



## **AMBAG Board of Directors Agenda**

**Association of Monterey Bay Area Governments**

**P.O. Box 2453, Seaside, California 93955-2453**

**Phone: (831) 883-3750**

**Fax: (831) 883-3755**

**Email: [info@ambag.org](mailto:info@ambag.org)**

**Voting members must attend the physical meeting to count toward quorum.**

**DATE: May 8, 2024**

**Time: 6:00 PM**

**LOCATION: 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/86922935985?pwd=C3wDn6BirvEih74fhvN2C\\_E0Uu33yg.PThgeg-wVokrKDV](https://us06web.zoom.us/j/86922935985?pwd=C3wDn6BirvEih74fhvN2C_E0Uu33yg.PThgeg-wVokrKDV)**

**Or Telephone: US: +1 669 900 6833**

**Webinar ID: 869 2293 5985**

**Passcode: 637902**

On September 13, 2022, California Governor Gavin Newsom signed into law Assembly Bill (AB) 2449 (Rubio). The new amendments to the Brown Act go into effect on January 1, 2023. AB 2449 provides alternative teleconference procedures to allow members of the AMBAG Board of Directors to participate remotely under very limited circumstances.

Persons who wish to address the AMBAG Board of Directors on an item to be considered at this meeting are encouraged to submit comments in writing at [info@ambag.org](mailto:info@ambag.org) by Tuesday, May 7, 2024 at 5 PM. The subject line should read "Public Comment for the May 8, 2024 Board of Directors Meeting." The agency clerk will read up to 3 minutes of any public comment submitted. If you have any questions, please contact Ana Flores, Clerk of the Board at [aflores@ambag.org](mailto:aflores@ambag.org) or at 831-883-3750 Ext. 300.

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**AMBAG Board Member(s) Meeting Remotely:**

Manu Koenig: 5200 Soquel Avenue, Santa Cruz, CA 95062

831-234-3922

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. AB 2449 VOTE ON “JUST “ AND “EMERGENCY” CAUSE**

**Recommended Action: APPROVE**

- Maura Twomey, Executive Director

Receive oral report.

**4. ROLL CALL**

**5. ORAL COMMUNICATIONS FROM THE PUBLIC ON ITEMS NOT ON THE AGENDA  
(A maximum of two minutes on any subject not on the agenda)**

**6. ORAL COMMUNICATIONS FROM THE BOARD ON ITEMS NOT ON THE AGENDA**

**7. COMMITTEE REPORTS**

**A. Executive/Finance Committee**

**Recommended Action: INFORMATION**

- President Carbone

Receive oral report.

**B. Monterey Bay National Marine Sanctuary (MBNMS) Advisory Council (SAC) Meeting**

**Recommended Action: DIRECT**

- Director McCarthy

Receive a report from Director McCarthy. The next meeting is scheduled on May 17, 2024.

**8. EXECUTIVE DIRECTOR’S REPORT**

**Recommended Action: INFORMATION**

- Maura Twomey, Executive Director

Receive a report from Maura Twomey, Executive Director.

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## 9. CONSENT AGENDA

### **Recommended Action: APPROVE**

**Note:** Actions listed for each item represents staff recommendation. The Board of Directors may, at its discretion, take any action on the items listed in the consent agenda.

#### **A. Draft Minutes of the April 10, 2024 AMBAG Board of Directors Meeting**

- Ana Flores, Clerk of the Board

Approve the draft minutes of the April 10, 2024 AMBAG Board of Directors meeting. (Page 7)

#### **B. AMBAG Regional Clearinghouse Monthly Newsletter**

- Regina Valentine, Senior Planner

Accept the clearinghouse monthly newsletter. (Page 13)

#### **C. AMBAG Sustainability Program Update**

- Amaury Berteaud, Sustainability Program Manager

Accept the AMBAG Sustainability Program update. (Page 19)

#### **D. Formal Amendment No. 11 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2022-23 to FFY 2025-26**

- Will Condon, Associate Planner

Approve Formal Amendment No. 11 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2022-23 to FFY 2025-26 by adopting Resolution No. 2024-3. (Page 23)

#### **E. Draft Amendment No. 2 to the FY 2023-24 Monterey Bay Region Overall Work Program (OWP) and Budget**

- Bhupendra Patel, Director of Modeling

Approve Draft Amendment No. 2 to the FY 2023-24 Monterey Bay Region OWP and Budget. (Page 33)

#### **F. Financial Update Report**

- Errol Osteraa, Director of Finance & Administration

Accept the financial update report which provides an update on AMBAG's current financial position and accompanying financial statements. (Page 35)

## 10. ITEMS REMOVED FROM CONSENT CALENDAR FOR DISCUSSION AND POSSIBLE ACTION

## 11. ADMINISTRATION

### A. Draft FY 2024-25 Monterey Bay Region Overall Work Program (OWP) and Budget **Recommended Action: APPROVE**

- Bhupendra Patel, Director of Modeling

Approve the Draft FY 2024-25 Monterey Bay Region Overall Work Program (OWP) and Budget by adopting Resolution 2024-4. (Page 41)

## 12. PLANNING

### A. Carbon Reduction Program (CRP) Project Award Recommendations **Recommended Action: APPROVE**

- Will Condon, Associate Planner

The Board of Directors is asked to approve the projects recommended for award for the Carbon Reduction Program and authorize staff to negotiate and execute contracts with the agencies consistent with the CRP Guidelines. (Page 49)

### B. AMBAG Complete Streets Policy **Recommended Action: ADOPT**

- Regina Valentine, Senior Planner

The Board of Directors is asked to adopt the Final Complete Streets Policy. (Page 55)

### C. Draft 2026 Regional Growth Forecast Update **Recommended Action: INFORMATION**

- Heather Adamson, Director of Planning

Staff will provide an update on the draft 2026 Regional Growth Forecast including subregional allocations. The Board of Directors is asked to discuss the draft regional and subregional growth forecast numbers. (Page 79)

