

AMBAG Board of Directors Meeting May 10, 2023



Item #1: Call To Order



2

Item #2: Pledge of Allegiance



3

Item #3: AB 2449 Vote On “Just” and “Emergency” Cause

Recommended Action: Approve



Item #4: Roll Call



5

Item #5: Oral Communications from the Public on Items Not on the Agenda

**(A maximum of three minutes on any
subject not on the agenda)**



Item #6: Oral Communications from the Board on Items Not on the Agenda



Item #7A: Executive/Finance Committee

Recommended Action: Information



**Item #7B: Monterey Bay National
Marine Sanctuary (MBNMS)
Advisory Council (SAC) Meeting**

Recommended Action: Direct



Item #8: Executive Director's Report

Recommended Action: Information



10

Item #9: Consent Agenda (Items #9A – 9D)

Recommended Action: Approve



11

Item #10: Items Removed from Consent Calendar for Discussion and Possible Action



12

**Item #11A: Draft FY 2023-24
Monterey Bay Region Overall
Work Program (OWP) and Budget**

Recommended Action: Approve



13

Draft 2023-24 Monterey Bay Region Overall Work Program (OWP) and Budget

Board of Directors
May 10, 2023

Bhupendra Patel, Director of Modeling
Errol Osteraa, Director of Finance and Administration



14

FY 2023-24 Overall Work Program Priorities

- Federally required document to receive federal funds
- Covers all AMBAG work programs and activities
- Used as a project management tool by staff
- Implements Federal Planning Emphasis Areas
- Implements AMBAG Board adopted priorities
 1. Modeling and Research
 2. Planning and Forecasts
 3. Sustainable Development Strategies
 4. Collaborative Planning and Implementation

15

FY 2023-24 OWP Highlights

- Update AMBAG Public Participation Plan for the for 2050 MTP/SCS and other planning efforts
- GIS data collection, Census 2020 data analysis, and member services for GIS/data requests
- Development of next generation of AMBAG Regional Travel Demand Model for next MTP/SCS
- Development of Land Use Modeling tool for AMBAG and four other partnering MPOs
- Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study
- Regional Early Action Planning (REAP) support grant program for housing
- Monitoring and reporting Transportation Performance Management (TPM)
- Development of 2050 MTP/SCS
- Management of current MTIP and development new MTIP
- Highway and transit corridor planning and management studies
- Central Coast Sustainable Freight Study

16

FY 2023-24 OWP and Budget Timeline

OWP Kickoff meeting	December 8, 2022
Development of Draft OWP and Budget	Jan – Feb 2023
Draft OWP & Budget available for comments	March 2023
Draft OWP & Budget presentation to AMBAG Board	March 8, 2023
Board Adoption of FY 2023-24 OWP & Budget	May 10, 2023
Expected State Approval Date	May 31, 2023
Expected Federal Approval Date	June 30, 2023

AMBAG Draft FY 2023-24 Budget

18

Draft FY 2023-24 Funding Highlights

- Balanced budget, pursuant to AMBAG By-Laws
- No change to total member dues
- Revenue by source:
 - Federal – \$2,802,246
 - State – \$12,712,040
 - Local – \$962,360
 - Total – \$16,476,646

19

Draft FY 2023-24 Expenditure Highlights

- Maintaining current year staff level
- Includes 3% COLA
- Increase in professional services due to REAP
- One new grant funded project and continuation of current grant funded projects
- General Fund expenditures includes costs that are not eligible for Federal reimbursement:
 - Interest and fees
 - Cash match to meet federal/state grant requirements
- Use of toll credits to match federal funds, preserves General Fund

20

Next Steps

- Submit FY 2023-24 OWP and Federal certification forms to State and Federal Agencies for their approval

21

Questions??

