

MONTEREY BAY METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FFY 2020-21 to FFY 2023-24

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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 Metropolitan Transportation Improvement Program (MTIP) for FFY 2020-21 to FFY 2023-24 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, 2020 through September 30, 2024. 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 FAST Act was 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' 2020 State Transportation Improvement Program (STIP) and 2020 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.)

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 2020-21 through federal fiscal year 2023-24, and is updated every other year.

This MTIP includes 102 transportation projects, including several region wide grouped projects for certain program categories, such as State Highway Maintenance, SHOPP, Bridge, Active Transportation and Highway Safety.

As shown below in Tables 1, 2 and 3, the MTIP includes committed federal, state, and local funding of approximately \$1.17 billion during the 4-year MTIP period.

Table 1 – MTIP: FFY 2020-21 to FFY 2023-24 – Funding by Source

Year	Funding Source (\$ in 1,000s)				Total
	Local	State	Federal	Other (TIFIA)	
2020/21	\$116,141	\$134,064	\$28,567	\$8,449	\$287,221
2021/22	\$194,070	\$234,673	\$27,328	\$0	\$456,071
2022/23	\$88,921	\$99,155	\$22,857	\$0	\$210,933
2023/24	\$87,579	\$70,608	\$62,564	\$0	\$220,751
Total \$	\$486,711	\$538,500	\$141,316	\$8,449	\$1,174,976
% of Total	41.42%	45.83%	12.03%	0.72%	100%

Table 2 – Distribution of the MTIP: FFY 2020-21 to FFY 2023-24 Funding by County

Amount Programmed per County, \$				
Monterey County	San Benito County	Santa Cruz County	Various Counties	Total
\$596,253	\$69,365	\$504,596	\$4,761	\$1,174,975
50.75%	5.90%	42.95%	0.40%	100%

Table 3 – AMBAG MTIP Project by County (projects in grouped listings shown individually)

Number of Projects				
Monterey County	San Benito County	Santa Cruz County	Various Counties	Total
52	8	41	1	102
50.98%	7.84%	40.20%	0.98%	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 February 12, 2020, 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 final MTIP is scheduled for adoption at the **February 10, 2021**, 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 MTIP for FFY 2020-21 to FFY 2023-24. The complete Draft MTIP is available online at AMBAG’s web site: www.ambag.org to view or

download. AMBAG released the Draft MTIP for FFY 2020-21 to FFY 2023-24 for **public review and comments from November 12, 2020 to December 11, 2020**. The Notice of Public Review, Comments and Hearing was published in local newspapers. Copies of the Draft MTIP are also made available for viewing and download at the websites listed below:

1. Association of Monterey Bay Area Governments: www.ambag.org
2. Santa Cruz County Regional Transportation Commission: www.sccrtc.org
3. Transportation Agency for Monterey County: www.tamcmonterey.org
4. Council of San Benito County Governments: www.sanbenitocog.org
5. Monterey-Salinas Transit: www.mst.org
6. Santa Cruz Metropolitan Transit District: www.scmttd.com

Written comments may be submitted to Sasha Tepedelenova, Associate Planner at stepe@ambag.org

A public hearing to receive public testimony on this document is set for:

When: Wednesday, November 18, 2020 no sooner than 6:00 p.m. (PDT) during the AMBAG Board of Directors meeting

Where: Remotely via GoToWebinar

The AMBAG Board of Directors meeting will NOT be held at the Marina Library, Community Room, 190 Seaside Circle, Marina, CA 93933 as originally scheduled in light of Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the shelter in place directive. The meeting will be conducted via GoToWebinar. The AMBAG Board of Directors will participate in the meeting from individual remote locations.

Members of the public will need to attend the meeting remotely via GoToWebinar.

Persons who wish to address the AMBAG Board of Directors on an item to be considered at this meeting are asked to submit comments in writing at info@ambag.org by 5:00 PM, Tuesday, November 17, 2020. The subject line should read “Public Comment for the November 18, 2020 Board of Directors Meeting”. The agency clerk will read up to 3 minutes of any public comment submitted.

To participate via GoToWebinar, please register for the November 18, 2020 AMBAG Board of Directors meeting using the following link:

<https://attendee.gotowebinar.com/register/6923908804746486032>

The AMBAG MTIP is scheduled for adoption at the **February 10, 2021**, AMBAG Board of Directors meeting.

