



**DRAFT Monterey Bay Region
Metropolitan Transportation Improvement Program
(MTIP)
FFY 2026-27 to FFY 2029-30**

Adoption

Prepared by: Association of Monterey Bay Area Governments
(AMBAG)
in collaboration with

Santa Cruz County Regional Transportation Commission
Transportation Agency for Monterey County
Council of San Benito County Governments
Monterey-Salinas Transit
Santa Cruz Metropolitan Transit District
California Department of Transportation

Adoption Date: September 9, 2026

MONTEREY BAY METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FFY 2026-27 to FFY 2029-30

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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 (State and federal fund source)
AMBAG	Association of Monterey Bay Area Governments (federally-designated MPO for the Monterey Bay region)
CRP	Carbon Reduction Program (federal fund source)
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)
FLH	Federal Lands Highway
FLMA	Federal Land Management Agency
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 projects (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)
IIJA	Infrastructure Investment and Jobs Act
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

MPO	Metropolitan Planning Organization (federally designated agency responsible for metropolitan planning in urbanized areas)
MST	Monterey-Salinas Transit
MTIP	Metropolitan Transportation Improvement Program (4-year short range transportation improvement program prepared by MPO)
MTP	Metropolitan Transportation Plan (at a minimum, 20-year long range transportation plan prepared by MPO)
OWP	Overall Work Program
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (federal fund source)
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)
SRTTP	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

As the designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, the Association of Monterey Bay Area Governments (AMBAG) is responsible for preparing regional transportation plans and programs for Monterey, San Benito, and Santa Cruz Counties. The Metropolitan Transportation Improvement Program (MTIP) for FFY 2026-27 to FFY 2029-30 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, 2026 through September 30, 2030. The MTIP implements the region's 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the long-range metropolitan transportation plan adopted by the AMBAG Board on June 10, 2026. The 2050 MTP/SCS was developed under the Infrastructure Investment and Jobs Act (IIJA).

The Infrastructure Investment and Jobs Act, aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The IIJA authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that fund going toward new investments and programs. Under IIJA, California is estimated to receive \$25.3 billion for federal-aid highway apportioned programs over five years, \$4.25 billion over five years through the Bridge Formula Program; \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and \$9.45 billion over five years to improve public transportation options across the state. The IIJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026.

Performance Measures

AMBAG's 2035 MTP/SCS began the process and subsequent MTP/SCS further developed and monitor performance measures for the Monterey Bay Region. These requirements, originally established under MAP-21 and continued under the FAST Act and IIJA, emphasize a performance-driven, outcome-based approach to transportation planning that enhances transparency and accountability, improved project decision making, and more efficient investment of federal, state, and local transportation funds. The FHWA and FTA 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)
- Federal Land Management Agencies (FLMAs)
- Tribal governments
- Local jurisdictions and transportation stakeholders

Projects included in this MTIP are consistent with the region's long range transportation plan, the 2050 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' 2026 State Transportation Improvement Program (STIP) and 2026 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, bridges, transit, Zero Emission Vehicles (ZEV), electric charging infrastructure and bike – ped projects.

The MTIP addresses the requirements under the Infrastructure Investment and Jobs Act (IIJA) Act, the current federal transportation authorization act.

The MTIP covers four federal fiscal years, FFY 2026-27 through FFY 2029-30, and is updated every other year.

This MTIP includes 104 transportation projects, including several region wide grouped projects for certain program categories, such as State Highway Maintenance, SHOPP, Bridge, Active Transportation, Transportation Enhancement Activities, Transit Operations and Maintenance projects, and Highway Safety.

As shown below in Table 1 the MTIP includes committed federal, state, and local funding of approximately \$1.52 billion during the 4-year MTIP period.

Table 1 – MTIP: FFY 2026-27 to FFY 2029-30 – Funding by Source

Year	Funding Source (\$ in 1,000s)			
	Local	State	Federal	Total
2026/27	\$172,153	\$288,320	\$105,738	\$566,211
2027/28	\$105,329	\$144,809	\$45,390	\$295,528
2028/29	\$210,384	\$37,486	\$38,319	\$286,189
2029/30	\$104,385	\$235,333	\$35,595	\$375,313
Total \$	\$592,251	\$705,948	\$225,042	\$1,523,241
% of Total	38.88%	46.35%	14.77%	100%

Table 2 – Distribution of the MTIP: FFY 2026-27 to FFY 2029-30 Funding by County

Amount Programmed per County (\$ in 1,000s)			
Monterey County	San Benito County	Santa Cruz County	Total
\$661,464	\$219,884	\$641,893	\$1,523,241
43.43%	14.43%	42.14 %	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	Total
52	9	43	104
50.00%	8.65%	41.35%	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 as needed. 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 **September 9, 2026**, 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 2026-27 to FFY 2029-30. 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 2026-27 to 2029-30 for **public review and comments from July 31, 2026 to August 31, 2026**. 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.scmtd.com

Written comments may be submitted to Will Condon, Associate Planner, at wcondon@ambag.org.

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

When: Wednesday, August 12, 2026, no sooner than 6:00 p.m. (PDT) during the AMBAG Board of Directors meeting

Where: Monterey Bay Air Resources District, Board Room, 3rd Floor

24580 Silver Cloud Court Monterey, CA 93940

Members of the public and non-voting members may use the following link to join the AMBAG Board of Directors meeting online:

<https://us06web.zoom.us/j/84438108078?pwd=wY9BJzN3JE2atESfMAblQQDiTD1bC3.1>

Persons who wish to address the AMBAG Board of Directors on an item to be considered at this public hearing are asked to submit comments in writing at info@ambag.org by 5:00 pm on Tuesday, August 11, 2026 or provide verbal comments during the public hearing.

The AMBAG MTIP is scheduled for adoption at the **September 9, 2026**, AMBAG Board of Directors meeting.

Chapter II: Background

The Infrastructure Investment and Jobs Act (IIJA) of 2021 reauthorized and expanded federal surface transportation programs and provides funding for fiscal years 2022 through 2026. Under IIJA, California is estimated to receive \$25.3 billion for federal-aid highway apportioned programs over five years, \$4.25 billion over five years from the Bridge Formula Program; \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and \$9.45 billion over five years to improve public transportation options across the state. The IIJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026.

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 maintains 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 IIJA, 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.



Figure 1 - AMBAG Tri-County Region of Monterey, San Benito, and Santa Cruz Counties Map

An MPO establishes the goals, policies, and investment priorities of federal transportation funds in its metropolitan planning areas through the metropolitan transportation plan and TIP (synonymous with MTIP). 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 the general public and stakeholders to comment on the plan's content. As part of public engagement, FHWA and FTA encourage MPOs to support an inclusive public participation process that seeks meaningful engagement from all communities, including historically underserved and underrepresented populations, and comply with applicable Title VI and nondiscrimination requirements. Public outreach efforts should be designed to improve access to the planning process and ensure that transportation investments and policies consider the needs of all residents.

AMBAG also develops and updates a Public Participation Plan (PPP) as required under IJIA to give more people opportunities to be involved in the transportation planning process. AMBAG's current PPP was adopted in 2023 and informs interested community members about how to engage in AMBAG's wide range of planning and funding activities.

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, programming document and project planning. Appropriate consultation is undertaken with all local and regional agencies including but not limited to Federal Land Management Agencies (FLMAs), tribal governments, and officials responsible for planning, programming, and implementing 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.

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 multi-modal 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 included 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 draft 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 2026-27 to FFY 2029-30 with Other Plans and Programs

The MTIP is consistent with and implements several other plans and programs developed regionally. These plans and programs include:

- 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), as adopted by the AMBAG Board of Directors on June 10, 2026

- 2026 State Transportation Improvement Program (STIP) Program as adopted by the California Transportation Commission (CTC)
- 2026 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 2026-27 to FFY 2029-30 contains projects that expect to be funded between October 1, 2026 and September 30, 2030 and are federally funded and/or regionally significant, and are consistent with the 2050 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 (STIP) 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 Programming and Data Management (OFPDM) 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 FHWA and FTA, the 2027 MTIP will be included in the FSTIP by reference.

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

As per the IIJA, MPOs are 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 2026-27 to FFY 2029-30, AMBAG is required to meet the following principal U.S. DOT requirements for TIP:

- The MTIP must be **financially constrained**. It must include a financial plan demonstrating the financial 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.
- Projects included in the MTIP must be consistent with the current adopted Region's MTP.
- 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 2026-27 to FFY 2029-30.
- 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 2026-27 to FFY 2029-30.
- Currently, the Monterey Bay MPO region is designated as in attainment for the federal air quality standards; therefore, the MTIP for FFY 2026-27 to FFY 2029-30 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 reasonably 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 2050 MTP/SCS as adopted by the AMBAG Board on June 10, 2026.

Appendix A summarizes a 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 2026-27 to FFY 2029-30 is financially constrained and meets the financial constraint requirement as per the IJJA.

System Preservation, Operation, and Maintenance Costs

The IJIA requires MTIP to identify costs for maintaining and operating the system of Federal-aid facilities. The MTIP includes 79 individually listed and grouped projects totaling \$1.03 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 travel demand management (TDM) 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. AMBAG's 2050 MTP/SCS provides an estimated cost of maintaining and operating the Federal-aid system over the next 20 years, which amounts to over \$7.86 billion.

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.

The California Statewide Local Streets and Roads Needs Assessment (Assessment) is a biannual report that details the conditions of the streets and roads in the state. The assessment ranks road conditions using a Pavement Condition Index (PCI) with values of zero (failed condition) to 100 (good to excellent condition). The latest update in 2023 ranks the average condition of the state's local streets and roads in the "at risk" category with a score of 65. The table below, PCI and Needs by County, shows the PCI scores, number of lane miles, and total 10- year maintenance and rehabilitation need as identified in the Assessment for the AMBAG region. The total need for the region equates to roughly over \$240 million annually over the next 10 years, which is within the range of the region's financially constrained long range transportation plan (2050 MTP) funding capacity.

Table 4: California Statewide Local Streets and Roads Needs Assessment PCI

County (Cities Included)	Center Line Miles	Lane Miles	2022 PCI	10 Year Needs (2022 \$Million)
Monterey	1,907	3,859	50	\$1,457
San Benito	492	758	38	\$343
Santa Cruz	863	1,768	54	\$603

Revenue Estimates

Table 5: Federal Revenue Estimates (in \$1,000s)

Funding Source	FFY 2026/27	FFY 2027/28	FFY 2028/29	FFY 2029/30	TOTAL
Highway Safety Improvement Program (HSIP)	\$1,898	\$1,887	\$0	\$0	\$3,785
Carbon Reduction Program (CRP)	\$1,482	\$0	\$0	\$0	\$1,482
Surface Transportation Block Grant Program (STBGP/RSTP)*	\$12,551	\$14,208	\$14,450	\$14,696	\$55,905

*STBGP/RSTP funds are exchanged for State Cash in AMBAG region

Table 6: State Revenue Estimates (in \$1,000s)

Funding Source	FFY 2026/27	FFY 2027/28	FFY 2028/29	FFY 2029/30	TOTAL
State Transportation Improvement Program (STIP)	\$7,045	\$0	\$0	\$27,628	\$34,673
Highway Bridge Program (HBP)	\$6,935	\$7,960	\$11,820	\$21,456	\$48,171

In addition to federal and state dollars, 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 (TAMC) engaged a public outreach effort to inform the public about our transportation needs, funding challenges and the self-help option. TAMC 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 Santa Cruz 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 Santa Cruz County Regional Transportation Commission (SCCRTC) has completed Measure D pre-implementation tasks including administration, fiscal, oversight and engagement activities. In addition, the SCCRTC 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 Governments 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

eight counties in the state to have an average pavement condition of below 50 at 38, 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 2026-27 to FFY 2029-30 are listed below.

Table 7: Local Measure Revenue Estimates (in \$1,000s)

Funding Source	FFY 2026/27	FFY 2027/28	FFY 2028/29	FFY 2029/30	TOTAL
Measure X	\$20,931	\$21,412	\$21,904	\$22,408	\$86,655
Measure D	\$28,254	\$28,819	\$29,395	\$29,983	\$116,452
Measure G	\$17,749	\$18,157	\$18,575	\$19,002	\$73,484

2. Consistency with the 2050 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/SCS 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 10, 2026 meeting, the AMBAG Board of Directors adopted the 2050 MTP/SCS and Environmental Impact Report (EIR) for the Monterey Bay Region. The 2050 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 adopted MTP/SCS, they become eligible for inclusion in the MTIP and FSTIP. The projects included in the Draft MTIP for FFY 2026-27 to FFY 2029-30 are consistent with the 2050 MTP/SCS . The complete 2050 MTP/SCS and EIR documents are available at www.ambag.org/plans/2050-metropolitan-transportation-plan-sustainable-communities-strategy.

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 performance-based approach, continued under current federal transportation law, IIJA, recipients of Federal-aid highway program funds and Federal transit funds must link investment priorities in the STIP and TIP to achieving performance targets.

These 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 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. IIJA 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 2050 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 2050 MTP/SCS which highlights the performance outcomes of the Plan (available at www.ambag.org/plans/2050-metropolitan-transportation-plan-sustainable-communities-strategy).

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, FLMAs, tribal governments, 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 November 2023 identifies the public involvement process in regard to the MTIP necessary to comply with federal and state legislation. The Public Participation Plan is available for review at www.ambag.org/plans/public-participation-plan.

The MTIP for FFY 2026-27 to FFY 2029-30 programs transportation improvement projects as proposed to implement the adopted 2050 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
- Federal Land Management Agencies (FLMA)
- Tribal Governments

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 2026-27 to FFY 2029-30;
- 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 2026-27 to FFY 2029-30 to partner agencies and posted it on the following web sites for wider circulation for public review and comments:

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

MST – <http://www.mst.org>

SCCRTC – <http://www.sccrtc.org>

SCMTD – <http://www.scmt.com>

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

TAMC - <https://www.tamcmonterey.org/>

- AMBAG published a notice of public review and comments period of 30 days in local and regional newspapers to solicit public inputs.
- AMBAG conducted a public hearing at the August 12, 2026 AMBAG Board of Directors meeting. Final adoption of the MTIP for FFY 2026-27 to FFY 2029-30 is scheduled at the September 9, 2026 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. Project Prioritization and Selection Process

Project selection and prioritization in the AMBAG Region generally occurs at the county level through the three Regional Transportation Planning Agencies (RTPAs): Transportation Agency for Monterey County (TAMC), Santa Cruz County Regional Transportation Commission (SCCRTC), and San Benito Council of Governments (SBtCOG), and is subsequently incorporated into the Metropolitan Transportation Improvement Program (MTIP).

For STBG/RSTP funds, all three RTPAs participate in Caltrans' Federal Apportionment Exchange Program, exchanging their federal apportionments for State funds. The RTPAs program and monitor these funds through their respective agency processes and Board-approved programs. STIP funds are programmed and monitored through the RTPAs' Regional Transportation Improvement Programs (RTIPs), which are approved by the California Transportation Commission.

Santa Cruz Regional Transportation Commission (RTC) Project Evaluation Criteria is available at the link below:

<https://sccrtc.org/wp-content/uploads/2023/08/02.-Evaluation-Criteria.pdf>

Transportation Agency for Monterey County (TAMC) Project Evaluation Criteria is available at the link below:

<https://www.tamcmonterey.org/regional-surface-transportation-program>

The Carbon Reduction Program (CRP) is the only federal funding program for which AMBAG directly conducts project selection. CRP projects are selected using criteria approved by the AMBAG Board of Directors. The approved CRP project selection criteria are available on the AMBAG Carbon Reduction Program webpage: <https://www.ambag.org/program/carbon-reduction-program>

5. Regionally Significant Projects

Regionally significant projects are transportation projects that serve important regional transportation needs and have the potential to affect regional travel patterns, transportation system performance, or regional air quality. These projects may include improvements to major highways and arterials, fixed-guideway transit facilities, and other transportation improvements that provide or enhance connections between communities, major activity centers, or other important regional destinations.

Regionally significant projects are identified through the regional transportation planning and programming process and are consistent with the adopted 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Regionally significant projects are included in the MTIP regardless of whether they receive federal funding and are subject to applicable federal transportation planning and air quality conformity requirements.

Examples of regionally significant projects programmed in the MTIP include:

- Monterey County: US 101 South of Salinas
- San Benito County: State Route 25 Expressway Conversion and State Route 25/156 Interchange Project
- Santa Cruz County: State Route 1 - Freedom to State Park Auxiliary Lanes and Bus on Shoulders

The inclusion of a project in the MTIP does not by itself indicate that the project is regionally significant. Projects are included in the MTIP based on applicable federal, State, and regional programming requirements, including federal funding eligibility and regional significance, as applicable.

6. 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 2026-27 to FFY 2029-30 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, LTA San Benito County 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, Carbon Reduction Program (CRP), and the Highway Safety Improvement Program. Caltrans Division of Local Assistance has identified 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 2026 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 2026-27 to FFY 2029-30 and concur with the Expedited Project Selection Procedures.

7. 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 2026-27 to FFY 2029-30 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 December 18, 2019.

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

- Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document;
- 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.
- 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.
- Program the Preliminary Engineering (PE) 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.
- Change source of funds.
- Change a project lead agency.
- Program federal funds for advance construction conversion provided that programming capacity is available in the FSTIP/MTIP prior to programming the conversion.
- Change the program year of funds within the current FSTIP/MTIP provided the MPO has adopted Expedited Project Selection Procedures (EPSP) developed in accordance with 23 CFR 450.
- Split or combine an individually listed project or projects provided the schedule and scope remain unchanged.
- Add or delete a project or projects from a grouped project listing.
- 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.
- 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.

- 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.
- 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 priority 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 a 10-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 IJA requires that each project listed in the Draft MTIP for FFY 2026-27 to FFY 2029-30 include:

1. Detailed project description (i.e., type of work, location, length, etc.) sufficient to identify the project or phase
2. Estimated total project 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 MTIP project listing Appendices are included in the following 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)
5. FHWA Federal Lands Highway (FLH) Projects (Appendix F)

*AMBAG does not have regionally administered federal discretionary grant-funded projects in the region

Chapter VI: Performance-Based Planning and Programming

Background

Federal rules require that the Metropolitan Transportation Improvement Program (MTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the MTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the MTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and MTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines 'State of

Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target setting process.

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scale

Transit Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Public Transit Agency Safety Plan

On April 9, 2024, the FTA published the first major update to the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was May 13, 2024. The MPO's initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the MTP/SCS.

See FTA's Public Transportation Agency Safety Program page for more information about the Notice.

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How AMBAG Addresses Each Performance Management Focus Area

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/SCS.

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.

Table 7 – Projects Contributing to Performance Measure Improvement in Draft MTIP for FFY 2026-27 to FFY 2029-30

AMBAG Draft MTIP For FFY 2026-27 to 2029-30	# of Projects Contributing to PM*	Total* Projects
Safety	52	104
Roadway & Bridge Condition	47	104
System Performance	20	104
Transit Asset Management	8	104
Transit Safety	8	104

*Note: Each project may have multiple PM benefits

Transportation Safety (PM 1)

The 2026 State safety performance measurement targets are based on 5-year rolling averages as follows: Number of Fatalities - 3,933.2; Rate of Fatalities per 100M VMT - 1.2; Number of Serious Injuries per 100M VMT- 16,016.9; Rate of Serious Injuries per 100M VMT – 5.205; and Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries - 4,402.5. AMBAG contributes to the achievement of these statewide goals by requiring all transportation agencies in the region to assure their projects meet transportation performance management goals in financial programming documents. These state performance targets are regularly updated.

The goal of this measure is to reduce traffic fatalities and serious injuries on all public roads. Caltrans set safety performance targets in September 2025 for the 2026 calendar year as shown in Table 8 below.

Table 8 – Performance Measures - Road Safety

Performance Measure	FY 2026 Target (5-Year Average)	Average Annual Reduction
Number of Fatalities	3,933.2	2.84%
Fatality Rate (per 100M VMT)	1.20	4.61%
Number of Serious Injuries	16,016.9	3.69%
Serious Injury Rate (per 100M VMT) ¹	5.205	3.69%
Number of Non-Motorized Fatalities and Serious Injuries ¹	4,402.5	2.84% (Fatalities) 3.69% (Serious Injuries)

Source: California Highway Safety Improvement Program Implementation Plan. September 2025.

Table 2.2 - Safety Performance Management Targets for 2026.

¹This target setting process is the same as 2025, but the 2025 target was based on now out-dated serious injury numbers.

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 for implementation support statewide performance targets. Approximately 50% of projects in the MTIP are primarily safety projects, with others having partial safety improvement impacts.

Safety projects programmed in the FFY 2026-27 to FFY 2029-30 MTIP are summarized below.

