

The Formal Amendment No. 8 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP) for FFY 2018-19 to FFY 2021-22 received joint FHWA/FTA approval on August 26, 2019 and State approval on August 16, 2019. For more information or copies of the approval letters, please contact Sasha Tepedelenova at stepe@ambag.org or at (831) 264-5087.

Please note that this document contains scanned pages and documents from outside agencies. If you have any problems accessing content in this document, please use the Contact Us Form to report any issues or you can contact Sasha Tepedelenova at stepe@ambag.org or at (831) 264-5087.



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

August 15, 2019

Mr. Bruce de Terra
Division Chief,
Division of Transportation Programming
Management Program, Caltrans MS-82
P.O. Box 924874
Sacramento, CA 94274-0001

Mr. Leslie T. Rogers
Regional Administrator
Office of Federal Transportation
FTA, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Attn: Abhijit Bagde

Attn: Lucinda Eagle

Re: Formal Amendment No. 8 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP) FFY 2018-19 to FFY 2021-22

Dear Mr. de Terra and Mr. Rogers:

The AMBAG Board of Directors approved Formal Amendment No. 8 to the *Monterey Bay Metropolitan Transportation Improvement Program (MTIP) FFY 2018-19 to FFY 2021-22* on August 14, 2019 by adopting Resolution No. 2019-4 (**Attachment 1**). Please initiate the state and federal approval process for Formal Amendment No. 8.

Formal Amendment No. 8 updates two (2) projects and makes text updates to Chapter VI, as listed in **Attachment 2**, Summary of Changes. The projects included in Formal Amendment No. 8 meet the general requirements for a project to be approved by the U.S. Department of Transportation as part of the MTIP:

1. Projects must be consistent with AMBAG's adopted Metropolitan Transportation Plan (MTP);
2. Projects must be financially constrained; and
3. Projects must satisfy public review requirements.

In accordance with the FAST Act, Formal Amendment No. 8 to the MTIP is financially constrained to reasonably available resources and adequate public review opportunity was provided.

Projects included in Formal Amendment No. 8 have been developed in accordance with the all applicable transportation planning requirements per 23 CFR Part 450 and are expected to support the establishment and achievement of performance management targets.

Planning Excellence!

The Monterey Bay region is designated as attainment for Federal air quality standards, therefore the changes proposed by this formal amendment are not subject to the requirement that an air quality conformity determination be made.

In addition to being available in CTIPS, programming pages for the projects included in MTIP Formal Amendment No. 8 are also enclosed herewith for your reference (**Attachment 3**).

If you have any questions or comments, please contact Bhupendra Patel at (831) 264-5091 or bpatel@ambag.org.

Sincerely,


for Maura F. Twomey
Executive Director

Attachments:

1. Attachment 1: Resolution No. 2019-4
2. Attachment 2: Summary of Changes
3. Attachment 3: Project Programming Pages

cc: (e-mail)

Antonio Johnson, California Division, FHWA

Lucinda Eagle, FTA Region IX

Sherri Martin, SHOPP, LCO, and FTIP Coordinator, District 5

Debra Hale, Executive Director, TAMC

Guy Preston, Executive Director, SCCRTC

Mary Gilbert, Executive Director, SBtCOG

Alex Clifford, General Manager, METRO

Carl Sedoryk, General Manager, MST

**A RESOLUTION
OF THE BOARD OF DIRECTORS OF THE
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS
ADOPTING FORMAL AMENDMENT NO. 8 TO THE MONTEREY BAY METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
FFY 2018-19 to FFY 2021-22**

WHEREAS, the Association of Monterey Bay Area Governments has been designated by the Governor of the State of California as the Metropolitan Planning Organization (MPO) for the Monterey Bay area; and

WHEREAS, Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613, require that in each urbanized area, as a condition to the receipt of Federal capital or operating assistance, the MPO carries out, in cooperation with State, local agencies and publicly owned operators of mass transportation services, a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) calls for the development of at least a four-year Transportation Improvement Program (TIP), under direction of the MPO in cooperation with State and local officials, regional and local transit operators, and other affected transportation and regional planning and implementing agencies; and

WHEREAS, AMBAG has developed a four-year program of projects, consistent with AMBAG's *2040 Metropolitan Transportation Plan/Sustainable Communities Strategy*, the *2018 State Transportation Improvement Program*, the *2018 State Highway Operation and Protection Program*, and the area's Regional Transportation Improvement Programs and Short Range Transit Plans; and

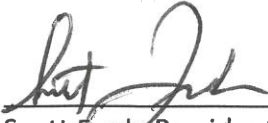
WHEREAS, this document is financially constrained and prioritized by funding year, adding only those projects for which funding has been identified and committed in accordance with 23 CFR 450; and

WHEREAS, projects in Formal Amendment No. 8 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 and are expected to support the establishment and achievement of performance management targets; and

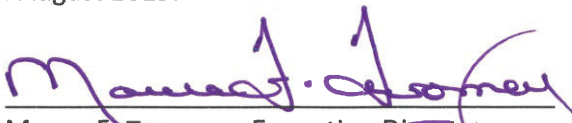
WHEREAS, consultation with cognizant agencies was undertaken and the MTIP was considered with adequate opportunity for public review and comment, in accordance with 23 CFR 450:

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Association of Monterey Bay Area Governments does hereby approve and authorize the submission of Formal Amendment No. 8 to the *Monterey Bay Metropolitan Transportation Improvement Program FFY 2018-19 to FY 2021-22* to the appropriate Federal and State agencies.

PASSED AND ADOPTED this 14th day of August 2019.



Scott Funk, President



Maura F. Twomey, Executive Director

**MTIP FFY 2018-19 to FFY 2021-22
Formal Amendment No. 8
Summary of Changes**

Project Number	Project Name	Change	Prior \$ (\$1,000)	New \$ (\$1,000)	% Change
BP01GP	Grouped Projects for Bicycle & Pedestrian Facilities	Add ATP-SB1 funds, CON: \$3,341K in FFY 2019-20 (was \$65K) and \$9,181K in FFY 2021-22. Add Measure X local funds, CON: \$315K in FFY 2019-20 and \$1,785K in FFY 2021-22.	\$ 76,851	\$ 91,473	19%
MTD011SC	Charging Infrastructure at Judy K Souza Operating Facility (JKSOF) in Santa Cruz	New Project	\$ -	\$ 1,188	100%
Update Chapter VI: Performance-Based Planning and Programming		Update text	NA		

Association of Monterey Bay Area Governments - Federal Transportation Improvement Program (Dollars in Thousands) Local Highway System