### D. Public Draft Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study **Recommended Action: INFORMATION**

- Amaury Berteaud, Sustainability Program Manager

AMBAG Sustainability Program staff will provide a presentation on the Public Draft Monterey Bay Natural and Working Lands Climate and Resiliency Study. (Page 93)

## 13. ADJOURNMENT

### REFERENCE ITEMS:

- A. 2024 AMBAG Meeting Schedule (Page 97)
- B. Acronym Guide (Page 99)



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**NEXT MEETING:**

**Date: June 12, 2024**

**Location: MBARD Board Room, 24580 Silver Cloud Court, Monterey, CA 93940**

**Executive/Finance Committee Meeting: 5:00 PM**

**Board of Directors Meeting: 6:00 PM**

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. If you have a request for disability-related modification or accommodation, including auxiliary aids or services, contact Ana Flores, AMBAG, 831-883-3750, or email [aflores@ambag.org](mailto:aflores@ambag.org) at least 48 hours prior to the meeting date.

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**DRAFT MINUTES OF THE PROCEEDINGS  
OF THE BOARD OF DIRECTORS OF THE  
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS**

**April 10, 2024**

**1. CALL TO ORDER**

The Board of Directors of the Association of Monterey Bay Area Governments, President Mary Ann Carbone presiding, convened at 6:01 p.m. April 10, 2024 at the MBARD Board Room, 24580 Silver Cloud Court, Monterey, CA 93940.

**2. PLEDGE OF ALLEGIANCE**

**3. AB 2449 VOTE ON ‘EMERGENCY’ CAUSE**

None.

**4. ROLL CALL**

| <b><u>AMBAG Board of Directors</u></b> |                       |                            |                       |
|--|-----------------------|----------------------------|-----------------------|
| <b>PRESENT:</b>                        |                       |                            |                       |
| <b>Agency</b>                          | <b>Representative</b> | <b>Agency</b>              | <b>Representative</b> |
| Del Rey Oaks                           | John Uy               | County of Monterey         | Glenn Church          |
| Gonzales                               | Scott Funk            | County of Santa Cruz       | Manu Koenig           |
| Greenfield                             | Robert White          | County of San Benito       | Mindy Sotelo          |
| Hollister                              | Dolores Morales       | County of San Benito       | (6:07) Dom Zanger     |
| King City                              | Carlos Victoria       |                            |                       |
| Marina                                 | Brian McCarthy        | <u>Ex-Officio Members:</u> |                       |
| Monterey                               | Alan Haffa            | Caltrans, District 5       | Scott Eades           |
| Pacific Grove                          | Luke Coletti (6:15)   | 3CE                        | Chris Cook            |
| San Juan Bautista                      | John Freeman          | MBARD                      | David Frisbey         |
| Sand City                              | Mary Ann Carbone      | MPAD                       | Mary Ann Leffel       |
| Santa Cruz                             | Scott Newsome         | SCCRTC                     | Mitch Weiss           |
| Scotts Valley                          | Derek Timm            | TAMC                       | Christina Watson      |
| Seaside                                | Alex Miller           |                            |                       |
| Soledad                                | Anna Velazquez        |                            |                       |
| Watsonville                            | Vaness Quiroz-Carter  |                            |                       |
| <b>ABSENT:</b>                         |                       |                            |                       |
| Capitola                               | Kristen Brown         | <u>Ex-Officio Members:</u> |                       |
| Carmel                                 | Karen Ferlito         | 3CE                        | Catherine Stedman     |
| Salinas                                | Steve McShane         | MST                        | Lisa Rheinheimer      |
| County of Monterey                     | Mary Adams            | SBtCOG                     | Binu Abraham          |
| County of Santa Cruz                   | Felipe Hernandez      | SC Metro                   | John Urgo             |

**Others Present:** Alissa Guthier, TAMC; Jacob Hernandez; Alexia Rapoport; Amaury Berteaud, Sustainability Program Manager; Heather Adamson, Director of Planning; Bhupendra Patel, Director of Modeling; Jessica Lu, Planner; Elizabeth Lippa, Administrative Assistant; Will Condon, Associate Planner; Regina Valentine, Senior Planner; Gina Schmidt, GIS Coordinator; Ana Flores, Clerk of the Board; and Maura Twomey, Executive Director.

## **5. ORAL COMMUNICATIONS FROM THE PUBLIC ON ITEMS NOT ON THE AGENDA**

None.

## **6. ORAL COMMUNICATIONS FROM THE BOARD ON ITEMS NOT ON THE AGENDA**

Director Miller stated that one minute is not enough time for public comment. The public should be given a minimum of two minutes to speak at the AMBAG Board of Directors meeting.

Director Church concurred with Director Miller's statement.

## **7. COMMITTEE REPORTS**

### **A. Executive/Finance Committee**

President Carbone reported that the Executive/Finance Committee approved the consent agenda that included 1) Minutes of the March 13, 2024 meeting 2) list of warrants as of February 29, 2024; and 3) accounts receivable as of February 29, 2024. The Executive/Finance Committee also received a report on the financials from Maura Twomey, Executive Director.

### **B. Monterey Bay National Marine Sanctuary (MBNMS) Advisory Council (SAC) Meeting**

Director McCarthy stated that the next SAC meeting is scheduled on May 17, 2024 and he will be in attendance.

## **8. EXECUTIVE DIRECTOR'S REPORT**

Maura Twomey, Executive Director reported that AMBAG and Southern California Association of Governments (SCAG) testified on April 9, 2024 on the impacts of the Governor's proposed cuts to the Regional Early Action Planning Grants Program (REAP) to the State Assembly and Budget Subcommittee. The Subcommittee is supportive of the REAP 2.0 program which provides our region with funds for affordable housing and housing planning. They understand that the proposed budget cuts would severely impact the benefits of our program.

Ms. Twomey announced that Director McShane has announced his resignation from the Salinas city council effective May 10, 2024.

