

**MONTEREY BAY
METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM
(MTIP)
FFY 2018-19 to 2021-22**

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ACRONYM GUIDE

This guide lists agency, program, procedure, and fund source acronyms found in the text of this document.

ATP	Active Transportation Program
AMBAG	Association of Monterey Bay Area Governments (federally-designated MPO for the Monterey Bay region)
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System (Caltrans MTIP/FTIP programming database)
EIR	Environmental Impact Report
EPA	Environmental Protection Agency (U.S.)
EPSP	Expedited Project Selection Procedures
ER	Emergency Repair (federal fund source)
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FHWA PL	FHWA Metropolitan Planning (federal fund source)
FTA	Federal Transit Administration
FTA 5303	FTA grant program for metropolitan planning (federal fund source)
FTA 5307	FTA formula grant program for urban transit operating and capital (federal fund source)
FTA 5309	FTA discretionary grant program for transit-related purchases (federal fund source)
FTA 5310	FTA grant program for paratransit providers (federal fund source)
FTA 5311	FTA grant program for rural bus operating and capital (federal fund source)
FTA 5311 F	FTA grant program for intercity bus service (federal fund source)
HBRR	Highway Bridge Replacement and Rehabilitation Program (federal fund source)
IIP	Interregional Transportation Improvement Program (fund source and Caltrans STIP candidate list)
LOCAL	Local Funds (local fund source, including Transportation Development Act, transit fares, transit sales tax, other sales tax, developer fees, etc.)
LTA	San Benito County Local Transportation Authority
MAP-21	Moving Ahead for Progress in the 21st Century (transportation legislation reauthorizing surface transportation programs through fiscal year 2014)
MPO	Metropolitan Planning Organization (federally designated agency responsible for metropolitan planning in urbanized areas)
MST	Monterey-Salinas Transit
MTP	Metropolitan Transportation Plan
OWP	Overall Work Program
RIP	Regional Improvement Program (fund source from STIP)
RSTP	Regional Surface Transportation Program (federal fund source)

RTP	Regional Transportation Plan (at a minimum, 20-year transportation plan prepared by state-designated RTPAs)
RTPA	Regional Transportation Planning Agency
SBtCOG	Council of San Benito County Governments (state-designated RTPA for San Benito County)
SCCRTC	Santa Cruz County Regional Transportation Commission (state-designated RTPA for Santa Cruz County)
SCMTD	Santa Cruz Metropolitan Transit District
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program (program/state fund source)
SRTP	Short-Range Transit Plan (5-year plan developed by transit operators)
STA	State Transit Assistance (state fund source)
STIP	State Transportation Improvement Program (program used in funding tables to indicate either ITIP or RIP funds)
STP	Surface Transportation Program (federal fund source, state equivalent to regional STP)
STPL	STP funds exchanged for nonfederal funds
TAMC	Transportation Agency for Monterey County (state-designated RTPA for Monterey County)
TCRP	Transportation Congestion Relief Program (state fund source)
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
U.S. DOT	United States Department of Transportation

Chapter I: Executive Summary

In response to requirements pursuant to its designation as a Metropolitan Planning Organization (MPO), the Association of Monterey Bay Area Governments (AMBAG) prepares transportation plans and programs for the tri-county, Monterey Bay region consisting of Monterey, San Benito and Santa Cruz Counties. The 2018-19 Metropolitan Transportation Improvement Program (MTIP) is a four-year transportation programming /funding document that consists of transportation projects for the region and covers the federal fiscal years from October 1, 2018 through September 30, 2022. The MTIP implements the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The 2040 MTP/SCS is 20 plus-year metropolitan transportation plan adopted by the AMBAG Board on June 13, 2018. The 2040 MTP/SCS was developed under the Fixing America's Surface Transportation (FAST) Act.