22

Item #12A: Draft Central Coast Zero Emissions Vehicle Strategy Update

Recommended Action: Information



23

AMBAG BOARD OF DIRECTORS MEETING

MAY 10, 2023

AMAURY BERTEAUD

SUSTAINABILITY PROGRAM MANAGER



24

PROJECT PARTNERS



PROJECT CONSULTANT TEAM

26

PROJECT OBJECTIVES



- Assess existing ZEV infrastructure with a focus on unincorporated areas and interregional travel
- Identify equity issues relating to EV charging
- Identify key challenges, gaps and barriers to EV adoption
- Recommend EV charging infrastructure improvements to support interregional travel
- Recommend policies and strategies to promote EV infrastructure buildout

27

EXISTING CONDITIONS



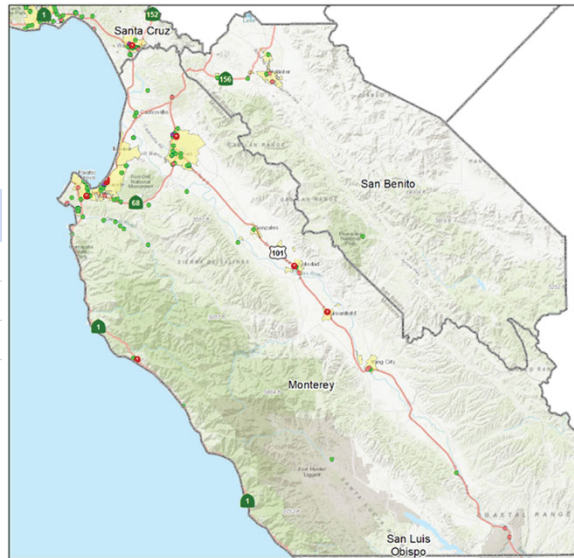
County	Level 2 Plugs*	DC Fast Charge Plugs*	Tesla Level 2 Plugs*	Tesla Supercharger*	Hydrogen*	Total*
Ventura	46 (337)	0 (37)	4 (21)	0 (88)	0 (3)	50 (483)
Santa Barbara	73 (202)	2 (23)	17 (31)	8 (38)	0 (1)	100 (295)
San Luis Obispo	121 (165)	3 (14)	89 (33)	0 (110)	0	213 (322)
Monterey	71 (140)	20 (25)	40 (18)	8 (62)	0	139 (245)
San Benito	4 (8)	0 (5)	0	0	0	4 (13)
Santa Cruz	36 (113)	6 (14)	9 (8)	0 (46)	0	51 (181)
Total	351 (965)	31 (118)	159 (111)	16 (344)	0 (4)	557 (1,542)

*Unincorporated (Cities)

PUBLIC EV CHARGERS: Monterey County



Location	Level 2	DCFC	Tesla Supercharger	Total
Total Public	269	45	70	384
Unincorporated	111	20	8	139
Within Cities	158	25	62	245



Legend

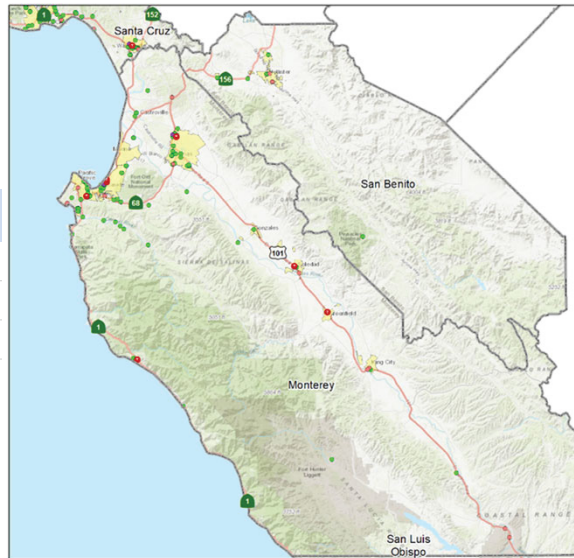
- Hydrogen
- Tesla Supercharger
- DCFC Only
- L2 and DCFC
- Level 2 Only
- Incorporated Cities
- Study Highways

