



Next Generation Bay Area Freeways Study Proposed Portfolio of Pathways for Round 1 Analysis

Pathway	Pricing Strategy	Complementary Strategies		
		Core Package (40% of investments)	Investment Focus (40% of investments)	Secondary Focus (20% of investments)
1A	<p>All-Lane Highway Tolling in Transit-Rich Corridors:</p> <p>Toll all lanes of highways in corridors with existing or planned regional rail or frequent express bus service.</p> <p>Tolls vary by place and time-of-day.</p>	<p>Transit-First:</p> <ul style="list-style-type: none"> • Trunkline Transit Frequency Boosts • Carpool/Bus-Only Lanes • Local Street Safety and Bike/Ped Improvements to Improve Transit Access and Safety 	<p>Transit Double Down:</p> <ul style="list-style-type: none"> • New Express Bus Transit Service • Local Transit Frequency Boosts • Extended Service Hours • Transit Priority and Timed Transfers 	<ul style="list-style-type: none"> • Toll Discounts (50% for persons with disabilities) • Transit Fare Discounts (25% for persons with very low incomes) • Highway Pedestrian Crossing Improvements • Urban Greening in Freeway-Adjacent Communities
1B			<p>Affordability Focus:</p> <ul style="list-style-type: none"> • Transit Fare Discounts (50% for persons with low incomes) • Toll Discounts (50% for persons with very low incomes and persons with disabilities) • Toll Caps/Rebates (specific industry groups) • Toll Credits (for frequent transit riders) 	<ul style="list-style-type: none"> • Extended Transit Service Hours • Highway Pedestrian Crossing Improvements • Urban Greening in Freeway-Adjacent Communities



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2A	<p>All-Lane Highway Tolling in Transit-Rich Corridors:</p> <p>Toll all lanes of highways in corridors with existing or planned regional rail or frequent express bus service, as well as on major parallel arterials to limit diversion.</p> <p>Tolls vary by place and time-of-day.</p>	<p>Transit-First:</p> <ul style="list-style-type: none"> • Trunkline Transit Frequency Boosts • Carpool/Bus-Only Lanes • Local Street Safety and Bike/Ped Improvements to Improve Transit Access and Safety 	<p>Transit Double Down:</p> <ul style="list-style-type: none"> • New Express Bus Transit Service • Local Transit Frequency Boosts • Extended Service Hours • Transit Priority and Timed Transfers 	<ul style="list-style-type: none"> • Toll Discounts (50% for persons with disabilities) • Transit Fare Discounts (25% for persons with very low incomes) • Highway Pedestrian Crossing Improvements • Urban Greening in Freeway-Adjacent Communities
2B			<p>Affordability Focus:</p> <ul style="list-style-type: none"> • Transit Fare Discounts (50% for persons with low incomes) • Toll Discounts (50% for persons with very low incomes and persons with disabilities) • Toll Caps/Rebates (specific industry groups) • Toll Credits (for frequent transit riders) 	<ul style="list-style-type: none"> • Extended Transit Service Hours • Highway Pedestrian Crossing Improvements • Urban Greening in Freeway-Adjacent Communities



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3A	<p>Cordon Pricing around Urban Centers:</p> <p>Toll vehicles entering the downtowns of the region’s three largest cities: Oakland, San Francisco, and San Jose.</p> <p>Tolls vary by place and time-of-day.</p>	<p>Transit-First:</p> <ul style="list-style-type: none"> • Trunkline Transit Frequency Boosts • Carpool/Bus-Only Lanes • Local Street Safety and Bike/Ped Improvements to Improve Transit Access and Safety 	<p>Transit Double Down:</p> <ul style="list-style-type: none"> • New Express Bus Transit Service • Local Transit Frequency Boosts • Extended Service Hours • Transit Priority and Timed Transfers 	<ul style="list-style-type: none"> • Toll Discounts (50% for persons with disabilities) • Transit Fare Discounts (25% for persons with very low incomes) • Highway Pedestrian Crossing Improvements • Urban Greening in Freeway-Adjacent Communities
3B			<p>Affordability Focus:</p> <ul style="list-style-type: none"> • Transit Fare Discounts (50% for persons with low incomes) • Toll Discounts (50% for persons with very low incomes and persons with disabilities) • Toll Caps/Rebates (specific industry groups) • Toll Credits (for frequent transit riders) 	<ul style="list-style-type: none"> • Extended Transit Service Hours • Highway Pedestrian Crossing Improvements • Urban Greening in Freeway-Adjacent Communities



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4	<p>No New Pricing Initiatives:</p> <p>Express lanes remain on Bay Area freeways.</p>	<p>Transit-First (modified):</p> <ul style="list-style-type: none"> • Trunkline Transit Frequency Boosts • Carpool/Bus-Only Lanes • Local Street Safety and Bike/Ped Improvements to Improve Transit Access and Safety • Transit Fare Discounts (specific to this pathway) 	<p><i>Not applicable for No New Pricing Pathway</i></p>	<p><i>Not applicable for No New Pricing Pathway</i></p>

Technical Notes

- "Share of investments" refers to share of tolling revenues and a portion of potential future regional measure funding (as considered in Plan Bay Area 2050). Specifics of strategies may be adjusted based on forecasted revenues under each pricing strategy.
- Income definitions: Very Low Income: <50% median income; Low Income: <100% median income