On December 4, 2015, President Obama signed the FAST Act (Pub. L. No. 114-94) into law – the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

Performance Measures

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

AMBAG's 2035 MTP/SCS began the process and the 2040 MTP/SCS further developed performance measures for the Monterey Bay Region, as per MAP-21. MAP-21 transforms the Federal aid highway program and the Federal transit program by requiring a transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision making, and more efficient investment of federal, state and local transportation funds. The FHWA and FTA will establish national performance measures in key areas, including safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. States, MPOs and providers of public transportation are required to use these measures to establish targets in these key national performance areas to document expectations for future performance. The proposed regulatory changes mandate States and MPOs to coordinate

their targets with each other to ensure consistency, to the maximum extent practicable. In addition, for transit-related targets States and MPOs would need to coordinate their targets relating to safety and state of good repair with providers of public transportation to ensure consistency with other performance based provisions applicable to transit providers, to the maximum extent practicable.

Preparation of this MTIP

This MTIP was prepared in cooperation and consultation with staff from the following agencies:

- California Department of Transportation (Caltrans)
- Council of San Benito County Governments (SBtCOG)
- Monterey-Salinas Transit (MST)
- San Benito County Local Transportation Authority (LTA)
- Santa Cruz County Regional Transportation Commission (SCCRTC)
- Santa Cruz Metropolitan Transit District (SCMTD)
- Transportation Agency for Monterey County (TAMC)
- Local jurisdictions and transportation stakeholders

Projects included in this MTIP are consistent with the 2040 MTP/SCS, recent Short Range Transit Plans (SRTPs) of the public transit operators, Regional Transportation Improvement Programs (RTIPs) of the three Regional Transportation Planning Agencies (RTPAs), and Caltrans' 2018 State Transportation Improvement Program (STIP) and 2018 State Highway Operation and Protection Program (SHOPP).

Process of Adoption for this MTIP

Federal statute 23 U.S.C. 450.324 outlines the process AMBAG must follow when developing and adopting the MTIP. After interagency consultation and public review/comments/hearing, the AMBAG Board of Directors is required to adopt the MTIP. The MTIP is then submitted to Caltrans, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for their approval and incorporation into the Federal Statewide Transportation Improvement Program (FSTIP). As the Monterey Bay Region is in attainment status for air quality, this MTIP does not require an air quality conformity determination in accordance with the Clean Air Act requirements and EPA's transportation conformity regulation (40 CFR, Part 93.)

2018 MTIP Highlights

AMBAG, as an MPO, is required by state and federal laws to develop and adopt an MTIP.

The MTIP is a multi-million dollar, multi-year programming document of proposed projects, which includes multi-modal projects, including but not limited to major highway, arterial, transit and bikeway projects.

The MTIP addresses the requirements under the FAST Act, the current federal transportation authorization act.

The MTIP covers four years of programming from federal fiscal year 2018-19 through federal fiscal year 2021-22, and is updated every other year.

This MTIP includes 44 transportation projects, including several region wide grouped projects for certain program categories, such as State Highway Maintenance, SHOPP, Bridge, Active Transportation and Highway Safet

As shown below in Tables 1, 2 and 3 and Figures 1, 2 and 3, respectively, the MTIP includes committed federal, state, and local funding of approximately \$1.14 billion during the 4-year MTIP period.

Table 1 – AMBAGs 2018 MTIP by Fund Source

Year	Funding Source (\$ in 1,000s)			
	Local	State	Federal	Total
2018/19	\$115,669	\$196,072	\$25,535	\$337,276
2019/20	\$114,534	\$219,383	\$23,983	\$357,900
2020/21	\$79,427	\$82,624	\$20,257	\$182,308
2021/22	\$134,745	\$106,181	\$24,605	\$265,531
Total \$	\$444,375	\$604,260	\$94,380	\$1,143,015
% of Total	38.88%	52.87%	8.26%	100%

Table 2 – Distribution of the AMBAGs 2018 MTIP Funding by County

Monterey County	(\$ in 1,000s)			
	San Benito County	Santa Cruz County	Various Counties	Total
\$312,248	\$81,100	\$295,178	\$454,489	\$1,143,015
27.32%	7.10%	25.82%	39.76%	100.00%

Table 3 – AMBAG MTIP Project by County

	Number of Projects			
Monterey County	San Benito County	Santa Cruz County	Various Counties	Total
12	3	21	8	44
27%	7%	48%	18%	100%