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 2019. 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 2020-21 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 MTIP for FFY 2020-21 to FFY 2023-24 with Other Plans and Programs

The 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
- 2020 State Transportation Improvement Program (STIP) Program as adopted by the California Transportation Commission (CTC)
- 2020 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 MTIP for FFY 2020-21 to FFY 2023-24 contains projects that expect to be funded between October 1, 2020 and September 30, 2024 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 MTIP must include sufficient description of the project (such as type of work, termini, length, and other similar factors). Also, in developing the MTIP for FFY 2020-21 to FFY 2023-24, AMBAG is required to meet the following principal U.S. DOT requirements for TIP:

1. The 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 MTIP must be consistent with the current adopted Region's MTP.
3. The MTIP must provide reasonable public review and comments opportunities during its development and these efforts must be documented and included in the final MTIP for FFY 2020-21 to FFY 2023-24.
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 MTIP for FFY 2020-21 to FFY 2023-24.
5. Currently, the Monterey Bay MPO region is designated as in attainment for the federal air quality standards; therefore, the MTIP for FFY 2020-21 to FFY 2023-24 is exempt from the Air Quality Conformity Analysis in conformation with the State Implementation Plan (SIP).

Chapter III: MTIP REQUIREMENT 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 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 MTIP for FFY 2020-21 to FFY 2023-24 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 102 individually listed and grouped projects totaling \$1.17 billion for the operation and maintenance of the Federal-aid system including transit services.

Appendix A identifies how much money is available to support the region’s surface transportation investments, including transit, highways, local road improvements, system preservation, and demand management goals. Improving ground access in and around major goods movement facilities and enhancing major highways and public transit are critical to maintaining the health of the Monterey Bay Area’s economy. The MTIP calls for various revenue sources for implementing a program of infrastructure improvements to keep freight and people moving. The MTIP includes reasonably available revenue sources to supplement existing transportation dollars. The Monterey Bay Area’s financially constrained program includes local, state, and federal sources along with funding sources that are reasonably available over the four years of the document.

Revenue Estimates

Table 4: Federal Revenue Estimates

\$1,000s

Funding Source	FFY 2020/21	FFY 2021/22	FFY 2022/23	FFY 2023/24	TOTAL
Highway Safety Improvement Program (HSIP)	\$2,394	\$2,080	\$0	\$0	\$4,674
Highway Infrastructure Program (HIP)	\$3,267	\$1,080	\$978	\$0	\$5,325
Surface Transportation Block Grant Program (STBGP/RSTP)	\$10,411	\$10,488	\$10,404	\$10,401	\$41,704

Table 5: State Revenue Estimates

\$1,000s

Funding Source	FFY 2020/21	FFY 2021/22	FFY 2022/23	FFY 2023/24	TOTAL
State Transportation Improvement Program (STIP)	\$25,015	\$25,015	\$25,015	\$25,015	100,060
Highway Bridge Program (HBP)	\$6,554	\$6,409	\$0	\$7,738	\$20,701

In addition to federal and state dollars, the Monterey Bay relies on local measure funds to provide sources of revenue for transportation projects.

Measure X

In May of 2015, the Transportation Agency for Monterey County engaged a public outreach effort to inform the public about our transportation needs, funding challenges and the self-help option. The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County.

Measure D

Measure D is a comprehensive and inclusive package of transportation improvements passed in November 2016 by over 2/3 of Santa Cruz County voters. This ½-cent sales tax guarantees every city and the county a steady, direct source of local funding for local streets and road maintenance, bicycle and pedestrian projects (especially near schools), safety projects, and transit and paratransit service, as well as numerous essential transportation projects and programs throughout the county as outlined in the Expenditure Plan for Measure D.

The Regional Transportation Commission (RTC) has completed Measure D pre-implementation tasks including administration, fiscal, oversight and engagement activities. In addition, the RTC has worked with Measure D recipient agencies to develop five-year programs of projects, annual report requirements and other required agreements.

