



URBAN
GREENING
BAY AREA

Transportation Funding Related to Sustainable Streets

Facilitator: Matt Fabry, Bay Area Stormwater Management Agencies Association

Panel: Transportation Funding Agency Representatives



Regional Roundtable: Sustainable Streets
September 19, 2017

Sustainable Streets =

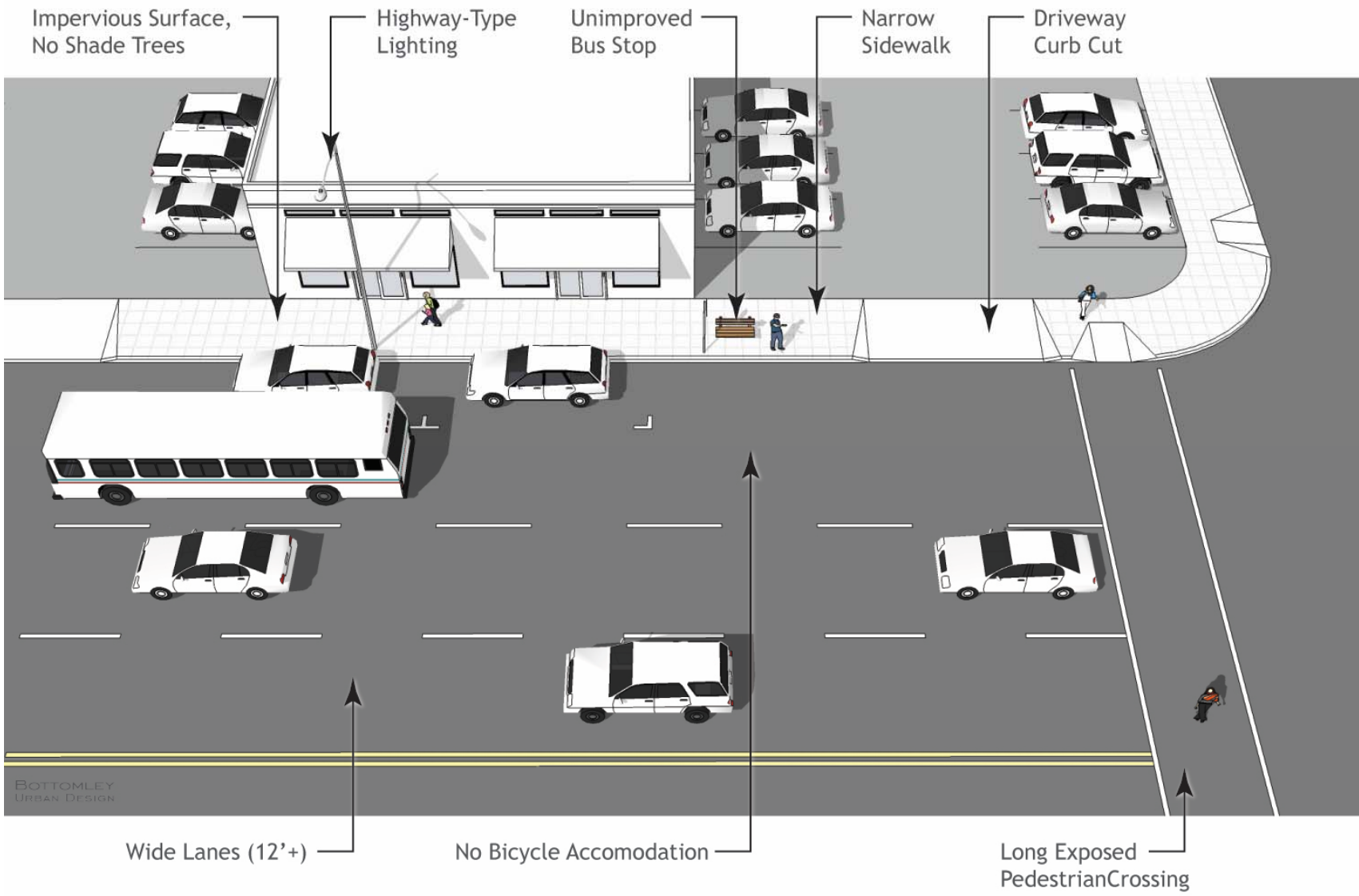
“Complete Streets”

