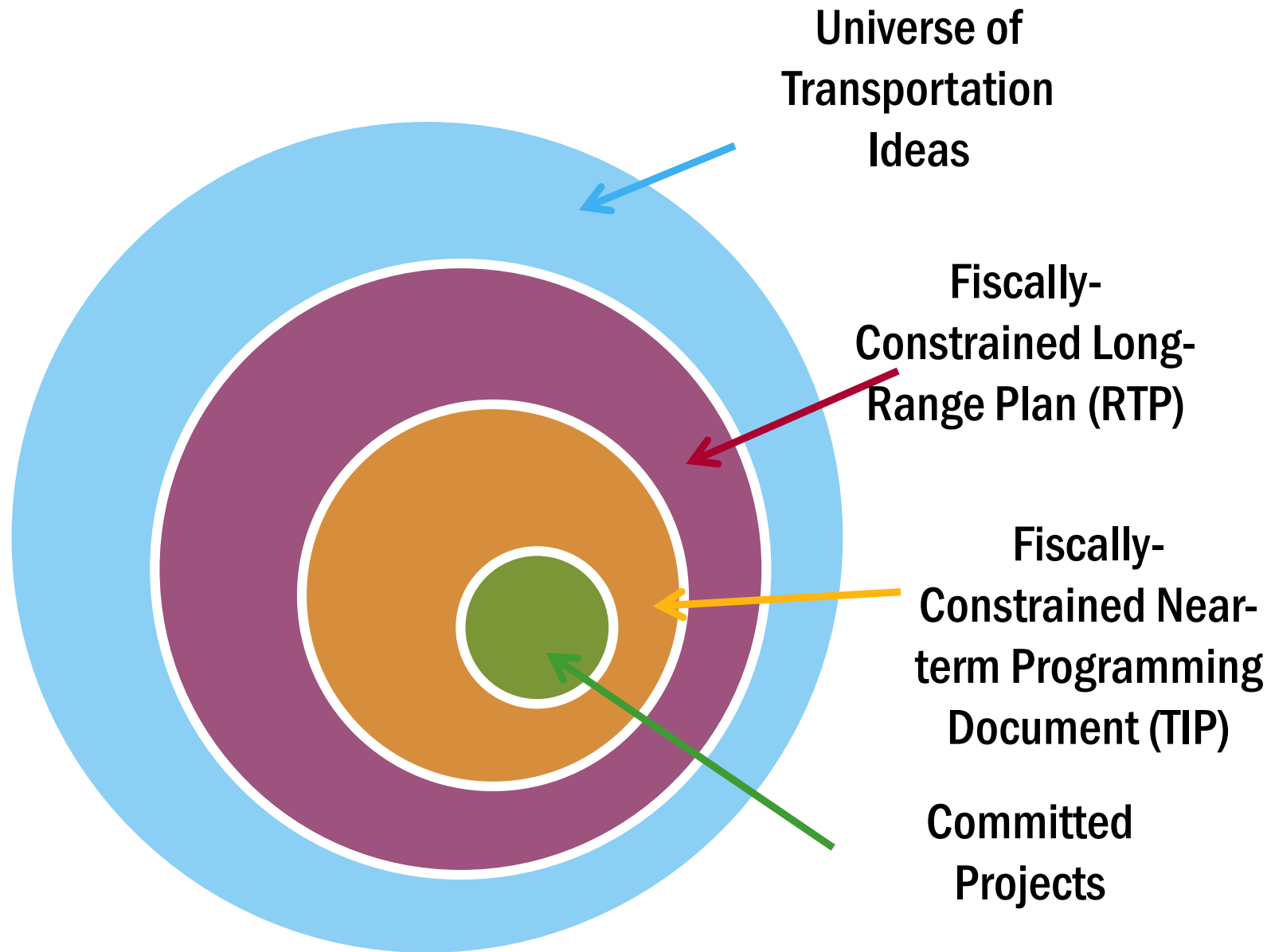
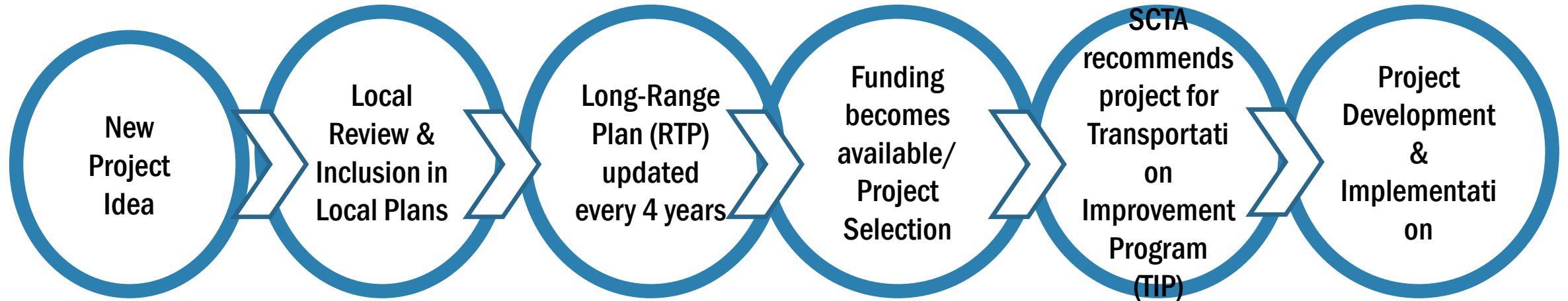