Amendments to the adopted MTIP

At a minimum, federal regulations require the MTIP to be updated at least every four years. Projects or phases of projects obligated in a prior MTIP do not need to be re-listed in this MTIP. Between two updates, MPOs can amend the MTIP as needed. AMBAG processes formal amendments to the MTIP on a quarterly schedule or more often, if warranted by special circumstances. Administrative modifications to the MTIP are processed for minor program revisions. On October 12, 2011, the AMBAG Board elected to accept from Caltrans the authority to approve Administrative Modifications to the MTIP/FSTIP under the revised MTIP/FSTIP Amendment and Administrative Modification Procedures, and to delegate this authority to the AMBAG Executive Director.

MTIP Adoption Schedule

The 2018 MTIP is scheduled for adoption at the **September 26, 2018**, AMBAG Board of Directors meeting. Appendix G includes a copy of the Draft Resolution of the Board of Directors of the Association of Monterey Bay Area Governments Adopting the 2018 MTIP for FFY 2018-19 to FFY 2021-22.

The complete Draft 2018 MTIP is available online at AMBAG’s web site: www.ambag.org to view or download.

The MTIP public review and comments period **starts August 6, 2018 and ends September 7, 2018**. Copies of the Draft Monterey Bay MTIP: FFY 2018-19 to 2021-22 are available at the following locations, as well as website links listed below:

1. Association of Monterey Bay Area Governments: 24580 Silver Cloud Court, Monterey, CA 93940, or www.ambag.org

2. Santa Cruz County Regional Transportation Commission: 1523 Pacific Avenue, Santa Cruz, CA 95060, or www.sccrtc.org
3. Transportation Agency for Monterey County: 55-B Plaza Circle Salinas, CA 93901, or www.tamcmonterey.org
4. Council of San Benito County Governments: 330 Tres Pinos Rd, Suite C7, Hollister CA 95023, or www.sanbenitocog.org

Written comments may be submitted to Bhupendra Patel, AMBAG Office at: 24580 Silver Cloud Court, Monterey, CA 93940, faxed at [831-883-3755](tel:831-883-3755) or e-mailed to bpatel@ambag.org. Written comments must be received at AMBAG no later than **5 p.m. on Friday, September 7, 2018**. This public notice of public involvement activities and time established for public review and comments on the MTIP development process will also satisfy the FTA's Program of Projects requirements.

A public hearing to receive public testimony on this document is set for **Wednesday, August 8, 2018 no sooner than 6:00 p.m. (PDT)** during the AMBAG Board of Directors meeting at the **Marina Library Community Room, 190 Seaside Circle, Marina, CA 93933**.

Chapter II: Background

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (the FAST Act, P.L. 114-094), a five-year authorization of highway, transit, safety and rail programs. The FAST Act includes approximately \$225 billion in contract authority over five years for the Federal-aid highway program, increasing funding from \$41 billion in federal fiscal year (FY) 2015 to \$47 billion in FY 2020 - a 15 percent increase. Approximately half of the increase will support two new freight-related initiatives (the remainder will provide small annual increases in core highway program funding):

- A new National Highway Freight program (FAST Act Section 1116), funded at approximately \$1.2 billion a year that is distributed to the states by formula.
- A new discretionary program for Nationally Significant Freight and Highway Projects (FAST Act section 1105), funded at approximately \$900 million a year.

1. Introduction to the Planning Process

The Association of Monterey Bay Area Governments (AMBAG) was organized in 1968 for the purpose of regional collaboration and problem solving. AMBAG was formed as a Joint Powers Authority (JPA) governed by a twenty-four member Board of Directors comprised of elected officials from each city and county within the region. The AMBAG region includes Monterey, San Benito and Santa Cruz Counties. AMBAG serves as a federally designated Metropolitan Planning Organization (MPO) for the tri-county region and performs federally required metropolitan level transportation planning activities for the region.

In cooperation with the State, AMBAG, as the MPO for the Monterey Bay Region, develops and amends the Monterey Bay Metropolitan Transportation Improvement Program (MTIP).