29

PUBLIC EV CHARGERS: San Benito County



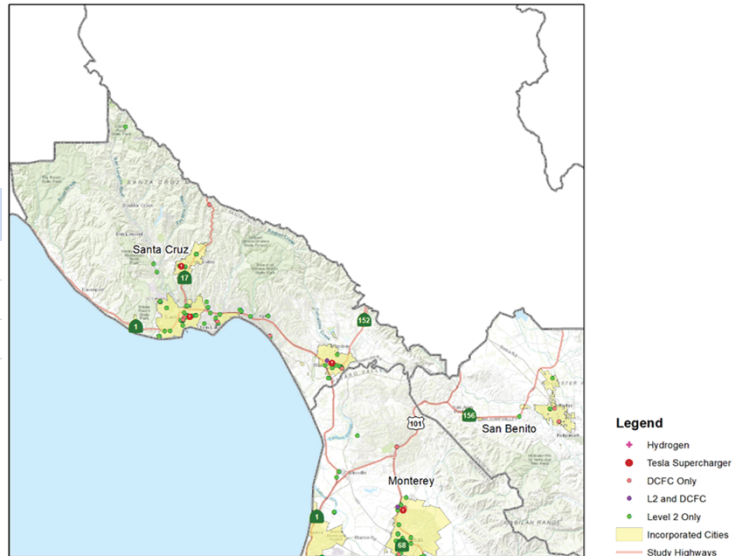
Location	Level 2	DCFC	Tesla Supercharger	Total
Total Public	12	5	0	17
Unincorporated	4	0	0	4
Within Cities	8	5	0	13



PUBLIC EV CHARGERS: Santa Cruz County



Location	Level 2	DCFC	Tesla Supercharger	Total
Total Public	166	20	46	232
Unincorporated	45	6	0	51
Within Cities	121	14	46	181



31

STAKEHOLDER INPUT



Common themes:

- Infrastructure gaps
- Concerns about electrical grid capacity
- Equity; serving Multifamily Housing and disadvantaged communities
- Permitting, regulation and incentives

32

PUBLIC INPUT: SOCIAL PINPOINT



Leave us your comment

Comment* *(Required)*

First name Last name

First name Last name

Phone

Phone Number

Zip code

Zip code

Attach an optional photo

Attach

Supports png, jpg/jpeg, gif and heic

Leave your comment here

Your email* *(Required)*

Email

☐ Remember

☐ I agree my comment will be used as indicated in the [terms and conditions](#)* *(Required)*