Table 9 – Summary of Safety Programs and Projects (\$ in \$1,000s)

	Total Project Cost	Funding in the 4- Year Element	% of Funding in the 4-Year Element	Number of Projects
Safety Projects	\$ 1,338,707	\$ 740,667	48.62%	52
Other Projects (Not Primarily for Safety)	\$ 1,201,513	\$ 782,574	51.38%	52
Total	\$ 2,540,220	\$ 1,523,241	n/a	104

Three statewide funding programs dedicated to transportation safety are employed by AMBAG including:

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments to locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed SHOPP Collision Reduction projects programmed in FY 2026-27 MTIP will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2026 SHOPP Collision Reduction Numbers (Statewide)

A total of 593 projects are included in the 2026 SHOPP. The 2026 SHOPP is valued at \$17.86 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 103 programmed safety projects totaling \$1.6 billion. The SHOPP reserves \$435 million for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

National Highway System (NHS) Pavement & Bridge Condition (PM 2)

The goal of this measure is to maintain the condition of highway and bridge infrastructure assets in a state of good repair. The pavement and bridge condition Performance Management (PM 2) targets are as follows: (1) Percentage of NHS pavement in "good" condition, (2) Percentage of NHS pavement in "poor" condition, (3) Percentage of non-NHS pavement in "good" condition, (4) Percentage of non-NHS

pavement in “poor” condition, (5) Percentage of NHS bridges in “good” condition, and (6) Percentage of NHS bridges in “poor” condition. The State has taken on the responsibility of collecting and reporting on statewide pavement and bridge condition data and provides this information to MPOs for evaluation of progress on these measures. The State provides an estimate of local pavement and bridge condition, and drafts general goals for each MPO area. AMBAG reviewed these State tools and certified our local goals to help achieve statewide targets.

Table 10 –Statewide Pavement Condition Targets (2022-3)

Performance Measure	Target
Percentage of Interstate System pavement in ‘Good’ condition	49.0%
Percentage of non-interstate NHS pavement in ‘Good’ condition	26.7%
Percentage of Interstate System pavement in ‘Poor’ condition	2.3%
Percentage of non-interstate NHS pavement in ‘Poor’ condition	7.5%
Percentage of NHS bridges in ‘Good’ condition	40.2%
Percentage of NHS bridges in ‘Poor’ condition	5.8%

AMBAG contributes to the achievement of these statewide goals by requiring all transportation agencies in the region to assure their projects meet transportation performance management goals in financial programming documents. Many of the projects programmed in the MTIP serve to improve or maintain pavement and bridge condition. Approximately 65% of projects in the MTIP will result in pavement and/or bridge improvements.

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the AMBAG region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees reported that are used on pavement improvement projects. Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)

- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for local match for federal and state funds and non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the MTIP are funded through Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California reaffirmed PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the MTIP because this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the MTIP are funded through SB 1.

Federal Funds

HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies, the Bipartisan Infrastructure Law (BIL) revises the terminology to “classified in poor condition,” from existing local highway bridges to keep the traveling public safe.¹ The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is “high-cost” bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides \$4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The MTIP lists the fund source for most SHOPP projects as “SHOPP Advance Construction.” Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2026 SHOPP has 264 Roadway Preservation projects totaling \$10 billion which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.113 – Bridge Seismic Restoration
- 201.114 – Bridge Widening
- 201.114 – Bridge Widening
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2026 SHOPP has 88 Bridge Preservation projects totaling \$3.1 billion which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Table 11 –PM 2 Projects in the FFY 2026-27 to FFY 2029-30 MTIP (\$ in 1,000s)

Category	Number of Projects	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects	17	\$627,231	\$411,034	26.98%
Bridge Condition Projects	30	\$237,591	\$92,579	6.08%
Total Pavement and Bridge Condition Projects	47	\$864,822	\$503,613	33.06%
Non-Pavement and Bridge Condition Projects	57	\$1,675,398	\$1,019,628	66.94%
Total FTIP Investments	104	\$2,540,220	\$1,523,241	100%

NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM 3)

The goals of these measures are to 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. The key system performance, freight system, congestion mitigation and air quality Performance Management (PM 3) target applicable to the AMBAG region is: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS. This measure is a Level of Travel Time

Reliability (LOTTR) metric and is required to be used by states and MPOs in assessing system performance. LOTTR is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. AMBAG has exceeded the 4-year state travel time reliability goal since goals were set in 2021 with 80% or higher reliability scores.

Table 12 - PM3 - National Highway System

Performance Measure	Target
NHS Performance	
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	84.7%

Many of the projects programmed in the MTIP serve to improve NHS performance and interstate freight movement, and future regional transportation projects are expected to contribute towards maintaining this high level of reliable person miles traveled. Approximately 21% of projects in the MTIP are expected to improve travel time reliability on the non-Interstate NHS.

The following are funding sources and programs that help fund Non-Interstate and Interstate improvement projects:

SHOPP Mobility

The SHOPP Mobility category includes following three programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (not to accommodate traffic volumes significantly larger than what the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening
- HOV Degradation Mitigation
- TSMO

201.315 – Transportation Management Systems

The primary purpose of this program is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems (TMS) reduce highway user delays, enable optimization of traffic flow, provide traveler information and safety alerts, collect information on traffic behavior and contribute to the reduction of greenhouse gas emissions. TMS facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information for system operators, system planners, and travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic signals
- Changeable message signs
- Close circuit television cameras
- Freeway ramp meters
- Traffic monitoring detection stations
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)

201.321 – Commercial Vehicle Enforcement Facilities & Weigh-in-Motion Facilities

The primary purpose of this program is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol, reducing truck related crashes or incidents and protecting our highways from premature damage. The WIM sites provide data for federally mandated data systems and special studies, design and maintenance strategies, size and weight policies, enforcement

and planning strategies, and the traffic and truck volumes publications. WIM systems are integral to the CVEF bypass program which is a public/private partnership that prescreens commercial trucks, reducing congestion at weigh stations and promotes freight mobility.

The 2026 SHOPP features 27 Mobility projects programmed totaling \$674.3 million which includes future need/contingency dollars. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$135 million in National Highway Freight Program (NHFP) funds. The NHFP is authorized under the IIJA through FFY 2026.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan (RTP). The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel Discussion

Mobility improvements included in the MTIP including auxiliary lanes. Auxiliary lanes particularly assist truck traffic by allowing improved capacity on offramps and onramps to keep entering and exiting traffic from impacting ideal operational speeds and reliability.

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). While AMBAG is not subject to the CMAQ program, AMBAG may be required to comply with CMAQ in the long term horizon.

Table 13 - Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2027 MTIP (\$ in 1,000s)

Category	Number of Projects	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	N/A	N/A	N/A	N/A
Non-Interstate Reliability Projects	20	\$1,174,562	\$542,246	35.60%
Truck Travel Time Projects	N/A	N/A	N/A	N/A
CMAQ Projects	N/A	N/A	N/A	N/A
Total PM 3 Projects	20	\$1,174,562	\$542,246	35.60%
Non-PM 3 Projects	84	\$1,365,658	\$980,995	64.40%
Total FTIP Investments	104	\$2,540,220	\$1,523,241	100%

Transit Asset Management (TAM)

The goal of this measure is to maintain the condition of public transit assets in a state of good repair. The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

Table 14- Transit Asset Management Performance Measures

<i>Transit Asset Management Performance Measures</i>		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model scale.	Stations, depots, administration, parking garages, terminals, shelters

The TAM targets provided below were produced collaboratively with transit agencies based on their agency TAM plans and local targets. In developing the targets, AMBAG reviewed and considered the various local and regional transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

This section presents the TAM performance measures and targets adopted by Monterey Salinas Transit (MST), Santa Cruz Metropolitan Transit District (METRO), and San Benito Local Transit Authority (LTA) in the AMBAG region.

Table 15 - Transit Asset Management (TAM) Targets in the AMBAG Region

Monterey Salinas Transit	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>(Pct of revenue vehicles > ULB)</i>	<i>(Pct of non-revenue vehicles > ULB)</i>	<i>(Pct of facilities < TERM scale 3)</i>	<i>(Pct of track segments with restrictions)</i>
Ea. Transit Agency/County Weighted Avg. (Bus)	44%	53%	N/A	N/A
Ea. Transit Agency/County Weighted Avg. (Rail)	N/A	N/A	N/A	N/A
Ea. Transit Agency/County Weighted Avg. (Combined Bus and Rail)	N/A	N/A	N/A	N/A
Regional Target based on Weighted Avgs. (If applicable)	39.0%	35.7%	N/A	N/A

Santa Cruz METRO	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>(Pct of revenue vehicles > ULB)</i>	<i>(Pct of non-revenue vehicles > ULB)</i>	<i>(Pct of facilities < TERM scale 3)</i>	<i>(Pct of track segments with restrictions)</i>
Ea. Transit Agency/County Weighted Avg. (Bus)	46%	54%	0%	N/A
Ea. Transit Agency/County Weighted Avg. (Rail)	N/A	N/A	N/A	N/A
Ea. Transit Agency/County Weighted Avg. (Combined Bus and Rail)	N/A	N/A	N/A	N/A
Regional Target based on Weighted Avgs. (If applicable)	39.0%	35.7%	N/A	N/A

San Benito County Express	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>(Pct of revenue vehicles > ULB)</i>	<i>(Pct of non-revenue vehicles > ULB)</i>	<i>(Pct of facilities < TERM scale 3)</i>	<i>(Pct of track segments with restrictions)</i>
Ea. Transit Agency/County Weighted Avg. (Bus)	27.00%	0%	N/A	N/A
Ea. Transit Agency/County Weighted Avg. (Rail)	N/A	N/A	N/A	N/A

Ea. Transit Agency/County Weighted Avg. (Combined Bus and Rail)	N/A	N/A	N/A	N/A
Regional Target based on Weighted Aves. (If applicable)	39.0%	35.7%	N/A	N/A

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. Many of the projects programmed in the MTIP serve to improve transit asset management. Approximately 7% of projects in the MTIP work to improve transit asset management.

The three public transportation reporting entities provided their targets to AMBAG as shown in the table above. AMBAG's regional targets are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets represent the thresholds for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance. These measures are updated regularly and will be updated as new information becomes available.

The transit operators in the AMBAG region have developed and adopted TAM plans and targets, which are available from the transit agencies. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA 5307, FTA 5339 formula funds, and FHWA flexible funds such as CMAQ and STBG). The funding and the program of projects in the MTIP will enable the transit operators to achieve their respective transit asset management performance targets.

Table 16 - Summary of Transit Asset Management Projects in the 2027 MTIP (\$ in 1,000s)

Category	Number of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	8	\$344,612	13.57%	\$128,337	8.43%
Non-Transit Asset Projects	96	\$2,195,608	86.43%	\$1,394,904	91.57%
Total FTIP Investments	104	\$2,540,220	100%	\$1,523,241	100%

Public Transportation Agency Safety Plans (PTASP)

The goal of this measure is to improve the safety of all public transportation systems, specifically in the areas of fatalities, injuries, safety events and system reliability.

The transit safety performance measures 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 achieves the targets found therein.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by transit operators in the AMBAG region.

Table 17 - Public Transportation Agency Safety Plan (PTASP) Targets (\$ in 1,000s)

Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability (Mean distance between major mechanical failures)
Rail Transit	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus Transit	0	0	1.5	4.08	0.5	0.025	38,003.5
ADA/ Para transit	0	0	2.5	6.805	0	0	55,479.5
Vans/Autos	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The MTIP includes funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bus stop improvements, crossing improvements, and similar projects. These measures are updated regularly and will be updated as new information becomes available.

Table 18 - Summary of Transit Safety Projects in the 2027 MTIP (\$ in 1,000s)

Category	Number of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	8	\$462,044	18%	\$113,903	7%
Non-Transit Safety Projects	96	\$2,078,176	82%	\$1,409,338	93%
Total FTIP Investments	104	\$2,540,220	100%	\$1,523,241	100%

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Appendix A

Financial Summary



TABLE 1: REVENUE

Association of Monterey Bay Area Governments
2027 Metropolitan Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program	4 YEAR (FTIP Period)				
	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL					
Sales Tax	\$115,944	\$118,426	\$120,962	\$123,552	\$478,885
City	\$1,989	\$2,029	\$2,069	\$2,111	\$8,198
County	\$113,955	\$116,398	\$118,893	\$121,441	\$470,687
Gas Tax	\$44,222	\$44,824	\$45,437	\$46,060	\$180,543
Gas Tax (Subventions to Cities)					
Gas Tax (Subventions to Counties)	\$44,222	\$44,824	\$45,437	\$46,060	\$180,543
Other Local Funds	\$50,383	\$52,797	\$53,811	\$54,844	\$211,835
County General Funds	\$29,749	\$30,344	\$30,951	\$31,570	\$122,614
City General Funds					
Street Taxes and Developer Fees	\$8,083	\$8,245	\$8,410	\$8,578	\$33,316
RSTP Exchange funds	\$12,551	\$14,208	\$14,450	\$14,696	\$55,905
Transit	\$9,133	\$9,316	\$9,502	\$9,692	\$37,643
Transit Fares	\$9,133	\$9,316	\$9,502	\$9,692	\$37,643
Other (See Appendix 1)	\$61,637	\$61,159	\$64,417	\$65,445	\$252,658
Local Total	\$281,319	\$286,522	\$294,129	\$299,593	\$1,161,564
REGIONAL					
Tolls					
Bridge					
Corridor					
Regional Sales Tax					
Other (See Appendix 2)					
Regional Total					
STATE					
State Highway Operation and Protection Program (SHOPP) ¹	\$99,180	\$63,559	\$23,217	\$184,308	\$370,264
SHOPP	\$38,549	\$61,509	\$20,742	\$181,833	\$302,633
SHOPP Prior	\$53,906				\$53,906
State Minor Program	\$6,725	\$2,050	\$2,475	\$2,475	\$13,725
State Transportation Improvement Program (STIP) ¹	\$7,045			\$27,628	\$34,673
STIP	\$7,045			\$27,628	\$34,673
STIP Prior					
State Bond					
Proposition 1A (High Speed Passenger Train Bond Program)					
Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
Active Transportation Program (ATP) ¹	\$16,359	\$69,772			\$86,131
Highway Maintenance (HM) Program ¹					
Highway Bridge Program (HBP) ¹	\$6,935	\$7,960	\$11,820	\$21,456	\$48,171
Road Repair and Accountability Act of 2017 (SB1)	\$81,593	\$1,088	\$1,079	\$1,071	\$84,831
Traffic Congestion Relief Program (TCRP)	\$15,742				\$15,742
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
Local Transportation Climate Adaptation Program (LTCAP)					
Other (See Appendix 3)	\$61,466	\$2,430	\$1,370	\$870	\$66,136
State Total	\$288,320	\$144,809	\$37,486	\$235,333	\$705,948
FEDERAL TRANSIT					
5307 - Urbanized Area Formula Grants	\$29,087	\$29,258	\$29,524	\$29,795	\$117,664
5309 - Fixed Guideway Capital Investment Grants					
5309b - New and Small Starts (Capital Investment Grants)					
5309c - Bus and Bus Related Grants					
5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$1,887	\$1,888	\$800	\$800	\$5,375
5311 - Formula Grants for Rural Areas	\$1,809	\$1,785	\$1,812	\$1,819	\$7,225
5311f - Intercity Bus	\$600	\$600	\$600	\$600	\$2,400
5337 - State of Good Repair Grants	\$858	\$845	\$832	\$819	\$3,354
5339 - Bus and Bus Facilities Formula Grants	\$2,668	\$2,539	\$4,751	\$1,762	\$11,720
FTA Transfer from Prior FTIP					
Other (See Appendix 4)	\$2,184				\$2,184
Federal Transit Total	\$39,093	\$36,915	\$38,319	\$35,595	\$149,922
FEDERAL HIGHWAY					
Congestion Mitigation and Air Quality (CMAQ) Improvement Program					
Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
Coordinated Border Infrastructure Program					
Federal Lands Access Program		\$6,588			\$6,588
Federal Lands Transportation Program					
GARVEE Bonds Debt Service Payments					
Highway Infrastructure Program (HIP)					
High Priority Projects (HPP) and Demo					
Highway Safety Improvement Program (HSIP)	\$1,898	\$1,887			\$3,785
National Highway Freight Program (NHFP)					
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)	\$30,000				\$30,000
Railway-Highway Crossings Program					
Recreational Trails Program					
SAFETEA-LU Safe Routes to School (SRTS)					
Surface Transportation Block Grant Program (STBGP/RSTP)					
Tribal Transportation Program					
Carbon Reduction Program (CRP)	\$1,482				\$1,482
Promoting Resilient Operations for Transformative (PROTECT)	\$33,265				\$33,265
Other (See Appendix 5)					
Federal Highway Total	\$66,645	\$8,475			\$75,120
FEDERAL RAIL					
Other Federal Railroad Administration (see Appendix 6)					
Federal Railroad Administration Total					
Federal Total	\$105,738	\$45,390	\$38,319	\$35,595	\$225,042
INNOVATIVE FINANCE					
TIFIA (Transportation Infrastructure Finance and Innovation Act)					
Other (See Appendix 7)					
Innovative Financing Total					
REVENUE TOTAL	\$675,377	\$476,721	\$369,934	\$570,521	\$2,092,554

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

Association of Monterey Bay Area Governments
2027 Metropolitan Transportation Improvement Program
(\$'s in 1,000)

Appendix 1 - Local Other					
Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Transportation Development Act/LTF	\$36,388	\$37,115	\$37,858	\$38,615	\$149,976
Misc	\$25,249	\$24,044	\$26,559	\$26,830	\$102,682
Local Other Total	\$61,637	\$61,159	\$64,417	\$65,445	\$252,658

Appendix 2 - Regional Other					
Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Regional Other Total					

Appendix 3 - State Other					
State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Affordable Housing and Sustainable Communities (AHSC)	\$1,188				\$1,188
California Heavy Duty Voucher Incentive Project	\$200	\$200	\$200	\$200	\$800
Low Carbon Transit Operations Program (LCTOP)	\$1,830	\$670	\$670	\$670	\$3,840
Parks and Water Bond Act of 2018 (Proposition 68)	\$700				\$700
SB 125 Transit Program	\$26,066	\$500			\$26,566
State Cash	\$2,600				\$2,600
Transit and Intercity Rail Capital Program (TIRCP)	\$28,882	\$1,060	\$500		\$30,442
State Other Total	\$61,466	\$2,430	\$1,370	\$870	\$66,136

Appendix 4 - Federal Transit Other					
Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
5339b-Bus and Bus Facilities Discretionary Program	\$1,152				\$1,152
5339c-Low or No Emission Vehicle Program	\$1,032				\$1,032
Federal Transit Other Total	\$2,184				\$2,184

Appendix 5 - Federal Highway Other					
Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
2023 Appropriations Earmarks	\$1,509				\$1,509
Community Project Funding/Congressionally Directed Spending	\$3,350				\$3,350
Consolidated App. Act 2024/Community Project Funding	\$3,000				\$3,000
FEMA	\$25,195				\$25,195
Safe Streets and Roads for All (SS4A) Grant Program	\$211				\$211
Federal Highway Other Total	\$33,265				\$33,265

Appendix 6 - Federal Railroad Administration Other					
Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other					
Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Innovative Other Total					

TABLE 2: PROGRAMMED

Association of Monterey Bay Area Governments
2027 Metropolitan Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program	4 YEAR (FTIP Period)				
	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Local Total	\$172,153	\$105,329	\$210,384	\$104,385	\$592,251
REGIONAL					
Tolls					
Bridge					
Corridor					
Regional Sales Tax					
Other (See Appendix A)					
Regional Total					
STATE					
State Highway Operation and Protection Program (SHOPP) ¹	\$99,180	\$63,559	\$23,217	\$184,308	\$370,264
SHOPP	\$38,549	\$61,509	\$20,742	\$181,833	\$302,633
SHOPP Prior	\$53,906				\$53,906
State Minor Program	\$6,725	\$2,050	\$2,475	\$2,475	\$13,725
State Transportation Improvement Program (STIP) ¹	\$7,045			\$27,628	\$34,673
STIP	\$7,045			\$27,628	\$34,673
STIP Prior					
State Bond					
Proposition 1A (High Speed Passenger Train Bond Program)					
Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
Active Transportation Program (ATP) ¹	\$16,359	\$69,772			\$86,131
Highway Maintenance (HM) Program ¹					
Highway Bridge Program (HBP) ¹	\$6,935	\$7,960	\$11,820	\$21,456	\$48,171
Road Repair and Accountability Act of 2017 (SB1)	\$81,593	\$1,088	\$1,079	\$1,071	\$84,831
Traffic Congestion Relief Program (TCRP)	\$15,742				\$15,742
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
Local Transportation Climate Adaptation Program (LTCAP)					
Other (See Appendix B)	\$61,466	\$2,430	\$1,370	\$870	\$66,136
State Total	\$288,320	\$144,809	\$37,486	\$235,333	\$705,948
FEDERAL TRANSIT					
5307 - Urbanized Area Formula Grants	\$29,087	\$29,258	\$29,524	\$29,795	\$117,664
5309 - Fixed Guideway Capital Investment Grants					
5309b - New and Small Starts (Capital Investment Grants)					
5309c - Bus and Bus Related Grants					
5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$1,887	\$1,888	\$800	\$800	\$5,375
5311 - Formula Grants for Rural Areas	\$1,809	\$1,785	\$1,812	\$1,819	\$7,225
5311f - Intercity Bus	\$600	\$600	\$600	\$600	\$2,400
5337 - State of Good Repair Grants	\$858	\$845	\$832	\$819	\$3,354
5339 - Bus and Bus Facilities Formula Grants	\$2,668	\$2,539	\$4,751	\$1,762	\$11,720
FTA Transfer from Prior FTIP					
Other (See Appendix C)	\$2,184				\$2,184
Federal Transit Total	\$39,093	\$36,915	\$38,319	\$35,595	\$149,922
FEDERAL HIGHWAY					
Congestion Mitigation and Air Quality (CMAQ) Improvement Program					
Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
Coordinated Border Infrastructure Program					
Federal Lands Access Program		\$6,588			\$6,588
Federal Lands Transportation Program					
GARVEE Bonds Debt Service Payments					
Highway Infrastructure Program (HIP)					
High Priority Projects (HPP) and Demo					
Highway Safety Improvement Program (HSIP)	\$1,898	\$1,887			\$3,785
National Highway Freight Program (NHFP)					
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)	\$30,000				\$30,000
Railway-Highway Crossings Program					
Recreational Trails Program					
SAFETEA-LU Safe Routes to School (SRTS)					
Surface Transportation Block Grant Program (STBGP/RSTP)					
Tribal Transportation Program					
Carbon Reduction Program (CRP)	\$1,482				\$1,482
Promoting Resilient Operations for Transformative (PROTECT)					
Other (see Appendix D)	\$33,265				\$33,265
Federal Highway Total	\$66,645	\$8,475			\$75,120
FEDERAL RAIL					
Other Federal Railroad Administration (see Appendix E)					
Federal Railroad Administration Total					
Federal Total	\$105,738	\$45,390	\$38,319	\$35,595	\$225,042
INNOVATIVE FINANCE					
TIFIA (Transportation Infrastructure Finance and Innovation Act)					
Other (See Appendix F)					
Innovative Financing Total					
PROGRAMMED TOTAL	\$566,211	\$295,528	\$286,189	\$375,313	\$1,523,241