## **9. CONSENT AGENDA**

### **A. Draft Minutes of the March 13, 2024 AMBAG Board of Directors Meeting**

The draft minutes of the March 13, 2024 AMBAG Board of Directors meeting were approved.

### **B. AMBAG Regional Clearinghouse Monthly Newsletter**

The AMBAG Clearinghouse monthly newsletter was accepted.

**C. AMBAG Sustainability Program Update**

The Sustainability Program update was accepted.

**D. Financial Update Report**

The financial update report was accepted.

**Motion made by Director White, seconded by Director Morales to approve the consent agenda. Motion passed unanimously.**

**10. ITEMS REMOVED FROM CONSENT CALENDAR FOR DISCUSSION AND POSSIBLE ACTION**

None.

**11. PLANNING**

**A. 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy: Performance Measures**

Heather Adamson, Director of Planning gave a report on the 2050 MTP/SCS Performance Measures. The 2050 MTP/SCS is 1) a long-range plan for transportation investments; 2) federal and state law requires that an MTP/SCS be prepared every four years; 3) must provide a 20+ year horizon planning period; 4) detailed work program and schedule to be approved in April 2023; and 5) its scheduled for adoption in June 2026. The performance measures allows to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time. Staff presented the draft performance measures at the March 13, 2024 AMBAG Board meeting. Ms. Adamson reported that the revised draft performance measures incorporated feedback from the AMBAG Board. Staff separated "Open Space Consumed" and "Farmland Converted" metrics. A new metric for "Population Near 30 Minute Transit Service" was also added. Once the performance measures are approved, staff will finalize the methodologies to calculate the new measures. Next steps include 1) to finalize the methodologies to calculate the 2050 MTP/SCS performance measures pending AMBAG Board approval; and 2) continue to implement the 2050 MTP/SCS work plan components, including updating the project list, revenue forecasts, and scenario development. Brief discussion followed.

**Motion made by Director Miller, seconded by Director Haffa to approve the performance measures for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy. Motion passed unanimously.**

**12. ADJOURNMENT**

The Board of Directors meeting adjourned at 6:27 PM.

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Mary Ann Carbone, President

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Maura F. Twomey, Executive Director

**DRAFT AMBAG BOARD OF DIRECTORS MEETING ATTENDANCE & VOTING RECORD**  
**BOARD MEETING DATE: April 10, 2024**

|                   |                       | <b>Attendance (X= Present; AB= Absent)<br/>Voting (Y= Yes; N=No; A=Abstain)</b> |               |                |
|-------------------|-----------------------|---|---------------|----------------|
| <b>MEMBER</b>     | <b>AMBAG REP</b>      | <b>Attendance</b>   | <b>Item 9</b> | <b>Item 11</b> |
| Capitola          | Kristen Brown         | AB  | N/A           | N/A            |
| Carmel-by-the-Sea | Karen Ferlito         | AB  | N/A           | N/A            |
| Del Rey Oaks      | John Uy               | X   | Y             | Y              |
| Gonzales          | Scott Funk            | X   | Y             | Y              |
| Greenfield        | Robert White          | X   | Y             | Y              |
| Hollister         | Dolores Morales       | X   | Y             | Y              |
| King City         | Carlos Victoria       | X   | Y             | Y              |
| Marina            | Brian McCarthy        | X   | Y             | Y              |
| Monterey          | Alan Haffa            | X   | Y             | Y              |
| Pacific Grove     | Luke Coletti (6:15)   | X   | N/A           | N/A            |
| Salinas           | Steve McShane         | AB  | N/A           | N/A            |
| San Juan Bautista | John Freeman          | X   | Y             | Y              |
| Sand City         | Mary Ann Carbone      | X   | Y             | Y              |
| Santa Cruz        | Scott Newsome         | X   | Y             | Y              |
| Scotts Valley     | Derek Timm            | X   | Y             | Y              |
| Seaside           | Alex Miller           | X   | Y             | Y              |
| Soledad           | Anna Velazquez        | X   | Y             | Y              |
| Watsonville       | Vanessa Quiroz-Carter | X   | Y             | Y              |
| County Monterey   | Mary Adams            | AB  | N/A           | N/A            |
| County Monterey   | Glenn Church          | X   | Y             | Y              |
| County Santa Cruz | Manu Koenig           | X   | Y             | Y              |
| County Santa Cruz | Felipe Hernandez      | AB  | N/A           | N/A            |
| County San Benito | Mindy Sotelo          | X   | Y             | Y              |
| County San Benito | Dom Zanger            | X   | Y             | Y              |

(\* = Board Member(s) arrived late or left early, therefore, did not vote on the item. Please refer the minutes)

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Regina Valentine, Senior Planner

**SUBJECT:** AMBAG Regional Clearinghouse Monthly Newsletter

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

It is recommended that the Board of Directors accept the April 2024 Clearinghouse monthly newsletter.

**BACKGROUND/DISCUSSION:**

Since March 12, 1984, under adopted State Clearinghouse Procedures, the Association of Monterey Bay Area Governments (AMBAG) was designated the regional agency responsible for clearinghouse operations in Monterey, San Benito and Santa Cruz Counties. These procedures implement Presidential Executive Order 12372 as interpreted by the "State of California Procedures for Intergovernmental Review of Federal Financial Assistance and Direct Development Activities." They also implement the California Environmental Quality Act of 1970 as interpreted by CEQA Guidelines.

The purpose of the Clearinghouse is to provide all interested parties within the Counties of Monterey, San Benito and Santa Cruz notification of projects for federal financial assistance, direct federal development activities, local plans and development projects and state plans that are proposed within the region. These areawide procedures are intended to be coordinated with procedures adopted by the State of California.

**FINANCIAL IMPACT:**

There is no direct financial impact. Staff time for monitoring clearinghouse activities is incorporated into the current AMBAG Overall Work Program and budget.

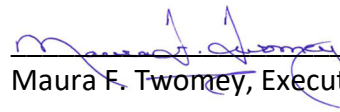
**COORDINATION:**

Notices for the Clearinghouse are sent by lead agencies to AMBAG. Interested parties are sent email notifications twice a month with the newsletter attached.