Add Comment



33

FUTURE NEEDS ASSESSMENT

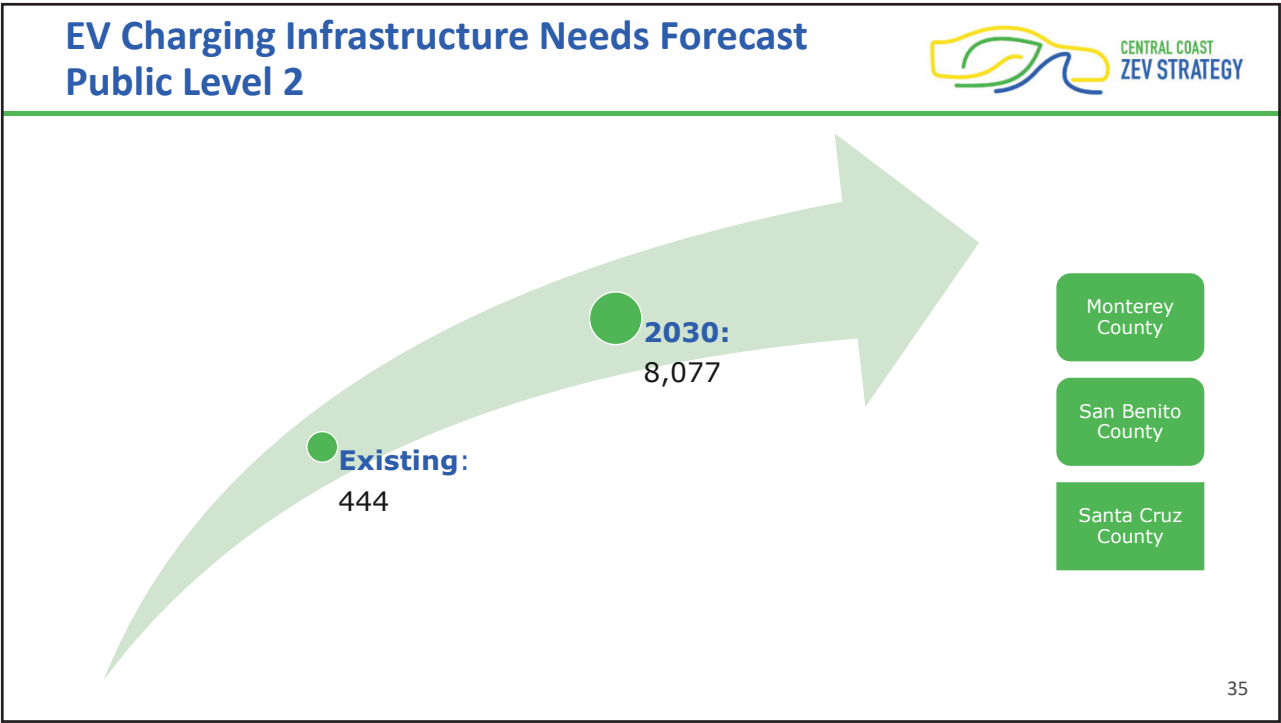


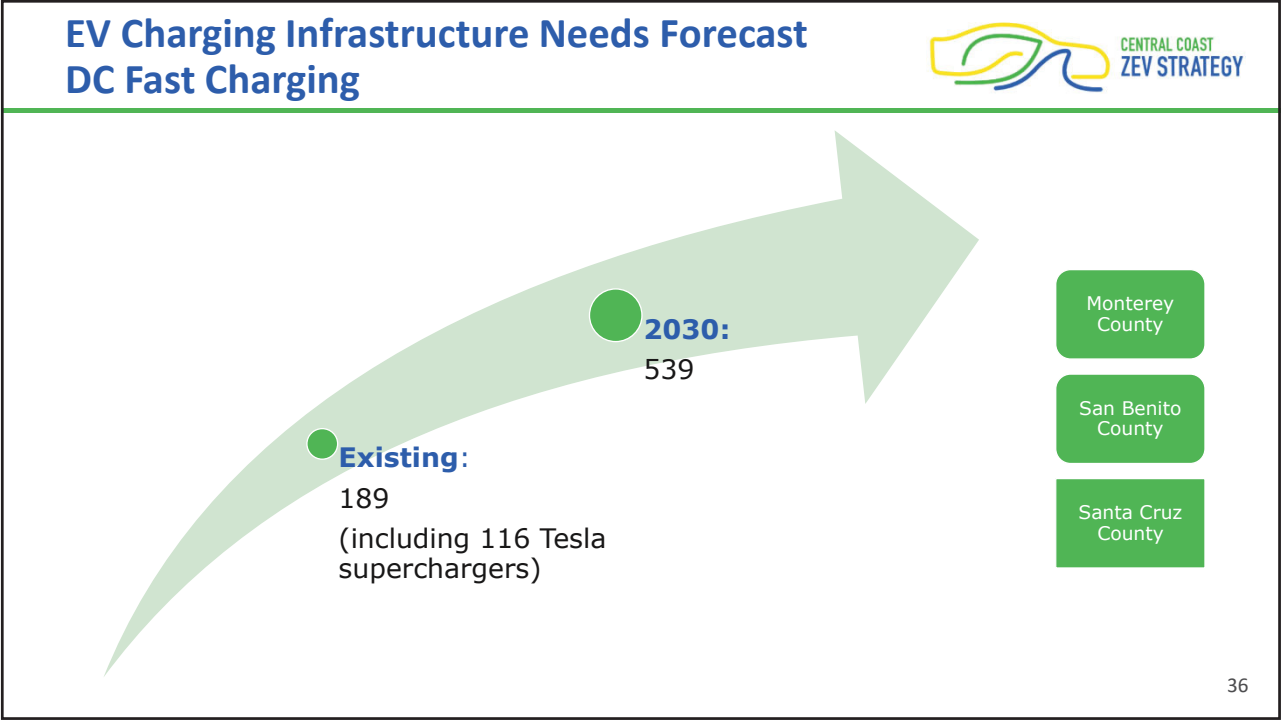
Forecast of EV charging infrastructure needed to support 8 million ZEVs in 2030*

County	Level 2 MFH	Level 2 Work	Level 2 Public	DC Fast Charging	Total
Ventura	5,107	5,185	8,927	627	19,847
Santa Barbara	3,716	3,109	5,271	322	12,418
San Luis Obispo	1,675	2,167	4,263	246	8,350
Monterey	2,997	3,396	5,196	311	11,902
San Benito	313	188	502	37	1,040
Santa Cruz	1,689	1,219	2,907	189	6,005
Total	15,497	15,265	27,067	1,732	59,561
AMBAG Total	4,999	4,803	8,607	539	18,947

