

# Summary of Climate Smart Strategy Implementation Needs

Highway Trust Fund eligible projects and programs in the 2018 RTP

| ESTIMATED CARBON REDUCTION <sup>1</sup>   | INVESTMENT AREA                               | ESTIMATED ANNUAL COST <sup>2</sup> |
|---|---|------------------------------------|
|  | Transit capital <sup>3</sup>                  | \$37 M                             |
|  | Biking and walking connections <sup>4</sup>   | \$71 M                             |
|  | “Smart” transportation technology             | \$9 M                              |
|  | Streets and bridges connectivity and capacity | \$150 M                            |
|   | <b>TOTAL</b>                                  | <b>\$267 M</b>                     |

1. The estimated carbon emissions reduction was derived from Metropolitan GreenSTEP during development of the Climate Smart Strategy to demonstrate the relative effectiveness of each investment area. It assumes planned land uses to implement the 2040 Growth Concept and does not capture variations that may occur from synergies between multiple policies and investments.
2. Climate Smart Strategy investments have been incorporated in the 2018 Regional Transportation Plan (RTP). Estimated annual costs are for the RTP Constrained Priorities for the period from 2019 to 2040. Costs are rounded and do not include throughway capacity, transit service and related capital that is not Highway Trust Fund eligible, travel information and incentives and keeping our streets, bridges and throughways in good repair.
3. This investment area includes transit capital in the right-of-way to improve speed and reliability of transit, transit stop improvements such as bus shelters, benches and lighting, transit priority signals, streetcar extensions within the right-of-way and other roadway work to ensure efficient travel of buses. This category does not include transit service or equipment, such as new buses or rail vehicles.
4. This investment area includes Safe Routes to School infrastructure and multimodal trails in the right-of-way.