**ATTACHMENT:**

1. Monthly Newsletter - Clearinghouse items April 1 – 30, 2024.

**APPROVED BY:**

  
\_\_\_\_\_  
Maura F. Twomey, Executive Director

## Attachment 1

### AMBAG REGIONAL CLEARINGHOUSE

**The AMBAG Board of Directors will review these items on 5/8/2024**

Association of Monterey Bay Area Governments PO Box 2453 Seaside CA 93955 |  
831.883.3750

### ENVIRONMENTAL DOCUMENTS

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**20240403**

**Jimenez Salvador Jr Tr (The Red Barn)**

Monterey County

Mary Israel  
(831) 755-5183

Mitigated Negative Declaration (MND)

Use Permit Amendment to ZA-3117 and ZA-3269 to amend the parking and sales area and expanded operations as described in a General Development Plan. The Amendment to the Use Permit amends the size and location of parking and sales area for open air retail and wholesale sales in the Light Commercial zoned area of the property, relocating operations impacted from loss of 8.74 acres of the 41.50-acre property due to CalTrans construction and adding onsite storage for vendors. Additional 34,500 sq. ft. of vendor space and 18,140 sq. ft. vehicle access area on the approx. 156,880 sq. ft. vending area and approx. 307,000 sq. ft. parking and vehicle access. The General Development Plan addresses expanding potential uses from open air retail and wholesale sales to events such as corporate events, weddings and quinceañeras within the Red Barn structure and electric carts, nursery events, outdoor movies, paintball club in addition to the parking and sales area for open air retail and wholesale sales in outdoor areas.

Project Location:

Monterey County

Aromas (Unincorporated)

Parcel: 141013035000

Public hearing information:

Monterey County Board of Supervisors Chambers, 168 West Alisal St, Salinas CA, Date To Be Determined (Summer 2024)

Public review period ends **Friday, May 17, 2024**

City of Marina  
Guido Persicone  
(831) 884-1281

Draft Environmental Impact Report\* (DE

The intended purpose of the Specific Plan is to establish a direct connection between the City of Marina's General Plan and opportunities for vitalization and enhancement within Downtown Marina. The planning horizon for the Specific Plan is the 20-year period starting with the plan's adoption date. An overall goal is the orderly development of Downtown Marina in a method consistent with the City's General Plan and, more specifically, with the community's vision as developed through the community outreach process. Based on existing land use designations and underlying zoning requirements, described under General Plan land use designations above, potential buildout of the Specific Plan could include approximately an additional 1,385,000 square feet of new retail and office space and 2,904 new housing units. When added to existing development, the Plan area could include a total of up to approximately 2,390,000 square feet of commercial and retail space and up to 5,205 housing units. However, the pace of future development would largely be determined by market forces, and thus it is difficult to determine at what date buildout would occur.

Project Location:

Monterey County  
Marina

Parcel: NA

Public hearing information:

N/A

Public review period ends **Friday, May 24, 2024**

## PUBLIC HEARINGS

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20240402

### Coastal Rail Trail Segments 10 and 11 Final EIR

Santa Cruz County  
Rob Tidmore  
(831) 454-7947

Final Document (Fin)

The Project is an approximately 4.5-mile new multi-use bicycle and pedestrian trail proposed to extend along the RTC-owned railroad corridor from the eastern side of 17th Avenue at the western limits of the Project to the western side of State Park Drive at the eastern limits of the Project, extending through unincorporated Santa Cruz County and the City of Capitola. Segment 10 extends from 17th Avenue to 47th Avenue, and Segment 11 extends from 47th Avenue to State Park Drive. The EIR includes an evaluation of the Ultimate Trail Configuration (Trail Next to Rail Line), which includes an Optional Interim Trail (Trail on the Rail Line) for both Segments 10 and 11. Therefore, both the Ultimate Trail Configuration and the Optional Interim Trail alignments are part of the Proposed Project and analyzed at an equal level of detail in the EIR.

#### Project Location:

Santa Cruz County  
Capitola

Parcel: N/A

#### Public hearing information:

Santa Cruz County Board Chambers, 701 Ocean Street, Room 525, Santa Cruz, California, and via Zoom

4/30/2024 9:00 AM

Public review period ends **Tuesday, April 30, 2024**

Generated: 4/30/2024 1:33:08 By: Regina Valentine, Senior Planner

*More detailed information on these projects is available by calling the contact person for each project or through AMBAG at (831) 883-3750. Comments will be considered by the AMBAG Board of Directors in its review. All comments will be forwarded to the applicants for response and inclusion in the project application. If substantial coordination or conflict issues arise, the Clearinghouse can arrange meetings between concerned agencies and applicants.*

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Amaury Berteaud, Sustainability Program Manager

**SUBJECT:** AMBAG Sustainability Program Update

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

It is recommended the Board of Directors accept this report.

**BACKGROUND/ DISCUSSION:**

**AMBAG Sustainability Program Elements**

**Energy Efficiency Program Development**

AMBAG is a founding member of the Rural and Hard to Reach (RHTR) working group, which was created in 2015 to promote the deployment of energy efficiency resources to California's rural communities. In the past two years AMBAG staff has been working with RHTR partners to create a Regional Energy Network (REN). RENs are entities which submit business plans to the California Public Utilities Commission (CPUC) to obtain ratepayer funds and implement energy efficiency programs.

In June 2021, RHTR partners executed a memorandum of understanding for the development of the RuralREN. RHTR partners submitted a motion for the creation of the RuralREN as well as the RuralREN 2023-2031 strategic business plan to the CPUC in March 2022. In June 2022, Commissioner Shiroma issued a ruling which determined that the RuralREN motion should be considered on the same timeline, and in the same proceeding as the 2024-2031 business plans from existing energy efficiency portfolio administrators. On June 29, 2023, the CPUC issued Decision D.23.06.055 which included approval of RuralREN, and its business plan, with a 2024-2027 budget of \$84 million and an 2028-2031 preliminary budget of \$93 million. AMBAG is working with RuralREN partners to engage in the regulatory process and clarify the governance structure of the RuralREN. Once this process is completed AMBAG will work with partners to launch RuralREN programs which are expected to launch in fall 2024.