Since the 1962 Federal-aid Highway Act, Federal authorizing legislation for expenditure of surface transportation funds has required metropolitan and statewide transportation plans and transportation improvement programs to be developed through a cooperative, continuous and comprehensive (3-C) planning process.

The Metropolitan Transportation Planning Process

As per the FAST Act, metropolitan transportation planning occurs in urbanized areas with a population of 50,000 or greater. An MPO is the policy board of the organization created and designated by the Governor and local officials to carry out the metropolitan planning process in the designated urbanized area. The boundary of the metropolitan planning area covered by the MPO planning process is established by agreement between the Governor and the MPO and, in general,

encompasses the current urbanized area and the area to be urbanized during a 20-year forecast period.

An MPO establishes the goals and policies to investment priorities of federal transportation funds in its metropolitan areas through the metropolitan transportation plan and TIP. Each MPO, regardless of size, must prepare a metropolitan transportation plan and update it every four years. The plan must cover at least a 20-year planning horizon at the time of adoption by the MPO. Before it adopts its plan, the MPO must provide a reasonable opportunity for public comment on the plan's content. As part of public engagement, FHWA and FTA encourage MPOs to include minority and low income populations and otherwise incorporate environmental justice principles into the metropolitan planning process and documents as appropriate.

AMBAG also develops and updates a Public Participation Plan (PPP) is to provide guidance to our partner agencies and local jurisdictions in the structuring of regional transportation planning processes to ensure that, to the greatest extent possible, interagency consultation and public participation are an integral and continuing part of the regional transportation planning and decision making process.

Most recently, the PPP was updated in 2015. Through the PPP, AMBAG coordinates the public involvement processes and outreach efforts with its partner agencies, as well as other federal, state and local agencies to enhance public involvement for regional transportation planning studies, plans and projects. Appropriate consultation is undertaken with agencies and officials responsible for planning activities within the region, as well as state and federal resource management agencies throughout the planning process. AMBAG participates in workshops with federal and state agencies, such as the California Collaborative Long Range Transportation Plan, to establish and maintain interagency consultation throughout the planning process. Additionally, interagency consultation is conducted through periodic meetings, public notices and requests for input on the planning process. As part of the tasks of its FY 2018-19 Overall Work Program (OWP), AMBAG will document the consultation process for Federal Land Management Agencies (FLMAs). The MPO, in cooperation with the State and providers of public transportation, must also develop a Transportation Improvement Program (TIP). The TIP is a prioritized listing/program of transportation improvement projects covering a period of four years, and must include a financial plan that describes the source of funding that would be reasonably expected to be available to support the projects in the TIP. The MPO must update and approve the TIP at least once every four years. Prior to approving the TIP, the MPO must provide a reasonable opportunity for public review and comments on the TIP. The TIP also is subject to approval by the Governor.

When the MPO submits the TIP to the State, the MPO must certify that the metropolitan transportation planning process is in compliance with applicable federal requirements, as described in Chapter III of this document.

2. Consistency of the 2018 MTIP with Other Plans and Programs

The 2018 MTIP is consistent with and implements a number of other plans and programs developed regionally. These plans and programs include:

- 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), as adopted by the AMBAG Board of Directors on June 13, 2018
- 2018 State Transportation Improvement Program (STIP) Program as adopted by the California Transportation Commission (CTC)
- 2018 State Highway Operation and Protection Program (SHOPP) and Minor Program as adopted by the California Transportation Commission (CTC)
- Regional Transportation Plans (RTP) and Regional Transportation Improvement Programs (RTIP) of the following Regional Transportation Planning Agencies (RTPAs):

- (1) Council of San Benito County Governments (SBtCOG)
- (2) Santa Cruz County Regional Transportation Commission (SCCRTC),
- (3) Transportation Agency for Monterey County (TAMC)

- Short Range Transit Plans (SRTPs) of the transit agencies:

- (1) Monterey Salinas Transit (MST)
- (2) Santa Cruz Metropolitan Transit District (SCMTD),
- (3) San Benito County Local Transportation Authority (LTA)

The 2018 MTIP contains projects that expect to be funded between October 1, 2018 and September 30, 2022 and are federally funded and/or regionally significant, and are consistent with the 2040 MTP/SCS. Projects in the above categories can proceed further with implementation only if they are included in the MTIP. In some instances funding has been listed for outlying years in the Caltrans California Transportation Improvement Program System (CTIPS) database, particularly for dedication of State Transportation Improvement Program funds to those years. In such cases, the funds are included in the MTIP for information only.