The ½-cent, 30-year sales tax measure includes transportation projects that support:

- Providing safer routes to schools for local students
- Maintaining mobility and independence for seniors and those with disabilities
- Investing in bicycle and pedestrian pathways and bridges
- Repaving roadways, repair potholes, and improve safety on local streets
- Improving traffic flow on major roadways
- Investing in projects that reduce the pollution that causes global warming
- Recent Activities

Measure G

Measure G is Ordinance 2018-01 of the Council of San Benito County Government and the Transportation Safety and Investment Plan approved by San Benito County voters on November 6, 2018. The measure is a one cent local transactions and use tax to be collected for 30 years to improve our local streets and roads, improve connectivity, and reduce congestion.

The San Benito County Regional Transportation Plan (RTP) identifies the following needs:

- **Maintain Local Streets and Roads:** San Benito County roads are crumbling under the weight of decades of underinvestment due to funding deficiencies. The county is one of seven counties in the state to have an average pavement condition of 46, well below “at risk,” and significantly worse than the statewide average. San Benito County has a combined pavement maintenance need of over \$350 million. Well maintained streets and roads will improve safety and traffic flow on local roads.
- **Widen Highway 25:** Average daily traffic at the San Benito/Santa Clara County line has more than doubled since the mid-1990s. Widening Highway 25 will increase safety and relieve traffic congestion.
- **Repair potholes and roadway cracking.** Apply slurry seals and overlays.
- **Increase pedestrian and bike safety.**
- **Protect and enhance bus and paratransit services** for seniors, people with disabilities, and youth.

The local measure revenues identified for the four years of the MTIP for FFY 2020-21 to FFY 2023-24 are listed below.

Table 6: Local Measure Revenue Estimates

	\$1,000s				
Funding Source	FFY 2020/21	FFY 2021/22	FFY 2022/23	FFY 2023/24	TOTAL
Measure X	\$20,350	\$20,706	\$21,068	\$21,437	\$83,561
Measure D	\$20,000	\$20,350	\$20,706	\$21,068	\$82,124
Measure G	\$7,722	\$8,107	\$8,514	\$8,939	\$33,282

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 Draft MTIP for FFY 2020-21 to FFY 2023-24 are consistent with the 2040 MTP/SCS and EIR. The complete 2040 MTP/SCS and EIR document is available at www.ambag.org.

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.

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 October 2019 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 www.ambag.org.

The MTIP for FFY 2020-21 to FFY 2023-24 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 MTIP for FFY 2020-21 to FFY 2023-24;
- 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 MTIP for FFY 2020-21 to FFY 2023-24 to partner agencies and posted it on the following web sites for public review and comments:

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

MST – <http://www.mst.org>

SCCRTC – <http://www.sccrtc.org>

SCMTD – <http://www.scmttd.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.
- AMBAG will be conducting public hearing at the October 18, 2020, AMBAG Board of Directors meeting. Final adoption of the MTIP for FFY 2020-21 to FFY 2023-24 is scheduled at the February 10, 2020 AMBAG Board of Directors meeting. All the comments received by AMBAG will be reviewed and appropriately incorporated in the final MTIP.
- The public involvement activities and time established for public review and comments on the MTIP development process also satisfies the FTA’s Program of Projects requirements.

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 MTIP for FFY 2020-21 to FFY 2023-24 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, Active Transportation Program, Highway Bridge Program, Safe Routes to School Program and the Highway Safety Improvement Program.

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 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 MTIP for FFY 2020-21 to FFY 2023-24 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 MTIP for FFY 2020-21 to FFY 2023-24 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 and February 12, 2020.

The revised FSTIP/MTIP Formal Amendment and Administrative Modification Procedures allow the following changes to be processed through an administrative modification:

- i. Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the description of grouped project listings, as defined in 23 CFR Part 450.326 (h), if it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- iii. Revise the funding amount listed for a project or a project phase:
 - a. Additional funding to an individually listed project is limited to the lesser of 50 percent of the total project cost or \$20 million.
 - b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/MTIP prior to processing programming changes and it must be stated in the supporting documentation.
- iv. Program the Preliminary Engineering phase provided the Right of Way and/or Construction phase(s) are already programmed in the current FSTIP/MTIP and additional funding amounts stay within the limits specified in section iii.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program federal funds for advance construction conversion provided that programming capacity is available in the FSTIP/MTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/MTIP provided the MPO has adopted Expedited Project Selection Procedures (EPSPs) developed in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects provided the schedule and scope remain unchanged.
- x. Add or delete a project or projects from a grouped project listing.
- xi. Program emergency repair projects on state and local highways caused by natural disasters or catastrophic failures from external causes that are not covered by the Emergency Relief Program and exempt from air quality conformity requirements.
- xii. Re-program a project for which FHWA funds were transferred to the FTA in a prior FSTIP/MTIP cycle but has not received grant approval from the FTA. Those projects can be programmed in

the current FSTIP/MTIP through an administrative modification provided the original scope or cost remain unchanged.

