

**MONTEREY BAY**  
**METROPOLITAN TRANSPORTATION**  
**IMPROVEMENT PROGRAM**  
**(MTIP)**  
**FFY 2016-17 to 2019-20**

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Source: AMBAG

## 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)
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
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
US DOT	United States Department of Transportation



Source: TAMC

## 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 2016 Metropolitan Transportation Improvement Program (MTIP) is a four-year programming/funding document that consists of transportation projects for the region and covers the federal fiscal years from October 1, 2016 through September 30, 2020. The MTIP implements the 2035 Monterey Bay Area Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The 2035 MTP/SCS is 20 plus-year metropolitan transportation plan adopted by the AMBAG Board on June 11, 2014. The 2035 MTP/SCS was developed under the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

On July 6, 2012, President Obama signed MAP-21 (P.L. 112-141) into law. This bill for the first time introduced performance measures into transportation policy, aiming to include real world data in the planning and prioritizing of our nation's transportation investment needs. The bill expired on

September 30, 2014, but Congress has authorized several extensions while a full reauthorization bill is debated. The implementation of MAP-21 continues to unfold, with the Federal Highway Administration releasing a number of related proposed rulemakings in 2014 and 2015. Caltrans took an active role in both the reauthorization and implementation processes, addressing and advocating for California's unique issues and goals.



Source: TAMC

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) 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 maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, and provides a dedicated source of federal dollars for freight projects.

## Performance Measures

AMBAG's 2035 MTP/SCS developed performance measures for the Monterey Bay Region, as per the MAP-21 Act. The MAP-21 Act 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.

Once performance targets are selected, MAP-21 requires that MPOs reflect those targets in their metropolitan transportation plans and encourages States to do the same.

## 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 2035 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' 2016 State Transportation Improvement Program (STIP) and 2016 State Highway

## Operation and Protection Program (SHOPP).



Source: TAMC

### 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).

### 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.



Source: SBtCOG

### 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.

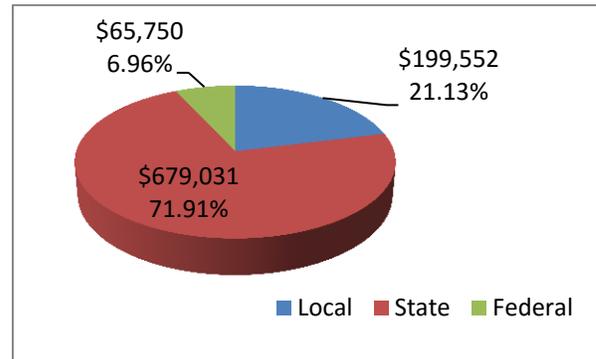
The MTIP addresses the requirements under the FAST Act, the current federal transportation authorization act.

The MTIP covers four years of programming from federal fiscal year 2016-17 through federal fiscal year 2019-20 and is updated every other year.

This MTIP includes 43 transportation projects, including several regionwide grouped projects for certain program categories, such as State Highway Maintenance, SHOPP, Bridge, Bike Path, and Highway Safety.

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 \$944.33 million during the 4 year MTIP period.

**Figure 1 – AMBAG’s 2016 MTIP by Fund Source**



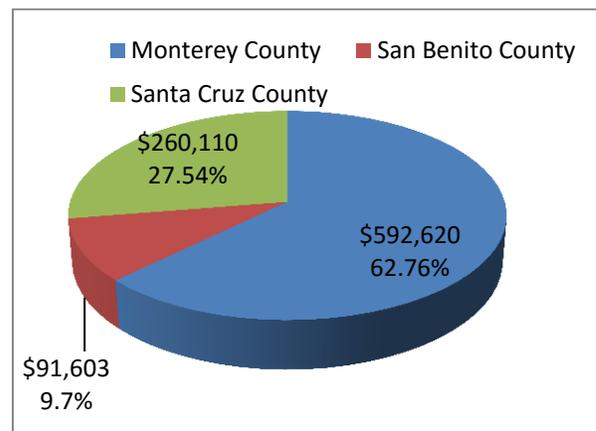
**Table 2 – Distribution of AMBAG’s 2016 MTIP Funding by County**

(\$ in 1,000s)			
Monterey County	San Benito County	Santa Cruz County	Total
\$592,620	\$91,603	\$260,110	\$944,333
62.76%	9.70%	27.54%	100.00%

