls
- Transit fares

Reparative investments in freeway-adjacent low-income communities

- Urban greening
- Pedestrian crossings

How would this affect low-income drivers?

● Very low income (<\$55K) ● Low income (\$55K-110K) ● Moderate Income (\$110-190K) ● High Income (>\$190K)



Share of Bay Area Population by Income Group



Share of Peak Hour Freeway Drivers by Income Group (2019)



Higher income drivers represent a larger share of peak hour freeway drivers.



Share of Projected Freeway Toll Revenue by Income Group (2035)



Lower income drivers projected to pay a lower share of tolls relative to their share of population and peak hour drivers. Presents an opportunity for targeted cost burden relief.

Higher income drivers projected to pay a higher share of tolls.

How would this affect low-income drivers?

Typical Monthly Toll Expenditure

Freeway Use in Peak Hours	Full Rate	Discounted Rate
Off Peak / Weekend Only	\$0	\$0
10 miles 2 days/week low-congestion corridor	\$10/month	\$5/month
20 miles 5 days/week medium-congestion corridor	\$90/month	\$45/month
40 miles 5 days/week high-congestion corridor	\$270/month	\$135/month

Discounted rate would apply to the following:

- Drivers with household income <\$55,000
- People with disabilities
- 3+ carpool drivers

Key Analysis Findings

- Over half of all Bay Area households are not projected to use tolled freeways on weekdays.
- 93% of households would see their transportation budget increase by less than 1% from tolls.

Who would be most burdened?

Lower income drivers who use freeways frequently and drive long distances, and:

- Cannot avoid driving
- Cannot carpool
- Cannot switch to transit

Approx. 6% of lower income drivers (~90,000 households) may see monthly toll expenses over \$25.