DIST: 05	PPNO:	EA:	CTIPS ID: 201-0000-0473	TITLE (DESCRIPTION): Grouped Projects for Bicycle & Pedestrian Facilities (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: BP01GP		
COUNTY: Various Counties	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
31	Active	07/25/2019	STEPPEDEL	Amendment - Cost/Scope/Sch. Change	8	94,722		
30	Official	07/24/2019	STEPPEDEL	Amendment - Technical Correction	7	80,100		
29	Official	06/28/2019	STEPPEDEL	Amendment - Cost/Scope/Sch. Change	6	80,100		
28	Official	03/13/2019	STEPPEDEL	Amendment - Cost/Scope/Sch. Change	4	78,376		
27	Official	09/26/2018	STEPPEDEL	Adoption - Carry Over	0	54,342		
26	Official	05/21/2018	BPATEL	Amendment - Cost/Scope/Sch. Change	12	69,564		4
25	Official	05/23/2017	STEPPEDEL	Amendment - Cost/Scope/Sch. Change	5	66,153		4
24	Official	03/21/2017	STEPPEDEL	Amendment - Cost/Scope/Sch. Change	4	32,061		4
23	Official	09/14/2016	STEPPEDEL	Adoption - Carry Over	0	31,331		4

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 6	PE									
	RW									
* Fund Type: Agency	CON	488	5,883	6,006	28,704					41,081
* Funding Agency: Various Agencies	Total:	488	5,883	6,006	28,704					41,081

* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 6	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	2,761	22,537	7,036	4,183					36,517
* Funding Agency:	Total:	2,761	22,537	7,036	4,183					36,517

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 6	PE									
	RW									
* Fund Type: Transportation Safety & Investment Plan - Measure X	CON		810	315		1,785				2,910
* Funding Agency:	Total:		810	315		1,785				2,910

* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 6	PE									
	RW									
* Fund Type: Office of Traffic Safety - Repeat Intoxicated Trans	CON		193							193
* Funding Agency:	Total:		193							193

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 6	PE									
	RW									
* Fund Type: STPL State Exchange	CON		140		560					700
* Funding Agency:	Total:		140		560					700

* State SB1 ATP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 6	PE									
	RW									
* Fund Type: Active Transportation Program - SB1	CON			3,406	734	9,181				13,321
* Funding Agency:	Total:			3,406	734	9,181				13,321

Association of Monterey Bay Area Governments - Federal Transportation Improvement Program (Dollars in Thousands) Local Highway System

Project Total:	<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	3,249	29,563	16,763	34,181	10,966				94,722
Total:	3,249	29,563	16,763	34,181	10,966				94,722

Comments:

***** Version 31 - 07/24/2019 *****
 Add ATP-SB1 funds, CON: \$3,341K in FFY 2019-20 (was \$65K) and \$9,181K in FFY 2021-22.
 Add Measure X local funds, CON: \$315K in FFY 2019-20 and \$1,785K in FFY 2021-22.
 ***** Version 30 - 07/24/2019 *****
 Technical correction: Change ATP funds, CON, to ATP-SB1 funds: \$65K in FFY 2019-20 (ATP was \$7,101K) and \$734K in FFY 2020-21 (ATP was \$4,917K). Update backup list.
 ***** Version 29 - 06/27/2019 *****
 ATP funds, CON: Add \$225K in FFY 2018-19 (was \$22,312) and \$2,315K in FFY 2019-20 (was \$4,786K), reduce \$1,516K in FFY 2020-21 (was \$6,433K). Local funds, CON: Add \$1,154K in FFY 2019-20 (was \$4,852), reduce \$1,154K in FFY 2020-21 (was \$29,858K). Add STPL State Exchange funds, CON: \$140K in FFY 2018-19 and \$560K in FFY 2020-21. Update backup list.
 ***** Version 28 - 02/26/2019 *****
 Add ATP funds, CON: \$9,114K in FFY 2018-19 (was \$13,198K), \$1,052K in FFY 2019-20 (was \$3,734K) and \$6,033K in FFY 2020-21 (was \$400K). Add local funds, CON: \$5,883K in FFY 2018-19, \$266K in FFY 2019-20 (was \$4,586) and \$1,493K in FFY 2020-21 (was \$28,365K). Add \$193K OTS fund in FFY 2018-19, CON. Update backup list.
 ***** DFTIP Version 1 - 07/19/2018 *****
 ***** Version 26 - 05/21/2018 *****
 ATP funds, CON: Reduce \$5,638K in FFY 2016-17 (was \$13,435K) and add \$5,637K in FFY 2018-19, CON (was 6,873K). Local funds, CON: Reduce \$730K in FFY 2016-17 (was 980K) and add \$2,993K in FFY 2018-19, CON. Add \$810K Local Measure X funds in FFY 2018-19, CON. Update backup list.
 ***** Version 25 - 05/17/2017 *****
 Add \$3,734K ATP funds and \$1,593K Local funds in FFY 2019-20, CON. Update backup list.
 ***** Version 24 - 12/19/2016 *****
 Move \$5,638K ATP from Prior years to FFY 2016-17, CON (was \$7,797K). Add \$730K Local funds in FFY 2016-17, CON (was \$250K). Update backup list.
 ***** DFTIP Version 1 - 06/09/2016 *****
 MTP ID: MON-MRY020-MY, MON-TAMC005-TAMC, SC-CO-P41-USC, SC-SC-P09-SCR, SC-VAR-P08-VAR, SC-VAR-P05-VAR, SC-WAT-P36-WAT, SC-WAT-P15-WAT
 ***** Version 21 - 01/14/2016 *****
 Add ATP funds in CON: \$7,572K in FFY 2016-17 and \$1,118K in FFY 2017-18. Add \$923K RSTP funds in FFY 2016-17. Use \$7,008.56K toll credits. Update backup list.
 ***** Version 20 - 04/07/2015 *****
 ATP funds, CON: Add \$133K in FFY 2014-15 (was \$2,574K), reduce \$403K in FFY 2015-16 (was \$10,225K)
 Local funds, CON: Add \$17K in FFY 2014-15 (was \$271K), reduce \$748K in FFY 2015-16 (was \$1,051K)
 Use \$1,001K toll credits in FFY 2015-16
 Update backup list
 ***** Version 19 - 01/26/2015 *****
 Update backup list.
 ***** DFTIP Version 2 - 10/07/2014 *****
 Add ATP funds, CON: \$2,574 in FFY 2014/15 and \$10,225 in FFY 2015/16. Add Local funds, CON: \$271 in FFY 2014/15 and \$789 in FFY 2015/16 (was \$262K)
 ***** DFTIP Version 1 - 06/25/2014 *****
 ***** Version 16 - 09/19/2013 *****
 Move \$2,200K RIP TE funds from Prior to FFY 2013-14, CON
 ***** DFTIP Version 1 - 07/08/2012 *****
 ***** Version 14 - 04/18/2012 *****
 STP Enhancements funds: CON: Reduce \$2,936K in FY 2012/13 (was \$3,956K); Add \$2,660K to FY 2013/14. Update backup list
 ***** Version 13 - 10/20/2011 *****
 Add SRTS funds in CON: \$400K in FY 2011/12 and \$376K in FY 2013/14.
 Add Agency funds in CON: \$143K in FY 2011/12 and \$264K in FY 2013/14.
 Update backup list.
 ***** Version 12 - 05/23/2011 *****
 Move \$500K Fed. STP Enhancements funds, CON, from FY 2010-11 (was \$775K) to FY 2011-12 (was \$443K). No changes to backup list.
 ***** Version 11 - 12/10/2010 *****
 Add new project to backup list
 ***** Version 10 - 07/05/2010 *****
 ***** Version 9 - 05/20/2010 *****
 Adds \$375K Demo (Federal 2010 Appropriation Act) funds, STIP TE \$3,956K and State Cash \$251K.
 ***** Version 8 - 04/14/2010 *****
 Add \$25K Demo (Federal 2010 Appropriation Act) funds for FY 2009/10, PE
 ***** Version 7 - 12/13/2009 *****
 Reduce \$808 ARRA-TE funds for FY 09-10, CON.
 ***** Version 6 - 11/17/2009 *****
 Add \$76 ARRA-TE funds, CON, FY 2009/10 (was \$382K)
 ***** Version 5 - 09/23/2009 *****
 Add \$382K ARRA-TE funds, FY 2009/10, CON
 ***** Version 4 - 06/12/2009 *****
 Replace \$275K, FFY 2008-09, CON ARRA-RSTP Funds with STPL Exchange; also add \$75k to STPL Exchange. Reduce local funds to 100k.
 ***** Version 3 - 04/06/2009 *****
 1) Increased ARRA funds for CON in FY 2008/09 to \$275K (was \$242K)
 2) Decreased Local funds for CON in FY 2008/09 to \$125K (was \$158K)
 ***** Version 2 - 03/01/2009 *****
 ***** Version 1 - 01/30/2009 *****