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

Association of Monterey Bay Area Governments
2027 Metropolitan Transportation Improvement Program
(\$'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Regional Other Total					

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Affordable Housing and Sustainable Communities (AHSC)	\$1,188				\$1,188
California Heavy Duty Voucher Incentive Project	\$200	\$200	\$200	\$200	\$800
Low Carbon Transit Operations Program (LCTOP)	\$1,830	\$670	\$670	\$670	\$3,840
Parks and Water Bond Act of 2018 (Proposition 68)	\$700				\$700
SB 125 Transit Program	\$26,066	\$500			\$26,566
State Cash	\$2,600				\$2,600
Transit and Intercity Rail Capital Program (TIRCP)	\$28,882	\$1,060	\$500		\$30,442
State Other Total	\$61,466	\$2,430	\$1,370	\$870	\$66,136

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
5339b-Bus and Bus Facilities Discretionary Program	\$1,152				\$1,152
5339c-Low or No Emission Vehicle Program	\$1,032				\$1,032
Federal Transit Other Total	\$2,184				\$2,184

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
2023 Appropriations Earmarks	\$1,509				\$1,509
Community Project Funding/Congressionally Directed Spending	\$3,350				\$3,350
Consolidated App. Act 2024/Community Project Funding	\$3,000				\$3,000
FEMA	\$25,195				\$25,195
Safe Streets and Roads for All (SS4A) Grant Program	\$211				\$211
Federal Highway Other Total	\$33,265				\$33,265

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Innovative Other Total					

TABLE 3: REVENUE-PROGRAMMED

Association of Monterey Bay Area Governments
2027 Metropolitan Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program	4 YEAR (FTIP Period)				
	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL					
Local Total	\$109,166	\$181,193	\$83,745	\$195,208	\$569,313
REGIONAL					
Tolls					
Bridge					
Corridor					
Regional Sales Tax					
Other					
Regional Total					
STATE					
State Highway Operation and Protection Program (SHOPP) ¹					
SHOPP					
SHOPP Prior					
State Minor Program					
State Transportation Improvement Program (STIP) ¹					
STIP					
STIP Prior					
State Bond					
Proposition 1A (High Speed Passenger Train Bond Program)					
Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
Active Transportation Program (ATP) ¹					
Highway Maintenance (HM) Program ¹					
Highway Bridge Program (HBP) ¹					
Road Repair and Accountability Act of 2017 (SB1)					
Traffic Congestion Relief Program (TCRP)					
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
Local Transportation Climate Adaptation Program (LTCAP)					
Other					
State Total					
FEDERAL TRANSIT					
5307 - Urbanized Area Formula Grants					
5309 - Fixed Guideway Capital Investment Grants					
5309b - New and Small Starts (Capital Investment Grants)					
5309c - Bus and Bus Related Grants					
5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
5311 - Formula Grants for Rural Areas					
5311f - Intercity Bus					
5337 - State of Good Repair Grants					
5339 - Bus and Bus Facilities Formula Grants					
FTA Transfer from Prior FTIP					
Other					
Federal Transit Total					
FEDERAL HIGHWAY					
Congestion Mitigation and Air Quality (CMAQ) Improvement Program					
Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
Coordinated Border Infrastructure Program					
Federal Lands Access Program					
Federal Lands Transportation Program					
GARVEE Bonds Debt Service Payments					
Highway Infrastructure Program (HIP)					
High Priority Projects (HPP) and Demo					
Highway Safety Improvement Program (HSIP)					
National Highway Freight Program (NHFP)					
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
Railway-Highway Crossings Program					
Recreational Trails Program					
SAFETEA-LU Safe Routes to School (SRTS)					
Surface Transportation Block Grant Program (STBGP/RSTP)					
Tribal Transportation Program					
Carbon Reduction Program (CRP)					
Promoting Resilient Operations for Transformative (PROTECT)					
Other					
Federal Highway Total					
FEDERAL RAIL					
Other Federal Railroad Administration					
Federal Railroad Administration Total					
Federal Total					
INNOVATIVE FINANCE					
TIFIA (Transportation Infrastructure Finance and Innovation Act)					
Other					
Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL	\$109,166	\$181,193	\$83,745	\$195,208	\$569,313

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Appendix B

Monterey County Projects



**MTIP FFY 2026-27 to FFY 2029-30
Adoption**

MPO ID: MYC01M

CTIPS ID: 201-0000-0586

MTP ID: MON-MYC302-UM

TITLE: Carmel River Floodplain Restoration and Environmental Enhancement (CRFREE) Project

DESCRIPTION: The Carmel River Floodplain Restoration and Environmental Enhancement Project (CRFREE Project) is a comprehensive effort to improve flood control and restore native riparian habitat, floodplain habitat, and hydrologic function to a portion of the lower floodplain along along the Carmel River. Key aspects of the CRFREE Project are to: 1) Create notches in the levees along the south bank of the lower Carmel River, 2) Restore the south lower Carmel River floodplain, and 3) Build a causeway along Highway 1, restoring connectivity between the lower Carmel River Floodplain and the south arm of the Carmel Lagoon.)

Route: 1

COUNTY: Monterey County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Monterey County

PRJ MGR: Shandy Carroll

PHONE: (831) 784-5643

Dollars in Thousands

Fund Category:Federal Disc.

Fund Type:Consolidated App. Act 2024/Community Project Fund

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$3,000	\$0	\$0	\$0	\$0	\$3,000
Total:	\$0	\$3,000	\$0	\$0	\$0	\$0	\$3,000

Fund Category:Federal Disc.

Fund Type:FEMA

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$25,195	\$0	\$0	\$0	\$0	\$25,195
Total:	\$0	\$25,195	\$0	\$0	\$0	\$0	\$25,195

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$28,195	\$0	\$0	\$0	\$0	\$28,195
Total:	\$0	\$28,195	\$0	\$0	\$0	\$0	\$28,195

Total project cost estimate: \$35,000K

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: CT101M

CTIPS ID: 101-0000-0427

MTP ID: MON-CT031-CT

TITLE: US 101 South of Salinas

DESCRIPTION: In and near Chualar and Salinas, from Main Street to Airport Boulevard.

Construct safety and operational improvements.

This is the parent project of PPNO 3300A.

COUNTY: Monterey County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Meg Henry

PHONE: (805) 835-6366

Dollars in Thousands

Fund Category: RIP - Regional Improvement Program

Fund Type: STIP Advance Construction

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$9,989	\$0	\$0	\$0	\$0	\$0	\$9,989
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$9,989	\$0	\$0	\$0	\$0	\$0	\$9,989

Fund Category: Local Funds

Fund Type: Local Transportation Funds

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$440	\$0	\$0	\$0	\$0	\$0	\$440
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$440	\$0	\$0	\$0	\$0	\$0	\$440

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$10,429	\$0	\$0	\$0	\$0	\$0	\$10,429
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$10,429	\$0	\$0	\$0	\$0	\$0	\$10,429

Note: PE phase is complete and no funding is currently programmed in FFY 2026/27--2029/30.

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: CT101M-01

CTIPS ID: 101-0000-0807

MTP ID: MON-CT031-CT

TITLE: US 101 South of Salinas - Chualar Phase 1

DESCRIPTION: On US 101 in Monterey County between Chualar and Esperanza Road project post miles 76.45/78.45. The US-101 South of Salinas Project – Chualar Segment will construct a new, relocated interchange on US-101, including a grade separation over the Union Pacific Railroad (UPRR), four roundabouts, new frontage roads, and sidewalks and bicycle lanes on local and frontage roads. The new interchange will replace existing at-grade median crossings closed by the Highway 101 South of Salinas Access Management Safety Project, concentrating all traffic and freight movements at the new Chualar Interchange.

This is a child project of PPNO 3300.

COUNTY: Monterey County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Meg Henry

PHONE: (805) 835-6366

Dollars in Thousands

Fund Category: RIP - Regional Improvement Program

Fund Type: National Highway System

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$18,847	\$0	\$18,847
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$0	\$0	\$0	\$0	\$18,847	\$0	\$18,847

Fund Category: Future Need

Fund Type: Future Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$13,800	\$13,800
CON	\$0	\$0	\$0	\$0	\$0	\$109,300	\$109,300
Total:	\$0	\$0	\$0	\$0	\$0	\$123,100	\$123,100

Fund Category: Local Funds

Fund Type: Local Transportation Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$153	\$0	\$0	\$0	\$153

RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$0	\$0	\$153	\$0	\$0	\$0	\$153

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$153	\$0	\$18,847	\$0	\$19,000
RW	\$0	\$0	\$0	\$0	\$0	\$13,800	\$13,800
CON	\$0	\$0	\$0	\$0	\$0	\$109,300	\$109,300
Total:	\$0	\$0	\$153	\$0	\$18,847	\$123,100	\$142,100

Total project cost estimate: \$156,200K

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: TAM01MO

CTIPS ID: 201-0000-0552

MTP ID: MON-CT011-CT

TITLE: Scenic State Route 68 Corridor

DESCRIPTION: On State Route 68 from Josselyn Canyon Road to San Benancio Road.
Operational improvements.

This is the parent project for PPNO 1790A.

COUNTY: Monterey County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Ryan Caldera

PHONE: (805) 458-8457

Dollars in Thousands

Fund Category: RIP

Fund Type: STIP Advance Construction

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$21,703	\$0	\$0	\$0	\$0	\$0	\$21,703
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$21,703	\$0	\$0	\$0	\$0	\$0	\$21,703

Fund Category:Local Funds

Fund Type:Transportation Safety & Investment Plan-Measure X

Funding Agency: Transportation Agency for Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$640	\$0	\$0	\$0	\$0	\$0	\$640
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$640	\$0	\$0	\$0	\$0	\$0	\$640

Fund Category: Other Fed

Fund Type: Highway Infrastructure Program (HIP)

Funding Agency: Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$3,393	\$0	\$0	\$0	\$0	\$0	\$3,393
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total:	\$3,393	\$0	\$0	\$0	\$0	\$0	\$3,393
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Fund Category: State SB1

Fund Type: Road Repair and Accountability Act of 2017

Funding Agency:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$1,949	\$0	\$0	\$0	\$0	\$0	\$1,949
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$1,949	\$0	\$0	\$0	\$0	\$0	\$1,949

Fund Category: Future Need

Fund Type: Future Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$44,630	\$44,630
CON	\$0	\$0	\$0	\$0	\$0	\$77,770	\$77,770
Total:	\$0	\$0	\$0	\$0	\$0	\$122,400	\$122,400

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$27,685	\$0	\$0	\$0	\$0	\$0	\$27,685
RW	\$0	\$0	\$0	\$0	\$0	\$44,630	\$44,630
CON	\$0	\$0	\$0	\$0	\$0	\$77,770	\$77,770
Total:	\$27,685	\$0	\$0	\$0	\$0	\$122,400	\$150,085

PE phase is complete and no funding is currently programmed in FFY 2026-27--2029/30

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: TAM03MO

CTIPS ID: 201-0000-0811

MTP ID: MON-CT011-CT-2026

TITLE: Scenic State Route 68 Corridor - Phase 1

DESCRIPTION: In Monterey County, SR 68, PM 11.1 to PM 13.7: Construct Phase 1 of larger corridor project includes a 9-mile segment of SR 68. Install roundabouts at San Benancio, Corral de Tierra, and Laureles Grade intersections and two wildlife crossings.

This is a child project of PPNO 1790.

COUNTY: Monterey County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Ryan Caldera

PHONE: (805) 458-8457

Dollars in Thousands

Fund Category: RIP

Fund Type: National Hwy System

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$7,300	\$0	\$0	\$0	\$0	\$0	\$7,300
RW	\$0	\$6,149	\$0	\$0	\$0	\$0	\$6,149
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$7,300	\$6,149	\$0	\$0	\$0	\$0	\$13,449

Fund Category:Local Funds

Fund Type:Transportation Safety & Investment Plan-Measure X

Funding Agency: Transportation Agency for Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$15,570	\$0	\$0	\$0	\$0	\$15,570
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$0	\$15,570	\$0	\$0	\$0	\$0	\$15,570

Fund Category: Future Need

Fund Type: Future Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$69,600	\$69,600
Total:	\$0	\$0	\$0	\$0	\$0	\$69,600	\$69,600

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$7,300	\$0	\$0	\$0	\$0	\$0	\$7,300
RW	\$0	\$21,719	\$0	\$0	\$0	\$0	\$21,719
CON	\$0	\$0	\$0	\$0	\$0	\$69,600	\$69,600
Total:	\$7,300	\$21,719	\$0	\$0	\$0	\$69,600	\$98,619

Project Cost Estimate: \$98,619K

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: MYC023M

CTIPS ID: 201-0000-0568

MTP ID: MON-MYC307-UM

TITLE: Davis Road Bridge Replacement

DESCRIPTION: Bridge No. 44C0068, Davis Road, over Salinas River, 0.4 MI E Reservation Road.

The existing narrow two lane bridge will be replaced with a longer four-lane bridge. The new bridge will be elevated to allow year around crossing over Salinas River. High Cost Project agreement needed for this project.)

COUNTY: Monterey County

SYSTEM: Local Highway System

IMPLEMENTING AGENCY: Monterey County

Dollars in Thousands

Fund Category: Highway Bridge Program - State

Fund Type: Bridge - State (HBRR)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$4,749	\$303	\$0	\$0	\$0	\$0	\$5,052
RW	\$3,249	\$0	\$0	\$0	\$0	\$0	\$3,249
CON	\$0	\$0	\$0	\$0	\$0	\$48,401	\$48,401
Total:	\$7,998	\$303	\$0	\$0	\$0	\$48,401	\$56,702

Fund Category: Local Funds

Fund Type: Agency

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$1,187	\$76	\$0	\$0	\$0	\$0	\$1,263
RW	\$420	\$0	\$0	\$0	\$0	\$0	\$420
CON	\$6,271	\$0	\$0	\$0	\$0	\$0	\$6,271
Total:	\$7,878	\$76	\$0	\$0	\$0	\$0	\$7,954

Fund Category: Local Funds

Fund Type: Local Transportation Funds - Advance Construction

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$48,401	\$0	\$0	\$0	\$0	-\$48,401	\$0
Total:	\$48,401	\$0	\$0	\$0	\$0	-\$48,401	\$0

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$5,936	\$379	\$0	\$0	\$0	\$0	\$6,315
RW	\$3,669	\$0	\$0	\$0	\$0	\$0	\$3,669
CON	\$54,672	\$0	\$0	\$0	\$0	\$0	\$54,672
Total:	\$64,277	\$379	\$0	\$0	\$0	\$0	\$64,656

Total project cost estimate: \$96,500k

**MTIP FFY 2026-27 to FFY 2029-30
Adoption**

MPO ID: MYCG126M

CTIPS ID: 201-0000-0584

MTP ID: MON-MYC181-UM

TITLE: Pajaro to Prunedale G12 Corridor Project, Segment 6 - Phase 2

DESCRIPTION: Segment 6 is the northernmost segment of G12 that acts as the main street of Pajaro and runs adjacent to the future Pajaro/Watsonville Multimodal Train Station project site. Phase 2 is a 1.0 mile long segment extending north along Salinas Road from the junction of Salinas Road and Elkhorn Road through the unincorporated community of Pajaro, terminating at Railroad Avenue. The project will resurface the existing pavement, install wet weather enhanced pavement stripes and markings, install reflective signing, install pavement markings and signs for bicycle facility where feasible, and install dynamic speed warning signs.

COUNTY: Monterey County

SYSTEM: Local Highway System

IMPLEMENTING AGENCY: Monterey County

PRJ MGR: Chad Alinio

PHONE: (831) 755-4937

Dollars in Thousands

Fund Category: Federal Disc.

Fund Type: 2023 Appropriations Earmarks

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$302	\$0	\$0	\$0	\$0	\$0	\$302
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$1,509	\$0	\$0	\$0	\$0	\$1,509
Total:	\$302	\$1,509	\$0	\$0	\$0	\$0	\$1,811

Total project cost estimate: \$1,950K

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: MST011M

CTIPS ID: 201-0000-0592

MTP ID: MON-MST011-MST-2026

TITLE: Salinas Bus Rapid Transit

DESCRIPTION: Transit improvements will be made along W Alisal Street and E Alisal Street extending from Homestead Avenue to Williams Rd/John Street and Williams Road from E Alisal Street to Bardin Road in the City of Salinas. Transit improvements will include a combination of bus only lanes, bicycle lanes, bus stop improvements, and traffic signal upgrades.

COUNTY: Monterey County

SYSTEM: Transit System

IMPLEMENTING AGENCY: Monterey Salinas Transit

PRJ MGR: Michelle Overmeyer

PHONE: (831) 264-5877

Dollars in Thousands

Fund Category: FTA Funds

Fund Type: Bus and Bus Facilities Program - FTA 5339

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
Total:	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000
Total:	\$0	\$0	\$0	\$3,000	\$0	\$0	\$3,000

Total Project Cost Estimate: \$50,000K

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: MST016M

CTIPS ID: 201-0000-0564

MTP ID: MON-MST016-MST

TITLE: Hwy 1 Rapid Bus Corridor

DESCRIPTION: Design, build, and operate the Hwy 1 Rapid Bus Corridor (Bus Rapid Transit along Monterey Branch Line). Service will travel approximately 19.5 linear miles between Salinas and Monterey. The project will include six miles of bus-only travel using the existing right-of-way of the MBL, 29 stations, related bike and pedestrian improvements, and a Transit Signal Priority (TSP) system.

COUNTY: Monterey County

SYSTEM: Transit System

IMPLEMENTING AGENCY: Monterey Salinas Transit

PRJ MGR: Lisa Rheinheimer

PHONE: (831) 264-5874

Dollars in Thousands

Fund Category: Local Funds

Fund Type: Transportation Safety & Investment Plan -Measure X

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$9,262	\$0	\$0	\$0	\$0	\$0	\$9,262
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$12,523	\$6,044	\$0	\$0	\$0	\$0	\$18,567
Total:	\$21,785	\$6,044	\$0	\$0	\$0	\$0	\$27,829

Fund Category: FTA Funds

Fund Type: FTA5307 - Urbanized Area Formula Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$69	\$0	\$0	\$0	\$0	\$0	\$69
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$69	\$0	\$0	\$0	\$0	\$0	\$69

Fund Category: State SB1

Fund Type: Road Repair and Accountability Act of 2017

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$100	\$0	\$0	\$0	\$0	\$0	\$100
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$100	\$0	\$0	\$0	\$0	\$0	\$100

Fund Category: FTA Funds

Fund Type: Capital Investment Grants Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$22,171	\$0	\$0	\$0	\$0	\$0	\$22,171
Total:	\$22,171	\$0	\$0	\$0	\$0	\$0	\$22,171

Fund Category: FTA Funds

Fund Type: Transit Oriented Development Planning Pilot Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$405	\$0	\$0	\$0	\$0	\$0	\$405
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$405	\$0	\$0	\$0	\$0	\$0	\$405

Fund Category: Other State

Fund Type: Transit and Intercity Rail Capital Program (TIRCP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$22,500	\$2,500	\$0	\$0	\$0	\$0	\$25,000
Total:	\$22,500	\$2,500	\$0	\$0	\$0	\$0	\$25,000

Fund Category: Other State

Fund Type: State Cash

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
Total:	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500

Fund Category: Other Fed

Fund Type: Carbon Reduction Program (CRP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Total:	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000

Fund Category: Other State

Fund Type: SB 125 Transit Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$14,180	\$7,090	\$0	\$0	\$0	\$0	\$21,270
Total:	\$14,180	\$7,090	\$0	\$0	\$0	\$0	\$21,270

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$9,836	\$0	\$0	\$0	\$0	\$0	\$9,836
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$75,874	\$15,634	\$0	\$0	\$0	\$0	\$91,508
Total:	\$85,710	\$15,634	\$0	\$0	\$0	\$0	\$101,344

Total Project Cost Estimate: \$100.5 million

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: MST040M

CTIPS ID: 201-0000-0500

MTP ID: MON-MST004-MST

TITLE: Transit Infrastructure

DESCRIPTION: Purchase and install bus shelters and electronic signage, off-board fare vending machines, fleet and facility surveillance cameras, and support equipment. Repair existing, damaged shelters and equipment, and make ADA improvements as needed.