- Opportunity for further targeted cost burden relief

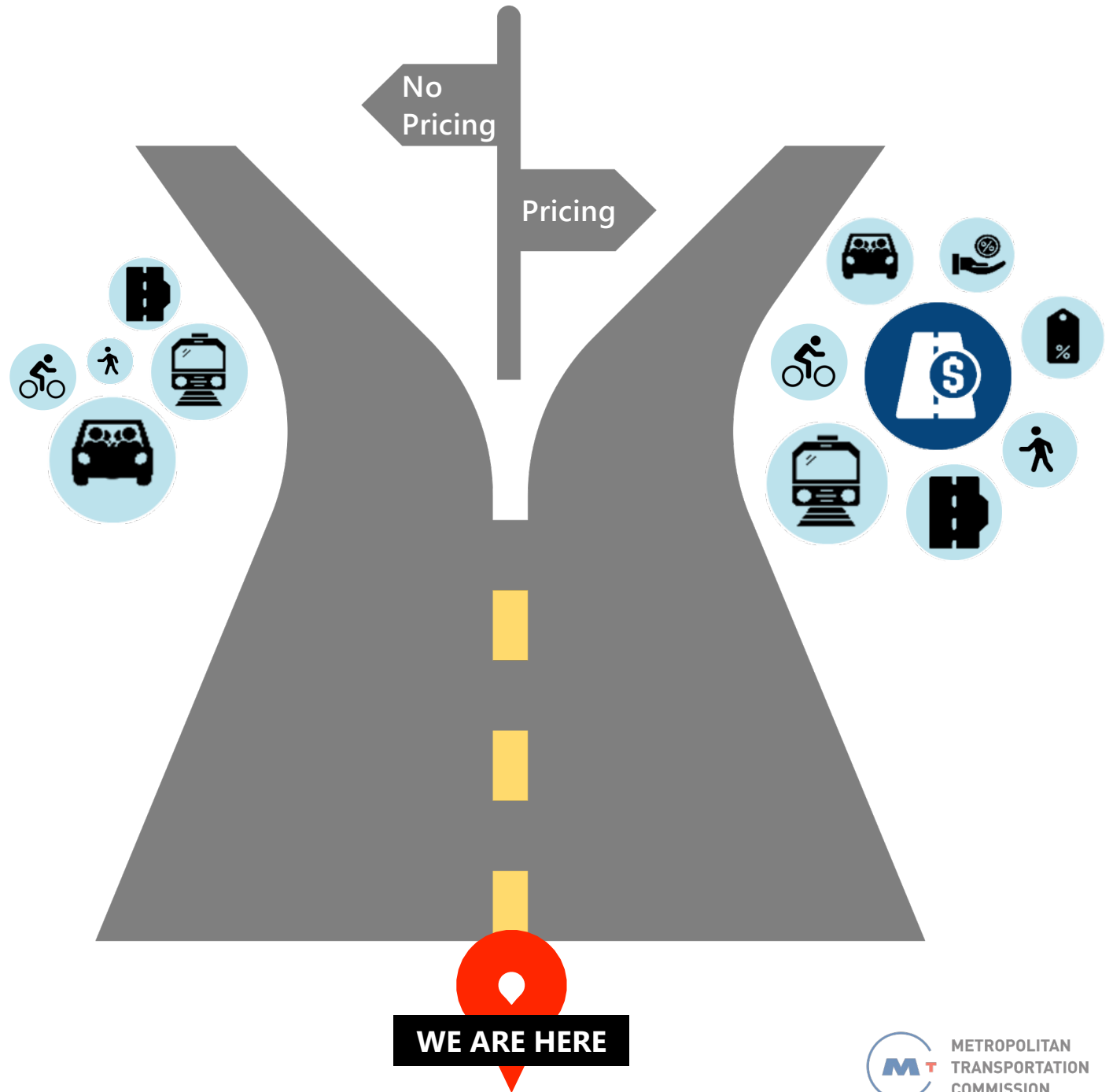


Clarifying Questions



We want to hear from you.

We invite your feedback on the tradeoffs between a future with and without freeway pricing.