* Data from the California Energy Commission 2021 AB 2127 Report

34



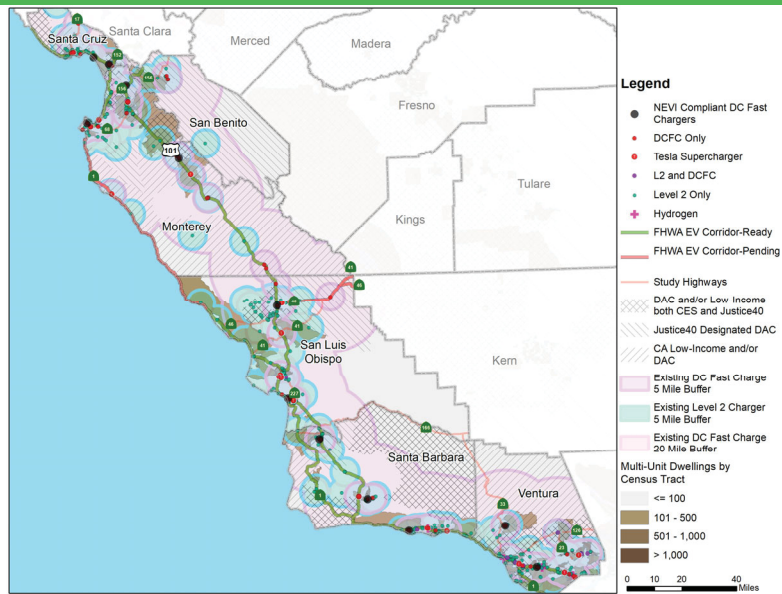


BARRIERS AND GAPS TO ZEV ADOPTION



- Lack of charging Infrastructure
- Lack of awareness
- Complexity of using public EV charging infrastructure
- Equity Concerns
- Electrical Grid Capacity
- Climate vulnerability of EV Charging infrastructure

GAP ANALYSIS



38

SITING ANALYSIS



- Uses existing conditions data, public engagement, and big data
- Evaluates where DC Fast Charging is most needed to support interregional travel
- Focuses on unincorporated highway interchanges

CRITERIA	WEIGHTING VALUE	WEIGHTING
LONG TRIPS (>=100 MILES) STARTING OR ENDING WITHIN 1 MILE OF INTERCHANGE	+3	Highest
FULL SERVE RESTAURANTS WITHIN 1 MILE OF INTERCHANGE	+2	High
FAST FOOD RESTAURANTS WITHIN 1 MILE OF INTERCHANGE	+2	High
LOCATED WITHIN JUSTICE 40 DISADVANTAGED COMMUNITY	+2	High
LOCATED WITHIN CALENVIROSCREEN DISADVANTAGED COMMUNITY	+2	High
SOCIAL PINPOINT EVSE REQUESTS WITHIN 1 MILE OF INTERCHANGE	+2	High
MEDIUM TRIPS (50-100 MILES) STARTING OR ENDING WITHIN 1 MILE OF INTERCHANGE	+2	High
LOW INCOME TRIPS (<\$50K) STARTING OR ENDING WITHIN 1 MILE OF INTERCHANGE	+2	High
TRIPS BY RENTERS STARTING OR ENDING WITHIN 1 MILE OF INTERCHANGE	+2	High
TRIPS BY HUD RESIDENTS STARTING OR ENDING WITHIN 1 MILE OF INTERCHANGE	+2	High
GAS STATIONS WITHIN 1 MILE OF INTERCHANGE	+2	High
GROCERY/ SUPER-CENTERS WITHIN 1 MILE OF INTERCHANGE	+1	Average
OTHER SHOPPING WITHIN 1 MILE OF INTERCHANGE	+1	Average
TOTAL DAILY TRIPS WITHIN 1 MILE OF INTERCHANGE	+1	Average
MEDIUM/ HEAVY DUTY TRIPS WITHIN 1 MILE OF INTERCHANGE	+1	Average
SHORT TRIPS (<20 MI) STARTING OR ENDING WITHIN 1 MILE OF INTERCHANGE	+1	Average
EXISTING EVSE WITHIN 1 MILE OF INTERCHANGE	-2	Low