COUNTY: Monterey County

SYSTEM: Transit System

IMPLEMENTING AGENCY: Monterey Salinas Transit

PRJ MGR: MICHELLE OVERMEYER

PHONE: (831) 264-5877

Dollars in Thousands

Fund Category: FTA Funds

Fund Type: FTA5307 - Urbanized Area Formula Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,277	\$590	\$500	\$0	\$0	\$0	\$2,367
Total:	\$1,277	\$590	\$500	\$0	\$0	\$0	\$2,367

Fund Category: Local Funds

Fund Type: Agency

Funding Agency: Monterey Salinas Transit

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$3,537	\$1,300	\$1,300	\$0	\$0	\$0	\$6,137
Total:	\$3,537	\$1,300	\$1,300	\$0	\$0	\$0	\$6,137

Fund Category: Local Funds

Fund Type: Local Measure

Funding Agency: Monterey Salinas Transit

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CON	\$264	\$0	\$0	\$0	\$0	\$0	\$264
Total:	\$264	\$0	\$0	\$0	\$0	\$0	\$264

Fund Category: FTA Funds

Fund Type: Bus and Bus Facilities Program - FTA 5339

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,004	\$940	\$800	\$0	\$0	\$0	\$3,744
Total:	\$2,004	\$940	\$800	\$0	\$0	\$0	\$3,744

Fund Category: FTA Funds

Fund Type: State of Good Repair Formula Grants

Funding Agency: Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$107	\$0	\$0	\$0	\$0	\$0	\$107
Total:	\$107	\$0	\$0	\$0	\$0	\$0	\$107

Fund Category: Other State

Fund Type: Transit and Intercity Rail Capital Program (TIRCP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,136	\$560	\$560	\$0	\$0	\$0	\$2,256
Total:	\$1,136	\$560	\$560	\$0	\$0	\$0	\$2,256

Fund Category: FTA Funds

Fund Type: Bus and Bus Facilities Discretionary Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$323	\$0	\$0	\$0	\$0	\$0	\$323
Total:	\$323	\$0	\$0	\$0	\$0	\$0	\$323

Fund Category: State SB1

Fund Type: Road Repair and Accountability Act of 2017

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$67	\$0	\$0	\$0	\$0	\$0	\$67
Total:	\$67	\$0	\$0	\$0	\$0	\$0	\$67

Fund Category: State SB1 LPP

Fund Type: Local Partnership Program - Formula Distribution

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$28	\$0	\$0	\$0	\$0	\$28
Total:	\$0	\$28	\$0	\$0	\$0	\$0	\$28

Fund Category: Other State

Fund Type: Low Carbon Transit Operations Program (LCTOP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Total:	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000

Fund Category: Other State

Fund Type: SB 125 Transit Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$500	\$500	\$0	\$0	\$0	\$1,000
Total:	\$0	\$500	\$500	\$0	\$0	\$0	\$1,000

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$8,715	\$4,918	\$3,660	\$0	\$0	\$0	\$17,293
Total:	\$8,715	\$4,918	\$3,660	\$0	\$0	\$0	\$17,293

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: TAM014MO

CTIPS ID: 101-0000-0809

MTP ID: MON-TAMC014-TAMC-2026

TITLE: Pajaro/Watsonville Multimodal Station

DESCRIPTION: In the community of Pajaro in Northern Monterey County, near to the City of Watsonville in Santa Cruz County, at the intersection of Salinas Road and Lewis Road. Construct a multimodal station for rail and transit. The Transportation Agency for Monterey County ("TAMC") is the local lead agency, grantee agency, and owner of the Monterey County Rail Extension--Pajaro/Watsonville Multimodal Station Project. The Project will create a new multimodal transit station in Pajaro a community in northern Monterey County that the California Environmental Protection Agency identifies as a disadvantaged community. Pajaro is adjacent to the city of Watsonville, located in southern Santa Cruz County, Caltrain, Amtrak, Monterey-Salinas Transit (MST) and Santa Cruz Metro (METRO) would serve the station, making it a major transit hub that would have a demonstrated decrease in greenhouse gas emissions and vehicle miles traveled via growth in transit and rail ridership.

COUNTY: Monterey County

SYSTEM: Transit System

IMPLEMENTING AGENCY: Transportation Agency For Monterey County

PRJ MGR: Alissa Guther

PHONE: (831) 775-4402

Dollars in Thousands

Fund Category: RIP-Intercity Rail

Fund Type: National Hwy System

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$8,781	\$0	\$8,781
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$0	\$0	\$0	\$0	\$8,781	\$0	\$8,781

Fund Category: Other State - Environmental Enhancement & Mitigation (EEM)

Fund Type: Transit and Intercity Rail Capital Program (TIRCP)

Funding Agency: Transportation Agency for Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$11,055	\$0	\$0	\$0	\$0	\$0	\$11,055
RW	\$0	\$8,444	\$0	\$0	\$0	\$0	\$8,444
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$11,055	\$8,444	\$0	\$0	\$0	\$0	\$19,499

Fund Category: Future Need

Fund Type: Future Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$86,329	\$86,329
Total:	\$0	\$0	\$0	\$0	\$0	\$86,329	\$86,329

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$11,055	\$0	\$0	\$0	\$8,781	\$0	\$19,836
RW	\$0	\$8,444	\$0	\$0	\$0	\$0	\$8,444
CON	\$0	\$0	\$0	\$0	\$0	\$86,329	\$86,329
Total:	\$11,055	\$8,444	\$0	\$0	\$8,781	\$86,329	\$114,609

Total project cost estimate: \$135,739K

**MTIP FFY 2026-27 to FFY 2029-30
Adoption**

MPO ID: TAM017M

CTIPS ID: 201-0000-0571

MTP ID: MON-TAMC003-TAMC

TITLE: Rail Extension to Monterey County Package 2

DESCRIPTION: Rail Extension to Monterey County, Package 2 includes a layover facility and track improvements in Salinas.

COUNTY: Monterey County

SYSTEM: Transit System

IMPLEMENTING AGENCY: Transportation Agency For Monterey County

PRJ MGR: Christina Watson

PHONE: (831) 775-4406

Dollars in Thousands

Fund Category: RIP

Fund Type: Public Transportation Account

Funding Agency: Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$12,573	\$0	\$0	\$0	\$0	\$0	\$12,573
Total:	\$12,573	\$0	\$0	\$0	\$0	\$0	\$12,573

Fund Category: Other State

Fund Type: Transit and Intercity Rail Capital Program (TIRCP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$8,033	\$0	\$0	\$0	\$0	\$8,033
Total:	\$0	\$8,033	\$0	\$0	\$0	\$0	\$8,033

Fund Category: TCRP (Committed)

Fund Type: Traffic Congestion Relief Fund

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$15,742	\$0	\$0	\$0	\$0	\$15,742
Total:	\$0	\$15,742	\$0	\$0	\$0	\$0	\$15,742

Fund Category: Other State

Fund Type: State Cash

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$2,600	\$0	\$0	\$0	\$0	\$2,600
Total:	\$0	\$2,600	\$0	\$0	\$0	\$0	\$2,600

Fund Category: Local Funds

Fund Type: Local Transportation Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$2,003	\$0	\$0	\$0	\$0	\$2,003
Total:	\$0	\$2,003	\$0	\$0	\$0	\$0	\$2,003

Fund Category: Other State

Fund Type: SB 125 Transit Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$18,476	\$0	\$0	\$0	\$0	\$18,476
Total:	\$0	\$18,476	\$0	\$0	\$0	\$0	\$18,476

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$12,573	\$46,854	\$0	\$0	\$0	\$0	\$59,427
Total:	\$12,573	\$46,854	\$0	\$0	\$0	\$0	\$59,427

Total project cost estimate: \$135,900K

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: CT01MO

CTIPS ID: 201-0000-0554

MTP ID: MON-CT036-CT

TITLE: Castroville Boulevard Interchange

DESCRIPTION: In Monterey County at Castroville Boulevard from Post Mile R1.6 to 1.4. Build a new interchange at Castroville Boulevard and Highway 156).

Route: 156

PM: R1.6 / 1.4

COUNTY: Monterey County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Chad Stoehr

PHONE: (805) 550-0713

Dollars in Thousands

Fund Category:RIP Prior

Fund Type:STIP Advance Construction

Funding Agency:Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$6,200	\$0	\$0	\$0	\$0	\$0	\$6,200
RW	\$19,500	\$0	\$0	\$0	\$0	\$0	\$19,500
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$25,700	\$0	\$0	\$0	\$0	\$0	\$25,700

Fund Category:Local Funds

Fund Type:Developer Fees

Funding Agency:Transportation Agency For Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
Total:	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000

Fund Category:Demo

Fund Type:High Priority Projects Program

Funding Agency:Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$312	\$0	\$0	\$0	\$0	\$0	\$312
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$312	\$0	\$0	\$0	\$0	\$0	\$312

Fund Category:Other Fed

Fund Type:National Highway Freight Program

Funding Agency:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$48,200	\$0	\$0	\$0	\$0	\$0	\$48,200
Total:	\$48,200	\$0	\$0	\$0	\$0	\$0	\$48,200

Fund Category:Local Funds

Fund Type:Transportation Safety & Investment Plan-Measure X

Funding Agency:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$10,398	\$0	\$0	\$0	\$0	\$0	\$10,398
Total:	\$10,398	\$0	\$0	\$0	\$0	\$0	\$10,398

Fund Category:State SB1

Fund Type:Road Repair and Accountability Act of 2017

Funding Agency:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$10,300	\$0	\$0	\$0	\$0	\$0	\$10,300
Total:	\$10,300	\$0	\$0	\$0	\$0	\$0	\$10,300

Fund Category:State SB1 LPP

Fund Type: Local Partnership Program - Formula Distribution

Funding Agency:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,576	\$0	\$0	\$0	\$0	\$0	\$1,576
Total:	\$1,576	\$0	\$0	\$0	\$0	\$0	\$1,576

Fund Category: SB1 TCEP

Fund Type: Trade Corridors Enhancement Account

Funding Agency:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$32,100	\$0	\$0	\$0	\$0	\$0	\$32,100
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$32,100	\$0	\$0	\$0	\$0	\$0	\$32,100

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$6,200	\$0	\$0	\$0	\$0	\$0	\$6,200
RW	\$51,912	\$0	\$0	\$0	\$0	\$0	\$51,912
CON	\$75,474	\$0	\$0	\$0	\$0	\$0	\$75,474
Total:	\$133,586	\$0	\$0	\$0	\$0	\$0	\$133,586

No funding programmed in FFY 26/27--29/30. Informational item.

Total project cost estimate: \$126,000K

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Appendix C

San Benito County Projects



MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SB025SBC

CTIPS ID: 201-0000-0576

MTP ID: SB-CT-A44

TITLE: State Route 25 Expressway Conversion and State Route 25/156 Interchange Project

DESCRIPTION: The project proposes to construct a four-lane expressway from San Felipe Road in the City of Hollister to Hudner Lane north of State Route 156 in San Benito County, and construct an interchange at State Route 156 and State Route 25.

COUNTY: San Benito County

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Terry Thompson

PHONE: (831) 637-7665

Dollars in Thousands

Fund Category:Local Funds

Fund Type:Local Measure

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$106,000	\$0	\$0	\$106,000
Total:	\$2,500	\$0	\$0	\$106,000	\$0	\$0	\$108,500

Fund Category:State SB1 LPP

Fund Type:Local Partnership Program-Formula distribution

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$106,000	\$0	\$0	\$106,000
Total:	\$5,000	\$0	\$0	\$106,000	\$0	\$0	\$111,000

Total project cost estimate: \$120.9M

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: CT036SB

CTIPS ID: 101-0000-0043

MTP ID: SB-CT-A01

TITLE: San Benito Route 156 Improvement Project

DESCRIPTION: In San Juan Bautista, from The Alameda to 0.2 mile east of Fourth Street.

Widen to 4 lanes.

Route: 156

COUNTY: San Benito County

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Terry Thompson

PHONE: (805) 549-3620

Dollars in Thousands

Fund Category:RIP Prior

Fund Type:STIP Advance Construction

Funding Agency:Council of San Benito County Governments

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$23,899	\$0	\$0	\$0	\$0	\$0	\$23,899
Total:	\$23,899	\$0	\$0	\$0	\$0	\$0	\$23,899

Fund Category:IIP Prior

Fund Type:STIP Advance Construction

Funding Agency:Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$64,651	\$0	\$0	\$0	\$0	\$0	\$64,651
Total:	\$64,651	\$0	\$0	\$0	\$0	\$0	\$64,651

Fund Category:IIP

Fund Type:State Cash

Funding Agency:Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$12,346	\$0	\$0	\$0	\$0	\$0	\$12,346
RW	\$25,208	\$0	\$0	\$0	\$0	\$0	\$25,208
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$37,554	\$0	\$0	\$0	\$0	\$0	\$37,554

Fund Category:Local Funds

Fund Type:Traffic Impact Fees

Funding Agency:San Benito County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$9,645	\$0	\$0	\$0	\$0	\$0	\$9,645
Total:	\$9,645	\$0	\$0	\$0	\$0	\$0	\$9,645

Fund Category:Other Fed

Fund Type:Highway Infrastructure Program (HIP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$452	\$0	\$0	\$0	\$0	\$0	\$452
Total:	\$452	\$0	\$0	\$0	\$0	\$0	\$452

Fund Category:State SB1

Fund Type:Road Repair and Accountability Act of 2017

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500
Total:	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$12,346	\$0	\$0	\$0	\$0	\$0	\$12,346
RW	\$25,208	\$0	\$0	\$0	\$0	\$0	\$25,208
CON	\$101,147	\$0	\$0	\$0	\$0	\$0	\$101,147
Total:	\$138,701	\$0	\$0	\$0	\$0	\$0	\$138,701

No funding in current MTIP window, but project will be in construction into 2027. Informational listing only

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Appendix D

Santa Cruz County Projects



MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: RTC24GSC

CTIPS ID: 201-0000-0570

MTP ID: SC-RTC-24g-RTC

TITLE: State Route 1 - Freedom to State Park Auxiliary Lanes and Bus on Shoulders

DESCRIPTION: Near Aptos on Highway 1 between Freedom Blvd and State Park Dr. Construct auxiliary lanes on State Route 1 between Freedom Blvd and Rio Del Mar Blvd and Rio Del Mar and State Park Drive Interchanges, modify shoulders to allow buses to use shoulders under interchanges, construct soundwalls and retaining walls. Includes reconstruction of two bridges over Highway 1 and widening of the highway bridge over Aptos Creek/Spreckles Drive.

PM: 8.200 / 10.600

COUNTY: Santa Cruz County

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Madilyn Jacobsen

PHONE: (805) 835-6328

Dollars in Thousands

Fund Category:State SB1

Fund Type:Road Repair and Accountability Act of 2017

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$1,190	\$0	\$0	\$0	\$0	\$0	\$1,190
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$1,190	\$0	\$0	\$0	\$0	\$0	\$1,190

Fund Category:Local Funds

Fund Type:Measure D - 2016 Transportation Improvement Plan

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$16,260	\$0	\$0	\$0	\$0	\$0	\$16,260
RW	\$17,650	\$0	\$0	\$0	\$0	\$0	\$17,650
CON	\$0	\$55,175	\$0	\$0	\$0	\$0	\$55,175
Total:	\$33,910	\$55,175	\$0	\$0	\$0	\$0	\$89,085

Fund Category:RIP

Fund Type:State Cash

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$300	\$0	\$0	\$0	\$0	\$0	\$300
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$300	\$0	\$0	\$0	\$0	\$0	\$300

Fund Category: State SB1 LPP

Fund Type: Local Partnership Program - Competitive Program

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$17,750	\$0	\$0	\$0	\$0	\$17,750
Total:	\$0	\$17,750	\$0	\$0	\$0	\$0	\$17,750

Fund Category: State SB1 SCCP

Fund Type: Solution for Congested Corridors Program

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$48,252	\$0	\$0	\$0	\$0	\$48,252
Total:	\$0	\$48,252	\$0	\$0	\$0	\$0	\$48,252

Fund Category: Other Fed

Fund Type: INFRA Grants Program - Mega Grants

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000
Total:	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000

Project Total:

	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$17,750	\$0	\$0	\$0	\$0	\$0	\$17,750
RW	\$17,650	\$0	\$0	\$0	\$0	\$0	\$17,650
CON	\$0	\$151,177	\$0	\$0	\$0	\$0	\$151,177
Total:	\$35,400	\$151,177	\$0	\$0	\$0	\$0	\$186,577

Total cost estimate: \$285M

**MTIP FFY 2026-27 to FFY 2029-30
Adoption**

MPO ID: SC152CSCT

CTIPS ID: 201-0000-0585

CT Project ID: 0521000170

MTP ID: SC-CT-P61-CT

TITLE: Watsonville 152 CAPM

DESCRIPTION: In and near Watsonville, from Route 1 to 0.5 mile east of Carlton Road. Construct complete street improvements, rehabilitate pavement, rehabilitate drainage systems, replace bridge, and upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards. (Long Lead Project)

Route: 152

PM: T0.310 / 4.140

COUNTY: Santa Cruz County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Madilyn Jacobsen

PHONE: (805) 835-6328

Dollars in Thousands

Fund Category: SHOPP - Complete Streets

Fund Type: National Highway System

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$3,423	\$0	\$0	\$0	\$0	\$0	\$3,423
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$3,423	\$0	\$0	\$0	\$0	\$0	\$3,423

Fund Category: SHOPP - Future Need

Fund Type: Long Lead

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$5,387	\$0	\$0	\$0	\$5,387
RW	\$0	\$0	\$230	\$0	\$0	\$171	\$401
CON	\$0	\$0	\$0	\$0	\$0	\$36,886	\$36,886
Total:	\$0	\$0	\$5,617	\$0	\$0	\$37,057	\$42,674

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$3,423	\$0	\$5,387	\$0	\$0	\$0	\$8,810
RW	\$0	\$0	\$230	\$0	\$0	\$171	\$401
CON	\$0	\$0	\$0	\$0	\$0	\$36,886	\$36,886
Total:	\$3,423	\$0	\$5,617	\$0	\$0	\$37,057	\$46,097

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SHOPP60SC

CTIPS ID: 201-0000-0583

MTP ID: SC-CT-P60-CT

TITLE: Waterman Gap Fish Passage

DESCRIPTION: At the San Lorenzo River, in Castle Rock State Park. Replace Waterman Gap culvert with a bridge to improve fish passage. Includes federal Culvert Aquatic Organism Passage (AOP) Grant amount of \$6,000,000 (included in SHOPP-AC total). (Additional contribution of \$2,000,000 from State Parks.)

Route: 9

PM: 19.2

COUNTY: Santa Cruz County

SYSTEM: State Highway System

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Kelli Hill

PHONE: (805) 458-3162

Dollars in Thousands

Fund Category: SHOPP - Sustainability and Miscellaneous

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$3,124	\$0	\$0	\$0	\$0	\$0	\$3,124
RW	\$387	\$81	\$0	\$0	\$0	\$0	\$468
CON	\$0	\$13,561	\$0	\$0	\$0	\$0	\$13,561
Total:	\$3,511	\$13,642	\$0	\$0	\$0	\$0	\$17,153

Fund Category: Other State

Fund Type: State Park Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$300	\$0	\$0	\$0	\$0	\$0	\$300
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,700	\$0	\$0	\$0	\$0	\$0	\$1,700
Total:	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$3,424	\$0	\$0	\$0	\$0	\$0	\$3,424
RW	\$387	\$81	\$0	\$0	\$0	\$0	\$468
CON	\$1,700	\$13,561	\$0	\$0	\$0	\$0	\$15,261
Total:	\$5,511	\$13,642	\$0	\$0	\$0	\$0	\$19,153

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Appendix E

Regionwide & Grouped Projects



MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: BP01GP

CTIPS ID: 201-0000-0473

TITLE: Grouped Projects for Bicycle & Pedestrian Facilities

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities)

COUNTY: Various Counties

IMPLEMENTING AGENCY: Various Agencies

Fund Category:Local Funds

Fund Type:Agency

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$14,321	\$0	\$0	\$0	\$0	\$0	\$14,321
Total:	\$14,321	\$0	\$0	\$0	\$0	\$0	\$14,321

Fund Category:Other Fed

Fund Type:Active Transportation Program (ATP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$119,632	\$9,368	\$64,018	\$0	\$0	\$0	\$193,018
Total:	\$119,632	\$9,368	\$64,018	\$0	\$0	\$0	\$193,018

Fund Category:Local Funds

Fund Type:Transportation Safety & Investment Plan -Measure X

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$5,540	\$2,241	\$4,663	\$0	\$0	\$0	\$12,444
Total:	\$5,540	\$2,241	\$4,663	\$0	\$0	\$0	\$12,444

Fund Category:Other Fed

Fund Type:Office of Traffic Safety - Repeat Intoxicated Trans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$193	\$0	\$0	\$0	\$0	\$0	\$193
Total:	\$193	\$0	\$0	\$0	\$0	\$0	\$193

Fund Category:Other State

Fund Type:STPL State Exchange

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,835	\$142	\$0	\$0	\$0	\$0	\$1,977
Total:	\$1,835	\$142	\$0	\$0	\$0	\$0	\$1,977

Fund Category:State SB1 ATP

Fund Type:Active Transportation Program - SB1

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$16,304	\$6,991	\$5,754	\$0	\$0	\$0	\$29,049
Total:	\$16,304	\$6,991	\$5,754	\$0	\$0	\$0	\$29,049

Fund Category:Demo

Fund Type:High Priority Projects Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,200	\$0	\$0	\$0	\$0	\$0	\$1,200
Total:	\$1,200	\$0	\$0	\$0	\$0	\$0	\$1,200

Fund Category:Federal Disc.