Federal Statewide Transportation Improvement Program (FSTIP):

The Caltrans Office of Federal Transportation Management Program is responsible for preparing and managing the Federal Statewide Transportation Improvement Program (FSTIP). The FSTIP is a four-year statewide intermodal program of transportation projects prepared in cooperation with the MPOs, RTPAs, and Caltrans that is consistent with the statewide transportation planning processes, the metropolitan plans and the MTIPs. Once approved by U.S. DOT, the 2018 MTIP will be included in the FSTIP either verbatim, or by reference.

3. Requirements for U.S. DOT (FHWA and FTA) Approval

As per the FAST Act, MPOs is required to develop their TIPs at least once every four years. The TIP needs to be approved by the MPO and the Governor. Each project included in the 2018 MTIP must include sufficient description of the project (such as type of work, termini, length, and other similar factors). Also, in developing the 2018 MTIP, AMBAG is required to meet the following principal U.S. DOT requirements for TIP:

1. The 2018 MTIP must be **financially constrained**. It must include a financial plan demonstrating the financially constraint analysis by fund types and for each year separately. The financial plan must demonstrate which projects can be implemented using current revenue sources. Only funds that are reasonably available may be included. In the MTIP, in the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial analysis, AMBAG takes into account all projects and strategies funded under Title 23, U.S.C. and Title 44 U.S.C. Chapter 53.
2. Projects included in the 2018 MTIP must be consistent with the current adopted Region's MTP.
3. The 2018 MTIP must provide reasonable public review and comments opportunities during its development and these efforts must be documented and included in the final 2018 MTIP.
4. Projects are to be assigned priority. To meet this requirement, in consultation with project sponsors, AMBAG has assigned an annual priority to all projects as documented in the Expedited Project Selection Procedures (EPSP), included in the 2018 MTIP.
5. Currently, the Monterey Bay MPO region is designated as in attainment for the federal air quality standards; therefore, the FY 2018 MTIP is exempt from the Air Quality Conformity Analysis in conformation with the State Implementation Plan (SIP).

Chapter III: Executive Summary

The requirements for approval of the MTIP by the U.S. Department of Transportation are outlined in Chapter II, Section 3. In summary, these are:

- Finding of financial constraint analysis
- Consistency with the adopted Region's MTP/SCS
- Assurance that the MTIP has undergone public review and comments
- Prioritization of the projects included, Expedited Project Selection Procedures (EPSP)
- Air Quality Conformity analysis, if required.

The findings for these requirements are as follows:

1. Financial Constraint Analysis:

Funding availability: Funding committed or available for each transportation project by each federal, state and local funding source by year is identified in the financial plan of this MTIP. Projects are grouped by year by funding source and all years of the MTIP are financially constrained to the resources reasonably expected to be available for the four years of the program. The region-wide financial constraint tables included in Appendix A show currently available revenues to finance projects contained in the four years of the MTIP. The federal, state and local revenue for each program was projected in the 2040 MTP/SCS as adopted by the AMBAG Board on June 13, 2018.

Appendix A summarizes comprehensive perspective of funding availability and programming during the four years of the MTIP. Appendix A provides details on the cost of all projects to be programmed in each year and the amount of funding available in the respective year at regional level. In these financial constraint tables, total committed revenue for each year is shown by funding source in the Revenue columns and the total funds programmed for each funding source in the MTIP is shown in the Programmed columns by year. Appendix A shows that the 2018 MTIP is financially constrained and meets the financial constraint requirement, as per the FAST Act.

The FAST Act requires MTIP to identify costs for maintaining and operating the system of Federal-aid facilities. The MTIP includes 24 individually listed and grouped projects totaling \$1.105 billion for the operation and maintenance of the Federal-aid system including transit services.