39

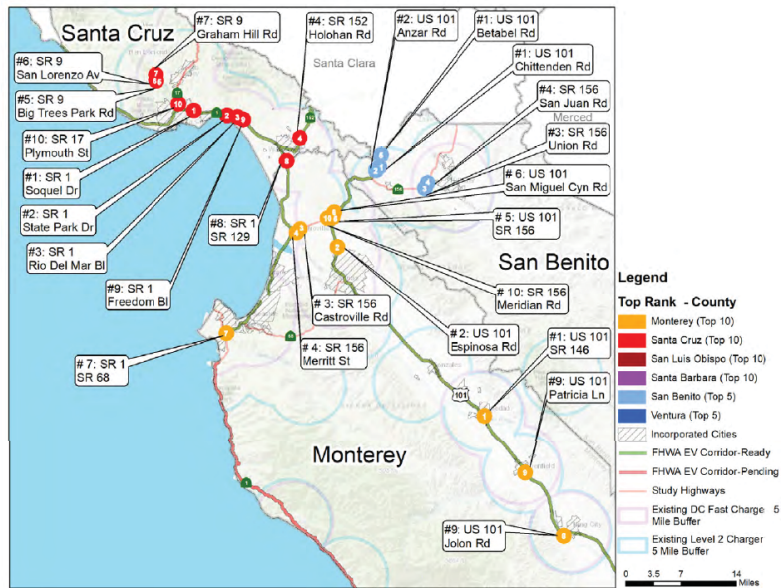
INFRASTRUCTURE RECOMMENDATIONS



- Identifies 32 highway intersections throughout the Central Coast where DC Fast Charging deployment should be prioritized
- The recommended intersections are located in unincorporated areas, to prioritize infrastructure deployment where it may not otherwise occur
- The 32 locations are a starting point for scaling up the deployment of EV infrastructure

40

INFRASTRUCTURE RECOMMENDATIONS



41

NON-INFRASTRUCTURE RECOMMENDATIONS



- Form a Central Coast EV Committee
- Engage and collaborate in ongoing ZEV initiatives
- Conduct further collaborative planning studies
- Better understand grid and transformer constraints
- Leverage local jurisdiction planning processes
- Track funding opportunities and prepare for applications

POTENTIAL FUNDING SOURCES



- Federal programs funded through the Inflation Reduction Act and the Infrastructure Investment and Jobs Act
- State programs implemented by agencies such as from Caltrans, the California Energy Commission or the California Air Resources Board
- Local and Regional funds such as program funding from Central Coast Community Energy and the Monterey Bay Air Resources District

NEXT STEPS



- The public review draft is available online
- Public comments can be made by email at info@sbcag.org as well as sent by mail:
Attn: SBCAG, 260 N. San Antonio Road Suite B, Santa Barbara, CA 93110
- The public comment period ends on June 9th
- Presentations will be made to the SBCAG (May 18th) and SLOCOG (June 7th) Board of Directors meetings






**CENTRAL COAST
ZEV STRATEGY**



The Draft Central Coast ZEV Strategy is ready for your input!

Recommended electric vehicle charging areas are shown
in a one-mile radius siting area.

*The study and our recommendations pertain to interregional travel
(i.e., travel between cities).*



**SCAN THIS CODE
TO PROVIDE
YOUR FEEDBACK
ON THE MAP BY
JUNE 9, 2023**



LEARN MORE AT:
www.centralcoastzevstrategy.com

**Item #12A: Regional Early Action
Planning Grants 2.0 Program:
AMBAG's Draft Guidelines Update**

Recommended Action: Information



46

Regional Early Action Planning (REAP) 2.0 Program: AMBAG's Public Draft Guidelines

**Heather Adamson, AICP
May 10, 2023**



47

Background: REAP 2.0

- Established through AB 140 (July 2021) to fund transformative and innovative projects that advance 6th Cycle housing element objectives, reduce VMT, and implement the regions Sustainable Communities Strategy.
- Builds on REAP 1.0 (2019)
- AMBAG program is based on HCD's REAP 2.0 Program Guidelines



Three Core REAP 2.0 Program Objectives

- Accelerating Infill Development that Facilitates Housing Supply, Choice, Affordability
 - Advance infill in existing urban areas such as downtowns
- Affirmatively Furthering Fair Housing
 - Advance affordable housing in high resource areas and/or benefit disadvantaged communities
- Reducing Vehicle Miles Traveled (VMT)
 - Shift travel away from driving, promote transit, advance multimodal communities



AMBAG REAP 2.0 Suballocation

- AMBAG's \$10,133,742 is split between the following programs:
 - Regional Competitive Grant Program: \$6,000,000
 - Local Suballocation Grant Program: \$2,625,000
 - SCS Implementation, Technical Assistance, REAP 2.0 Program Development Outreach, Administration: \$1,508,742