- xiii. Program an FTA-funded project from the prior FSTIP/MTIP cycle into the current FSTIP/MTIP provided the original scope or cost of the project remain unchanged.
- xiv. Make minor changes to an FTA-funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20 percent or less and changing the fuel type of transit vehicles. The MPO must conduct an interagency consultation to confirm that the project scope change is deemed minor.

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 50%, or less than \$20,000,000 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 February 12, 2020.

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 Draft MTIP for FFY 2020-21 to FFY 2023-24 include:

1. Detailed project description (i.e., type of work, location, length, etc.) sufficient to identify the project or phase
2. Estimated total cost
3. Amount of Federal funds proposed to be obligated during each program year
4. Proposed source of federal and non-Federal funds
5. 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

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

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

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

PM 1: Safety

PM 2: Infrastructure Condition; Transportation Asset Management

PM 3: System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability

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

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

According to regulations and the current 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), AMBAG must collect data on project contributions to performance targets for the MTIP. MTIP projects should indicate expected contributions to safety, infrastructure condition, transit asset management, system performance and air quality in order to meet new federal and state reporting requirements.

AMBAG's Role

Under the statewide performance management framework, AMBAG is responsible for supporting Caltrans targets or setting our own regional targets. Caltrans has set statewide targets to comply with federal transportation performance measure regulations and AMBAG has adopted these targets. These targets are incorporated into AMBAG's planning processes, including in the MTIP and MTP.

MTIP Requirements

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

MTP Requirements

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

Reporting

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

Overall Goals

Federal performance management regulations include setting targets for national performance goals for safety, infrastructure condition, congestion reduction, system reliability, and air quality. The overall goal is to implement performance-based approaches to improving the transportation system throughout the nation while using consistent standards of measurement.

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 7 – Performance Measures - Road Safety

Performance Measure
Number of fatalities
Rate of fatalities per 100 million vehicle miles traveled
Number of serious injuries
Rate of serious injuries per 100 million vehicle miles traveled
Number of non-motorized fatalities and non-motorized serious injuries

For all measures: 5-year rolling average; all public roads

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 statewide targets to comply with federal transportation performance management regulations, to align with the State’s Towards Zero Deaths goal for zero traffic fatalities by 2030 and to support the State Highway Safety Plan. The targets for each performance measure are detailed in the table below.

Table 8 –Statewide Road Safety Targets (2020)

Performance Measure	Statewide Annual Reduction Targets (2018 to 2021)
Fatalities – total	2.9% reduction
Fatalities – per 100 million VMT	2.9% reduction
Serious Injuries – total	1.3% reduction
Serious Injuries – per 100 million VMT	1.3% reduction
Non-motorized fatalities + serious injuries – total	1.9% reduction in fatalities 1.3% reduction in serious injuries

Performance Based Planning in the MTIP

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

Transit Safety

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

Performance Measures – Transit Safety

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

Table 9 – Performance Measures - Transit Safety

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

Performance Targets-Transit Safety

The seven transit safety performance measures are already collected through the National Transit Database (NTD) and have been selected through rulemaking on national reporting. AMBAG coordinates on transit safety performance measures with the region’s three transit operators, Monterey-Salinas Transit (MST), Santa Cruz Metropolitan Transit District (METRO), San Benito County Local Transportation Authority (LTA). Transit agencies are required to set numerical targets each year for each transit safety measure to comply with performance management regulations. Once transit operators in the region set their targets through their Public Transportation Agency Safety Plan (PTASP), AMBAG will adopt the targets by reference

and coordinate to assure the MTIP helps to implement their transit safety plans and achieve the targets found therein.