MTC – Plan Bay Area

Regional Transportation Plan – project list development



Process – from idea to implementation



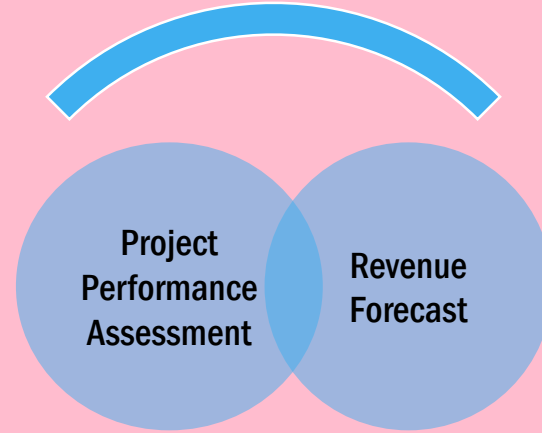
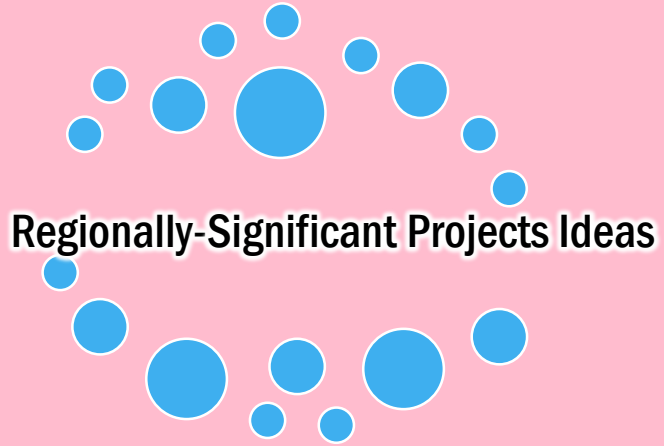
March 28, 2019 SCA releases a call for projects for inclusion in the RTP. Assumed budget is \$2.9B

By March 27, 2020 MTC requests SCA to fit projects within county “budget” of \$1.4B

Phase 1

Part 1

Spring '19



Phase 2

Part 2

Fall '19



Winter '19/20



Revenue forecast for 30 years		
Source	Funding in \$M	
Measure renewal	765	1,093 less 30% O&M
OBAG	203	VMT reducing capital projects (bike paths, road diets)
RTIP	248	Only funding available for highway capacity increasing
Remaining county sales tax	102	145 less 30% O&M
LPP	57	
TFCA	28	Transit and bicycle projects
Total	1,402	