**Table 1 – AMBAG’s 2016 MTIP by Fund Source**

Year	Funding Source (\$ in 1,000s)			
	Local	State	Federal	Total
2016/17	\$72,344	\$74,919	\$23,246	\$170,509
2017/18	\$66,394	\$336,735	\$23,149	\$426,278
2018/19	\$24,915	\$145,049	\$9,797	\$179,761
2019/20	\$35,899	\$122,328	\$9,558	\$167,785
Total \$	<b>\$199,552</b>	<b>\$679,031</b>	<b>\$65,750</b>	<b>\$944,333</b>
% of Total	<b>21.13%</b>	<b>71.91%</b>	<b>6.96%</b>	<b>100%</b>

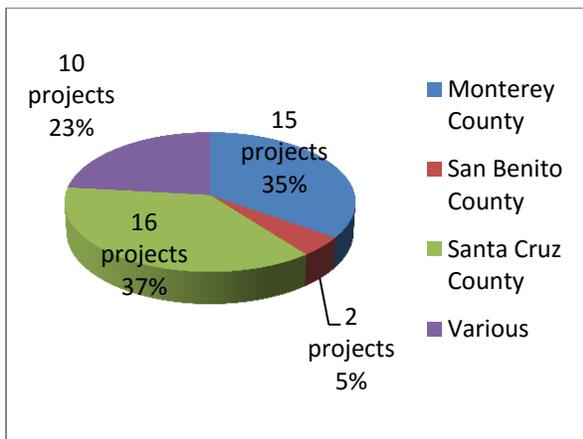
**Figure 2 – Distribution of AMBAG’s 2016 MTIP Funding by County**



**Table 3 – AMBAG MITP Projects by County**

County	Number of Projects				Total
	Monterey County	San Benito County	Santa Cruz County	Various Counties	
	15	2	16	10	43
	35%	5%	37%	23%	100%

**Figure 3 – AMBAG MTIP Projects by County**



The 2016 MTIP is scheduled for adoption at the **September 14, 2016**, 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 2016 MTIP for FFY 2016-17 to FFY 2019-20.

The complete Draft 2016 MTIP is available online at AMBAG Web site: <http://www.ambag.org> to view or download.

The MTIP public review and comments period **starts July 21, 2016 and ends August 19, 2016**. Copies of the Draft Monterey Bay MTIP: FFY 2016-17 to 2019-20 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](http://www.ambag.org)
2. Santa Cruz County Regional Transportation Commission: 1523 Pacific Avenue, Santa Cruz, CA 95060, or [www.sccrtc.org](http://www.sccrtc.org)
3. Transportation Agency for Monterey County: 55-B Plaza Circle Salinas, CA 93901, or [www.tamcmonterey.org](http://www.tamcmonterey.org)
4. Council of San Benito County Governments: 330 Tres Pinos Rd, Suite C7, Hollister CA 95023, or [www.sanbenitocog.org](http://www.sanbenitocog.org)

Written comments may be submitted to Sasha Tepedelenova, AMBAG Office at: 24580 Silver Cloud Court, Monterey, CA 93940, faxed at [831-883-3755](tel:831-883-3755) or e-mailed to [stepe@ambag.org](mailto:stepe@ambag.org). Written comments must be received at AMBAG no later than **5 p.m. on Friday, August 19, 2016**.

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 10, 2016 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 Barack 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. Recent analysis from the American Road and Transportation Builders states that under the FAST Act, "investment levels will exceed projected inflation by a total of \$1.7 billion over five years and beat projected construction material cost increases by \$1 billion over the same period. As a result, federal highway investment will see narrow increases in purchasing power through FY 2020, but the FAST Act's biggest impact on the highway construction market will be the stability it provides states and the private sector."



Source: AMBAG

### 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 a metropolitan planning organization 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 4 or 5 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 2016-17 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 4 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 4 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.



Source: SCMTD

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 2016 MTIP with Other Plans and Programs

The 2016 MTIP is consistent with and implements a number of other plans and programs developed regionally. These plans and programs include:

- 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), as adopted by the AMBAG Board of Directors on June 11, 2014
- 2016 State Transportation Improvement Program (STIP) Program as adopted by the California Transportation Commission (CTC) on May 18, 2016
- 2016 State Highway Operation and Protection Program (SHOPP) and Minor Program as adopted by the California Transportation Commission (CTC) on March 16, 2016
- 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), and (3) Transportation Agency for Monterey County (TAMC)
- Short Range Transit Plans (SRTS) of the transit agencies: (1) Monterey Salinas Transit (MST), (2) Santa Cruz Metropolitan Transit District (SCMTD), and (3) San Benito County Local Transportation Authority (LTA).

