



Attachment C

Next Generation Bay Area Freeways Study

Goals, Outcomes and Draft Performance Indicators

Goals for Next Generation Freeways

In spring 2022, staff worked with Advisory Group members to develop a set of draft goals for a next generation of freeways. These goals were refined with input from the community discussions in summer 2022, the study’s ad-hoc executive-level advisory group and one-on-one discussions with various governmental and non-governmental stakeholder organizations. Table 1 outlines the five goals.

Table 1: Next Generation Freeways: Goals

Overarching Objective: Advance outcomes that support Equity Priority Communities

Goals	Statements
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.

This set of goals was shared during the fall 2022 public webinars to determine level of support among members of the public, receiving generally positive support among 786 respondents. Four of the five goals received strong or medium support from over 60% of respondents; the Reparative goal received support only from 45% of respondents and lack of support from 40% of respondents (with the remaining 15% being neutral). The level of support for different goals will be taken into account while prioritizing pathways, while also considering that pathways will have differing impacts on each of the goals.



Desired Outcomes and Performance Indicators

Staff and the Advisory Group members delved deeper into the goals to determine two measurable outcomes for each goal, considering a variety of concerns that have been raised in the past regarding potential benefits and burdens of pricing. Staff also developed an early draft of corresponding performance indicators for each of the outcomes that would be determined through technical analysis. The desired outcomes and performance indicators are outlined in Table 2.

Performance indicators would be forecasted for year 2035 for each of the pathways proposed for Round 1 Analysis (see Attachment D). Where feasible, indicators would be estimated for populations with different income levels or populations residing in Equity Priority Communities to understand equity impacts. The indicators are intended to help the Advisory Group understand the tradeoffs of different pricing and complementary strategies, identify unintended consequences, and inform refinement of pathways for Round 2 Analysis.

Table 2: Next Generation Freeways: Outcomes and Draft Performance Indicators

Goals	Desired Outcomes	Draft Performance Indicators
Affordable	Affordable travel options for those with limited means.	Transportation costs as a share of household income
	Travel time savings that are worth incremental travel costs.	Ratio of auto travel time savings (expressed in monetary terms) to incremental toll costs
Efficient	Transit alternatives that are time-competitive with driving.	Ratio of travel time by transit vs. auto between representative origin-destination pairs
	Greater use of multimodal alternatives to driving.	Transit, walk and bike mode share of commute trips during peak hours



Goals	Desired Outcomes	Draft Performance Indicators
Reliable	Reduced travel times on freeways without adverse impacts on parallel local roads.	Change in peak hour travel time on key freeway corridors and parallel arterials
	Improved reliability of travel time throughout the day.	Ratio of travel time during peak hours vs. non-peak hours between representative origin-destination pairs
Reparative	Investments that reverse health, safety, connectivity, and aesthetic issues caused by freeways in adjacent communities.	Absolute dollar amount of new revenues generated that is reinvested in freeway adjacent communities
	Incremental costs that are not regressive to those with limited means.	Ratio of new revenues paid for by low-income populations to revenues reinvested toward low-income populations
Safe	Fewer fatalities on and off freeways.	Annual number of estimated fatalities on freeways and non-freeway facilities
	Reduced climate emissions.	Change in vehicle miles travelled on freeway and adjacent non-freeway facilities