Performance Measure Rule 2 (PM 2): Infrastructure Condition

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

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

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 10 – Performance Measures - Pavement Condition

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

Performance Targets – Pavement Conditions

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

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

Table 11 –Statewide Pavement Condition Targets (2018)

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

Performance Measures- Bridge Condition

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

Table 12 – Performance Measure- Bridge Condition

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

Performance Targets – Bridge Condition

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

Table 13 – 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%

Transit Asset Management (TAM)

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

Performance Measures - Transit Asset Management

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

Table 14 – Performance Measures – Transit Asset Management

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

Performance Targets – Transit Asset Management

Metropolitan transportation planning is performed in coordination with the region’s three transit operators, MST in Monterey County, METRO in Santa Cruz County and LTA in San Benito County. AMBAG coordinates with these transit operators to assure the MTIP facilitates implementation of their transit asset management plans. The MTIP prioritizes funding based on the condition of transit assets in order to maintain local and regional transit system in a state of good repair. AMBAG’s planning process aims to address the goals, objectives, performance measures and targets described

in each transit operator’s Transit Asset Management Plan (TAMP). AMBAG’s MTIP is consistent with the FHWA-FTA Final Rule on planning and the Transit Asset Management Final Rule.

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

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

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

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

Table 15 – Performance Measures - Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, and Environmental Sustainability

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

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

State DOTs and MPOs are required to set two- and four-year targets every four years for each reliability measure. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis. For environmental and congestion reduction performance

targets, the AMBAG region is not subject to these targets as a small urban MPO that is in air quality attainment status.

Caltrans set their targets for system performance and air quality and AMBAG has adopted relevant statewide targets. AMBAG will support the state target for reliable person-miles traveled on the non-interstate system and is exempt from implementing other performance targets in this category. The statewide targets for each performance measure are detailed in the table below.

Table 16 – 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 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 17 – Projects Contributing to Performance Measure Improvement in Draft MTIP for FFY 2020-21 to FFY 2023-24

MTIP	# of Projects Contributing to PM*	Total* Projects
Safety	70	99
Roadway & Bridge Condition	79	99
System Performance	62	99
Transit Operation & State of Good Repair	12	99

*Note: Each project may have multiple PM benefits

Performance Based Planning in the MTIP

AMBAG has adopted the State’s targets and local transit agency targets for system performance and air quality including safety, congestion reduction, transportation infrastructure, system reliability, freight movement and economic vitality, congestion reduction and environmental sustainability as required by federal regulation. AMBAG supports these targets through ongoing planning and programming efforts. The federal and state transportation performance management framework is supported in the MTIP by assuring programmed projects support these statewide performance targets.

Performance Measures Reporting

Table 18

Performance Measures	Data Source	5-Year Rolling Average Targets	Percent Reduction Targets
Total Number of motor vehicle collision fatalities	FARS	3624.8	N/A
Rate of motor vehicle collision fatalities (per 100 million VMT)	FARS & HPMS	1.044	N/A
Total number of motor vehicle collision serious injuries	SWITRS	15419.4	N/A
Rate of motor vehicle collision serious injuries (per 100 million VMT)	SWITRS & HPMS	4.423	N/A
Total number of non-motorized fatalities and serious injuries	FARS & SWITRS	4340.8	N/A

Table 19

Summary of Safety Programs and Projects

	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element	Number of Projects
Safety Projects	\$ 334,432	\$ 220,369	66%	43
Other Projects (Not Primarily for Safety)	\$ 579,893	\$ 954,606	37%	59
Total	\$ 2,914,325	\$ 1,174,975	n/a	102

Table 20

PM2: NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION	Values
Percentage of Interstate System pavement in 'Good' condition	N/A
Percentage of non-interstate NHS pavement in 'Good' condition	7.6%
Percentage of Interstate System pavement in 'Poor' condition	N/A
Percentage of non-interstate NHS pavement in 'Poor' condition	8.1%
Percentage of NHS bridges in 'Good' condition	11.1%
Percentage of NHS bridges in 'Poor' condition	0%

Table 21 – SHOPP

Category	# of projects	\$ in 4 years	\$ Total
PM 2 Projects	20	\$ 173,034	\$ 204,931

Table 22 – PM3 - National Highway System

Percent of interstate system mileage reporting reliable person-mile travel times	65.60%
Percent of non-interstate NHS mileage reporting reliable person-mile travel times	74.00%

Table 23 – PM3 - Freight Movement

Percent of interstate system mileage reporting reliable truck travel times	1.67%
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Table 24 – PM3 - CMAQ Program

Annual hours of peak hour excessive delay per capita	N/A
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	N/A