2035

No Pricing

Driving

100 min

\$24

\$8 bridge toll

\$16 fuel & maintenance

Transit

90 min

\$9

Today

Driving

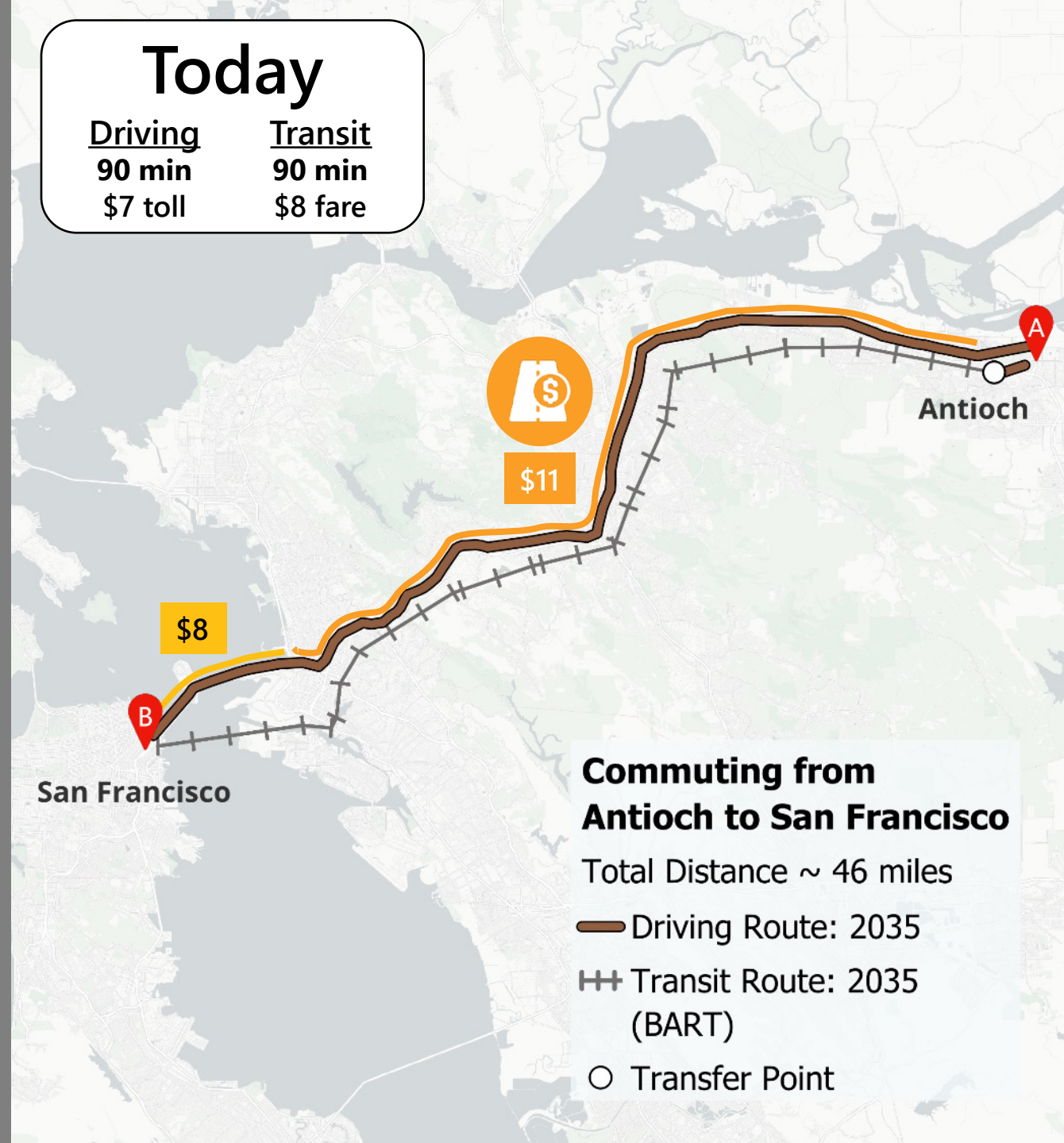
90 min

\$7 toll

Transit

90 min

\$8 fare



2035

Pricing

Driving

80 min (-20%)

\$35

\$8 bridge + \$11 highway tolls

\$16 fuel & maintenance

Transit

90 min

same fare



Transit
Investment



Safety
Investment



Low Income
Discounts



Reparative
Investment

2035

No Pricing

Driving

50 min

\$17

\$8 bridge toll

\$9 fuel & maintenance

Transit

70 min

\$8



2035

Pricing

Driving

40 min (-20%)

\$22

\$8 bridge + \$5 highway tolls

\$9 fuel & maintenance

Transit

60 min (-14%)

same fare



Transit Investment



Safety Investment



Low Income Discounts



Reparative Investment

2035

No Pricing

Driving

66 min

\$19

\$8 bridge toll

\$11 fuel & maintenance

Transit


90 min


\$10

Commuting from Oakland to Palo Alto

Total Distance ~ 31 miles

 Driving Route: 2035

 Existing Transit (BART & Express Bus)

 Transit Route: 2035 (New Express Bus)

 Transfer Points

Oakland

Palo Alto

Today

Driving

65 min

\$7 toll

Transit

90 min

\$10 fare



\$4

\$8

2035

Pricing

Driving

64 min (-3%)

\$23

\$8 bridge + \$4 highway tolls

\$11 fuel & maintenance

Transit

65 min (-27%)