Fund Type:FEDERAL LANDS HIGHWAYS PROGRAM

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$18,018	\$0	\$0	\$0	\$0	\$0	\$18,018
Total:	\$18,018	\$0	\$0	\$0	\$0	\$0	\$18,018

Fund Category:Local Funds

Fund Type:Measure D - 2016 Transportation Improvement Plan

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$12,557	\$0	\$0	\$0	\$0	\$0	\$12,557
Total:	\$12,557	\$0	\$0	\$0	\$0	\$0	\$12,557

Fund Category:Other State

Fund Type:Coastal Conservancy Fund

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
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PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$840	\$0	\$0	\$0	\$0	\$0	\$840
Total:	\$840	\$0	\$0	\$0	\$0	\$0	\$840

Fund Category:Local Funds

Fund Type:Local Transportation Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$11,776	\$1,799	\$845	\$0	\$0	\$0	\$14,420
Total:	\$11,776	\$1,799	\$845	\$0	\$0	\$0	\$14,420

Fund Category:Other Fed

Fund Type:Federal Lands Access Program (FLAP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$15,435	\$0	\$6,588	\$0	\$0	\$0	\$22,023
Total:	\$15,435	\$0	\$6,588	\$0	\$0	\$0	\$22,023

Fund Category:Federal Disc.

Fund Type:2022 Appropriations Earmarks

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Total:	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000

Fund Category:Federal Disc.

Fund Type:Community Development Block Grant

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$3,500	\$0	\$0	\$0	\$0	\$0	\$3,500
Total:	\$3,500	\$0	\$0	\$0	\$0	\$0	\$3,500

Fund Category:Federal Disc.

Fund Type:2023 Appropriations Earmarks

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500

Total:	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500
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Fund Category: Future Need

Fund Type: Future Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,513	\$0	\$0	\$0	\$0	\$0	\$2,513
Total:	\$2,513	\$0	\$0	\$0	\$0	\$0	\$2,513

Fund Category: Other Fed

Fund Type: Carbon Reduction Program (CRP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$864	\$1,096	\$0	\$0	\$0	\$0	\$1,960
Total:	\$864	\$1,096	\$0	\$0	\$0	\$0	\$1,960

Fund Category: RIP

Fund Type: State Cash

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$896	\$0	\$0	\$0	\$0	\$896
Total:	\$0	\$896	\$0	\$0	\$0	\$0	\$896

Fund Category: Local Funds

Fund Type: STBGP-Advance Construction

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,158	\$0	\$0	\$0	\$0	\$0	\$1,158
Total:	\$1,158	\$0	\$0	\$0	\$0	\$0	\$1,158

Fund Category: Other Fed

Fund Type: Recreational Trails Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CON	\$1,621	\$0	\$0	\$0	\$0	\$0	\$1,621
Total:	\$1,621	\$0	\$0	\$0	\$0	\$0	\$1,621

Fund Category: Federal Disc.

Fund Type: Safe Streets for All (SS4A) Grant Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$284	\$211	\$0	\$0	\$0	\$0	\$495
Total:	\$284	\$211	\$0	\$0	\$0	\$0	\$495

Fund Category: Other State

Fund Type: Parks and Water Bond Act of 2018 (Proposition 68)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$700	\$0	\$0	\$0	\$0	\$700
Total:	\$0	\$700	\$0	\$0	\$0	\$0	\$700

Fund Category: Federal Disc.

Fund Type: Community Project Funding/Congressionally Directed Spending

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$3,350	\$0	\$0	\$0	\$0	\$3,350
Total:	\$0	\$3,350	\$0	\$0	\$0	\$0	\$3,350

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$231,091	\$26,794	\$81,868	\$0	\$0	\$0	\$339,753
Total:	\$231,091	\$26,794	\$81,868	\$0	\$0	\$0	\$339,753

Appendix E: Regionwide & Grouped Projects

AMBAG MTIP: FFY 2026-27 to FFY 2029-30

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

Adoption

ATP List Dated 12/6/2024

MPO ID: BP01GP

CTIPS ID: 201-0000-0473

Implementing Agency	MTP ID	Project Title	Project Description	FY26/27-29/30*				Notes
				PE	ROW	CON	TOTAL	
Monterey County	MON-TAMC006-TAMC	Chualar Community and School Connections Through Active Transportation	Construct curb and gutter, sidewalk along identified streets and crossing enhancements, beacons, signage, ADA curb ramps and bike lane. SRTS/education activities will be provided.	\$0	\$0	\$5,529	\$5,529	\$5,529K ATP funds in FY 27/28, CON
Monterey County	MON-TAMC006-TAMC	Community and School Connections Through Active Transportation	Design and construction of 24 sidewalk improvements, 15 curb sidewalk with curb and gutter, 36 ADA ramps, cross walks, Class III Bike Lanes, and Safe Routes to School/education.	\$0	\$0	\$5,938	\$5,938	\$5,938K ATP funds in FY 27/28, CON
Salinas, City of	MON-TAMC011-TAMC	Harden Parkway Path & Safe Routes to School project	Installation of a road diet on Harden Parkway with a 2-way separated multiuse path, stormwater improvements, accessible sidewalks and crosswalk, and a roundabout at McKinnon Street	\$0	\$0	\$10,478	\$10,478	\$10,478K ATP funds in FY 27/28, CON
Salinas, City of	MON-TAMC011-TAMC	John Street/Williams Road Safe Routes to Schools Project and Programming	Construct 1 mile Class II, 0.2 mile one-way Class IV; 1 mile Class I bike lane with landscaping; Install RRFBS, curb bulbouts, high-visibility crosswalks, and ADA-compliant curb ramps.	\$0	\$0	\$6,304	\$6,304	State ATP Funds: \$550K in FFY 2026/27; \$5,754K in FFY 2027/28
Transportation Agency for Monterey County	MON-TAMC010-TAMC	Fort Ord Regional Trail and Greenway: California Avenue Segment	Construction of a 1.8 mile segment of the planned 28-mile FORTAG, including a protected intersection and bicycle and pedestrian overcrossing.	\$528	\$0	\$8,634	\$9,162	\$6,921K ATP funds in FY 26/27. \$2,241K Measure X funds in FY 26/27.
City of Sand City	MON-SYCD010-SA	Sand City Multiuse Trail and Bike Lane Improvement Project	Construction of a 1 mile multiuse trail segment to fill a gap in the Monterey Bay Coastal Recreation Trail from Playa Avenue near California Ave south to the MBCRT at Canyon Del Rey Boulevard near Roberts Lake.	\$0	\$0	\$1,096	\$1,096	CON: \$1,096K Carbon Reduction Program funds in FFY 2026/27
FHWA – Central Federal Lands	MON-TAMC010-TAMC	Fort Ord Regional Trail & Greenway – Jerry Smith Trailhead Segment	This shared use multi-use path will be 12 feet paved with 2 feet unpaved shoulders on each side for a total width of 14 feet and have a total length of 2.25 miles from Imjin Road to the Jerry Smith Trailhead of the Fort Ord National Monument.	\$0	\$0	\$11,251	\$11,251	FY 27/28, CON: \$6,588K Federal Lands Access Program; \$4,663K Measure X
Monterey County	MON-TAMC011-TAMC	San Ardo Community and School Connections Through Active Transportation	Construct curb and gutter, and side walk on one side of identified streets and corresponding pavement marking, signage and lighting. Provide Safe Routes to School activities.	\$0	\$0	\$2,292	\$2,292	\$2,292K ATP funds in FY 26/27
City of Santa Cruz	TRL-8-9a-2026	Rail Trail Segment 8 and 9	2.18 miles of Segments 8 and 9 of the Rail Trail multiuse path between Pacific Avenue in the City of Santa Cruz and 17th Ave in Santa Cruz County.	\$0	\$0	\$39,270	\$39,270	FFY 27/28 Con allocation from ATP Cycle 6
Santa Cruz, City of	SC-SC-P132-SCR	Swanton Delaware Multiuse Path	Construction of 1,980' of multiuse path, 850' of sidewalk, 2,250' of Class IV bikeway, and bike/ped intersection improvements at two locations.	\$0	\$155	\$2,803	\$2,958	\$155K ATP funds in FY 26/27, and \$2,803K ATP funds in FFY 27/28.
Santa Cruz, City of	SC-SC-P125-SCR	City of Santa Cruz Active Transportation Plan Update	This award will be used by the City of Santa Cruz to develop a comprehensive safety action plan and conduct temporary demonstration activities at up to 25 locations.	\$64	\$0	\$211	\$275	\$54A funds + local match: PE, \$64K in FFY 26-27 CON, \$211K in FFY 26/27
Watsonville, City of	SC-VAR-P10-VAR	Safe Routes to Downtown Watsonville	In Watsonville. On Rodriguez St from south of Main St to Second St; Brennan St from Palm St to 5th St; and Union St from Alexander St to Elm St. Pedestrian and bicycle improvements, including curb ramps, bulbouts, pavement markings and signage.	\$0	\$0	\$7,670	\$7,670	\$1PL State Exchange: \$142k in FFY26/27 RIP Local Roads: \$896k in FFY 26/27 Local funds: \$191k in FFY26/27 State SB1 ATP Cycle 6 Infrastructure: \$6,441k in FFY 26/27
Watsonville, City of	TRL 18L	Lee Road Trail - Phase 1	Construct pedestrian and bicycle facilities on Harkins Slough Rd from Pajaro Valley High School Driveway to Lee Road and on Lee Road from Harkins Slough Rd to Santa Cruz County Land Trust Driveway	\$0	\$0	\$2,413	\$2,413	Community Project Funding/Congressionally Directed Spending: \$1,000K, FY26/27, CON Prop 68 funds: \$700K, FY26/27, CON Local funds: \$713K, FY26/27, CON
Santa Cruz County Regional Transportation Commission (SCCRTC)	SC-VAR-P27-VAR	Boulder Creek Complete Streets Project	Construct new sidewalks, curb extensions, median islands, and other pedestrian safety and accessibility upgrades on Highway 9 and Highway 236 in Boulder Creek, California.	\$2,762	\$419	\$845	\$4,026	PE: Federal Earmarks: \$2,350K, FFY 26/27 Local: \$412K, FFY 26/27 ROW: Local: \$419K, FFY 26/27 CON: Local: \$845, FFY 27/28
TOTAL				\$3,354	\$574	\$104,734	\$108,662	

*Funds programmed before FY26/27 or after FY29/30 are outside of the 2027 FTIP period and are not shown

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: GP HBRR

CTIPS ID: 201-0000-0211

MTP ID: SC-VAR-P14-VAR

TITLE: Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

COUNTY: Various Counties

SYSTEM: Local Highway System

IMPLEMENTING AGENCY: Various Agencies

PRJ MGR: CALTRANS, DIST 5 OFFICE

PHONE: (805) 542-4606

Dollars in Thousands

Fund Category: Local HBRR

Fund Type: Highway Bridge Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$154,393	\$6,632	\$7,960	\$11,820	\$21,456	\$0	\$202,261
Total:	\$154,393	\$6,632	\$7,960	\$11,820	\$21,456	\$0	\$202,261

Fund Category: Local Funds

Fund Type: Agency

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$6,626	\$0	\$125	\$929	\$1,817	\$0	\$9,497
Total:	\$6,626	\$0	\$125	\$929	\$1,817	\$0	\$9,497

Fund Category: State Bond

Fund Type: Local Bridge Seismic Retrofit Account

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$4,989	\$0	\$0	\$0	\$0	\$0	\$4,989
Total:	\$4,989	\$0	\$0	\$0	\$0	\$0	\$4,989

Fund Category: Local Funds

Fund Type: Local Transportation Funds - Advance Construction

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	-\$9,416	-\$3,384	-\$1,524	\$0	\$0	\$0	-\$14,324
Total:	-\$9,416	-\$3,384	-\$1,524	\$0	\$0	\$0	-\$14,324

Fund Category: Federal Discretionary Funds

Fund Type: Federal Lands Highways Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$800	\$0	\$0	\$0	\$0	\$0	\$800
Total:	\$800	\$0	\$0	\$0	\$0	\$0	\$800

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$157,392	\$3,248	\$6,561	\$12,749	\$23,273	\$0	\$203,223
Total:	\$157,392	\$3,248	\$6,561	\$12,749	\$23,273	\$0	\$203,223

Appendix E: Regionwide & Grouped Projects

AMBAG MTIP: FFY 2026-27 to FFY 2029-30

Project Title: Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program

Adoption

Bridge Listing Dated 3/18/26

MPO ID: GP HBRR

CTIPS ID: 201-0000-0211

Implementing Agency	Project Title	Project Description	PE	ROW	CON	TOTAL	Notes
Santa Cruz County	BRIDGE NO. 36C0018	SWANTON RD, OVER BIG CREEK, 3 MI NW OF SR 1. Replace Bridge. Replace 2 lane bridge with 2 lane bridge. 7/9/2012: Toll Credits programmed for PE, R/W, & CON.	\$0	\$0	\$1,890	\$1,890	\$1,890K federal funds in FFY 2029/30
Santa Cruz County	BRIDGE NO. 36C0038	CONFERENCE DR, OVER EAST ZAYANTE ROAD. Scour Countermeasures 6/14/2011: Toll Credits programmed for PE, R/W, & CON.	\$0	\$20	\$323	\$343	\$20K federal funds in FFY 2027/28; \$323K federal funds in FFY 2028/29
Santa Cruz County	BRIDGE NO. 36C0063	TWO BAR RD, OVER TWO BAR CREEK, 2.7 MI E OF SR 9. Rehabilitate bridge. Widen 1-lane bridge to 2-lane bridge (non capacity increasing) 8/12/2016: Toll Credits programmed for PE, R/W, & CON. 10/19/2021: Toll credits for PE, R/W, and CON deleted. 7/21/2022: Toll Credits programmed for PE, R/W, & CON.	\$0	\$100	\$1,260	\$1,360	\$100K federal funds in FFY 2028/29; \$1,260K federal funds in FFY 2029/30
Santa Cruz County	BRIDGE NO. 36C0068	LARKSPUR ST, OVER SAN LORENZO RIVER, 0.2 MI E HIGHWAY 9. Replace 1-lane bridge with 2-lane bridge 10/1/2012: Toll Credits programmed for PE, R/W, & CON.	\$0	\$600	\$2,724	\$3,324	\$600K federal funds in FFY 2027/28; \$2,724K federal funds in FFY 2028/29
Santa Cruz County	BRIDGE NO. 36C0070	PLEASANT WAY OVER SAN LORENZO RIVER, 0.1 MI W OF SR 9. Replace 1-lane bridge with 2-lane bridge (non-capacity increasing) 9/30/2016: Toll Credits programmed for PE, R/W, & CON.	\$0	\$1,000	\$0	\$1,000	\$1,000K federal funds in FFY 2027/28
Santa Cruz County	BRIDGE NO. 36C0071	FERN DR OVER SAN LORENZO RIVER, 0.05 MI W OF SR 9. Replace 1-lane bridge with 2-lane bridge. 6/8/2011: Toll Credits programmed for PE, R/W, & CON.	\$0	\$250	\$1,848	\$2,098	\$2,098K federal funds in FFY 2027/28
Santa Cruz County	BRIDGE NO. 36C0073	EITHER WAY LANE, OVER SAN LORENZO RIVER, 0.1 MI SW OF STATE RTE 9. Replace 1-lane bridge with 2-lane bridge 6/14/2011: Toll Credits programmed for PE, R/W, & CON.	\$0	\$200	\$1,624	\$1,824	\$1,824K federal funds in FFY 2027/28
Santa Cruz County	BRIDGE NO. 36C0117	GREEN VALLEY RD OVER CASSELY CREEK TRIB NO 1, 4.1 MI N FREEDOM BLVD. Replace two-lane bridge with two-lane bridge 2/15/2011: Toll Credits programmed for PE, R/W, & CON.	\$0	\$0	\$1,652	\$1,652	\$1,652K federal funds in FFY 2026/27
Santa Cruz County	BRIDGE NO. 36C0128	RANCHO RIO AVENUE OVER NEWELL CREEK, 0.1 MI E NEWELL CREEK RD. Replace 1-lane bridge with 2-lane bridge. 6/8/2011: Toll Credits programmed for PE, R/W, & CON.	\$50	\$250	\$1,504	\$1,804	\$300K federal funds in FFY 2027/28 and \$1,504K federal funds in FFY 2028/29
Santa Cruz County	BRIDGE NO. 36C0131	LOMPICO ROAD BRIDGE AT LOMPICO CREEK REPLACE 2-LANE BRIDGE WITH 2-LANE BRIDGE : Toll Credits programmed for PE, R/W, & CON.	\$0	\$46	\$1,430	\$1,476	\$46K federal funds in FFY 2027/28; \$1,430K federal funds in FFY 2029/30
Santa Cruz County	BRIDGE NO. 36C0135	FOREST HILL DR OVER BEAR CREEK, 0.2 MI W BEAR CREEK RD. Replace 2-lane bridge with 2-lane bridge 6/8/2011: Toll Credits programmed for PE, R/W, & CON.	\$0	\$0	\$1,596	\$1,596	\$1,596K federal funds in FFY 2026/27
San Benito County	BRIDGE NO. 43C0016	PANOCH ROAD OVER TRES PINOS CREEK, 6 MI E OF SH 25. SCOUR COUNTERMEASURE	\$0	\$50	\$3,062	\$3,112	\$44K federal and \$6K local in FFY 2027/28; \$2,711K federal and \$351K local in FFY 2029/30
San Benito County	BRIDGE NO. 43C0027	PANOCH ROAD, OVER TRES PINOS CREEK, 12 MI W LITTLE PANOCH RD. Replace 1-lane Bridge with 2-lane Bridge (satisfies seismic requirement).	\$0	\$0	\$8,098	\$8,098	\$7,169K federal and \$929K local in FFY 2028/29
San Benito County	BRIDGE NO. 43C0039	ANZAR RD, OVER SAN JUAN CREEK, 0.35 MI W SAN JUAN HWY R. Replace 2-lane bridge with 2-lane bridge (no added capacity)	\$0	\$0	\$0	\$0	\$1,524K federal in FFY 2027/28 and -\$1,524K local AC in FFY 2027/28
San Benito County	BRIDGE NO. 43C0041	ROSA MORADA RD, OVER ARROYO DOS PICACHOS, 0.6 MI E FAIRVIEW RD. Replace Bridge (No added lane capacity.) 4/1/2010: Toll Credits programmed for PE, R/W, & Con.	\$0	\$0	\$0	\$0	\$3,384K federal and -\$3,384K local AC in FFY 2026/27
San Benito County	BRIDGE NO. 43C0053	ROCKS ROAD, OVER PINACATE ROCK CREEK, EAST LITTLE MERRILL RD. Replace 1-Lane Bridge with 2-Lane Bridge 4/1/2010: Toll Credits programmed for PE, R/W, & Con.	\$0	\$0	\$2,854	\$2,854	\$2,854K federal in FFY 2029/30
Monterey County	BRIDGE NO. 44C0035	GONZALES RIVER ROAD BRIDGE, OVER SALINAS RIVER : Rehabilitate Bridge - Replace Superstructure: not adding lane capacity.	\$0	\$0	\$10,652	\$10,652	\$9,430K federal and \$1,222K local in FFY 2029/30
Monterey County	BRIDGE NO. 44C0093	MONTE RD, OVER SALINAS RIVER, 0.75 MI N DEL MONTE BLVD. Standalone Paint Project.	\$0	\$0	\$2,125	\$2,125	\$1,881K federal and \$244K local funds in FFY 2029/30
Monterey County	BRIDGE NO. 44C0099	BORONDA RD OVER CARMEL RIVER, 0.5 MI S CARMEL VALLEY RD. Replace 1-lane bridge with 2-lane bridge. 9/24/2024: Toll credits used for CON.	\$0	\$60	\$0	\$60	\$53K federal funds and \$7K local funds in FFY 2027/28
Monterey County	BRIDGE NO. PM00136	Bridge Preventive Miantenance Program (BPMP) various bridges in the County of Monterey. See Caltrans Local Assistance HBP website for backup list of projects.	\$438	\$0	\$0	\$438	\$351K federal funds and \$88k local funds in FFY 2027/28
Monterey County	BRIDGE NO. PM00168	Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Salinas. See Caltrans Local Assistance HBP website for backup list of projects.	\$126	\$0	\$0	\$126	\$100K federal funds and \$25K local funds in FFY 2027/28
TOTAL			\$614	\$2,576	\$42,642	\$45,832	

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: HSIP08

CTIPS ID: 201-0000-0464

TITLE: Grouped Projects for Safety Improvements-Highway Safety Improvement Program (HSIP)

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Table 2 Exempt Projects categories: Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, Traffic control devices and operating assistance other than signalization projects, Pavement marking, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories: Intersection signalization projects at individual intersections