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## **Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study**

On December 6, 2021, the California Department of Conservation awarded AMBAG a \$250,000 Sustainable Agricultural Lands Conservation (SALC) program planning grant to fund the creation of a Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study.

The Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study project seeks to create an inventory of natural and working lands carbon stock in the AMBAG region and forecast its evolution based on different climate change and land use scenarios, as well as the implementation of different adaptation and mitigation strategies. This project will empower the Monterey Bay region to consider the health of natural and working lands as a part of long-range planning as well as provide an opportunity for cities and counties to further integrate natural and working land GHG mitigation strategies as part of their climate action planning process.

In the past month AMBAG staff worked with Ascent Environmental Inc. to release the public draft of the Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study.

## **Monterey Bay Electric Vehicle Climate Adaptation and Resiliency Framework (Monterey Bay EV CAR Framework)**

On August 31, 2023, the California Department of Transportation awarded AMBAG and Ecology Action a \$750,000 Sustainable Transportation Planning Grant (STPG) climate adaptation planning grant to fund the creation of a Monterey Bay Electric Vehicle Climate Adaptation and Resiliency Framework.

The Monterey Bay EV CAR Framework will create a roadmap in the Monterey Bay Area for assessing current charging infrastructure vulnerability to climate change and create strategies that ensure the build-out of EV charging infrastructure increases equity and resiliency in the face of climate change. This project will empower the Monterey Bay region to integrate climate and equity considerations as part of long-range EV infrastructure planning.

In the past month AMBAG staff worked with Ecology Action staff to evaluate responses to the request for proposals for equity and outreach consultants. AMBAG staff also continued to gather the data necessary to complete the Monterey Bay EV CAR Framework.

### **ALTERNATIVES:**

There are no alternatives to discuss as this is an informational report.



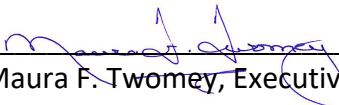
**FINANCIAL IMPACT:**

The budget is fully funded under a SALC planning grant, SB1 Planning Funds, and a Caltrans Climate Adaptation Planning Grant. All funding is programmed in the FY 2023-24 Overall Work Program and Budget.

**COORDINATION:**

AMBAG staff is coordinating with the RuralREN partners, local jurisdictions, and local community stakeholders.

**APPROVED BY:**

  
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Maura F. Twomey, Executive Director

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** William Condon, Associate Planner

**SUBJECT:** Formal Amendment No. 11 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2022-23 to FFY 2025-26

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

Approve Formal Amendment No. 11 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2022-23 to FFY 2025-26 by adopting Resolution No. 2024-3 (Attachment 1).

**BACKGROUND/ DISCUSSION:**

The federally required Metropolitan Transportation Improvement Program (MTIP) is a comprehensive listing of surface transportation improvement projects for the tri-county Monterey Bay Region that receive federal funds or are subject to a federally required action, and/or are regionally significant.

AMBAG, as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay Region, prepares and adopts the MTIP at least once every two years. The MTIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred to as “programmed”) must not exceed the amount of dollars estimated to be available. The MTIP: FFY 2022-23 to FFY 2025-26 was adopted by the AMBAG Board at their September 14, 2022 meeting. It received state approval on November 16, 2022 and joint approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on December 16, 2022. Upon the MTIP: FFY 2022-23 to FFY 2025-26 receiving federal approval, it was included in the 2023 Federal Statewide Transportation Improvement Program (FSTIP).

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### **What constitutes Formal Amendment to the adopted MTIP?**

1. Federal regulations require that any addition or deletion of a project within the first four years of the adopted MTIP require formal amendment.
2. A significant change in project scope of work and/or cost estimate over \$20 million or 50% of the total project cost as programmed within the first four years requires a formal amendment to the adopted MTIP. There is no limit on adding funds to a grouped project listing.

### **Who approves Formal Amendments to the MTIP?**

1. As per the federal requirements, each formal amendment to the MTIP is first circulated for public review and comments for a minimum of two weeks. Thereafter, the formal amendment is presented to the MPO Board for their approval.
2. After the MPO's approval, the formal amendment is submitted to the State Department of Transportation (Caltrans) for their approval.
3. After the State's approval, the formal amendment is forwarded to the FHWA and FTA for their joint approval.
4. Upon federal approval, the formal amendment by reference is included in the FSTIP.

Formal Amendment No. 11 to the MTIP: FFY 2022-23 to FFY 2025-26 updates three (3) projects, as listed in **Attachment 2**, Summary of Changes. The complete project listing included in Formal Amendment No. 11 is also enclosed with the agenda (**Attachment 3**) and can be viewed/downloaded using the AMBAG website link ([www.ambag.org](http://www.ambag.org)).

In accordance with the current federal regulations, the proposed Formal Amendment No. 11 is financially constrained to reasonably available resources. The projects included in Formal Amendment No. 11 have been developed in accordance with all applicable transportation planning requirements per 23 CFR Part 450 and are expected to support the establishment and achievement of performance management targets. The projects included in this Formal Amendment No. 11 also meet the following general requirements for a project to be approved by the U.S. Department of Transportation as a part of the MTIP:

- 1) Projects must be consistent with AMBAG's adopted 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS);
- 2) Projects must be financially constrained, and;

3) Projects must satisfy public review/comments requirements.

**ALTERNATIVES:**

The Board could take an action not to approve Formal Amendment No. 11 to the MTIP: FFY 2022-23 to FFY 2025-26. In this case, work on the project included in this formal amendment could be put on hold.

**FINANCIAL IMPACT:**

This is a federally funded activity. Staff time to carry out the formal amendment process as well as cost for publication of the public notice in the local newspapers for public review and comment is programmed in the adopted FY 2023-24 Monterey Bay Region Overall Work Program (OWP) and Budget.