AMBAG MTIP: FFY 2018-19 to FFY 2021-22

Project Title: Grouped Projects for Bicycle & Pedestrian Facilities - Backup list

Formal Amendment No. 8

MPO ID: BP01GP

CTIPS ID: 201-0000-0473

Implementing Agency	Project Title	Project Description	PE	ROW	CON	TOTAL	Notes
City of Salinas	City of Salinas Alvin Drive and Linwood Drive SRTS Improvements	The project improves & adds bicycle and pedestrian facilities along Alvin Drive, Linwood Drive, Chaparral Drive, and Maryal Drive with the implementation of road diets, buffered bike lanes and sparrows, and pedestrian crossing and ramp enhancements.	\$0	\$0	\$2,395	\$2,395	\$2,959 ATP (\$522K in 16/17, \$42 in 17/18 and 2,395K in 18/19); \$339.4 toll credits
City of Watsonville	City of Watsonville Rail Trail from Watsonville Slough Trailhead to Walker street	Construct 2400 foot pedestrian and bicycle path parallel to existing railroad tracks and within existing railroad right of way. Provide public outreach and training to improve bicycle and pedestrian safety	\$0	\$0	\$688	\$688	\$688K ATP fund allocation expected in FY18/19 (extension approved by CTC 5/18).
City of Salinas	City of Salinas Bardin Road SRTS to School Improvements	The project would improve pedestrian, bicycle, and vehicular facilities along Bardin Road and Alisal Street including buffered bicycle lanes, roundabouts, non-contiguous sidewalks, crosswalk enhancements, and ADA ramp enhancements.	\$0	\$0	\$3,614	\$3,614	\$4,430 ATP (\$786K in 16/17, \$30 in 17/18 and 3,614K in 18/19); \$508.12 toll credits
City of Santa Cruz	Santa Cruz Citywide Safe Routes to School Crossing Improvement Program	Combination infrastructure/NI SRTS project to install infrastructure improvements at intersections surrounding Santa Cruz City Schools and support related non-infrastructure education and encouragement programming.	\$0	\$0	\$1,089	\$1,089	\$1,404 ATP funds (\$235K in 16/17, \$80K in 17/18 and \$1,089K in 18/19); \$161.04 toll credits
City of Monterey	North Fremont Bike and Pedestrian Access and Safety Improvements	Class IV bicycle lanes in the median of North Fremont, bicycle guide signing, and bicycle detection at each of the five intersections; changes to the travel lanes and median to accommodate Class IV bicycle lanes and BRT queue jumps; shortened pedestrian crossing distances and median refuge areas; and modifications to traffic signals to add bike signals, audible pedestrian signals and countdown pedestrian heads.	\$0	\$0	\$9,440	\$9,440	18/19, CON: \$5,637 ATP, \$2,993K Local and \$810K Measure X funds. (Note: For information only: This project also includes \$841K ATP funds and \$488K Local funds in Prior years, PE.)
City of Santa Cruz	Rail Trail Segment 8 and 9 Design and Environmental Review	Design and environmental review and permitting for 2.18 miles of separated multiuse trail in the City and County of Santa Cruz. Noninfrastructure safety, education, and encouragement programs to encourage active transportation in advance of trail construction.	\$4,500	\$100	\$28,334	\$32,934	In 19/20: PE-\$2,600K ATP funds and \$1,400K local funds; CON-\$169K ATP funds. In 20/21: PE-\$400K ATP and \$100K Local; RW-\$100K Local; CON-\$28,165K-Local.
Monterey County	Via Salinas Valley	An Active Transportation Education Program	\$0	\$0	\$1,158	\$1,158	\$965K ATP funds in 19/20, CON and \$193K Local (Office of Traffic Safety Grant) funds in 19/20, CON
Monterey County	Via Salinas Valley: An AT Education Program	Implement community and school based active transportation education programming. The project will include SRTS programming, Ciclovía (open streets events), and community engagement.	\$0	\$0	\$1,157	\$1,157	\$964K ATP funds and \$193K OTS grant funds, 18/19, CON
Monterey County Resource Management Agency DPW	Moss Landing Segment Bicycle/Pedestrian Path & Bridge	4,466 ft (0.85 mile) of a 10 foot paved bicycle path with 2 foot wide decomposed granite shoulders on either side of the path and a 12 foot wide 386 foot long pedestrian/bicycle bridge.	\$0	\$0	\$13,427	\$13,427	\$7,587K ATP funds and \$5,840K local funds, 18/19, CON
City of Watsonville	Lincoln Street Safety Improvements	Pedestrian Crossing Enhancements that incorporate bulbouts, landscaping, lighting, decorative pedestrian scale fencing, enhanced crosswalks, improved sidewalks and pedestrian amenities.	\$99	\$0	\$562	\$661	In 18/19: PE- \$95K ATP and \$4K local funds; CON- \$100K ATP and \$4K local funds. In 19/20: CON- \$438K ATP and \$20K local funds
City of Santa Cruz	San Lorenzo Riverwalk Lighting	Installation of LED pedestrian scale lighting on the San Lorenzo Riverwalk on east and west banks.	\$95	\$0	\$857	\$952	\$95K ATP funds in PE, 19/20 and \$857K ATP funds in CON, 20/21
City of Santa Cruz	Rail Trail Segment 8 and 9 Design and Enviro	Design and environmental review and permitting for 2.18 miles of separated multiuse trail. NI safety, education, and encouragement programs to encourage active transportation in advance of trail construction.	\$4,500	\$0	\$169	\$4,669	In 19/20: PE- \$2,600K ATP and \$1,400K local Santa Cruz land trust funds; CON- \$169K ATP. In 20/21: PE- \$400K ATP and \$100K local Santa Cruz land trust funds. \$28,265K Future ATP funds (for information only)
Monterey County Resource Management Agency DPW	Las Lomas Drive Bicycle Lane & Pedestrian Project	1,320 ft. (.25 mile) sidewalks, class II bicycle lanes, widening, curb, gutter, driveways, retaining walls, and water treatment facility.	\$403	\$104	\$2,661	\$3,168	In 18/19: PE- \$368K ATP and \$35K local funds. In 20/21: RW- \$95K ATP funds and \$9K local funds and CON- \$2,431K ATP and \$230K local funds
UC Santa Cruz	UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education	Reconstruct and widen Class I bike path to meet Caltrans' standards within current alignment and provide robust bike safety education outreach to the campus community.	\$205	\$0	\$1,294	\$1,499	In 18/19: \$140K STPL Exchange funds, PE; In 19/20: \$65K ATP-SB1 funds, PE; In 20/21, CON: \$734K ATP-SB1 and \$560K STPL Exchange funds
Transportation Agency for Monterey County	Every Child: CommunitySupported Safe Routes to School	Establish safe routes to school community support networks in 10 disadvantaged communities in Monterey County and use innovative tools to provide ongoing and engaging programming.	\$0	\$0	\$2,225	\$2,225	In 19/20: CON - \$2,143K ATP-SB1 and \$82K Measure X funds
Transportation Agency for Monterey County	Fort Ord Regional Trail & Greenway: Highway 218Segment	Construct a 1.5-mile paved bicycle and pedestrian trail segment of the proposed 32mile Fort Ord Regional Trail & Greenway to improve safety and promote healthier lifestyles	\$0	\$1,431	\$10,966	\$12,397	In 19/20: ROW- \$1,198K ATP-SB1 and \$233K Measure X funds; In 21/22:CON - \$9,181K ATP and \$1,785K Measure X funds
TOTAL			\$9,802	\$1,635	\$80,036	\$91,473	