COUNTY: Various Counties

SYSTEM: Local Highway System

IMPLEMENTING AGENCY: Various Agencies

Dollars in Thousands

Fund Category: Other Fed

Fund Type: Highway Safety Improvement Program

Funding Agency: Federal Highway Administration (FHWA)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$10,362	\$1,898	\$1,887	\$0	\$0	\$0	\$14,147
Total:	\$10,362	\$1,898	\$1,887	\$0	\$0	\$0	\$14,147

Fund Category: Local Funds

Fund Type: Agency

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,164	\$231	\$215	\$0	\$0	\$0	\$1,610
Total:	\$1,164	\$231	\$215	\$0	\$0	\$0	\$1,610

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$11,526	\$2,129	\$2,102	\$0	\$0	\$0	\$15,757
Total:	\$11,526	\$2,129	\$2,102	\$0	\$0	\$0	\$15,757

AMBAG MTIP: FFY 2026-27 to FFY 2029-30

Grouped Project for Safety Improvement (HSIP): Back-up list

Adoption
MPO ID: HSIP08
CTIPS ID: 201-0000-0464
Backup List Dated 6/29/2026

Unique Project ID	MTP ID	Agency	Project Location	Description of Work	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2026/27	Federal Funds Programmed in 2027/28	Federal Funds Programmed in 2028/29	Federal Funds Programmed in 2029/30
H12-05-018	SC-VAR-P31-VAR	Santa Cruz	Various non-signalized intersections.	Implement daylighting and pedestrian crossing improvements.	\$215	\$45	\$0	\$1,887	\$0	\$0
H12-05-023	SC-UC-P10-UC	University of California- Santa Cruz	Hager Drive on the UCSC Campus from Coolidge Drive to East Remote Parking Lot (0.7 miles).	Install three compact roundabouts, add vertical reflectors on curves and add new delineators to create protected bike lanes.	\$231	\$180	\$1,898	\$0	\$0	\$0
Totals					\$446	\$225	\$1,898	\$1,887	\$0	\$0

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: GP TEA 24

CTIPS ID: 201-0000-0587

TITLE: Grouped Projects for Transportation Enhancement Activities

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 category - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

COUNTY: Various Counties

IMPLEMENTING AGENCY: Various Agencies

Dollars in Thousands

Fund Category: Other Fed

Fund Type: Carbon Reduction Program (CRP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$217	\$386	\$0	\$0	\$0	\$0	\$603
Total:	\$217	\$386	\$0	\$0	\$0	\$0	\$603

Fund Category: Local Funds

Fund Type: Agency

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$28	\$50	\$0	\$0	\$0	\$0	\$78
Total:	\$28	\$50	\$0	\$0	\$0	\$0	\$78

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$245	\$436	\$0	\$0	\$0	\$0	\$681
Total:	\$245	\$436	\$0	\$0	\$0	\$0	\$681

AMBAG MTIP: FFY 2026-27 to FFY 2029-30
Project Title: Grouped Projects for Transportation Enhancement Activities
Adoption
MPO ID: GP TEA 24 CTIPS ID: 201-0000-0587
MTP ID: SC-VAR-P07-VAR

SN	Implementing Agency	Project Title	Project Description	PE	ROW	CON	TOTAL	Notes
3	City of King City	King City Electric Vehicle Charging Station Project	Purchase and installation of infrastructure and equipment for 6 electric vehicle charging stations at 3 locations in King City.	\$0	\$0	\$436	\$436	CON: FFY 2026/27, \$386K Carbon Reduction Program funds and \$50K local agency funds
TOTAL				\$0	\$0	\$436	\$436	

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: GP BPR 22

CTIPS ID: 201-0000-0579

TITLE: Grouped Projects for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet (In PM10 and PM2.5 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan)

Note: Minor expansions include changing the number of transit vehicles purchased by 25% or less, and changes to the fuel type of transit vehicles. MPOs need to present the change through Interagency Consultation to confirm the change in scope is minor.

COUNTY: Various Counties

IMPLEMENTING AGENCY: Various Agencies

Dollars in Thousands

Fund Category: Other State

Fund Type: STA Transit Assist

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,100	\$0	\$0	\$0	\$0	\$0	\$2,100
Total:	\$2,100	\$0	\$0	\$0	\$0	\$0	\$2,100

Fund Category: Local Funds

Fund Type: Local Transportation Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$49,643	\$0	\$0	\$0	\$0	\$0	\$49,643
Total:	\$49,643	\$0	\$0	\$0	\$0	\$0	\$49,643

Fund Category: Local Funds

Fund Type: Measure D - 2016 Transportation Improvement Plan

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$18,723	\$0	\$0	\$0	\$0	\$0	\$18,723
Total:	\$18,723	\$0	\$0	\$0	\$0	\$0	\$18,723

Fund Category: FTA Funds

Fund Type: Bus and Bus Facilities Program - FTA 5339

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$7,081	\$1,728	\$1,739	\$1,751	\$1,762	\$0	\$14,061
Total:	\$7,081	\$1,728	\$1,739	\$1,751	\$1,762	\$0	\$14,061

Fund Category: Other State

Fund Type: Low Carbon Transit Operations Program (LCTOP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,550	\$500	\$500	\$500	\$500	\$0	\$4,550
Total:	\$2,550	\$500	\$500	\$500	\$500	\$0	\$4,550

Fund Category: Other State

Fund Type: California Heavy Duty Voucher Incentive Project (H

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$9,592	\$200	\$200	\$200	\$200	\$0	\$10,392
Total:	\$9,592	\$200	\$200	\$200	\$200	\$0	\$10,392

Fund Category: State SB1

Fund Type: Road Repair and Accountability Act of 2017

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$3,940	\$800	\$800	\$800	\$800	\$0	\$7,140
Total:	\$3,940	\$800	\$800	\$800	\$800	\$0	\$7,140

Fund Category: FTA Funds

Fund Type: FTA5307 - Urbanized Area Formula Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$8,649	\$500	\$500	\$500	\$500	\$0	\$10,649
Total:	\$8,649	\$500	\$500	\$500	\$500	\$0	\$10,649

Fund Category: State Bond

Fund Type: State and Local Partnership Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CON	\$2,114	\$0	\$0	\$0	\$0	\$0	\$2,114
Total:	\$2,114	\$0	\$0	\$0	\$0	\$0	\$2,114

Fund Category: FTA Funds

Fund Type: State of Good Repair Formula Grants

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$4,030	\$858	\$845	\$832	\$819	\$0	\$7,384
Total:	\$4,030	\$858	\$845	\$832	\$819	\$0	\$7,384

Fund Category: FTA Funds

Fund Type: FTA 5310 Elderly & Disabled

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$5,680	\$1,000	\$1,000	\$0	\$0	\$0	\$7,680
Total:	\$5,680	\$1,000	\$1,000	\$0	\$0	\$0	\$7,680

Fund Category: FTA Funds

Fund Type: Coronavirus Response and Relief Supplemental Appro

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$137	\$0	\$0	\$0	\$0	\$0	\$137
Total:	\$137	\$0	\$0	\$0	\$0	\$0	\$137

Fund Category: FTA Funds

Fund Type: Community Project Funding/CongressionallyDirected

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Total:	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000

Fund Category: FTA Funds

Fund Type: Bus and Bus Facilities Discretionary Program (Bus Program)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$36,211	\$1,152	\$0	\$0	\$0	\$0	\$37,363
Total:	\$36,211	\$1,152	\$0	\$0	\$0	\$0	\$37,363

Fund Category: Other State

Fund Type: Transit and Intercity Rail Capital Program (TIRCP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$26,065	\$0	\$0	\$0	\$0	\$0	\$26,065
Total:	\$26,065	\$0	\$0	\$0	\$0	\$0	\$26,065

Fund Category: Other Fed

Fund Type: Carbon Reduction Program (CRP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Total:	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000

Fund Category: State SB1 LPP

Fund Type: Local Partnership Program - Formula Distribution

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$288	\$288	\$279	\$271	\$0	\$1,126
Total:	\$0	\$288	\$288	\$279	\$271	\$0	\$1,126

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$182,515	\$7,026	\$5,872	\$4,862	\$4,852	\$0	\$205,127
Total:	\$182,515	\$7,026	\$5,872	\$4,862	\$4,852	\$0	\$205,127

Appendix E: Regionwide & Grouped Projects

AMBAG MTIP: FFY 2026-27 to FFY 2029-30

Project Title: Grouped Projects for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Adoption

MPO ID: GP BPR 22

CTIPS ID: 201-0000-0579

Project ID	MTP ID	Implementing Agency	Project Title	Project Description	PE	ROW	CON	TOTAL	Notes
MTD09SC	SC-MTD-P04-MTD	Santa Cruz METRO	Bus Replacement	Purchase up to 25 ZEB replacement buses for Santa Cruz County fixed-route service.	\$0	\$0	\$7,572	\$7,572	FTA 5339(a): FFY 26/27, \$828K, CON; FFY 27/28, \$839K, CON; FFY28/29, \$851K, CON; FFY29/30, \$862K, CON FTA State of Good Repair: FFY26/27, \$858K, CON; FFY27/28, \$845K, CON; FFY28/29, \$832K, CON; FFY29/30, \$819K, CON Local Partnership Program-Formula: FFY27/28, \$288K, CON; FFY28/29, \$279K, CON; FFY29/30, \$271K, CON
MTD12SC	SC-MTD-02-MTD	Santa Cruz METRO	Paratransit Vans Replacement Project	Replace up to 25 paratransit vehicles	\$0	\$0	\$1,440	\$1,440	FTA 5339(b) Discretionary Program: FFY26/27, \$1,152K Local Partnership Program: FFY 26/27, \$288K, CON
MST010M	MON-MST010-MST	Monterey-Salinas Transit	Vehicle Replacements	Vehicle Replacement Fund to purchase the following: 30 light duty cut-away gas and diesel buses, 49 medium 25-32 ft gas and diesel buses, 50 replacement full size buses including biofuel and electric propulsion types, 10 trolley buses, and 45 non-revenue support vehicles.	\$0	\$0	\$13,600	\$13,600	FTA 5339 funds: FFY 2026/27, \$900K, CON; FFY 2027/28, \$900K, CON; FFY 2028/29, \$900K, CON; FFY 2029/30, \$900K Low Carbon Transit Operations Program (LCTOP): FFY 2026/27, \$500K, CON; FFY 2027/28, \$500K, CON; FFY 2028/29, \$500K, CON; FFY 2029/30, \$500K California Heavy Duty Voucher Incentive Project: FFY 2026/27, \$200K, CON; FFY 2027/28, \$200K, CON; FFY 2028/29, \$200K, CON; FFY 2029/30, \$200K SB1 Funds: FFY 2026/27, \$800K, CON; FFY 2027/28, \$800K, CON; FFY 2028/29, \$800K, CON; FFY 2029/30, \$800K FTA 5310 funds: FFY 2026/27, \$1,000K, CON; FFY 2027/28, \$1,000K, CON; FFY 2028/29, \$500K, CON; FFY 2029/30, \$500K, CON
TOTAL					\$0	\$0	\$22,612	\$22,612	

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: GP OA 22

CTIPS ID: 201-0000-0581

TITLE: Grouped Projects for Operating Assistance to Transit Agencies

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories- Operating assistance to transit agencies.

COUNTY: Various Counties

IMPLEMENTING AGENCY: Various Agencies

Dollars in Thousands

Fund Category:FTA Funds

Fund Type:FTA5307 - Urbanized Area Formula Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$110,858	\$27,997	\$28,258	\$29,024	\$29,295	\$0	\$225,432
Total:	\$110,858	\$27,997	\$28,258	\$29,024	\$29,295	\$0	\$225,432

Fund Category:Local Funds

Fund Type:Fare Revenues

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$10,971	\$3,000	\$3,000	\$3,500	\$3,500	\$0	\$23,971
Total:	\$10,971	\$3,000	\$3,000	\$3,500	\$3,500	\$0	\$23,971

Fund Category:FTA Funds

Fund Type:FTA 5311 - Non Urbanized

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$6,940	\$1,809	\$1,785	\$1,812	\$1,819	\$0	\$14,165
Total:	\$6,940	\$1,809	\$1,785	\$1,812	\$1,819	\$0	\$14,165

Fund Category:Local Funds

Fund Type:Local Transportation Funds

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$119,419	\$30,000	\$35,000	\$40,000	\$40,000	\$0	\$264,419
Total:	\$119,419	\$30,000	\$35,000	\$40,000	\$40,000	\$0	\$264,419

Fund Category:FTA Funds

Fund Type:Intercity Bus - 5311-F

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,979	\$600	\$600	\$600	\$600	\$0	\$4,379
Total:	\$1,979	\$600	\$600	\$600	\$600	\$0	\$4,379

Fund Category: Local Funds

Fund Type: TDA

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,438	\$1,900	\$1,900	\$2,300	\$2,300	\$0	\$10,838
Total:	\$2,438	\$1,900	\$1,900	\$2,300	\$2,300	\$0	\$10,838

Fund Category:Local Funds

Fund Type:Agency

Funding Agency: Santa Cruz Metropolitan Transit District

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$197,746	\$53,006	\$55,652	\$55,655	\$56,768	\$0	\$418,827
Total:	\$197,746	\$53,006	\$55,652	\$55,655	\$56,768	\$0	\$418,827

Fund Category:FTA Funds

Fund Type:FTA 5310 Elderly & Disabilities

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$3,132	\$887	\$888	\$800	\$800	\$0	\$6,507
Total:	\$3,132	\$887	\$888	\$800	\$800	\$0	\$6,507

Fund Category:FTA Funds

Fund Type:Coronavirus Response and Relief Supplemental Appro

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$419	\$0	\$0	\$0	\$0	\$0	\$419
Total:	\$419	\$0	\$0	\$0	\$0	\$0	\$419

Fund Category: FTA Funds

Fund Type: Low or No Emission Vehicle Program - 5339(c)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,668	\$0	\$0	\$0	\$0	\$0	\$1,668
Total:	\$1,668	\$0	\$0	\$0	\$0	\$0	\$1,668

Fund Category: Other State

Fund Type: Transit and Intercity Rail Capital Program (TIRCP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$11,416	\$1,972	\$500	\$500	\$0	\$0	\$14,388
Total:	\$11,416	\$1,972	\$500	\$500	\$0	\$0	\$14,388

Fund Category: Other State

Fund Type: Low Carbon Transit Operations Program (LCTOP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$330	\$170	\$170	\$170	\$0	\$840
Total:	\$0	\$330	\$170	\$170	\$170	\$0	\$840

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$466,986	\$121,501	\$127,753	\$134,361	\$135,252	\$0	\$985,853
Total:	\$466,986	\$121,501	\$127,753	\$134,361	\$135,252	\$0	\$985,853

AMBAG MTIP: FFY 2026-27 to FFY 2029-30
Project Title: Grouped Projects for Operating Assistance to Transit Agencies
Adoption
MPO ID: GP OA 22 CTIPS ID: 201-0000-0581

12841

Project ID	MTP ID	Implementing Agency	Project Title	Project Description	PE	ROW	CON	TOTAL	Notes
MST034M	MON-MST002-MST	Monterey-Salinas Transit	Bus Operations	Bus Operations.	\$0	\$0	\$228,344	\$228,344	FTA 5307, CON: FFY 26/27, \$15,000K; FFY 27/28, \$15,000K; FFY 28/29, \$15,500K; FFY 29/30, \$15,500K Fare Revenues, CON: FFY 26/27, \$3,000K; FFY 27/28, \$3,000K; FFY 28/29, \$3,500K; FFY 29/30, \$3,500K FTA 5311, CON: FFY 26/27, \$944K; FFY 27/28, \$920K; FFY 28/29, \$940K; FFY 29/30, \$940K Local, CON: FFY 26/27, \$30,000K; FFY 27/28, \$35,000K; FFY 28/29, \$40,000K; FFY 29/30, \$40,000K FTA 5311-F, CON: FFY 26/27, \$600K; FFY 27/28, \$600K; FFY 28/29, \$600K; FFY 29/30, \$600K FTA 5310, CON: FFY 26/27, \$800K; FFY 27/28, \$800K; FFY 28/29, \$800K; FFY 29/30, \$800K
SBCT03SB	SB-LTA-A37	San Benito County Local Transportation Authority	Transit Operations	Transit Operations - San Benito County Express and Specialized Transportation Services	\$0	\$0	\$13,680	\$13,680	FTA 5311, CON: FFY 26/27, \$557K; FFY 27/28, \$550K; FFY 28/29, \$550K; FFY 29/30, \$550K TDA funds, CON: FFY 26/27, \$1900K; FFY 27/28, \$1900K; FFY 28/29, \$2300K; FFY 29/30, \$2300K LCTOP, CON: FFY 26/27, \$330K; FFY 27/28, \$170K; FFY 28/29, \$170K; FFY 29/30, \$170K FTA 5310, CON: FFY 26/27, \$87K; FFY 27/28, \$88K Local Agency Funds, CON: FFY 26/27, \$135K; FFY 27/28, \$138K; FFY 28/29, \$141K; FFY 29/30, \$144K TIRCP, CON: FFY 26/27, \$500K; FFY 27/28, \$500K; FFY 28/29, \$500K
MTD06SC	SC-MTD-P10-MTD	Santa Cruz Metropolitan Transit District	Operating Assistance	Operating Assistance	\$0	\$0	\$276,843	\$276,843	FTA 5307, CON: FFY 26/27, \$12,997K; FFY 27/28, \$13,258K; FFY 28/29, \$13,524K; FFY 29/30, \$13,795K FTA 5311, CON: FFY 26/27, \$308K; FFY 27/28, \$315K; FFY 28/29, \$322K; FFY 29/30, \$329K TIRCP, CON: FFY 26/27, \$1,472K Local Agency Funds, CON: FFY 26/27, \$52,871K; FFY 27/28, \$55,514K; FFY 28/29, \$55,514K; FFY 29/30, \$56,624K
TOTAL					\$0	\$0	\$518,867	\$518,867	

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: GP RRTB22

CTIPS ID: 201-0000-0578

TITLE: Grouped Projects for Reconstruction or Renovation of Transit Buildings and Structures

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

(Non-capacity increasing)

COUNTY: Various Counties

IMPLEMENTING AGENCY: Various Agencies

Dollars in Thousands

Fund Category: FTA Funds

Fund Type: Bus and Bus Facilities Program - FTA 5339

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$4,540	\$0	\$0	\$0	\$0	\$0	\$4,540
Total:	\$4,540	\$0	\$0	\$0	\$0	\$0	\$4,540

Fund Category: Local Funds

Fund Type: Agency

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$13,550	\$0	\$0	\$0	\$0	\$0	\$13,550
Total:	\$13,550	\$0	\$0	\$0	\$0	\$0	\$13,550

Fund Category: State SB1

Fund Type: Road Repair and Accountability Act of 2017

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$600	\$0	\$0	\$0	\$0	\$0	\$600
Total:	\$600	\$0	\$0	\$0	\$0	\$0	\$600

Fund Category: FTA Funds

Fund Type: Project Funding/Congressionally Directed

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CON	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Total:	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000

Fund Category: Local Funds

Fund Type: Transportation Safety & Investment Plan - Measure X

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,500	\$3,000	\$4,000	\$2,000	\$0	\$0	\$11,500
Total:	\$2,500	\$3,000	\$4,000	\$2,000	\$0	\$0	\$11,500

Fund Category: Other State

Fund Type: Transit and Intercity Rail Capital Program (TIRCP)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$10,292	\$7,373	\$0	\$0	\$0	\$0	\$17,665
Total:	\$10,292	\$7,373	\$0	\$0	\$0	\$0	\$17,665

Fund Category: FTA Funds

Fund Type: Low or No Emission Vehicle Program - 5339(c)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$450	\$1,032	\$0	\$0	\$0	\$0	\$1,482
Total:	\$450	\$1,032	\$0	\$0	\$0	\$0	\$1,482

Fund Category: Local Funds

Fund Type: Measure D - 2016 Transportation Improvement Plan

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$500	\$0	\$0	\$0	\$0	\$0	\$500
Total:	\$500	\$0	\$0	\$0	\$0	\$0	\$500

Fund Category: SB1 SCCP

Fund Type: Solution for Congested Corridors Program

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$13,836	\$0	\$0	\$0	\$0	\$13,836
Total:	\$0	\$13,836	\$0	\$0	\$0	\$0	\$13,836

Fund Category: SB1 LPP

Fund Type:Local Partnership Program-Formula Distribution

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$639	\$0	\$0	\$0	\$0	\$639
Total:	\$0	\$639	\$0	\$0	\$0	\$0	\$639

Fund Category: Other State

Fund Type:Affordable Housing and Sustainable Communities

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$1,188	\$0	\$0	\$0	\$0	\$1,188
Total:	\$0	\$1,188	\$0	\$0	\$0	\$0	\$1,188

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$33,432	\$27,068	\$4,000	\$2,000	\$0	\$0	\$66,500
Total:	\$33,432	\$27,068	\$4,000	\$2,000	\$0	\$0	\$66,500

AMBAG MTIP: FFY 2026-27 to FFY 2029-30

Project Title: Grouped Projects for Reconstruction or Renovation of Transit Buildings and Structures
Adoption