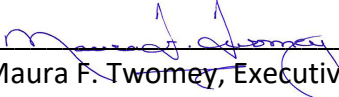
**COORDINATION:**

Formal Amendment No. 11 to the MTIP: FFY 2022-23 to FFY 2025-26 was prepared in coordination and consultation with the California Department of Transportation (Caltrans), Council of San Benito County Governments (SBtCOG), Monterey-Salinas Transit (MST), Santa Cruz County Regional Transportation Commission (SCRTC), Santa Cruz Metropolitan Transit District (SCMTD) and Transportation Agency for Monterey County (TAMC).

**ATTACHMENTS:**

1. Resolution No. 2024-3
2. Summary of Changes
3. Project Programming Pages

**APPROVED BY:**

  
\_\_\_\_\_  
Maura F. Twomey, Executive Director

**A RESOLUTION  
OF THE BOARD OF DIRECTORS OF THE  
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS  
ADOPTING FORMAL AMENDMENT NO. 11 TO THE MONTEREY BAY METROPOLITAN  
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)  
FFY 2022-23 to FFY 2025-26**

**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 Fixing America's Surface Transportation Act (FAST Act) 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 *2045 Metropolitan Transportation Plan/Sustainable Communities Strategy*, the *2022 State Transportation Improvement Program*, the *2022 State Highway Operation and Protection Program*, and the area's Regional Transportation Improvement Programs and Short Range Transit Plans; 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 Formal Amendment No. 11 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 Formal Amendment No. 11 to the *Monterey Bay Metropolitan Transportation Improvement Program FFY 2022-23 to FY 2025-26* to the appropriate Federal and State agencies.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of May 2024.

**Attachment 2  
Summary of Changes**

**MTIP FFY 2022-23 to FFY 2025-26  
Formal Amendment No. 11**

| <b>Project Number</b> | <b>Project Name</b>   | <b>Change</b>  | <b>Prior \$ (\$1,000)</b> | <b>New \$ (\$1,000)</b> | <b>% Change</b> |
|-----------------------|---|--|---------------------------|-------------------------|-----------------|
| MYC023M               | Davis Road Bridge Replacement                                 | Highway Bridge Program - State funding: PE: Add \$303K in FFY 2025/26 (was \$0); ROW: Add \$1,138K in FFY 2023/24 (was \$0).<br>Local match funds: PE: Add \$75K in FFY 2025/26 (was \$0); ROW: Add \$147K in FFY 2023/24 (was \$0); CON: Add \$2,336K in FFY 24/25 (was \$3,935K);<br>Local AC funds, CON: Add \$18,026K in FFY 2024/25 (was \$30,375K) | \$34,310                  | \$56,336                | 64%             |
| MYCG126M              | Pajaro to Prunedale G12 Corridor Project, Segment 6 - Phase 2 | New project.<br>MTP ID: MON-MYC181-UM  | \$0                       | \$1,811                 | 100%            |
| SC152CSCT             | Watsonville 152 CAPM  | New Project.<br>MTP ID: SC-CT-P61-CT   | \$0                       | \$3,423                 | 100%            |

**MTIP FFY 2022-23 to FFY 2025-26  
Formal Amendment No. 11**

**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.

**COUNTY:** Monterey County

**SYSTEM:** Local Highway System

**IMPLEMENTING AGENCY:** Caltrans

**PRJ MGR:** Carla Yu

**PHONE:** (805) 549-3749

Dollars in Thousands

Fund Category: Highway Bridge Program - State

Fund Type: Bridge - State (HBRR)

|        | PRIOR   | 22/23 | 23/24   | 24/25 | 25/26 | FUTURE   | TOTAL    |
|--------|---------|-------|---------|-------|-------|----------|----------|
| PE     | \$4,749 | \$0   | \$0     | \$0   | \$303 | \$0      | \$5,052  |
| RW     | \$2,111 | \$0   | \$1,138 | \$0   | \$0   | \$0      | \$3,249  |
| CON    | \$0     | \$0   | \$0     | \$0   | \$0   | \$48,401 | \$48,401 |
| Total: | \$6,860 | \$0   | \$1,138 | \$0   | \$303 | \$48,401 | \$56,702 |

Fund Category: Local Funds

Fund Type: Agency

|        | PRIOR   | 22/23 | 23/24 | 24/25   | 25/26 | FUTURE | TOTAL   |
|--------|---------|-------|-------|---------|-------|--------|---------|
| PE     | \$1,187 | \$0   | \$0   | \$0     | \$76  | \$0    | \$1,263 |
| RW     | \$273   | \$0   | \$147 | \$0     | \$0   | \$0    | \$420   |
| CON    | \$0     | \$0   | \$0   | \$6,271 | \$0   | \$0    | \$6,271 |
| Total: | \$1,461 | \$0   | \$147 | \$6,271 | \$76  | \$0    | \$7,955 |

Fund Category: Local Funds

Fund Type: Local Transportation Funds - Advance Construction

|        | PRIOR | 22/23 | 23/24 | 24/25    | 25/26 | FUTURE    | TOTAL |
|--------|-------|-------|-------|----------|-------|-----------|-------|
| PE     | \$0   | \$0   | \$0   | \$0      | \$0   | \$0       | \$0   |
| RW     | \$0   | \$0   | \$0   | \$0      | \$0   | \$0       | \$0   |
| CON    | \$0   | \$0   | \$0   | \$48,401 | \$0   | -\$48,401 | \$0   |
| Total: | \$0   | \$0   | \$0   | \$48,401 | \$0   | -\$48,401 | \$0   |



Project Total:

|        | PRIOR   | 22/23 | 23/24   | 24/25    | 25/26 | FUTURE | TOTAL    |
|--------|---------|-------|---------|----------|-------|--------|----------|
| PE     | \$5,936 | \$0   | \$0     | \$0      | \$379 | \$0    | \$6,315  |
| RW     | \$2,384 | \$0   | \$1,285 | \$0      | \$0   | \$0    | \$3,669  |
| CON    | \$0     | \$0   | \$0     | \$54,672 | \$0   | \$0    | \$54,672 |
| Total: | \$8,320 | \$0   | \$1,285 | \$54,672 | \$379 | \$0    | \$64,656 |