Association of Monterey Bay Area Governments - Federal Transportation Improvement Program (Dollars in Thousands) Transit System

DIST: 05	PPNO:	EA:	CTIPS ID: 201-0000-0567	TITLE (DESCRIPTION): Charging Infrastructure at Judy K Souza Operating Facility (JKSOF) in Santa Cruz (Purchase and install four (4) charging infrastructure to support zero-emission buses serving the Santa Cruz County service area.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MTD011SC		
COUNTY: Santa Cruz County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Santa Cruz Metropolitan Transit District
PROJECT MANAGER: Errol Alvey

PHONE: (831) 420-2570

EMAIL: ealvey@scmttd.com

PROJECT VERSION HISTORY (Printed Version is Shaded)

Dollars in Thousands - Total For Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/23/2019	STEPEDEL	Amendment - New Project	8	1,188		

* FTA Funds -

		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	RW									
	CON			250						250
* Funding Agency:	Total:			250						250

* Other State -

		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	RW									
	CON			650						650
* Funding Agency:	Total:			650						650

* Local Funds -

		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Air Board	RW									
	CON			288						288
* Funding Agency:	Total:			288						288

Project Total:

		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			1,188						1,188
	Total:			1,188						1,188

Comments:

***** Version 1 - 07/16/2019 *****

New project

PM application: Reduce GHG, increase ridership, reduce VMT

Chapter VI: Performance-Based Planning and Programming

Performance-Based Planning and Programming

MAP-21 and the FAST Act established several performance management requirements for state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and transit agencies. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency. MAP-21 and subsequent federal legislation requires DOTs, MPOs and transit agencies to establish performance targets for each of the following national goal areas:

- Safety
- Infrastructure Condition
- Transportation Asset Management
- System Reliability
- Freight Movement and Economic Vitality
- Congestion Reduction
- Environmental Sustainability

The national goal areas fall into three categories of performance management (PM) rules:

PM 1: Safety

PM 2: Infrastructure Condition;
Transportation Asset Management
PM 3: System Reliability;
Freight Movement and Economic
Vitality;
Congestion Reduction; and
Environmental Sustainability

To incorporate these performance requirements into the Federal Transportation Improvement Program (FTIP), AMBAG is required to show (1) that the MTIP “makes progress towards achieving the region’s performance targets”, and (2) that the MTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the MTIP towards achieving the performance targets.”

The projects contained in this MTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in this MTIP Amendment and subsequent MTIP Amendments and Administrative Modifications.

According to regulations and the current 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), AMBAG-~~s~~ must collect data on project contributions to ~~safety~~ performance targets for the MTIP.

MTIP projects should indicate expected contributions to safety, infrastructure condition, transit asset management, system performance and air quality. ~~Moving forward, AMBAG will be required to collect additional data for other performance target areas for~~

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the MTIP such as system performance and transportation asset management in order to meet new federal and state reporting requirements.

AMBAG's Role

Under the federal statewide performance management rules framework, AMBAG is responsible for supporting Caltrans targets or setting our own regional targets, and incorporating the targets into planning processes, including in the MTIP and MTP. If AMBAG chooses to support Caltrans' targets, those performance targets are set and achieved at the state level. As of the writing of this document the State has not set binding region specific targets. Caltrans has set statewide targets to comply with federal transportation performance measure regulations and AMBAG has adopted these targets. These targets are incorporated into AMBAG's planning processes, including in the MTIP and MTP.