Changes Since February 2023

- Local Suballocation Grant Program Allocation Amounts
 - AMBAG originally proposed \$125,000 per jurisdiction for the Local Suballocation program
 - Revised to a percent RHNA share based on input from HCD
 - Allocations range from \$85,000 - \$180,000 per jurisdiction
- Accelerating Infill Development Objective Evaluation Question
 - Added criteria that project must go beyond existing commitments



51

Regional Competitive and Local Suballocation Grant Details

	Regional Competitive Grant	Local Suballocation Grant
Project Goals	Accelerating Infill Housing, AFFH, Reducing VMT	
Project Types	Larger Implementation Programs	Planning or Implementation
Eligible Applicants	Jurisdictions, RTPAs, transit agencies, public universities	Cities/Counties
Eligible Partners	Other local government agencies, housing authorities, school districts, special districts, RTPAs, transit agencies, CBOs, Rancherias	
Scoring/Evaluation	Competitive scoring	Threshold (pass/fail)
Funding Available	\$500,000+ per application	\$85,000 - \$180,000 per app
Number of Awards	Up to 12 awards	One award per jurisdiction
Project Period	Approximately 1/2024 – 3/2026 (2 yrs 3 mos)	

52

Example Projects

- Affordable housing programs
- Planning activities that lead to increased residential and/or mixed-use zoned capacity in areas identified as infill, or land use planning compliant with 6th Cycle HE
- Program-level environmental clearance for infill projects with AFFH and VMT reduction
- Upgrading infrastructure for sewer, water, and utilities that may serve affordable infill housing
- Housing mobility strategies that serve affordable housing
- Anti-displacement protections
- Outreach strategies to address local opposition to proposed use
- Affordable housing unit production or preservation
- Reductions to barriers to higher density housing
- Expanded housing options
- Housing-supportive infrastructure
- Building at walkable community scales
- Enhancing pedestrian and bicycling safety measures
- Multimodal system safety: bike/ped, transit
- Improving multimodal connections benefitting housing



53

Scoring Factor	Regional Competitive	Local Suballocation
REAP 2.0 OBJECTIVES		
1. Accelerating Infill Development	25	Pass/Fail
2. Affirmatively Furthering Fair Housing	25	Pass/Fail
3. Reducing VMT	25	Pass/Fail
PRIMARY FACTORS		
1. Housing Element Compliance	3	Pass/Fail
2. Transformative Planning and Implementation Activities	3	Pass/Fail
3. Public Outreach	3	Pass/Fail
4. Benefit to Disadvantaged Populations	3	Pass/Fail
5. Significant Beneficial Impacts	3	Pass/Fail
6. California Planning Priorities	3	Pass/Fail
SECONDARY FACTORS (Regional Competitive Program Only)		
1. Scope of Work and Budget	4	-
2. Project Risk Assessment	3	-
TOTAL	100	Pass/Fail

54

Public Review of Draft Grant Guidelines

- Released for a 30-day public review period on April 10, 2023
- Public workshop held on April 27th
- Public review period closed on May 9th
- One comment received from HCD to refine the infill definition for REAP 2.0 projects
- This change will be incorporated in the final grant guidelines



Timeline

- **May 9, 2023:** Comments due on the draft guidelines due to AMBAG
- **June 2023:** AMBAG Board of Directors is scheduled to approve final guidelines and direct staff to issue the Notice of Funding Ability
- **August 2023:** Applications from eligible applicants due to AMBAG
- **September 2023:** Grant applications are reviewed and evaluated
- **October/November:** AMBAG approves applications and awards REAP 2.0
- **December 2023 – February 2024:** Execute grant agreements with awardees
- **March 1, 2024:** Deadline to encumber REAP 2.0 funds
- **March 31, 2026:** All REAP projects and activities must be completed; final activity reports due to AMBAG; final project invoices due to AMBAG



56

Next Steps

- Prepare final guidelines for the Regional Competitive and Local Suballocation Grant Programs
- Finalize Notice of Funding Availability and grant application materials
- Board of Directors is scheduled to approve the final grant guidelines and direct staff to issue the Notice of Funding Ability in June 2023



Questions/Comments?



Item #13: Adjournment

Next meeting: June 14, 2023



59