same fare



Transit Investment



Safety Investment



Low Income Discounts



Reparative Investment

2035

No Pricing

Driving

45 min

\$9

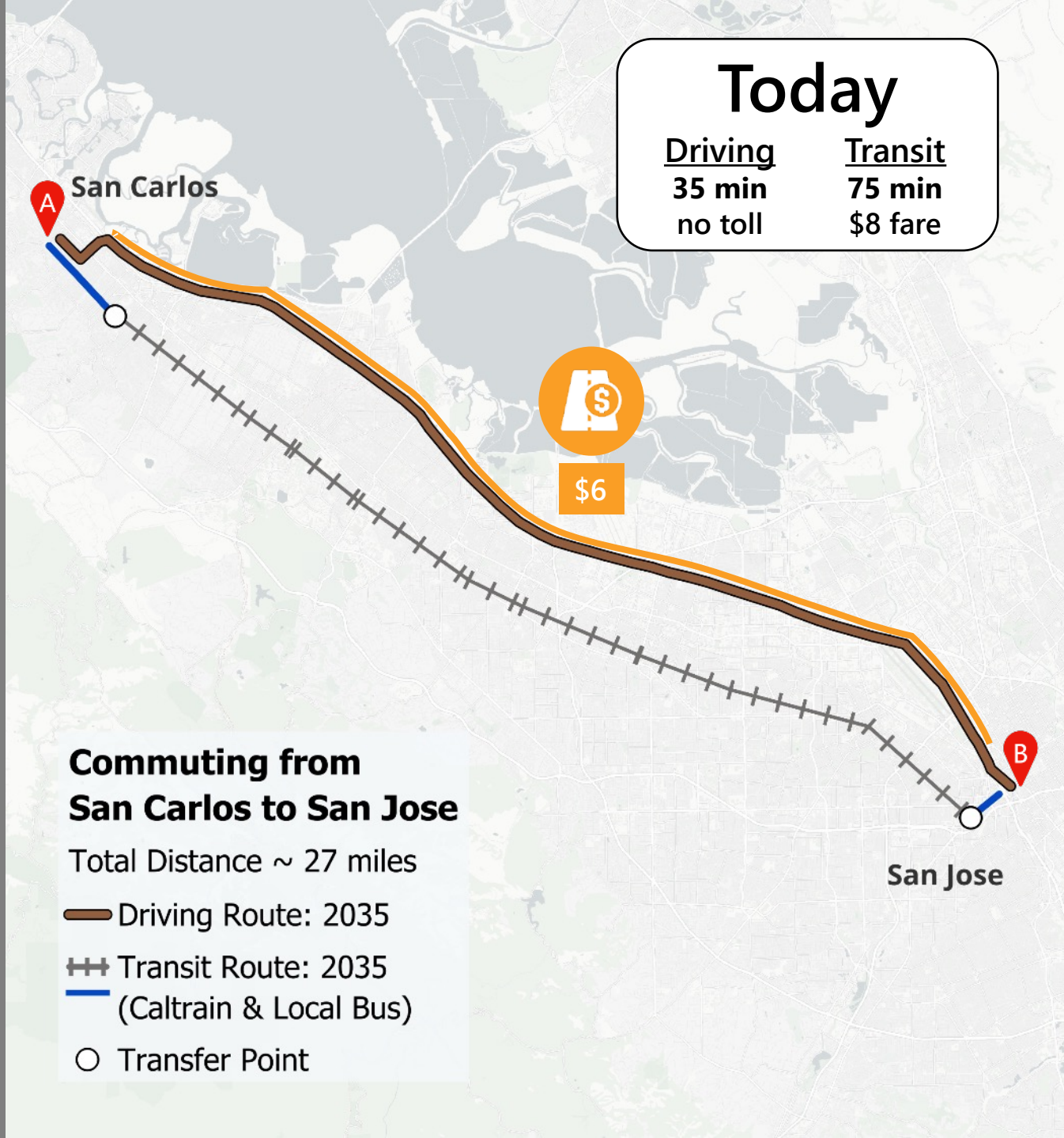
no toll

\$9 fuel & maintenance

Transit

75 min

\$8



2035

Pricing

Driving

35 min (-20%)

\$15

\$6 highway toll

\$9 fuel & maintenance

Transit

70 min (-7%)

same fare



Transit Investment



Safety Investment



Low Income Discounts



Reparative Investment

Refresher: “How would the revenue be spent?”

Revenues generated would be over \$1 billion annually and could fund...



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We want to
hear from you



Next Steps

»»»» Next Gen Freeways



Round 1 Engagement



Round 1 Analysis



Round 2 Engagement



Round 2 Analysis



Summary Report

Round 2 Engagement

- Learnings from engagement will be used to refine scenarios to study in the next round of analysis.

Round 2 Analysis

- Staff will re-analyze scenarios and forecast travel outcomes, benefits and burdens.

Summary Report

- Staff will share recommendations that will help narrow future efforts and inform the next regional long-range plan, known as Plan Bay Area 2050+, currently under development.

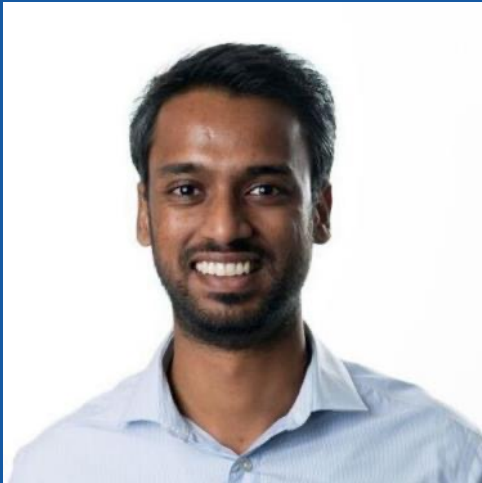
A recording of this webinar will be posted to www.mtc.ca.gov/FasterFreeways

Additional comments and questions can be submitted via email to info@bayareametro.gov



Thank you

Staff Contacts:



Anup Tapase, Project Manager
atapase@bayareametro.gov



Alex Eisenhart, Public Engagement