MTIP Requirements

There are two primary requirements for incorporating performance management into the MTIP. For all federally-required targets, AMBAG must show that the MTIP "makes progress towards achieving the performance targets" and that the MTIP includes, "to the maximum extent practicable, a description of the anticipated effect of the MTIP towards achieving the performance targets" (Title 23 CFR§ 450.326). AMBAG must show that it is moving in the right direction based on the package of investments included in the MTIP and must also describe how much of an effect the MTIP investments are expected to have on the target achievement.

MTP Requirements

Currently AMBAG is required to report on the safety, condition and performance of the transportation system in relation to its adopted performance targets (Title 23 CFR§ 450.324). AMBAG will also have to comply with other new federal requirements related to long-range planning including any potential scenario planning.

Reporting

In addition to quantifying progress made towards performance targets in the context of its MTIP and MTP, AMBAG is required to report regional targets to Caltrans. To meet this requirement, AMBAG coordinates with Caltrans and RTPAs to collect transportation performance data.

Overall Goals

Federal performance management regulations ~~concern~~ include setting targets for national performance goals for safety, infrastructure condition, congestion reduction, system reliability, and air quality, vehicular and non-vehicular safety from traffic collisions (including collisions involving bicyclists and pedestrians). The overall goal is to implement performance-based approaches to improving the transportation system throughout the nation while using consistent standards of measurement of the transportation safety performance area is to make the nation's transportation systems safer for all users.

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Performance Measure Rule 1 (PM 1):

Safety Targets

Goal: Reduce traffic fatalities and serious injuries on all public roads.

Performance Measures-Road Safety

Five performance measures were established to identify trends and assess progress towards reducing traffic-related fatalities and serious injuries on public roads.

Table 1 – Performance Measures - Road Safety

Performance Measure
Number of fatalities
Rate of fatalities per 100 million vehicle miles traveled
Number of serious injuries
Rate of serious injuries per 100 million vehicle miles traveled
Number of non-motorized fatalities and non-motorized serious injuries <i>For all measures: 5-year rolling average; all public roads</i>

Performance Targets-Road Safety

State DOTs are required to set numerical targets each year for each safety measure to comply with the regulation. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis.

Caltrans established ~~ambitious~~ statewide targets ~~for 2018 to~~ comply with federal transportation performance management regulations, to align with the State's Towards Zero Deaths goal for zero traffic fatalities by 2030 and to support the State Highway Safety Plan. ~~For the region's 2018 targets, AMBAG chose to support the State's targets through~~

~~ongoing planning and programming efforts.~~

The targets for each performance measure are detailed in the table below.

~~Caltrans will set the 2019 statewide safety targets in July and August 2018, with AMBAG's regional safety targets set to be adopted by early 2019.~~

Table 2 –Statewide Road Safety Targets (20182019)

Performance Measure	Statewide Targets (2018)
Fatalities – total	3% reduction
Fatalities – per 100 million VMT	3% reduction
Serious Injuries – total	1.5% reduction
Serious Injuries – per 100 million VMT	1.5% reduction
Non-motorized fatalities + serious injuries – total	3% reduction in fatalities 1.5% reduction in serious injuries

Performance Based Planning in the MTIP

AMBAG has adopted the State's safety targets and supports these targets through ongoing planning and programming efforts. The federal and state transportation performance management framework is supported in the MTIP by assuring programmed projects support statewide performance targets.

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Transit Safety

Goal: Improve the safety of all public transportation systems, specifically in the areas of fatalities, injuries, safety events and system reliability.

Performance Measures- Transit Safety

Seven performance measures were established to improve safety on transit systems.

Table 3 – Performance Measures - Transit Safety

Performance Measure
Number of fatalities, by mode
Rate of fatalities per vehicle revenue miles, by mode
Number of injuries, by mode
Rate of injuries per vehicle revenue miles, by mode
Number of transit safety events, by mode
Rate of transit safety events per vehicle revenue miles, by mode
Mean distance between major mechanical failures, by mode

Performance Targets-Transit Safety

The seven transit safety performance measures are already collected through the National Transit Database (NTD) and have been selected through rulemaking on national reporting. AMBAG coordinates on transit safety performance measures with the region's three transit operators, Monterey-

Salinas Transit (MST), Santa Cruz Metropolitan Transit District (METRO), San Benito County Local Transportation Authority (LTA). Transit agencies are required to set numerical targets each year for each transit safety measure to comply with performance management regulations. Once transit operators in the region set their targets through their Public Transportation Agency Safety Plan (PTASP), AMBAG will adopt the targets by reference and coordinate to assure the MTIP helps to implement their transit safety plans and achieve the targets found therein.

Performance Measure Rule 2 (PM 2): Infrastructure Condition

Goal: Maintain the condition of highway infrastructure assets in a state of good repair.

The maintenance and preservation of the existing transportation infrastructure is critical for supporting a safe and efficient transportation system. The primary goal of the infrastructure condition performance area is to improve the condition of existing pavement and bridge assets.

Pavement Condition

Goal: Maintain the condition of highway infrastructure assets in a state of good repair.

Performance Measures -Pavement Condition

Four performance measures were established to identify trends and assess progress towards maintaining a state of good repair on the Interstate and Non-Interstate National Highway System (NHS).

Table 4 – Performance Measures - Pavement Condition

Performance Measure
Percentage of pavements on the Interstate in good condition (lane miles)
Percentage of pavements on the Interstate in poor condition (lane miles)
Percentage of pavements on the non-Interstate NHS in good condition (lane miles)
Percentage of pavements on the non-Interstate NHS in poor condition (lane miles)

Performance Targets – Pavement Conditions

State DOTs are required to develop a Transportation Asset Management Plan to develop long-range investment strategies for assets on the National Highway System, including pavement and bridge condition. The plan establishes 10-year performance goals and interim two- and four-year performance targets to monitor progress. MPOs are required to set four-year targets and may choose to adopt the statewide target or adopt quantifiable performance targets for the region.

Caltrans established statewide targets for infrastructure condition to comply with federal transportation performance management regulations. AMBAG has adopted the State's targets and supports these targets through ongoing planning and programming efforts. The federal and state transportation performance management framework is supported in the MTIP by assuring programmed projects support these statewide performance targets. The targets

for each performance measure are detailed in the table below.

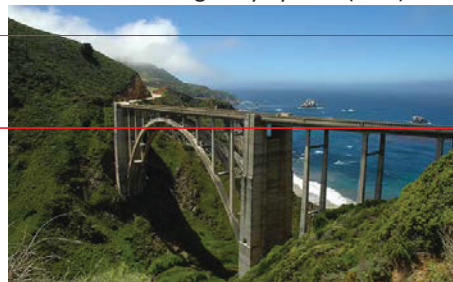
Caltrans finalized the statewide targets for pavement condition in May 2018. AMBAG adoption of regional targets is anticipated by November 2018.