- Provides safe access for pedestrians, bicyclists, motorists, and transit riders
- Enhances public health
- Reduces greenhouse gas emissions



Green infrastructure

- Reduces air pollution
- Reduces water pollution
- Reduces the urban heat island
- Sequesters carbon
- Provides flood storage





Street Trees

Building Setback Creates
Boulevard Sidewalk

Pedestrian-Oriented
Street Lighting

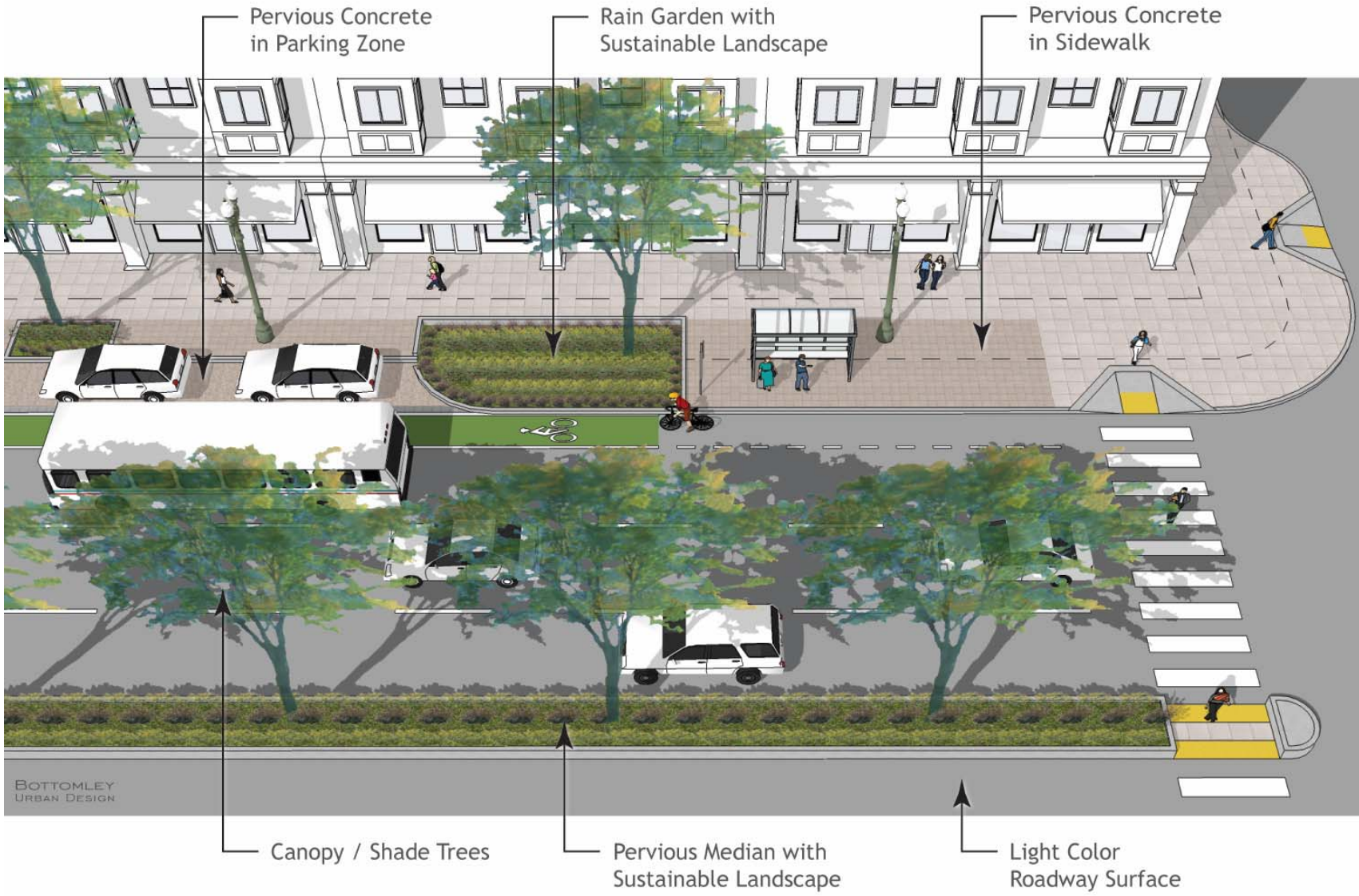
Corner Curb
Bulb-Out

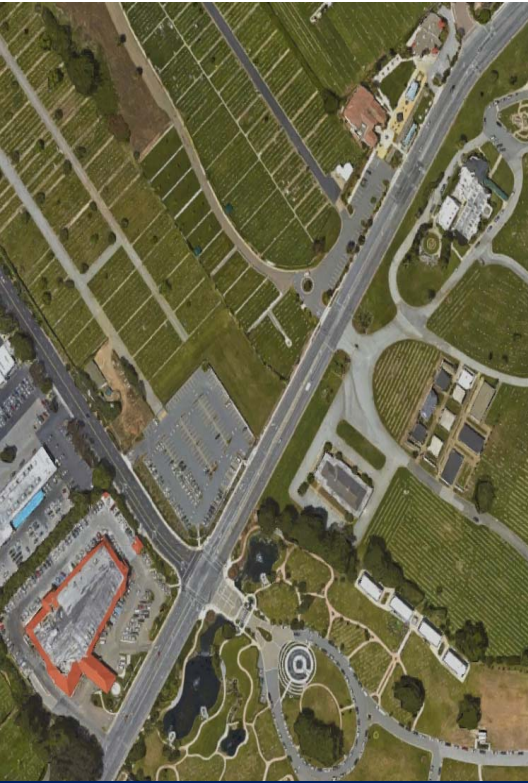
Improved Bicycle Access
(Lane, Shoulder, or Sharrow)

Improved
Transit Facilities