IMPO ID: GP RRTB22

CTIPS ID: 201-0000-0578

SN	MTP ID	Implementing Agency	Project Title	Project Description	PE	ROW	CON	TOTAL	Notes
1	SC-MTD-P36-MTD	Santa Cruz METRO	METRO Facilities Expansion and Rehabilitation	Purchase 3 non-revenue support vehicles for operations and 2 for fleet maintenance, installation of intelligent transportation systems such as radio and data communications, upgrade and renovate fixed facilities, installation of safety infrastructure and equipment replacement, including the Local Roadway Rapid Bus Improvements; Acquisition, design, environmental, and construction of new Bus Operations and Maintenance Facility in South County	\$0	\$0	\$23,036	\$23,036	TIRCP-Formula: FFY26/27, \$2,793K, CON TIRCP: FFY26/27, \$4,580K, CON Solution for Congested Corridors Program: FFY26/27, \$13,836K, CON Local Partnership Program-Formula: FFY26/27, \$639K, CON Affordable Housing & Sustainable Communities: FFY 26/27, \$1,188K, CON
2	MON-MST009-MST	Monterey-Salinas Transit	MST Facilities Expansion and Rehabilitation	Design, fixed-facility analysis, environmental review, acquire land, construct, rehabilitate and/or purchase administrative, operations, and maintenance facilities and infrastructure upgrades.	\$9,000	\$0	\$1,032	\$10,032	Measure X funds: FFY 2026/27, \$3,000K, PE; FFY 2027/28, \$4,000K, PE; FFY 2028/29, \$2,000K, PE FTA 5339(c): FFY 2026/27, \$1,032K, CON
TOTAL					\$9,000	\$0	\$24,068	\$33,068	

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SHOPP1

CTIPS ID: 201-0000-0451

MTP IDs: MON-CT040-CT, SB-CT-A43, SC-CT-P45-CT

TITLE: Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
Projects are consistent with 40CFR Part 93.127 Table 3 Exempt Projects categories: Intersection signalization projects at individual intersections

COUNTY: Various Counties

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Lindsay Leichtfuss

PHONE: (805) 835-6397

Dollars in Thousands

Fund Category:SHOPP - Collision Reduction

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$136,869	\$5,894	\$0	\$0	\$2,849	\$0	\$145,612
Total:	\$136,869	\$5,894	\$0	\$0	\$2,849	\$0	\$145,612

Fund Category:SHOPP - Prior

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$41,612	\$18,411	\$0	\$0	\$0	\$0	\$60,023
Total:	\$41,612	\$18,411	\$0	\$0	\$0	\$0	\$60,023

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$178,481	\$24,305	\$0	\$0	\$2,849	\$0	\$205,635

Total:	\$178,481	\$24,305	\$0	\$0	\$2,849	\$0	\$205,635
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AMBAG MTIP: FFY 2026-27 to 2029-2030

Grouped Projects for Safety Improvements -SHOPP Collision Reductions Program - Back-Up List

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
Projects are consistent with 40CFR Part 93.127 Table 3
Exempt Projects categories: Intersection signalization projects at individual intersections

Adoption

MPO ID: SHOPP1						CTIPS ID: 201-0000-0451				\$ x 1000		
Prg Yr	Prg Code	CO	EA	PPNO	ROUTE	DESCRIPTION	Prior	PE	RW	CON	TOTAL (new)	
25/26	201.010	SCR	1Q150	3105	152	In Watsonville, from Freedom Boulevard to Beck Street. Construct bulbouts and high visibility crosswalks and upgrade a pedestrian beacon.	\$1,926	\$1,896	\$342	\$6,993	\$9,231	
26/27	201.112	MON	1Q140	3104	1	Near Carmel-by the-Sea, at Rocky Creek Bridge No. 44-0036. Replace bridge rail, overlay bridge deck, and replace bridge approach railing.	\$1,221	\$1,197	\$50	\$0	\$1,247	
29/30								\$0	\$37	\$2,812	\$2,849	
24/25	201.010	MON	1S590	3253	101	Near Chualar and Salinas, from 0.2 mile south of Main Street to 0.9 mile south of Airport Boulevard. Remove at-grade median openings to reduce the frequency and severity of collisions involving crossing and left-turn movements.	\$0	\$1,572	\$527	\$0	\$2,099	
25/26								\$0	\$149	\$6,932	\$7,081	
26/27	201.010	SBt	1R540	3204	25	Near Hollister, from 0.1 mile north to 1.0 mile north of Santa Ana Road. Install median barrier, pavement surface treatment, and drainage system.	\$1,490	\$0	\$10	\$4,637	\$4,647	
TOTAL							\$4,637	\$4,665	\$1,115	\$21,374	\$27,154	

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SHOPP3

CTIPS ID: 201-0000-0529

MTP IDs: MON-CT040-CT, SB-CT-A43, SC-CT-P45-CT

TITLE: Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements of reconstructing bridges (no additional travel lanes).

COUNTY: Various Counties

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Lindsay Leichtfuss

PHONE: (805) 835-6397

Dollars in Thousands

Fund Category:SHOPP - Bridge Preservation

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$154,406	\$0	\$4,407	\$10,984	\$10,693	\$0	\$180,490
Total:	\$154,406	\$0	\$4,407	\$10,984	\$10,693	\$0	\$180,490

Fund Category:SHOPP - Prior

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$28,068	\$14,192	\$0	\$0	\$0	\$0	\$42,260
Total:	\$28,068	\$14,192	\$0	\$0	\$0	\$0	\$42,260

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$182,474	\$14,192	\$4,407	\$10,984	\$10,693	\$0	\$222,750
Total:	\$182,474	\$14,192	\$4,407	\$10,984	\$10,693	\$0	\$222,750

AMBAG MTIP: FFY 2026-27 to 2029-2030

Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program - Back-Up List

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Adoption

MPO ID: SHOPP3						CTIPS ID: 201-0000-0529		\$ x 1000				
Prg Yr	Prg Code	CO	EA	PPNO	ROUTE	DESCRIPTION	Prior	PE	RW	CON	TOTAL (new)	
28/29	201.112	MON	1H490	2656	1	In Monterey County near Big Sur, at the Castro Canyon Bridge No. 44-0035. Upgrade bridge railing and approach railings to meet current standards.	\$790	\$0	\$90	\$7,262	\$7,352	
27/28	201.112	MON	1H800	2696	1	Near Carmel-by-the-Sea, at the Garrapata Creek Bridge No. 44-0018. Replace bridge railing to meet current traffic safety standards.	\$2,600	\$1,588	\$518	\$0	\$2,106	
29/30								\$0	\$1,000	\$9,693	\$10,693	
28/29	201.112	MON	1F510	2524	1	Near Lucia from 0.1 mile south to 0.2 mile north of Limekiln Creek Bridge No. 44-0058. Replace bridge. (G13 Contingency)	\$10,300	\$0	\$3,632	\$0	\$3,632	
25/26	201.11	MON	1K880	2904	101	Near Bradley, Nacimiento and San Miguel, from south of East Garrison Overcrossing to Jolon Road. Replace San Antonio River Bridge No. 44-0141R and North Bradley Undercrossing No. 44-0142L, rehabilitate pavement, reconstruct guardrail and drainage systems, and replace Transportation Management System (TMS) elements and signs.	\$0	\$8,972	\$690	\$0	\$9,662	
27/28	201.110	SCR	1H471	2655Y	9	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 and Kings Creek Bridge No. 36-0054 (PM 15.49). Landscape mitigation and biological monitoring for parent project EA 1H470.	\$543	\$0	\$300	\$2,001	\$2,301	
22/23	201.110	SCR	1M720	3137	1	Near Davenport, at Scotts Creek Bridge No. 36-0031. Replace bridge. (Long Lead Project)	\$0	\$4,530	\$0	\$0	\$4,530	
Total							\$14,233	\$15,090	\$6,230	\$18,956	\$40,276	

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SHOPP4

CTIPS ID: 201-0000-0498

MTP IDs: MON-CT040-CT, SB-CT-A43, SC-CT-P45-CT

TITLE: Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes

COUNTY: Various Counties

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Lindsay Leichtfuss

PHONE: (805) 835-6397

Dollars in Thousands

Fund Category:SHOPP - Roadway Preservation

Fund Type:SHOPP Advance Construction (AC)

Funding Agency:Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$295,523	\$18,956	\$51,463	\$9,649	\$168,291	\$0	\$543,882
Total:	\$295,523	\$18,956	\$51,463	\$9,649	\$168,291	\$0	\$543,882

Fund Category:SHOPP - Prior

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$127,136	\$8,692	\$0	\$0	\$0	\$0	\$135,828
Total:	\$127,136	\$8,692	\$0	\$0	\$0	\$0	\$135,828

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$422,659	\$27,648	\$51,463	\$9,649	\$168,291	\$0	\$679,710
Total:	\$422,659	\$27,648	\$51,463	\$9,649	\$168,291	\$0	\$679,710

AMBAG MTIP: FFY 2026-27 to 2029-2030

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Adoption

MPO ID: SHOPP4

CTIPS ID: 201-0000-0498

\$ x 1000

Prg Yr	Prg Code	CO	EA	PPNO	ROUTE	DESCRIPTION	Prior	PE	RW	CON	TOTAL (new)
29/30	201.121	MON	1K490	2916	101	Near Bradley, from south of Jolon Road Overcrossing to San Ardo Undercrossing. Rehabilitate pavement, drainage systems, upgrade guardrail, and install Transportation Management System (TMS) elements.	\$5,688	\$0	\$97	\$47,228	\$47,325
26/27	201.151	MON	1J892	2797X	101	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road. Biological monitoring for culvert rehabilitation project EA 1J890.	\$0	\$0	\$24	\$62	\$86
26/27	201.121	MON	1K441	2900Y	101	Near King City, from Jolon Road to Lagomarsino Avenue. Replacement planting and plant establishment for pavement EA 1K440.	\$200	\$0	\$0	\$770	\$770
27/28	201.121	MON	1K442	2900X	101	Near King City, from Jolon Road to Lagomarsino Avenue. Biological monitoring for pavement project EA 1K440.	\$0	\$0	\$15	\$82	\$97
23/24	201.151	SCR	1J960	2843	1	In and near the cities of Capitola and Santa Cruz, from north of Larkin Valley Road Undercrossing to Laguna Road; also in Monterey County (PM R101.53). Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	\$6,249	\$0	\$212	\$0	\$212
26/27	201.407	MON	1H692	2679M	101	Near Prunedale, from 0.4 mile north of Crazy Horse Canyon Road to 1.1 miles south of San Juan Road. Biological monitoring for drainage project EA 1H691.	\$0	\$0	\$15	\$70	\$85
26/27	201.122	SBt	1J840	2776	101	Near Prunedale, San Juan Bautista, Aromas and Sargent, from Monterey County line to Santa Clara County line. Rehabilitate pavement and drainage systems, replace Transportation Management System (TMS) elements, upgrade lighting, and construct concrete barrier, and install wildlife crossing.	\$1,665	\$3,792	\$377	\$0	\$4,169
29/30								\$0	\$197	\$77,127	\$77,324
27/28	201.121	MON	1K870	2889	1	Near Castroville, Moss Landing, and Watsonville, from north of Molera Road to Santa Cruz County line. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, upgrade facilities to Americans with Disabilities Act (ADA) standards, and replace guardrail and sign panels. (G13 Contingency)	\$6,632	\$0	\$157	\$0	\$157
27/28	201.121	SCR	1K890	2879	9	In and near the city of Santa Cruz, Felton and Brackney, from Route 1 to south of El Solyo Heights Drive. Rehabilitate pavement and drainage systems, upgrade Transportation Management System (TMS) elements, reconstruct guardrail, replace sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct sidewalks and Class 2 bike lanes.	\$6,174	\$0	\$325	\$20,245	\$20,570
27/28	201.121	SCR	1K900	2880	9	Near Boulder Creek and Saratoga, from south of Saratoga Toll Road to Route 35. Rehabilitate pavement and drainage systems, and reconstruct guardrail.	\$3,869	\$0	\$49	\$11,477	\$11,526
26/27	201.121	SCR	1M110	2725	1	In and near the city of Santa Cruz, from south of River Street (Route 9) to north of Western Drive. Rehabilitate pavement, reconstruct guardrail, replace sign panels, modify transit stops, upgrade facilities to Americans with Disabilities Act (ADA) standards, update crosswalks and repair Class 2 bike lanes. (G13 Contingency)	\$4,613	\$0	\$990	\$0	\$990
29/30	201.122	MON	1M350	3009	101	Near San Ardo and San Lucas, from Cattlemen Road to south of Paris Valley Road Overcrossing. Rehabilitate roadway, reconstruct guardrail and drainage systems, and replace Transportation Management System (TMS) elements and signs.	\$4,759	\$0	\$75	\$43,567	\$43,642
27/28	201.121	MON	1N160	3034	1	In and near Marina, from south of Lake Drive Undercrossing to Route 156. Rehabilitate pavement and drainage systems, replace Transportation Management System (TMS) elements, and upgrade guardrail and lighting. (G13 Contingency)	\$3,232	\$0	\$52	\$0	\$52
28/29	201.151	MON	1J881	2787Y	68	In and near the city of Monterey, from west of Sunset Drive to west of Toro Park Undercrossing. Landscape mitigation for culvert rehabilitation project EA 1J880.	\$1,029	\$0	\$0	\$1,021	\$1,021
28/29	201.151	MON	1J882	2787X	68	In and near the city of Monterey, from west of Sunset Drive to west of Toro Park Undercrossing. Biological monitoring for culvert rehabilitation project EA 1J880.	\$0	\$0	\$24	\$75	\$99
26/27	201.151	SCR	1J962	2843B	1	In and near the cities of Capitola and Santa Cruz, from State Park Drive to Laguna Road. Rehabilitate drainage systems, enhance highway worker safety, replace highway lighting, and install Transportation Management System (TMS) elements.	\$800	\$0	\$212	\$9,797	\$10,009
27/28	201.121	MON	1N850	3051	1	In and near the city of Monterey, from San Luis Avenue to Sloat Avenue Undercrossing. Rehabilitate pavement, and replace sign structures and sign panels.	\$2,931	\$0	\$31	\$19,030	\$19,061
24/25	201.122	MON	1M430	3014	101	Near San Lucas, from Rancho Undercrossing to 0.4 mile south of Wild Horse Road. Rehabilitate roadway, replace sign panels, and upgrade guardrail.	\$0	\$4,280	\$49	\$0	\$4,329
24/25	201.151	SCR	1M530	3019	1	In and near Watsonville, from 0.3 mile south of Harkins Slough Road to 0.2 mile north of Freedom Boulevard. Rehabilitate drainage systems and provide wildlife connectivity. (Long Lead Project)	\$0	\$1,755	\$0	\$0	\$1,755
24/25	201.151	SCR	1N900	3056	1	Near Aptos, from South Aptos Underpass to 0.2 mile north of South Aptos Underpass. Rehabilitate drainage systems and improve fish passage. (Long Lead Project)	\$0	\$2,396	\$0	\$0	\$2,396
26/27	201.121	MON	1R300	3179	101	In and near Salinas, from Society for the Prevention of Cruelty to Animals (SPCA) Road to US Route 101 Junction. Rehabilitate pavement and drainage systems, improve signs and lighting, upgrade guardrails and Transportation Management System (TMS) elements, construct class II bikeways, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (Long Lead Project)	\$0	\$2,847	\$0	\$0	\$2,847
28/29	201.151	SCR	1K670	2921	17	In and near the cities of Santa Cruz and Scotts Valley, from Route 1 to Santa Clara County line at various locations. Rehabilitate drainage systems.	\$3,595	\$0	\$250	\$8,279	\$8,529
30/31	201.151	SCR	1K671	2921Y	17	In and near the cities of Santa Cruz and Scotts Valley, from Route 1 to Santa Clara County line at various locations. Landscape mitigation and plant establishment for drainage rehabilitation project EA 1K670.	\$0	\$0	\$0	\$0	\$0
TOTAL							\$47,841	\$15,070	\$3,151	\$238,830	\$257,051

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SHOPP6

CTIPS ID: 201-0000-0550

MTP IDs: MON-CT040-CT, SB-CT-A43, SC-CT-P46-CT

TITLE: Grouped Projects for Emergency Repair - SHOPP Emergency Response Program

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period

COUNTY: Various Counties

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Lindsay Leichtfuss

PHONE: (805) 835-6397

Dollars in Thousands

Fund Category:SHOPP - Emergency Response

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$117,030	\$0	\$22	\$109	\$0	\$0	\$117,161
Total:	\$117,030	\$0	\$22	\$109	\$0	\$0	\$117,161

Fund Category:SHOPP - Prior

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$27,473	\$9,346	\$0	\$0	\$0	\$0	\$36,819
Total:	\$27,473	\$9,346	\$0	\$0	\$0	\$0	\$36,819

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$144,503	\$9,346	\$22	\$109	\$0	\$0	\$153,980
Total:	\$144,503	\$9,346	\$22	\$109	\$0	\$0	\$153,980

AMBAG MTIP: FFY 2026-27 to 2029-2030

Grouped Projects for Emergency Repair - SHOPP Emergency Response Program - Back-Up List

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period

Adoption

MPO ID: SHOPP6

CTIPS ID: 201-0000-0550

\$ x 1000

Prg Yr	Prg Code	CO	EA	PPNO	ROUTE	DESCRIPTION	Prior	PE	RW	CON	TOTAL
24/25	201.131	MON	1K020	2850	1	In Monterey County, near Gorda, from north of White Creek Bridge to 2.0 miles south of Los Burros Road. Realign highway, replace temporary safety features with permanent safety devices, and install erosion control measures.	\$1,824	\$0	\$4	\$3,673	\$3,677
24/25	201.131	MON	1P210	3075	1	Near Big Sur, at 1.1 miles south of Pfeiffer Canyon Bridge. Replace failed retaining wall.	\$3,830	\$0	\$44	\$5,625	\$5,669
27/28	201.131	MON	1R600	3190	1	Near Lucia, at 0.1 mile south of Limekiln Creek Bridge. Construct viaduct and replace guardrail to meet Manual for Assessing Safety Hardware (MASH) standards. (G13 Contingency)	\$3,653	\$0	\$22	\$0	\$22
28/29	201.131	MON	1K012	2853X	1	Near Lucia, from 0.6 mile to 0.8 mile south of Big Creek Bridge. Biological monitoring work for permanent restoration project EA 1K010.	\$0	\$0	\$0	\$109	\$109
TOTAL							\$5,654	\$0	\$70	\$9,407	\$9,477

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SHOPP7

CTIPS ID: 201-0000-0453

MTP IDs: MON-CT040-CT, SB-CT-A43, SC-CT-P46-CT

TITLE: Grouped Projects for Safety Improvements - SHOPP Mandates Program

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers. Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories: Intersection signalization projects at individual intersections.

COUNTY: Various Counties

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Lindsay Leichtfuss

PHONE: (805) 835-6397

Dollars in Thousands

Fund Category:SHOPP - Mandates

Fund Type:SHOPP Advance Construction (AC)

Funding Agency:Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$7,132	\$57	\$0	\$0	\$0	\$0	\$7,189
Total:	\$7,132	\$57	\$0	\$0	\$0	\$0	\$7,189

Fund Category:SHOPP - Prior

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$16,637	\$0	\$0	\$0	\$0	\$0	\$16,637
Total:	\$16,637	\$0	\$0	\$0	\$0	\$0	\$16,637

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0

RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$23,769	\$57	\$0	\$0	\$0	\$0	\$23,826
Total:	\$23,769	\$57	\$0	\$0	\$0	\$0	\$23,826

AMBAG MTIP: FY 2026-27 to 2029-30

Grouped Projects for Safety Improvements - SHOPP Mandates Program - Back-Up List

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories: Intersection signalization projects at individual intersections)

Adoption

MPO ID: SHOPP7						CTIPS ID: 201-0000-0453				\$ x 1000	
Prg Yr	Prg Code	CO	EA	PPNO	ROUTE	DESCRIPTION	Prior	PE	RW	CON	TOTAL (new)
26/27	201.335	SCR	1G951	2627X	9	Near Ben Lomond, from Holiday Lane to 4.7 miles north of the northern junction of Routes 236/9. Biological monitoring for drainage project EA 1G950.	\$0	\$0	\$10	\$47	\$57
TOTAL							\$0	\$0	\$10	\$47	\$57

MTIP FFY 2026-27 to FFY 2029-30

Adoption

MPO ID: SHOPP9

CTIPS ID: 201-0000-0548

MTP IDs: MON-CT040-CT, SB-CT-A43, SC-CT-P47-CT

TITLE: Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation - Minor Program

DESCRIPTION: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes), Bicycle and pedestrian facilities.

Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories: Intersection signalization projects at individual intersections.

COUNTY: Various Counties

IMPLEMENTING AGENCY: Caltrans

PRJ MGR: Lindsay Leichtfuss

PHONE: (805) 835-6397

Dollars in Thousands

Fund Category:CT Minor Pgm

Fund Type:SHOPP Advance Construction (AC)

Funding Agency:Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$19,735	\$6,725	\$2,050	\$2,475	\$2,475	\$0	\$33,460
Total:	\$19,735	\$6,725	\$2,050	\$2,475	\$2,475	\$0	\$33,460

Fund Category:Federal Disc.