Table 5 –Statewide Pavement Condition Targets (2018)

Performance Measure	Statewide 2-Year Targets	Statewide 4-Year Targets
Interstate in good condition – %	45.10%	44.50%
Interstate in poor condition – %	3.50%	3.80%
Non-Interstate NHS in good condition – %	28.20%	29.90%
Non-Interstate NHS in poor condition – %	7.30%	7.20%

Performance Measures- Bridge Condition

Two performance measures were established to identify trends and assess progress towards maintaining a state of good repair of bridges on the National Highway System (NHS).



Source: Caltrans

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Table 6 – Performance Measure- Bridge Condition

Performance Measure
Percentage of NHS bridges classified in good condition (deck area square miles)
Percentage of NHS bridges classified in poor condition (deck area square miles)

Performance Targets – Bridge Condition

State DOTs are required to develop a Transportation Asset Management Plan to develop long-range investment strategies for assets on the National Highway System, including bridge condition. The plan establishes 10-year performance targets as well as targets for years 2 and 4 to monitor progress. MPOs are required to set four-year targets, and may choose to adopt the statewide target or adopt quantifiable performance targets for the region. The targets for each performance measure are detailed in the table below.

~~Caltrans finalized the statewide bridge condition targets in May 2018. AMBAG adoption of regional targets is anticipated by November 2018.~~

Table 7 –Statewide Bridge Condition Targets (2018)

Performance Measure	Statewide 2-Year Targets	Statewide 4-Year Targets
NHS bridges in good condition – %	69.1%	70.5%
NHS bridges in poor	4.6%	4.4%

condition – %		
---------------	--	--

Transit Asset Management (TAM)

Goal: Maintain the condition of public transit assets in a state of good repair.

Performance Measures - Transit Asset Management

Four asset performance measure categories were established to improve transit asset management for rolling stock, equipment, infrastructure and facilities.

Table 8 – Performance Measures – Transit Asset Management

Performance Measure
Percentage of revenue vehicles that have met or exceeded their useful life benchmark (by asset class)
Percentage of facilities with a condition rating below fair (by asset class)
Percentage of rail fixed-guideway with performance restrictions (not applicable in AMBAG region)
Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark

Performance Targets – Transit Asset Management

Metropolitan transportation planning is performed in coordination with the region's three transit operators, MST in Monterey County, METRO in Santa Cruz County and LTA in San Benito County. AMBAG coordinates with these transit operators to

assure the MTIP facilitates implementation of their transit asset management plans. The MTIP prioritizes funding based on the condition of transit assets in order to maintain local and regional transit system in a state of good repair. AMBAG's planning process aims to address the goals, objectives, performance measures and targets described in each transit operator's Transit Asset Management Plan (TAMP). AMBAG's MTIP is consistent with the FHWA-FTA Final Rule on planning and the Transit Asset Management Final Rule.

Performance Measure Rule 3 (PM 3): System Performance and Air Quality

Goals: Reduce congestion on the National Highway System; improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; enhance the performance of the transportation system while protecting and enhancing the natural environment.

Performance Measures- Congestion Reduction, System Reliability, Freight Movement and Economic Viability, Congestion Reduction, and Environmental Sustainability

These performance measures were established to identify trends and assess progress towards improving reliability, freight movement and economic vitality, and environmental sustainability of the Interstate system and non-Interstate National Highway System (NHS).



Source: MST

Table 9 – Performance Measures - Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, and Environmental Sustainability

Performance Measure
Annual hours of peak-hour excessive delay per capita by urbanized area
Percent of non-single occupancy vehicle (non-SOV) travel by urbanized area
Percentage of person-miles traveled on the Interstate highway system that are reliable
Percentage of person-miles traveled on the non-Interstate NHS that are reliable
Percentage of Interstate highway system mileage providing reliable truck travel times (Truck Travel Time Reliability Index)
Total emissions reduction from CMAQ-funded projects, by pollutant (PM 2.5, PM 10, CO2, VOCs, NOx)

Performance Targets - Congestion Reduction, System Reliability, Freight Movement And Economic Viability, Congestion Reduction And Environmental Sustainability

State DOTs and MPOs are required to set two- and four-year targets every four years for each reliability measure. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis. For environmental and congestion reduction performance targets, the AMBAG region is not subject to these targets as a small urban MPO that is in air quality attainment status.

Caltrans set their targets ~~in May 2018 for system performance and air quality and~~ AMBAG ~~will adopt~~ has adopted relevant statewide regional targets by November 2018. AMBAG's role ~~will support~~ will support the state target for reliable person-miles traveled on ~~the non-~~Interstate system and is exempt from implementing other performance targets in this category. AMBAG's role for the following is not applicable to AMBAG region: 1) reliable person-miles traveled on non-Interstate NHS; 2) reliable Interstate miles of truck travel; 3) fine particulate matter - PM 2.5; 4) particulate matter - PM10; 5) carbon monoxide; 6) volatile organic compounds; 7) nitrogen oxide; 8) annual hours of peak hour excessive delay; 9) percent of non-single occupancy vehicle travel. The statewide targets for each performance measure are detailed in the table below.

Table 10 – Statewide Congestion Reduction, System Reliability, Freight Movement and Economic Viability, Congestion Reduction and Environmental Sustainability Targets Continued (2018)

Performance Measure	2017 Base-line	Statewide 2-year Targets	Statewide 4-year Targets
Annual Hours of Peak-Hour Excessive Delay Per Capita	N/A	N/A	N/A
Percent of Non-Single Occupancy Vehicle (SOV) Travel	N/A	N/A	N/A

Table 10- continued

Performance Measure	2017 Baseline	Statewide 2-year Targets	Statewide 4-year Targets
Reliable person-miles traveled on Interstate system – %	64.6%	65.1% (+0.5%)	65.6% (+1.0%)
Reliable person-miles traveled on non-Interstate NHS – %	73.0%	N/A	74.0% (+1.0%)
Reliable Interstate miles of truck travel – Truck Travel Reliability Index	1.69	1.68 (-0.01)	1.67 (-0.02)
Fine particulate matter – PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)
Particulate matter – PM10 (kg/day)	2,431.21	2,455.52 (+1 %)	2,479.83 (+2%)
Carbon monoxide – CO* (kg/day)	6,683.26	6,931.90 (+1%)	7,000.54 (+2%)
Volatile organic compounds – VOCs (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
Nitrogen oxide – NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)

Summary of Projects Moving Transportation Performance Metrics

The Draft 2018-19 MTIP includes a number of projects which contribute to improvement of one or more transportation performance measures. These are summarized below. Each project may contribute to multiple performance measure goals.