**MTIP FFY 2022-23 to FFY 2025-26  
Formal Amendment No. 11**

**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 reduce four lanes to two to install Class II bike lanes and 3 ft buffer where feasible; install a raised median; install rectangular rapid-flashing beacons; fill sidewalk gaps; install splitter island on minor road approaches; 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 | 22/23 | 23/24 | 24/25   | 25/26 | FUTURE | TOTAL   |
|--------|-------|-------|-------|---------|-------|--------|---------|
| PE     | \$0   | \$0   | \$0   | \$0     | \$0   | \$0    | \$0     |
| RW     | \$0   | \$0   |       | \$0     | \$0   | \$0    | \$0     |
| CON    | \$0   | \$0   | \$0   | \$1,811 | \$0   | \$0    | \$1,811 |
| Total: | \$0   | \$0   | \$0   | \$1,811 | \$0   | \$0    | \$1,811 |

**MTIP FFY 2022-23 to FFY 2025-26  
Formal Amendment No. 11**

**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 | 22/23 | 23/24 | 24/25   | 25/26 | FUTURE   | TOTAL    |
|--------|-------|-------|-------|---------|-------|----------|----------|
| PE     | \$0   | \$0   | \$0   | \$3,423 | \$0   | \$5,205  | \$8,628  |
| RW     | \$0   | \$0   | \$0   | \$0     | \$0   | \$393    | \$393    |
| CON    | \$0   | \$0   | \$0   | \$0     | \$0   | \$35,693 | \$35,693 |
| Total: | \$0   | \$0   | \$0   | \$3,423 | \$0   | \$41,291 | \$44,714 |

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Bhupendra Patel, Ph.D., Director of Modeling

**SUBJECT:** Draft Amendment No. 2 to the FY 2023-24 Monterey Bay Region Overall Work Program (OWP) and Budget

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

Approve Draft Amendment No. 2 to the FY 2023-24 Monterey Bay Region OWP and Budget.

**BACKGROUND/ DISCUSSION:**

The Infrastructure Investment and Jobs Act (IIJA) calls for the development of the Overall Work Program (OWP) and Budget by the federally designated Metropolitan Planning Organization (MPO). The Association of Monterey Bay Area Governments (AMBAG), as the federally designated MPO for the tri-county (Monterey, San Benito and Santa Cruz Counties) Monterey Bay Region, annually develops and maintains the OWP and Budget.

The FY 2023-24 OWP and Budget was developed in consultation and coordination with the region's Regional Transportation Planning Agencies (RTPA), transit operators, Caltrans, Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). It includes transportation and air quality related planning activities proposed for the Monterey Bay Region for the fiscal year July 1, 2023 to June 30, 2024.

The FY 2023-24 OWP and Budget was approved by the AMBAG Board of Directors at their May 10, 2023 meeting and the FY 2023-24 OWP was jointly approved by FHWA and FTA on May 30, 2023.

The AMBAG OWP and Budget is subject to periodic adjustments resulting from changes in activities as well as revisions in revenues and expenditures during the fiscal year. The

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proposed Draft Amendment No. 2 to the FY 2023-24 OWP and Budget accounts for the following changes:

- Programming final FY 2023-24 federal formula allocation of FHWA PL and FTA 5303 funds for AMBAG.
- Updating Budget line items as per the final FY 2023-24 federal funds allocated to AMBAG.

For your reference, Draft Amendment No. 2 to the FY 2023-24 OWP and Budget is separately enclosed with the agenda (Attachment 1) and available on the AMBAG website (<https://www.ambag.org/>) to view and download.

**ALTERNATIVES:**

None.

**FINANCIAL IMPACT:**

Staff time to carry out OWP and Budget activities is funded through FHWA PL, FTA 5303, other State and local funds as programmed in the approved FY 2023-24 OWP and Budget.

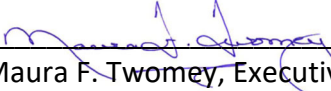
**COORDINATION:**

Preparation of Draft Amendment No. 2 to the FY 2023-24 OWP and Budget has been coordinated with transit operators, San Benito Council of Governments, Transportation Agency for Monterey County, Santa Cruz Regional Transportation Commission, California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

**ATTACHMENT:**

1. Draft Amendment No. 2 to the FY 2023-24 AMBAG OWP and Budget (separately enclosed)

**APPROVED BY:**

  
\_\_\_\_\_  
Maura F. Twomey, Executive Director



**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Errol Osteraa, Director of Finance and Administration

**SUBJECT:** Financial Update Report

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

Staff recommends that the Board of Directors accept the Financial Update Report.

**BACKGROUND/ DISCUSSION:**

The enclosed financial reports are for the 2023-2024 Fiscal Year (FY) and are presented as a consent item. The attached reports contain the cumulative effect of operations through March 31, 2024, as well as a budget-to-actual comparison. Amounts in the Financial Update Report are unaudited.

**FINANCIAL IMPACT:**

The Balance Sheet for March 31, 2024, reflects a cash balance of \$1,552,522.85. The accounts receivable balance is \$662,615.17, while the current liabilities balance is \$439,589.51. AMBAG has sufficient current assets on hand to pay all known current obligations.

AMBAG's Balance Sheet as of March 31, 2024, reflects a positive Net Position in the amount of \$386,898.33. This is due to the Profit and Loss Statement reflecting an excess of revenue over expense of \$203,639.70. Changes in Net Position are to be expected throughout the fiscal year (FY), particularly at the beginning due to the collection of member dues which are received in July and the timing of various year-end adjustments required after our financial audit.

