

## Pricing Strategies that will be included in the MTP/SCS:

### **Express Lanes:**

Express Lanes may be free to carpools and buses, but allow single drivers the choice to pay for the use of the lanes. The purpose of these lanes is to improve traffic management, reliability, and even throughput of the region's major freeways. Potential corridors include U.S. Route 50, Interstates 80 and 5, and State Routes 51 (Capital City Freeway), 99, and 65. Express lane concepts may include single, high-occupancy toll lanes or multilane configurations that add lanes or re-purpose existing lanes or shoulders. Tolls for the lanes can vary based on traffic levels and time of day.

### **Pay as you go or mileage-based fees:**

Mileage-based or pay as you go fees charge roadway users based on the miles they travel on public roadways, rather than on the amount of fuel they purchase. Fees that are lower during off-peak hours or in less congested rural areas may be considered in order to manage the transportation network efficiently and promote geographic equity.

## Parameters for system pricing strategies in the MTP/SCS:

1. Pricing strategies should be sensitive to changes in roadway demand during different parts of the day (peak/off-peak) with the objective of managing demand and providing travel choice.
2. Mileage-based/pay as you go fees would replace, not be on top of, existing state fuel taxes.
3. Assumptions for a new mileage-based/pay as you go fee should not increase the average cost of driving above what SACOG adopted as future travel costs in the previous two MTP/SCS plans.
4. Every effort should be made not to negatively impact lower income and rural households through pricing strategies.

## MTP/SCS assumptions about the use of revenues from road pricing:

1. Revenues generated through express lanes/pay as you go fees must be committed to transportation investments only.
2. The priority, for planning purposes, of revenues generated through express lanes is to help build and maintain the priced facility. Additional revenues could help fund transit, vanpool and shared ride investments in the corridor and mitigate potential impacts to local streets along the corridor.
3. The priority, for planning purposes, of revenues generated through mileage-based/pay as you go fees above those generated by the current state fuel tax, is to help bring the region's roadways and transit system up to a state of good repair.

## Steps SACOG will take as part of and following adoption of the MTP/SCS to further analyze and implement road pricing:

1. Develop specific policies and an action plan to implement pricing by 2035 in the region including identification of partner agencies.
2. Pursue opportunities to pilot creative road pricing concepts in partnership with federal, state and local agencies that are responsible for building and maintaining the transportation system.