Table 11- Projects Contributing to Performance Measure Improvement in Draft 2018-19 MTIP

AMBAG Draft 2018-2019	# of Projects Contributing to PM*	Total* Projects
Safety	49	112
Roadway & Bridge Condition	73	112
System Performance	18	112
Transit Operation & State of Good Repair	13	112

*Note: Each project may have multiple PM benefits

Performance Based Planning in the MTIP

AMBAG has adopted the State's targets and local transit agency targets for system performance and air quality including safety, congestion reduction, transportation infrastructure, system reliability, freight movement and economic vitality, congestion reduction and environmental sustainability as required by federal regulation. AMBAG supports these targets through ongoing

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planning and programming efforts. The federal and state transportation performance management framework is supported in the MTIP by assuring programmed projects support these statewide performance targets.



Source: SCMTD

TABLE 1: REVENUE

Association of Monterey Bay Area Governments
2018 MTIP
Amendment 8
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No.4	Current No. 8	Prior No.4	Current No. 8	Prior No.4	Current No. 8	Prior No.4	Current No. 8	
LOCAL	Sales Tax		\$51,140	\$51,140	\$52,034	\$52,034	\$52,455	\$52,455	\$53,372	\$53,372	\$209,001
	City		\$10,790	\$10,790	\$10,978	\$10,978	\$2,744	\$2,744	\$2,792	\$2,792	\$27,304
	County		\$40,350	\$40,350	\$41,056	\$41,056	\$49,711	\$49,711	\$50,580	\$50,580	\$181,697
	Gas Tax		\$55,345	\$55,345	\$55,345	\$55,345	\$55,345	\$55,345	\$53,843	\$53,843	\$219,878
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)		\$55,345	\$55,345	\$55,345	\$55,345	\$55,345	\$55,345	\$53,843	\$53,843	\$219,878
	Other Local Funds		\$40,781	\$40,781	\$40,986	\$40,986	\$41,704	\$41,704	\$42,433	\$42,433	\$165,904
	County General Funds		\$17,501	\$17,501	\$17,807	\$17,807	\$18,119	\$18,119	\$18,436	\$18,436	\$71,863
	City General Funds										
	Street Taxes and Developer Fees		\$22,780	\$22,780	\$23,179	\$23,179	\$23,585	\$23,585	\$23,997	\$23,997	\$93,541
	RSTP Exchange funds		\$500	\$500							\$500
	Transit		\$19,354	\$19,354	\$19,693	\$19,693	\$20,038	\$20,038	\$20,388	\$20,388	\$79,473
	Transit Fares		\$19,354	\$19,354	\$19,693	\$19,693	\$20,038	\$20,038	\$20,388	\$20,388	\$79,473
	Other (See Appendix 1)		\$74,264	\$74,264	\$75,564	\$75,564	\$76,886	\$76,886	\$78,231	\$78,231	\$304,945
Local Total		\$240,884	\$240,884	\$243,622	\$243,622	\$246,428	\$246,428	\$248,267	\$248,267	\$979,201	
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix 2)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$155,933	\$157,063	\$111,183	\$111,183	\$41,775	\$41,775	\$88,226	\$92,086	\$402,107
	SHOPP		\$155,933	\$157,063	\$111,183	\$111,183	\$41,775	\$41,775	\$88,226	\$92,086	\$402,107
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$17,806	\$17,806	\$83,022	\$83,022	\$11,850	\$11,850	\$10,825	\$10,825	\$123,503
	STIP		\$17,806	\$17,806	\$83,022	\$83,022	\$11,850	\$11,850	\$10,825	\$10,825	\$123,503
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) ¹		\$21,624	\$21,849	\$5,864	\$11,520	\$6,433	\$4,917		\$9,181	\$47,467
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹		\$5,865	\$4,258	\$2,964	\$8,572	\$28,836	\$841	\$9,086	\$5,739	\$19,410
	Road Repair and Accountability Act of 2017 (SB1)		\$3,026	\$3,026	\$20,036	\$20,036	\$811	\$811	\$10,475	\$10,475	\$34,348
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		\$1,735	\$1,735	\$121	\$121	\$121	\$121	\$121	\$121	\$2,098	
Other (See Appendix 3)		\$3,257	\$3,277	\$625	\$1,275	\$630	\$630	\$1,440	\$635	\$5,817	
State Total		\$209,246	\$209,014	\$223,815	\$235,729	\$90,456	\$60,945	\$120,173	\$129,062	\$634,750	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$15,352	\$15,446	\$15,796	\$16,066	\$15,959	\$16,658	\$16,150	\$17,282	\$65,452
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$1,121	\$1,121	\$1,136	\$1,124	\$1,152	\$1,145	\$1,169	\$1,162	\$4,552
	5311f - Intercity Bus		\$835	\$835	\$851	\$993	\$868	\$1,013	\$886	\$1,033	\$3,874
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$4,555	\$4,555	\$1,353	\$1,353	\$1,370	\$1,370	\$1,388	\$1,388	\$8,666
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)		\$193	\$193	\$5,000	\$5,250					\$5,443
	Federal Transit Total		\$22,056	\$22,150	\$24,136	\$24,786	\$19,349	\$20,186	\$19,593	\$20,865	\$87,987
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program										
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo		\$2,270	\$2,270							\$2,270
	Highway Safety Improvement Program (HSIP)		\$3,037	\$3,037			\$5,922	\$5,922	\$1,569	\$1,569	\$10,528
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)										
Other (see Appendix 5)											
Federal Highway Total		\$5,307	\$5,307			\$5,922	\$5,922	\$1,569	\$1,569	\$12,798	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
Federal Total			\$27,363	\$27,457	\$24,136	\$24,786	\$25,271	\$26,108	\$21,162	\$22,434	\$100,785
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
	Innovative Financing Total										
REVENUE TOTAL			\$477,493	\$477,355	\$491,573	\$504,137	\$362,155	\$333,481	\$389,602	\$399,763	\$1,714,736

Financial Summary Notes:
¹ State Programs that include both state and federal funds

TABLE 1: REVENUE - APPENDICES

Association of Monterey Bay Area Governments
2018 MTIP
Amendment 8
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
TDA/LTF	\$25,391	\$25,391	\$25,835	\$25,835	\$26,287	\$26,287	\$26,747	\$26,747	\$104,260
Non-transit revenue	\$18,609	\$18,609	\$18,935	\$18,935	\$19,266	\$19,266	\$19,603	\$19,603	\$76,413
Transit sales tax	\$30,264	\$30,264	\$30,794	\$30,794	\$31,333	\$31,333	\$31,881	\$31,881	\$124,272
Local Other Total	\$74,264	\$74,264	\$75,564	\$75,564	\$76,886	\$76,886	\$78,231	\$78,231	\$304,945