Fund Type:2023 Appropriations Earmarks

Funding Agency:Caltrans

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Total:	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000

Fund Category:Local Funds

Fund Type:Transportation Safety & Investment Plan - Measure X

Funding Agency:Transportation Agency for Monterey County

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$317	\$0	\$0	\$0	\$0	\$0	\$317
Total:	\$317	\$0	\$0	\$0	\$0	\$0	\$317

Fund Category:SHOPP-Prior

Fund Type:SHOPP Advance Construction (AC)

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$3,265	\$0	\$0	\$0	\$0	\$3,265
Total:	\$0	\$3,265	\$0	\$0	\$0	\$0	\$3,265

Project Total:

Phase	PRIOR	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$21,052	\$9,990	\$2,050	\$2,475	\$2,475	\$0	\$38,042
Total:	\$21,052	\$9,990	\$2,050	\$2,475	\$2,475	\$0	\$38,042

AMBAG MTIP: FFY 2026-27 to 2029-30

Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – Minor Program - Back-Up List

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes), Bicycle and pedestrian facilities Projects are consistent with 40 CFR Part 93.127 Table 3 Exempt Projects categories: Intersection signalization projects at individual intersections

Adoption

MPO ID: SHOPP9

CTIPS ID: 201-0000-0548

\$ x 1000

Prg Yr	Prg Code	CO	EA	ROUTE	DESCRIPTION	PE	RW	CON	TOTAL
25/26	201.151	MON	1N360	1	Big Creek to Carmel Drainage Restoration. In Monterey County on Route 1. Replace culverts	\$1,990	\$25	\$1,250	\$3,265
26/27	201.111	SCR	1P240	236	In Santa Cruz County, near Boulder Creek at Boulder Creek Bridge (Br No. 36-0006) Bridge Scour mitigation.	\$3,000	\$25	\$1,250	\$4,275
26/27	201.015	SCR	1R450	17	In Santa Cruz County in Pasatiempo on SR 17 from PM 0.15 to PM 0.55. Rehabilitate pavement.	\$1,200	\$0	\$1,250	\$2,450
27/28	201.151	SCR	1R980	17	In Santa Cruz County near Glenwood. Rehabilitate and restore functionality of the poor condition drainage systems.	\$800	\$0	\$1,250	\$2,050
28/29	201.151	MON	2A420	1	In Monterey County on Route 1 at Munras Avenue. Drainage system rehabilitation. Line 36" and 42" Culverts.	\$1,200	\$25	\$1,250	\$2,475
29/30	201.151	SCR	2A390	17	In Santa Cruz County on Route 17 near Glenwood. Replace drainage system. Existing 18 inch, 143 feet long, CSP culvert in poor condition.	\$1,200	\$25	\$1,250	\$2,475
TOTAL						\$9,390	\$50	\$7,500	\$16,990

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Appendix F

FHWA Federal Lands Highway (FLH) Projects



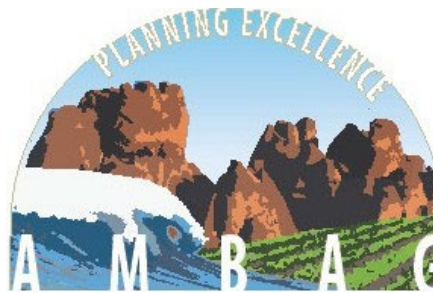
The Federal Lands Highway Program provides funding for use by the Federal Land Management Agencies (FLMAs) and Federal Highway Administration for the planning, design, construction or reconstruction of designated public roads that provide access to, through or within Federal or Tribal lands. The Federal Lands Highway Divisions and the FLMAs (NPS, FWS, FS, BLM, USACE and BOR) jointly develop transportation projects, based on the need and availability of funds. These projects are included by reference in the 2025 MTIP. The links to the programming documents are provided below, and the separate projects related to the AMBAG region are attached and highlighted for reference.

The current FLH project listings can be found at: <https://highways.dot.gov/federal-lands/planning/tip/cfl-transportation-improvement-program>

FHWA FEDERAL LANDS HIGHWAY (FLH) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2026 to 2029														
MPO	PROJECT NAME	PROGRAM YEAR	STATE	COUNTY	FLMA UNIT	PROJECT DESCRIPTION	PROJECT TYPE	PRIMARY FUND SOURCE	PROGRAM AMOUNT	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRES-SIONAL DISTRICT	FLMA REGION
AMBAG	CA FLAP SCR 15(1A) MONTEREY BAY SANCTUARY SCENIC TRAIL MITIGATION	2026	CA	Santa Cruz	Central Coast Field Office	Mitigation Work for Monterey Bay Sanctuary Scenic Trail project.	Other	FLAP - CFL	\$2,000,000	Title 23	CFL	Construction	CA-18	BLM-CA
AMBAG	CA FLAP SCR 15(1B) MONTEREY BAY SANCTUARY SCENIC TRAIL MITIGATION 1B	2026	CA	Santa Cruz	Central Coast Field Office	Phase 2 (1B) of the Mitigation Work for Monterey Bay Sanctuary Scenic Trail project.	Other	FLAP - CFL	\$12,000,000	Title 23	CFL	Construction	CA-18	BLM-CA
AMBAG	CA FLAP MON T10(1) FORT ORD NM TRAIL	2028	CA	Monterey	Fort Ord NM	Construction of 2.26 miles of multi-use trail.	Trail	FLAP - CFL	\$7,240,000	Title 23	CFL	In design	CA-20	BLM-CA
AMBAG	CA FLAP SCR 15(3) COTONI-COAST DAIRIES NM SH1 OVERPASS	2028	CA	Santa Cruz	Cotoni-Coast Dairies NM	Construct a new pedestrian and cyclist bridge crossing over CA SR1 to connect the new trails at the BLM's Cotoni-Coast Dairies National Monument	Trail	FLAP - CFL	\$2,500,000	Title 23	CFL	In design	CA-18	BLM-CA

Appendix G

Resolution of the Board of Directors of the Association of Monterey Bay Area Governments Adopting the MTIP for FFY 2026-27 to FFY 2029-30



**A RESOLUTION
OF THE BOARD OF DIRECTORS OF THE ASSOCIATION OF MONTEREY BAY AREA
GOVERNMENTS ADOPTING THE MONTEREY BAY METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM (MTIP) FFY 2026-27 to FFY 2029-30**

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

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

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

WHEREAS, AMBAG has developed a four-year program of projects, consistent with AMBAG's *2050 Metropolitan Transportation Plan/Sustainable Communities Strategy*, the *2026 State Transportation Improvement Program*, the *2026 State Highway Operation and Protection Program*, and the area's Regional Transportation Improvement Programs and Short Range Transit Plans; and

WHEREAS, this document does not interfere with the timely implementation of the Transportation Control Measures (TCMs) contained in the State Implementation Plan (SIP); and

WHEREAS, this document complies with the public participation process in accordance with AMBAG's 2023 Public Participation Plan (PPP); and

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

WHEREAS, projects in the document satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 and are expected to support the establishment and achievement of performance management targets; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Association of Monterey Bay Area Governments does hereby approve and authorize the submission of the *Monterey Bay Metropolitan Transportation Improvement Program FFY 2026-27 to FFY 2029-30* to the appropriate Federal and State agencies.

PASSED AND ADOPTED this 9th day of September 2026.

Brian McCarthy, President

Maura F. Twomey, Executive Director

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Appendix H

Public Review and Comments



Notice of Public Review, Comments and Hearing

The Association of Monterey Bay Area Governments (AMBAG) invites the public to comment on the **Draft Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2026-27 to 2029-30**.

The **Draft Monterey Bay MTIP: FFY 2026-27 to 2029-30** is the region's short range transportation programming document that contains transportation improvement projects including public mass transit, highway, bridge, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years (FFY 2026-27 to 2029-30).

The public review and comments period **starts July 31, 2026 and ends August 31, 2026**. A copy of the Draft Monterey Bay MTIP: FFY 2026-27 to 2029-30 is available at the following website links 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 Will Condon, AMBAG Office at: 24580 Silver Cloud Court, Monterey, CA 93940, faxed at 831-883-3755 or e-mailed to wcondon@ambag.org. Written comments must be received at AMBAG no later than **5 p.m. on Monday, August 31, 2026**.

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 will be conducted **on Wednesday, August 12, 2026 no sooner than 6:00 pm** at the AMBAG Board of Directors' regular meeting. Information regarding the AMBAG Board of Directors' public hearing is available at: www.ambag.org.

Persons who wish to address the AMBAG Board of Directors on an item to be considered at this public hearing are asked to submit comments in writing at info@ambag.org by 5:00 pm on Tuesday, August 11, 2026 or provide verbal comments during the public hearing.

To join the August 12, 2026 AMBAG Board of Directors meeting via Zoom, please use the following link:
<https://us06web.zoom.us/j/84438108078?pwd=wY9BJzN3JE2atESfMABlQQDiTD1bC3.1>

Public Review and Comments

The Association of Monterey Bay Area Governments (AMBAG) released the Draft Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2026-27 to 2029-30 for public review from July 31, 2026 to August 31, 2026. A public notice (page 1 of this Appendix H) was published on July 31, 2026 in The Monterey County Herald, Santa Cruz Sentinel, and Hollister Free Lance. A copy of the draft MTIP was made available at the following websites:

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

A public hearing to receive public testimony on this document took place on August 12, 2026 during the AMBAG Board of Directors meeting. No public comments were received during the hearing.

Written comments received on the Draft 2027 MTIP:

- 1) Mikey Cohen, Board Chair | Bike Santa Cruz County
Bike Santa Cruz County
Received August 20, 2026, at 1:58 p.m. via e-mail.
- 2) Noe Puente and Kien Le
Caltrans Division of Financial Programming, Office of Federal Programming and Data Management (OFPDM)
Received August 28, 2026, at 4:18 p.m. via e-mail.

Written Comment #1, Mikey Cohen (AMBAG Responses in Bold):

Dear AMBAG staff and Board members:

Bike Santa Cruz County appreciates the opportunity to review and comment on the Draft 2027 Metropolitan Transportation Improvement Program.

We are pleased to see several important active-transportation investments in Santa Cruz County, including Coastal Rail Trail Segments 8 and 9, the Swanton–Delaware Multiuse Path, Safe Routes to Downtown Watsonville, Lee Road Trail Phase 1, Hagar Drive safety improvements, and bicycle and pedestrian components associated with Highway 1 Segment 12 and State Route 152.

As we reviewed the draft, we encountered several areas where we may be overlooking information or where additional explanation could help the public understand the region’s planned investments in bicycling and walking. We would appreciate clarification on the following questions:

- 1) How are Coastal Rail Trail Segments 10 and 11 accounted for?

Segments 10 and 11 received a \$67.6 million state Active Transportation Program award, and RTC reporting appears to anticipate construction during the MTIP period. However, we could not locate the project in the draft.

Is the project included under another listing, or were relevant phases previously obligated? Has its funding been reprogrammed or its schedule changed? If the project is not required to appear in the MTIP, could the final document explain its current status and identify where the public can find its complete funding, funding-gap, and scheduling information?

Coastal Rail Trail Segments 10 and 11 are included in the Santa Cruz County Regional Transportation Commission’s (RTC) RTIP and utilize state and local funding. Because the project does not currently include federal funding requiring separate MTIP programming, it is not separately identified in the Draft 2027 MTIP.

The MTIP is a live programming document and is amended as needed throughout its lifespan to reflect changes in project funding, schedules, and phases. Should the project’s funding or programming change in a manner that requires inclusion in the MTIP, it can be addressed through the appropriate amendment.

- 2) Is the grouped bicycle and pedestrian project list current?

The Appendix E backup list appears to be dated December 6, 2024. Is this the most current list available for the Draft 2027 MTIP, or might it predate more recent RTC and state funding decisions?

Could AMBAG provide a information showing how projects approved through subsequent RTC and state actions are treated in the MTIP? For example, we were unable to determine the status of projects including Bay Avenue, Granite Creek, Clifford Avenue, Freedom Boulevard, Pennsylvania Drive, Soquel Drive Multimodal Improvements, and the Felton/SLV Schools Complete Streets project.

We recognize that some of these projects may have been previously obligated, may use funding that does not require MTIP listing, or may not meet the definition of a regionally significant project. It would be helpful if the final document identified which projects fall into those categories rather than leaving readers to assume they have been omitted.

The December 6, 2024 date shown on the Appendix E grouped bicycle and pedestrian project backup list reflects the most recent list received from Caltrans' programming team. The date is included in the MTIP backup documentation pursuant to Caltrans' programming requirements.

The MTIP is a live programming document and is amended as needed throughout its lifespan to reflect changes in project schedules, funding, and phases. Projects receiving subsequent funding or undergoing other changes may therefore be reflected through future amendments, as appropriate.

AMBAG will continue to coordinate with Caltrans and RTC to ensure that the MTIP reflects the most current applicable programming information.

3) Does the funding table indicate an active-transportation funding gap?

The grouped bicycle and pedestrian program appears to show funding in FFY 2026/27 and 2027/28, but no funding in 2028/29 or 2029/30.

Does this reflect an actual gap in the region's active-transportation project pipeline, or are later projects simply not programmed yet? If it represents a real gap, could the final MTIP discuss how AMBAG and its partner agencies plan to maintain a continuous pipeline of bicycle and pedestrian projects?

The absence of funding shown for the grouped bicycle and pedestrian program in FFY 2028/29 and 2029/30 does not indicate that there is no active transportation project pipeline during those years. The grouped program represents only projects currently programmed under that particular funding category, while bicycle and pedestrian improvements are also included in other individually listed and grouped projects.

The MTIP is a live document that is amended as needed as additional funding is awarded and projects advance. Future amendments may therefore add or modify active transportation programming as projects and funding become available.

4) Could the multimodal components within highway projects be described more clearly?

For the Highway 1 Segment 12 project, is it possible to separately identify the trail component's cost, limits, mileage, funding sources, and anticipated schedule? How will the trail portion be protected if the highway elements experience cost increases?

Similarly, could the State Route 152 project in Watsonville provide more detail about what is included under "complete street improvements"? For example:

- What type of bicycle facilities are planned?
- What are their limits and level of separation?
- Which intersections will be addressed?
- Is construction anticipated within or after the current four-year MTIP period?

Providing this information would help the public understand how much of the listed investment will directly improve conditions for people biking and walking.

The MTIP provides a general description of the overall project and its programmed funding. More detailed information regarding individual bicycle and pedestrian components, including facility type, limits, mileage, and design, is available through the project sponsor and project development process.

5) Could the performance reporting include more locally relevant bicycle and pedestrian measures?

The draft appears to rely primarily on statewide safety targets and to combine bicycling and walking outcomes. Would AMBAG consider adding locally relevant measures that address:

- Bicycle and pedestrian fatalities and serious injuries separately;
- Miles of protected or low-stress bicycle facilities delivered;
- Network gaps and barriers eliminated;
- Improved access to schools, jobs, transit, and essential destinations;
- Benefits to underserved and transportation-disadvantaged communities;
- Anticipated crash reduction, mode-shift, and vehicle-miles-traveled benefits?

Could these outcomes also be connected to individual projects where feasible? This would make it easier to understand how the MTIP is expected to advance regional safety and mobility goals, beyond simply counting the number of projects categorized as contributing to safety.

AMBAG appreciates the recommendation to include additional locally relevant bicycle and pedestrian performance measures.

The MTIP currently incorporates the federally required performance measures applicable to metropolitan transportation planning and programming. The additional measures suggested by Bike Santa Cruz County could provide useful supplemental information regarding the benefits of active transportation investments.

AMBAG will consider incorporating additional bicycle and pedestrian measures into future performance reporting and project evaluation. However, these supplemental measures are not required for federal MTIP compliance.

6) Might the funding-source percentages in Table 1 contain an error?

The dollar amounts listed in Table 1 total approximately \$1.524 billion, but the percentages printed alongside them do not appear to correspond to those amounts.

Based on our calculations, the shares would appear to be approximately:

- Local: 38.73%, rather than 25.49%;
- State: 46.37%, rather than 58.12%;
- Federal: 14.90%, rather than 16.39%.

Are we interpreting the table incorrectly, or could these percentages be a typographical error carried over from an earlier version?

AMBAG appreciates Bike Santa Cruz County identifying this discrepancy. The funding amounts and corresponding percentages in Table 1 have been updated to reflect project-level edits made since the Draft MTIP was prepared.

The updated funding amounts and percentages reflect these changes in the final 2027 MTIP.

We hope AMBAG can address these questions through revised tables, an addendum, or a written response before final adoption. Additional clarification would make it much easier for the public to understand which projects are funded, where gaps remain, and how the program is expected to improve safety and connectivity for people biking and walking.

Thank you for your work on the MTIP and for considering our questions.

Sincerely,

--Mikey Cohen--

Written Comment #2, Noe Puente and Kien Le (AMBAG Responses in Bold):

1. Please add more information or a link to AMBAG's project selection and scoring process. Currently, the section on page 22 just states that AMBAG follows 23 CFR 450.332.

Information added in the document for project selection criteria in the AMBAG region.

2. There is language stating the MTIP included regionally significant projects (pages 11 & 12), but none describing what a regionally significant project is, criteria used nor language identification in the project listing nor a separate listing identifying the regionally significant projects. Please add information accordingly and confirm if there are any regionally significant projects in the 2027 MTIP.

Information added in the document for regionally significant projects in the AMBAG region.

3. The following STIP projects were not programmed (PPNO), please update accordingly:

- a. (1165, 2043 & 0921) – Planning, Programming and Monitoring

These are planning funds which RTPAs programs in their RTIP. They are not subject to federal programming. RTPAs preferred OWP route for programming.

- b. (CP132) – Pajaro/Watsonville Multimodal Station

Project has been added to the 2027 MTIP.

- c. (3300A) – US 101 South of Salinas – Chualar Phase 1, should be increased to \$18,847

RIP funds for PE in FFY 2029/30 has been increased to \$18,847K. Other fund sources changed to match 2026 STIP project listing.

- d. (3116A) – Safe Routes to Downtown Watsonville – programmed under MTP ID SC-VAR-P10-VAR/CTIPS ID 201-0000-0473, shows the \$896 RIP under the notes but it is not programmed in the grouped project listing.

There are currently \$896K RIP-State Cash funds programmed in the grouped listing.

- e. (3217) – Glen Arbor Rd Sidewalk

Project utilizes state only funding.

- f. (3305) – Emergency Routes Resurfacing – Phase 2

Project utilizes state only funding.

g. (3218) – Felton/SLV Schools Complete Streets Enhancement

Project utilizes state only funding.

4. Please update Grouped Project Listing descriptions to match Caltrans' Guidance for Programming Grouped Project Listings.

Comment noted and has been addressed.

5. Please include MPO's Grouped Project Listing Certification Letter as an appendix.

Grouped Project Listing Certification Letter added as Appendix I.

6. CTIPS ID 201-0000-0583, has a \$6M grant on the description but not in the funding portion, please adjust to show the \$6M AOP grant on a separate funding apart from SHOP AC and State Park Funds. Additionally, adjust funding tables accordingly.

Note added in project description to note that \$6M AOP grant is included in SHOPP-AC total.

7. FTA 5310 is programmed for all four years of the MTIP, however, there is not assumptions made for these funds as FTA releases project lists on an annual basis. Please adjust accordingly.

These 5310 funds are programmed as reasonably available and they represent an average of last five years with some annual growth.

8. CTIPS ID 201-0000-0581, has one project using toll credits on the grouped listing but there is no mention of toll credits on the CTIPS listing, please adjust accordingly.

Toll credits removed from project description. This was carried over from previous cycle and funds were obligated in the previous year.

- a. Besides the project above (0581 and HBP projects) there are no other projects in the MTIP period using toll credits, please confirm.

Correct, no other projects using toll credits.

9. RSTP/STBG projects and revenue are not programmed in the 2027 MTIP.

AMBAG region RTPAs convert those as state cash. Shown as RSTP Exchange Funds in the Financial Table.

10. PM 1 Table 9 on page 32, state that dollars are in thousands, but the actual numbers are whole numbers. Please adjust accordingly.

No change needed, numbers in table are in \$1,000s.

11. PM 2 Table 11 on page 38, only shows partial information, the grand totals are missing and the headers are incomplete. Please adjust accordingly.

Comment noted and has been addressed.

12. PM 3 Table 12 on page 39, only shows partial information, the interstate target is missing. Please adjust accordingly.

There are no interstate routes in AMBAG MPO Area.

13. On page 16, Table 5 showed STBGP/RSTP totaling \$55,905K as part of Revenue for AMBAG, this information was not included in the Table 1: Revenue Worksheet.

Footnote added to reflect that these funds are exchanged for State Cash.

14. CTIPS ID 201-0000-0592, needs more details on scope of work.

Additional details have been added to project description.

15. CTIPS ID 201-0000-0571, Fund source 5 of 6 called out for \$2.003M of CRRSA funds for FFY26/27. Please change funding source as CRRSA Funds are no longer available. The last day to obligate CRSSA was 9/30/2024.

Fund type changed for these funds in CTIPS ID 201-0000-0571.

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Appendix I

MPO Grouped Project Listing

Certification Letter





ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

September 9, 2026

Kien Le, Office Chief
California Department of Transportation
Division of Financial Programming, MS 82
Office of Federal Programming and Data Management
P.O. Box 942873
Sacramento, CA 94273-0001

Re: Grouped Project Listing Certification Letter

To Whom It May Concern:

This letter certifies that the Association of Monterey Bay Area Governments has prepared the Metropolitan Transportation Improvement Program (MTIP) grouped project listings in a manner that is consistent and compliant with federal requirements.

Please contact William Condon at (831) 264-5105 or by email at wcondon@ambag.org if you have any questions or require additional information.

Sincerely,

Maura F. Twomey
Executive Director

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