County Transportation Plan

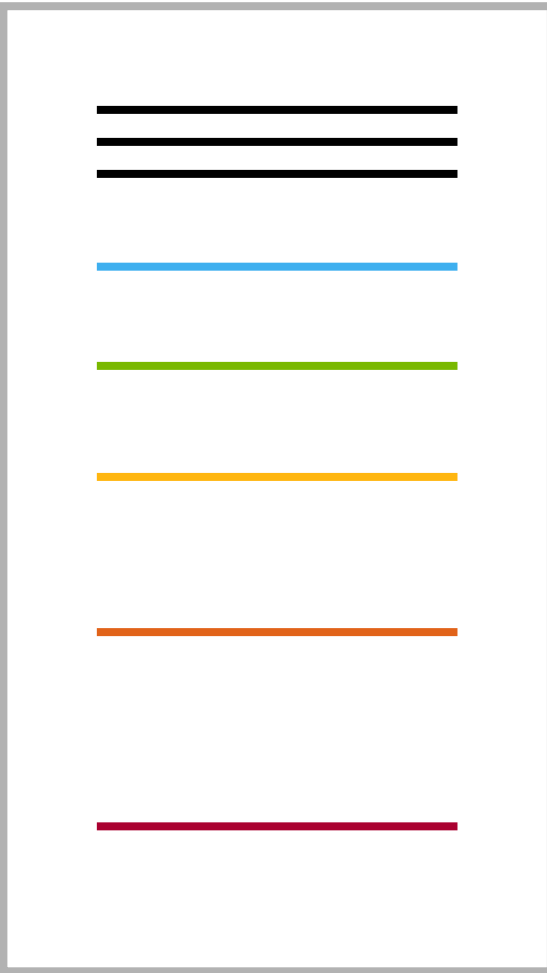
Regional Transportation Plan

Transportation Improvement Program

Non Exempt Projects
Non Exempt Projects
Regionally-Significant
Regionally-Significant
Type A
Type B
Type B
Type C



universe of projects



fiscally-constrained & regionally-significant projects & programs



funded projects

SUMMARY OF TRANSPORTATION NEEDS BY PROJECT TYPE

Project Type	Cost \$M
Bicycle and Pedestrian Facilities	\$846.30
Emission Reduction Technologies	\$5.90
Highway Improvements	\$785.00
Intersection Improvements	\$122.90
ITS & New Technologies	\$80.10
Multimodal Streetscape Improvements	\$162.20
Roadway Improvements	\$2,914.00
Transit Capital Projects	\$876.10
Transit Improvements - Non Capital	\$4,220.10
Travel Demand Management (annual)	\$2.50
Total (\$M)	\$10,015.10

Definitions

MTC characterizes Plan projects into two investment categories:

- 1) Group listings of exempt projects (i.e., **programmatic categories**) and
- 2) Non-exempt, capacity-increasing projects.

- Not all non-exempt projects are regionally-significant.
- Generally, **regionally-significant projects** are those that add capacity to the region's network of freeways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT).
- Projects that are non-exempt and that are not regionally-significant are included in a group listing.

The amount of funds invested in the programmatic categories is based on a general estimate of what could be spent in the proposed timeframes.

Costs are in \$millions

Projects	Bin 1	Bin 2	Total
Hearn Avenue Interchange	\$ 36		\$ 36
Petaluma Crosstown Connector and Rainier Interchange		\$ 115	\$ 115
US 101 Marin/Sonoma Narrows (Sonoma)	\$ 30		\$ 30
Farmers Lane extension		\$ 72	\$ 72
Road Diet Extension - Petaluma Boulevard South	\$ 3		\$ 3
Enhance bus service in Sonoma County	\$ 145	\$ 145	\$ 290
Highway 37 interim projects	\$ 5		\$ 5
SMART to Cloverdale	\$ 105	\$ 18	\$ 123
Projects Subtotal	\$ 324	\$ 350	\$ 674
Programs	Bin 1	Bin 2	Total
Bicycle and Pedestrian Facilities	\$ 50	\$ 50	\$ 100
Emission Reduction Technologies	\$ 5	\$ 17	\$ 22
Highway Improvements	\$ 32	\$ 75	\$ 107
Intersection Improvements	\$ 50	\$ 50	\$ 100
ITS & New Technologies	\$ 5	\$ 5	\$ 10
Multimodal Streetscape Improvements	\$ 5	\$ 5	\$ 10
Roadway Improvements	\$ 25	\$ 75	\$ 100
Transit Capital Projects	\$ 25	\$ 80	\$ 105
Transit Improvements - Non Capital	\$ 25	\$ 83	\$ 108
Travel Demand Management	\$ 5	\$ 5	\$ 10
Programs subtotal	\$ 227	\$ 445	\$ 672
Grand Total	\$ 551	\$ 795	\$ 1,346
County Share	\$ 551	\$ 795	\$ 1,346
Delta	\$ -	\$ -	\$ -