2. Consistency with the 2040 Monterey Bay Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

As the MPO, AMBAG is required to produce certain federally mandated documents that maintain the region's eligibility for federal transportation assistance which include the MTP/SCS. AMBAG coordinates the development of the MTP with the region's three Regional Transportation Planning Agencies (TAMC, SBtCOG, SCCRTC), transit providers (San Benito County LTA, MST, and SCMTD), the Monterey Bay Air Resources District (MBARD), state and federal governments and organizations having interest in or responsibility for transportation planning and programming. AMBAG also coordinates transportation planning and programming activities with the three counties and 18 local jurisdictions within the tri-county Monterey Bay Region.

At their June 13, 2018 meeting, the AMBAG Board of Directors adopted the 2040 MTP/SCS and Environmental Impact Report (EIR) for the Monterey Bay. The 2040 MTP/SCS and EIR is a financially constrained document and includes identified transportation improvement projects for the region. Once the projects are included in the region's official MTP, they become eligible for inclusion in the

MTIP and FSTIP. The projects included in the 2018 MTIP are consistent with the 2040 MTP/SCS and EIR. The complete 2040 MTP/SCS and EIR document is available at <http://www.ambag.org/programs-services/planning/metro-transport-plan> (Appendix C of the 2040 MTP/SCS includes a lists of transportation improvements projects).

Transition to Performance-Driven Program

MAP-21 and the FAST Act changed the Federal aid highway program and the Federal transit program by requiring a transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision making and more efficient investment of Federal transportation funds. As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds must link investment priorities in the STIP and TIP to achieving of performance targets.

These new rules implement the performance management framework at the state and national level with defined measures, targets and reporting requirements. The FHWA and FTA have established national performance measures in key areas including safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The performance management framework requires States, MPOs and providers of public transportation to establish targets in these key national performance areas. The proposed regulatory changes require States to coordinate with MPOs on target setting to the maximum extent practicable. In addition, States and transit providers are coordinating on performance targets relating to transit asset management, safety, and state of good repair.

MAP-21 and the FAST Act requires that MPOs reflect performance targets in their metropolitan transportation plans and requires that States achieve progress towards targets.

Source: MST

AMBAG's Regional Performance Measures

The Metropolitan Transportation Plan is the federally mandated long-range transportation plan for the Monterey Bay Area. The 2040 MTP/SCS lays out a financially constrained list of transportation projects that will enhance regional mobility as well as reduce greenhouse gas emissions. Please refer to Chapter 5 of the 2040 MTP/SCS which highlights the performance outcomes of the Plan.

3. Public Review, Comments and Interagency Consultation

Federal regulations require that the MTIP be prepared in consultation and coordination with Caltrans, the RTPAs, the public transit operators in the region, and regional and local agencies and

be subject to an adequate public outreach and review process. AMBAG's Monterey Bay Area Public Participation Plan adopted in April 2015 identifies the public involvement process in regards to the MTIP necessary to comply with federal and state legislation. The Public Participation Plan is available for review at <http://ambag.org/programs-services/planning/public-participation-plan>. The 2018 MTIP programs transportation improvement projects as proposed to implement the adopted 2040 MTP/SCS. The RTIPs and SRTPs were prepared and approved by the RTPAs and the transit agencies, respectively, with extensive interagency consultation, as well as formal public review and hearings on the documents and their adoptions. The projects in this MTIP are, however, not simply a compilation of transportation projects already approved in other programs, but part of a new program, subject to its own interagency consultation and public comments and review processes. In addition, the MTIP is developed in consultation and coordination with the following agencies:

- Caltrans
- LTA (San Benito County)
- MST (including their paratransit program RIDES)
- SBtCOG
- SCCRTC
- SCMTD
- TAMC

This MTIP was prepared by AMBAG staff in cooperation and consultation with the above agencies as well as federal (FHWA/FTA) oversight agencies. As per Federal regulations, AMBAG is to conduct a proactive interagency consultation and public involvement process to ensure that complete information, timely public notice, full public access at key decisions, and early and continuing involvement of the public be provided during development of this MTIP. Accordingly:

- AMBAG, the RTPAs and transit operators provided reasonable public access to technical and policy information used in the development of the 2018 MTIP;
- AMBAG, the RTPAs and transit operators provided adequate public notice for public involvement and time for public review and comment at key decision points;
- AMBAG, the RTPAs and transit operators provided explicit consideration and response to public input received during the planning and program development processes;
- The needs of the traditionally underserved population by existing transportation systems, including but not limited to low-income and minority population, were sought by the RTPAs and transit operators;
- AMBAG forwarded the Draft 2018 MTIP to partner agencies, provided it at local libraries and posted it on the following web sites for public review and comments (copies of web posting are enclosed at the end of this section):

AMBAG - <http://www.ambag.org>

MST – <http://www.mst.org>

SCCRTC – <http://www.sccrtc.org>

SCMTD – <http://www.scmt.com>

SBtCOG/LTA - <http://www.sanbenitocog.org>

- AMBAG published a notice of public review and comments period of 30 days in local and regional newspapers to solicit public inputs (copies are included at the end of this chapter for the record) from August 6, 2018 to September 7, 2018
- AMBAG will be conducting public hearing at the August 8, 2018, AMBAG Board of Directors meeting. Final adoption of the 2018 MTIP is scheduled at the September 26, 2018, AMBAG Board of Directors meeting. All the comments received by AMBAG will be reviewed and appropriately incorporated in the final 2018 MTIP.

4. MTIP Project Prioritization: Expedited Project Selection Procedures (EPSP)

It has been agreed upon by AMBAG, Caltrans, the RTPAs and the transit operators, per Title 23 CFR 450.332, that all projects within the four years of the 2018 MTIP have been selected for prioritization and may be implemented, subject to the conditions of the Expedited Project Selection Procedures (EPSP) outlined below.

Expedited Project Selection Procedures:

Federal Regulations allow for the shifting of projects for implementation within the four-year cycle of the adopted MTIP outside of the regular amendment process, subject to approval of Expedited Project Selection Procedures (EPSP) by the cooperating parties.

For the Monterey, San Benito, and Santa Cruz County area, the cooperating parties include AMBAG, SBtCOG, MST, SCCRTC, SCMTD, TAMC, and Caltrans.

Approval of EPSP would allow for projects to be moved within the four years of the MTIP and for projects within the four years of the MTIP to be implemented without processing an MTIP formal amendment or administrative modification, subject to the conditions of the EPSP outlined below. The projects within the STIP may be advanced, subject to amendments to the STIP approved by the CTC.

Caltrans, AMBAG and the RTPAs agree that the Caltrans SHOPP program manager may move projects within the adopted SHOPP document, as well as projects under the State Minor Program, the Highway Maintenance (HM) Program, and the Active Transportation Program (ATP).

Caltrans Division of Local Assistance has selected all the projects included in the first four years of the MTIP for all funding programs managed by the Division of Local Assistance. Caltrans, AMBAG,

the RTPAs and the transit operators agree that the Caltrans Division of Local Assistance may move projects within the first four year without amending the MTIP/FSTIP, with the understanding that the Caltrans Division of Local Assistance will provide AMBAG with an updated listing of projects implemented using EPSP.

All other projects funded with federal and local funds may be implemented within the first four years of the adopted 2018 MTIP with the written approval of AMBAG's Executive Director. Each of the cooperating agencies: SBtCOG, MST, SCCRTC, SCMTD, TAMC, and Caltrans have selected all projects from the first four years of 2018 MTIP (FFY 2018-19 to 2021-22) and concur with the Expedited Project Selection Procedures.

5. Air Quality Conformity Analysis

Currently, the Monterey Bay MPO region is designated as in attainment for the federal air quality standards; therefore, the 2018 MTIP is exempt from the Air Quality Conformity Analysis in conformation with the SIP.

Chapter IV: MTIP Update and Amendment Process

Federal regulations require that the MTIP be updated at least once every four years. In addition, revisions to the MTIP may occur as Formal Amendments, Administrative Modifications, or Technical Corrections. The criteria for Administrative Modifications and Formal Amendments are defined in federal regulations, specifically Title 23, CFR 450.104. The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008 and revised these guidelines on June 3, 2011. The guidelines are posted online at:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/2013_final_fstip/exhibit_v.pdf.