The 2016 MTIP contains projects that expect to be funded between October 1, 2016 and September 30, 2020 and are federally funded and/or regionally significant, and are consistent with the 2035 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 2016 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 2016 MTIP must include sufficient description of the project (such as type of work, termini, length, and other similar factors). Also, in developing the 2016 MTIP, AMBAG is required to meet the following principal U.S. DOT requirements for TIP:

1. The 2016 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 2016 MTIP must be consistent with the current adopted Region's MTP.
3. The 2016 MTIP must provide reasonable public review and comments opportunities during its development and these efforts must be documented and included in the final 2016 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 2016 MTIP.
5. Currently, the Monterey Bay MPO region is designated as in attainment for the federal air quality standards; therefore, the FY 2016 MTIP is exempt from the Air Quality Conformity Analysis in conformation with the State Implementation Plan (SIP).

## Chapter III: MTIP Requirements and Findings

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 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (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 2035 Monterey Bay MTP/SCS as adopted by the AMBAG Board on June 11, 2014.

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 2016 MTIP is financially constrained and meets the financial constraint requirement, as per the FAST Act.



Source: AMBAG

The FAST Act requires MTIP to identify costs for maintaining and operating the system of Federal-aid facilities. The MTIP includes 43 individually listed and grouped projects totaling \$892.65 million for the operation and maintenance of

the Federal-aid system including transit services.

## **2. Consistency with the 2035 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 Metropolitan Transportation Plan (MTP). AMBAG coordinates the development of the MTP with the region's three Regional Transportation Planning Agencies (TAMC, San Benito County COG, 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 eighteen local jurisdictions within the tri-county Monterey Bay Region.

At their June 11, 2014 meeting, the AMBAG Board of Directors adopted the 2035 MTP/SCS for the Monterey Bay. The 2035 MTP/SCS 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 2016 MTIP are consistent with the 2035 MTP/SCS. The complete 2035 MTP/SCS document is available at <http://www.ambag.org/programs-services/planning/metro-transport-plan> (Appendix C of the 2035 MTP/SCS includes a lists of transportation improvements projects).

### **Transition to Performance-Driven Program**

The MAP-21, under which the 2015 MTP/SCS was developed, 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 transportation funds. As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds would be required to link the investment priorities contained in the STIP and TIP to achieving performance targets. This

is one of several proposed rules that would establish the basic elements of a performance driven, outcome-based program. This proposed rule is important to the FHWA's and FTA's overall implementation of the performance management provisions of MAP-21 because the planning process brings all of the elements together by tying performance to investment decision making.

These performance-related rules for the various FHWA and FTA programs will implement the basic elements of a performance management framework, such as establishment of performance measures and targets and reporting requirements. The planning process brings these elements together—it is where States, MPOs, and providers of public transportation will link decision making and investment priorities to performance targets in key areas. The FHWA and FTA will establish 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 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. This coordination through the planning process should help align MPO and State decision making and advance performance outcomes for the States.

Once performance targets are selected, MAP-21 requires that MPOs reflect those targets in their metropolitan transportation plans and encourages States to do the same.



Source: AMBAG

## AMBAG's Regional Performance Measures

The Metropolitan Transportation Plan is the federally mandated long-range transportation plan for the Monterey Bay Area. The 2035 MTP/SCS lays out a financially constrained list of transportation projects over the following 25 years that will enhance regional

mobility as well as reduce greenhouse gas emissions. Appendix H highlights the performance of the 2035 MTP/SCS for 2035.

### 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 2016 MTIP programs transportation improvement projects as proposed to implement the adopted 2035 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)
- San Benito COG
- 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 2016 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 2016 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.scmtd.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 July 21, 2016 to August 19, 2016

- AMBAG will be conducting public hearing at the August 10, 2016, AMBAG Board of Directors meeting. Final adoption of the 2016 MTIP is scheduled at the September 14, 2016, AMBAG Board of Directors meeting. All the comments received by AMBAG will be reviewed and appropriately incorporated in the final 2016 MTIP.



Source: AMBAG

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

It has been agreed upon by AMBAG, Caltrans, the RTPAs and the transit operators, per 23 CFR 450.332, that all projects within the four years of the 2016 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, San Benito COG, 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 2014 MTIP with the written approval of AMBAG's Executive Director.

Each of the cooperating agencies: San Benito COG, MST, SCCRTC, SCMTD, TAMC, and Caltrans have selected all

projects from the first four years of 2016 MTIP (FFY 2016-17 to 2019-20) 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 2016 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 part 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/files/2013\\_final\\_fstip/exhibit\\_v.pdf](http://www.dot.ca.gov/hq/transprog/federal/files/2013_final_fstip/exhibit_v.pdf).



Source: MST

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 of the , 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.



Source: SCCRTC

### 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 2016 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; and
- 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)