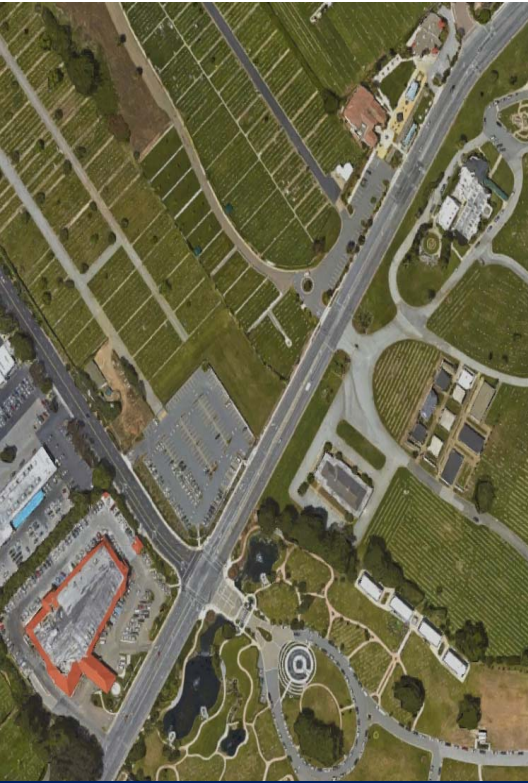
Median Allows for Pedestrian
Refuge at Crosswalk

BOTTOMLEY
Urban Design





*Hillside Blvd
Curb
Extensions
Town of Colma*



*Hillside Blvd
Curb
Extensions
Town of Colma*



*Old County Rd
Curb Extensions
City of San
Carlos*



*Old County Rd
Curb Extensions
City of San
Carlos*



*Delaware Street
Vegetated
Swales
City of San
Mateo*



*Delaware Street
Vegetated
Swales
City of San
Mateo*



*Laurel
Elementary
City of San
Mateo*



*Laurel
Elementary
City of San
Mateo*





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Image capture: Apr 2011 © 2017 Google United