Further explanation about MTIP updates and how the types of revisions are processed are discussed in this chapter.

MTIP Update

A complete update of the existing TIP to reflect new or revised transportation investment strategies and priorities is required at least once every four years. The TIP is a programming

document implementing adopted MTP priorities projects. TIP updates are subject to the conformity and interagency consultation procedures.

Formal Amendment

A formal amendment to the adopted TIP involves a major change, such as the addition or deletion of a project; a major change in project cost or scope, including but not limited to project phase initiation date; or a major change in design concept or design. A formal amendment is a revision that is subject to 14-day public review and comments period, AMBAG Board approval, as well as State and Federal approval.

Administrative Modification

An administrative modification includes minor changes to a project's costs or to the cost of a project phase (less than 40%, or less than \$10,000,000 increases of the total project cost included in the TIP's four years); minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. Reduction of the project cost (no limit to the amount reduced) also qualifies for an Administrative Modification. An Administrative Modification is not subject to public review and comments and is approved by the AMBAG Executive Director, as Caltrans has delegated the AMBAG Executive Director the authority to approve administrative modification to the FSTIP under the delegated authority received from Caltrans on October 12, 2011.

Technical Correction

Technical corrections may be made by AMBAG staff as necessary. Technical corrections are not subject to an administrative modification or formal amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the MTIP period; changes to information not required to be included in the MTIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule of the project within the TIP period, nor will they be subject to a public review and comment process.

Chapter V: Project Lists

Requirements for project lists

The FAST Act requires that each project listed in the 2018 MTIP include:

- Detailed project description (i.e., type of work, location, length, etc.) sufficient to identify the project or phase
- Estimated total cost
- Amount of Federal funds proposed to be obligated during each program year
- Proposed source of federal and non-Federal funds
- Identification of the recipient/sub-recipient and State and local agencies responsible for carrying out the project

Organization of the tables: The Caltrans CTIPS database project listings follow in this order:

1. Monterey County projects (Appendix B)
2. San Benito County projects (Appendix C)
3. Santa Cruz County projects (Appendix D)
4. Regionwide and grouped projects (Appendix E)

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
- 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

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. Moving forward, AMBAG will be required to collect additional data for other performance target areas for 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 performance management rules, AMBAG is responsible for supporting Caltrans targets or setting our own 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.

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 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 vehicular and non-vehicular safety from traffic collisions (including collisions involving bicyclists and pedestrians). The overall goal of the transportation safety performance area is to make the nation’s transportation systems safer for all users.

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 Measures
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 align with the State’s Towards Zero Deaths goal for zero traffic fatalities by 2030 and 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 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 (2018)

Performance Measure	Statewide Targets (2018)
Fatalities – total	-7.69% reduction
Fatalities – per 100 million VMT	-7.69% reduction
Serious Injuries – total	-1.5% reduction
Serious Injuries – per 100 million VMT	-1.5% reduction
Non-motorized fatalities + serious injuries – total	-10% reduction

Performance Measure Rule 2 (PM 2)

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

Table 4 –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%

Bridge Condition

Goal: Maintain the condition of bridge assets in a state of good repair

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).

Table 5 – 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.

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

Table 6 –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 condition – %	4.6%	4.4%

Performance Measure Rule 3 (PM 3)

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).

Table 7 – 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

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. AMBAG will adopt regional targets by November 2018. AMBAG's role will support state target for reliable person-miles traveled on Interstate system. 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.

Table 8 – Statewide Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction and Environmental Sustainability Targets Continued (2018)

Performance Measure	2017 Baseline	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

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 9- 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

Transit Asset Management (TAM)

Metropolitan transportation planning is performed in coordination with the region’s three transit operators, Monterey-Salinas Transit (MST), Santa Cruz Metropolitan Transit District (METRO), San Benito Transit (County Express). AMBAG coordinates with these transit operators to assure the MTIP helps to implement 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. AMBAG’s MTIP is consistent with the FHWA-FTA Final Rule on planning and the Transit Asset Management Final Rule.