Appendix 2 - Regional Other

[illegible]

Appendix 3 - State Other

State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Low Carbon Transit Operations Program (LCTOP)	\$2,080	\$2,080	\$515	\$1,165	\$520	\$520	\$525	\$525	\$4,290
California Heavy Duty Voucher Incentive Project	\$410	\$410	\$110	\$110	\$110	\$110	\$110	\$110	\$740
Public Transportation Modernization Improvement Fund	\$767	\$767							\$767
Local Bridge Seismic Retrofit Account Fund		\$20					\$805		\$20
State Other Total	\$3,257	\$3,277	\$625	\$1,275	\$630	\$630	\$1,440	\$635	\$5,817

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
USDA Rural Development Loan Fund Total			\$5,000	\$5,000					\$5,000
OTS	\$193	\$193							\$193
FTA 5339c-Low or No Emission Vehicle Program				\$250					\$250
Federal Transit Other Total	\$193	\$193	\$5,000	\$5,250					\$5,443

Appendix 5 - Federal Highway Other

[illegible]

Appendix 6 - Federal Railroad Administration Other

[illegible]

Appendix 7 - Innovative Other

[illegible]

TABLE 2: PROGRAMMED

Association of Monterey Bay Area Governments

2018 MTIP
Amendment 8
(\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No.4	Current No. 8	Prior No.4	Current No. 8	Prior No.4	Current No. 8	Prior No.4	Current No. 8	
LOCAL	Local Total		\$122,152	\$107,657	\$114,800	\$116,508	\$81,146	\$107,885	\$134,912	\$136,736	\$468,786
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$155,933	\$157,063	\$111,183	\$111,183	\$41,775	\$41,775	\$88,226	\$92,086	\$402,107
	SHOPP		\$155,933	\$157,063	\$111,183	\$111,183	\$41,775	\$41,775	\$88,226	\$92,086	\$402,107
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$16,906	\$16,906	\$83,022	\$83,022	\$11,850	\$11,850	\$10,825	\$10,825	\$122,603
	STIP		\$16,906	\$16,906	\$83,022	\$83,022	\$11,850	\$11,850	\$10,825	\$10,825	\$122,603
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹		\$21,624	\$21,849	\$5,864	\$11,520	\$6,433	\$4,917		\$9,181	\$47,467
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹		\$5,865	\$4,258	\$2,964	\$8,572	\$28,836	\$841	\$9,086	\$5,739	\$19,410
	Road Repair and Accountability Act of 2017 (SB1)		\$3,026	\$3,026	\$20,036	\$20,036	\$811	\$811	\$10,475	\$10,475	\$34,348
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		\$1,735	\$1,735	\$121	\$121	\$121	\$121	\$121	\$121	\$2,098
	Other (See Appendix B)		\$3,257	\$3,277	\$625	\$1,275	\$630	\$630	\$1,440	\$635	\$5,817
	State Total		\$208,346	\$208,114	\$223,815	\$235,729	\$90,456	\$60,945	\$120,173	\$129,062	\$633,850
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$15,352	\$15,446	\$15,796	\$16,066	\$15,959	\$16,658	\$16,150	\$17,282	\$65,452
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$1,121	\$1,121	\$1,136	\$1,124	\$1,152	\$1,145	\$1,169	\$1,162	\$4,552
	5311f - Intercity Bus		\$835	\$835	\$851	\$993	\$868	\$1,013	\$886	\$1,033	\$3,874
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$4,555	\$4,555	\$1,353	\$1,353	\$1,370	\$1,370	\$1,388	\$1,388	\$8,666
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)		\$193	\$193	\$5,000	\$5,250					\$5,443
		Federal Transit Total		\$22,056	\$22,150	\$24,136	\$24,786	\$19,349	\$20,186	\$19,593	\$20,865
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program										
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)										
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo		\$2,270	\$2,270							\$2,270
	Highway Safety Improvement Program (HSIP)		\$3,037	\$3,037			\$5,922	\$5,922	\$1,569	\$1,569	\$10,528
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)											
	Other (see Appendix D)										
	Federal Highway Total		\$5,307	\$5,307			\$5,922	\$5,922	\$1,569	\$1,569	\$12,798
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$27,363	\$27,457	\$24,136	\$24,786	\$25,271	\$26,108	\$21,162	\$22,434	\$100,785
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$357,861	\$343,228	\$362,751	\$377,023	\$196,873	\$194,938	\$276,247	\$288,232	\$1,203,421

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

Association of Monterey Bay Area Governments
2018 MTIP
Amendment 8
(\$'s in 1,000)

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State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
Low Carbon Transit Operations Program (LCTOP)	\$2,080	\$2,080	\$515	\$1,165	\$520	\$520	\$525	\$525	\$4,290
California Heavy Duty Voucher Incentive Project	\$410	\$410	\$110	\$110	\$110	\$110	\$110	\$110	\$740
Public Transportation Modernization Improvement Fund	\$767	\$767							\$767
Local Bridge Seismic Retrofit Account Fund		\$20					\$805		\$20
State Other Total	\$3,257	\$3,277	\$625	\$1,275	\$630	\$630	\$1,440	\$635	\$5,817

Appendix C - Federal Transit Other									
Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
USDA Rural Development Loan Fund Total			\$5,000	\$5,000					\$5,000
OTS	\$193	\$193		\$250					\$443
FTA 5339c-Low or No Emission Vehicle Program									
Federal Transit Other Total	\$193	\$193	\$5,000	\$5,250					\$5,443

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TABLE 3: REVENUE-PROGRAMMED

Association of Monterey Bay Area Governments
2018 MTIP
Amendment 8
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2019		FY 2020		FY 2021		FY 2022		
		Amendment		Amendment		Amendment		Amendment		
		Prior No.4	Current No. 8	Prior No.4	Current No. 8	Prior No.4	Current No. 8	Prior No.4	Current No. 8	
LOCAL	Local Total	\$118,732	\$133,227	\$128,822	\$127,114	\$165,282	\$138,543	\$113,355	\$111,531	\$510,415
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹	\$900	\$900							\$900
	STIP	\$900	\$900							\$900
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) ¹									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
Other										
	State Total	\$900	\$900							\$900
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program									
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	Highway Infrastructure Program (HIP) - PRIOR									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
Other										
	Federal Highway Total									
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total									
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$119,632	\$134,127	\$128,822	\$127,114	\$165,282	\$138,543	\$113,355	\$111,531	\$511,315