*Humboldt St
City of San
Mateo*



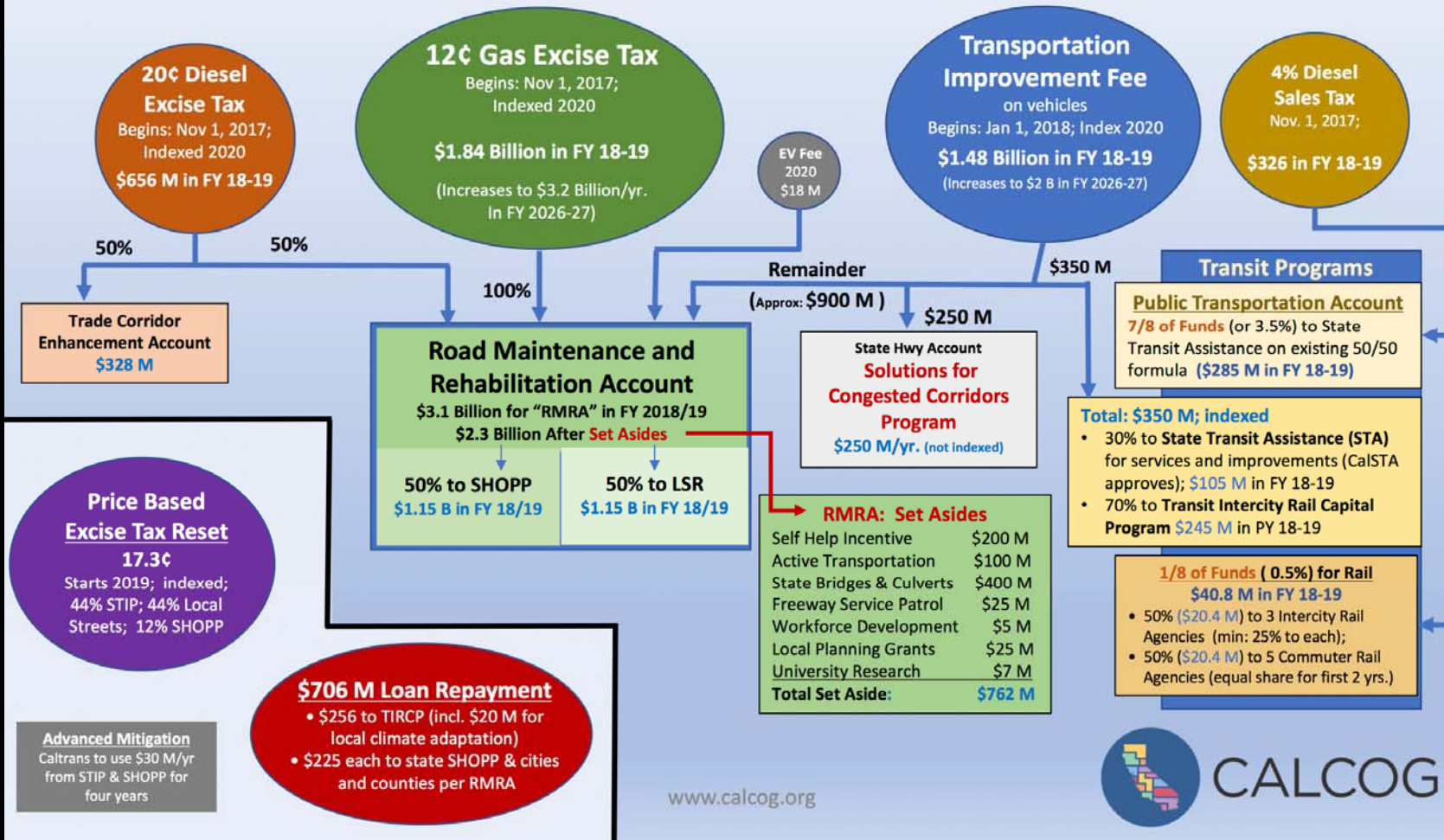
*Humboldt St
City of San
Mateo*

Google

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SB 1: TRANSPORTATION ACCOUNT FLOWS

FY 18-19 is selected because it is the first full year when most of the new revenues are fully implemented. Figures are from from Senate Appropriations Committee Analysis



SB -1 RMRA Program

- **CHAPTER 2. Road Maintenance and Rehabilitation Program**
- **2030.** (a) The Road Maintenance and Rehabilitation Program is hereby created to address deferred maintenance on the state highway system and the local street and road system. Funds made available by the program shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.
- (b) (1) Funds made available by the program shall be used for projects that include, but are not limited to, the following:
 - (A) Road maintenance and rehabilitation.
 - (B) Safety projects.
 - (C) Railroad grade separations.
 - (D) Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, **and drainage and stormwater capture projects in conjunction with any other allowable project.**

SB -1 RMRA Program

- (e) To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, the department and cities and counties receiving funds under the program shall include features in the projects funded by the program **to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise**

SB -1 RMRA Program

- (f) To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties receiving funds under the program shall **incorporate complete street elements into projects funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.**