



Roadway Eligibility in Connect Bay Area, SB 1031 (Wiener/Wahab)



METROPOLITAN
TRANSPORTATION
COMMISSION

Commission Workshop
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MTC's Vision Statement for Connect Bay Area Highlights its Climate Benefits

- In January, the Commission adopted a vision statement that emphasized its intention for the measure to help region reduce greenhouse gas emissions from transportation sector, consistent with Plan Bay Area 2050:
- “...helping to combat the climate crisis”
- “...lower greenhouse gas emissions,..”
- “...create a “climate-friendly transportation system...”

Commission Also Endorsed Creation of a Balanced Expenditure Plan

- The adopted Vision Statement and Focus Areas include the following statements conveying importance of the economy and enhancing mobility for all users, not just transit riders:
 - “Meets the needs of Bay Area residents, **businesses** and visitors”
 - “Strengthening the region’s economy”
 - “Local roads are well maintained”
 - “Enhancing access to **opportunity**”
 - “Preserving and enhancing mobility for **all transportation system users**”

Highway Improvements Take Many Forms and Address a Variety of Policy Goals



Pavement & Bridge Rehabilitation



Traffic Safety



Express Lanes



Interchange Modernizations


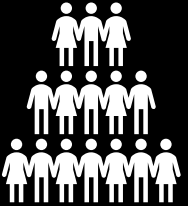


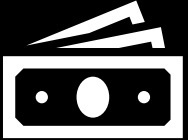


Goods Movement



Climate Resilience

All Highway Project Types Involve Tradeoffs and Prioritization

Project Type	Initial Capital Cost	 Reliability	 Mobility	 Climate	 Transit	 Affordability
General Lane: New Capacity	\$\$\$	<i>Negligible</i>	+	- - -	- -	<i>Negligible</i>
Express Lane: New Capacity	\$\$\$\$	+ +	+ +	- -	-	-
Express Lane: Conversion	\$	+ +	+	-	+	-
All-Lane Tolling	\$	+ + +	+ +	+ + +	+ +	- -

SB 1031's Connectivity Program: *A Multimodal Capital Improvement Program*

- The Connectivity Program at a glance:
 - Eligible investments include highway, transit, and rail mobility projects that close gaps and relieve bottlenecks in the existing transportation network in a **climate-neutral manner**, resilience improvements that protect transportation infrastructure from climate-fueled natural hazards, and transportation safety improvements, including, but not limited to, grade separations.
 - Projects must be included in or determined by MTC to be consistent with an adopted sustainable communities strategy.
- Receives **at least 15%** of Connect Bay Area revenues:
 - **\$150 million/year** in a \$1B scenario
 - **\$225 million/year** in a \$1.5B scenario
- Connectivity Funds must be reinvested to benefit each county in proportion to its share of total revenues generated by the measure over an unspecified timeframe (TBD).
- SB 1031 is currently silent on Connectivity Program project selection process.

Areas of Agreement on Project Eligibility

- Safe Streets
 - Local road repairs – pothole repairs, maintenance, repaving, roadway rehabilitation
 - Traffic calming strategies, such as road diets, etc.
 - Bike lane additions, sidewalk improvements/accessibility enhancements
- Connectivity
 - Express lane conversions (high-occupancy vehicle (HOV) lane or potential general-purpose lane conversion)
 - Non-capacity increasing interchange modernization or upgrades
 - Traffic operational strategies (non-widening)
 - State Route 37 – broad recognition of this unique congestion relief and resilience project as a regional priority

Differing Stakeholder Perspectives

- The Bay Area Council and California Alliance for Jobs have explicitly called for the measure to fund **capital highway and road improvements** that:
 - “are included in approved regional transportation plans and sustainable communities strategies as well as road, highway and bridge infrastructure maintenance/rehabilitation and also projects that create resilience from the effects of climate change.”
- On the other hand, a large coalition of environmental and transit stakeholders are calling for a **prohibition on the measure funding any highway widening projects, with potential for an exception for Highway 37.**

Key Policy Question

1. Given PBA 2050+ analysis indicating the Plan's overall revenue constraints as well as the challenge of meeting the region's GHG targets, what limits, if any, should be placed on highway widening within the SB 1031 Connectivity Program?