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The following table highlights key Budget to Actual financial data:

**Budget to Actual Financial Highlights**  
**For Period July 1, 2023 through March 31, 2024**

| <b>Expenditures</b>         | <b>Budget Through March 2024</b> | <b>Actual Through March 2024</b> | <b>Difference</b>      |
|-----------------------------|----------------------------------|----------------------------------|------------------------|
| Salaries & Fringe Benefits  | \$ 2,181,825.00                  | \$ 2,000,964.15                  | \$ 180,860.85          |
| Professional Services       | \$ 9,764,178.00                  | \$ 2,270,524.84                  | \$ 7,493,653.16        |
| Lease/Rentals               | \$ 61,875.00                     | \$ 57,620.22                     | \$ 4,254.78            |
| Communications              | \$ 20,850.00                     | \$ 15,078.99                     | \$ 5,771.01            |
| Supplies                    | \$ 109,623.00                    | \$ 38,909.18                     | \$ 70,713.82           |
| Printing                    | \$ 9,000.00                      | \$ 1,505.38                      | \$ 7,494.62            |
| Travel                      | \$ 54,825.00                     | \$ 9,871.64                      | \$ 44,953.36           |
| Other Charges               | \$ 273,189.00                    | \$ 320,901.10                    | \$ (47,712.10)         |
| <b>Total</b>                | <b>\$ 12,475,364.00</b>          | <b>\$ 4,715,375.50</b>           | <b>\$ 7,759,989.50</b> |
| <b>Revenue</b>              |                                  |                                  |                        |
| Federal/State/Local Revenue | \$ 12,551,128.00                 | \$ 4,919,015.20                  | \$ 7,632,112.80        |

Note: AMBAG is projecting a surplus, therefore budgeted revenues do not equal expenses.

**Revenues/Expenses (Budget to Actual Comparison):**

The budget reflects a linear programming of funds while actual work is contingent on various factors. Therefore, during the fiscal year there will be fluctuations from budget-to-actual.

Professional Services are under budget primarily due to the timing of work on projects performed by contractors. Projects early in their implementation are Integrated Land Use Model and Development Monitoring Framework Tool, Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study, California Central Coast Sustainable Freight Study, and Complete Streets. This work is not performed in a linear fashion while the budget reflects linear programming. In addition, the Regional Early Action Planning Housing Program (REAP) provides \$7,931,311 in funding of which a large portion will pass through to partner agencies. This program is approximately 96% completed. The current budget includes a proportionate share of \$10,133,742 in funding for the REAP 2.0 program. It is in its early stages.

Since AMBAG funding is primarily on a reimbursement basis, any deviation in expenditure also results in a corresponding deviation in revenue. Budget-to-actual revenue and expenditures are monitored regularly to analyze fiscal operations and propose amendments to the budget if needed.



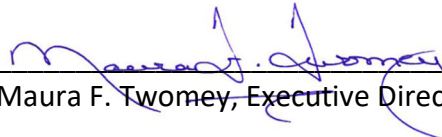
**COORDINATION:**

N/A

**ATTACHMENTS:**

1. Balance Sheet as of March 31, 2024
2. Profit and Loss: July 1, 2023 – March 31, 2024
3. Cash Activity for April 2024

**APPROVED BY:**

  
\_\_\_\_\_  
Maura F. Twomey, Executive Director



**Profit & Loss - Attachment 2**

July - March 2024

|  | July - March 2024 | July - March 2024   |
|--|-------------------|---------------------|
| <b>Income</b>  |                   |                     |
| AMBAG Revenue  |                   | 195,856.03          |
| Cash Contributions                                   |                   | 87,329.77           |
| Grant Revenue  |                   | 4,428,171.70        |
| Non-Federal Local Match                              |                   | 207,657.70          |
| <b>Total Income</b>                                  |                   | <b>4,919,015.20</b> |
| <b>Expense</b>                                       |                   |                     |
| Salaries   |                   | 1,256,702.54        |
| Fringe Benefits                                      |                   | 744,261.61          |
| Professional Services                                |                   | 2,270,524.84        |
| Lease/Rentals  |                   | 57,620.22           |
| Communications                                       |                   | 15,078.99           |
| Supplies   |                   | 38,909.18           |
| Printing   |                   | 1,505.38            |
| Travel   |                   | 9,871.64            |
| Other Charges:                                       |                   |                     |
| BOD Allowances                                       | 6,200.00          |                     |
| BOD Refreshments/Travel/Nameplates/Dinner/Other      | 820.90            |                     |
| Workshops/Training                                   | 4,025.03          |                     |
| GIS Licensing/CCJDC Support                          | 8,914.00          |                     |
| Energy Watch Travel/Classes/Events/Recruitment/Other | 875.00            |                     |
| SB1/MTIP/MTP/SCS/OWP/Public Participation Expenses   | 15,309.03         |                     |
| Recruiting   | 1,655.32          |                     |
| Model Expenses                                       | 3,300.00          |                     |
| Dues & Subscriptions                                 | 19,073.20         |                     |
| Depreciation Expense                                 | 23,137.74         |                     |
| Maintenance/Utilities                                | 1,007.19          |                     |
| Insurance  | 28,665.99         |                     |
| Interest/Fees/Tax Expense                            | 260.00            |                     |
| <b>Total Other Charges</b>                           |                   | <b>113,243.40</b>   |
| Non-Federal Local Match                              |                   | 207,657.70          |
| <b>Total Expense</b>                                 |                   | <b>4,715,375.50</b> |
| <b>Net Income/(Loss)</b>                             |                   | <b>203,639.70</b>   |

**AMBAG  
Cash Activity - Attachment 3  
For April 2024**

| Monthly Cash Activity          | July-23      | August-23    | September-23 | October-23   | November-23  | December-23  | January-24   | February-24  | March-24     | April-24     | May-24 | June-24 | TOTAL        |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------|---------|--------------|
| <b>1. CASH ON HAND</b>         |              |              |              |              |              |              |              |              |              |              |        |         |              |
| [Beginning of month]           | 3,485,673.92 | 3,623,604.37 | 2,981,151.06 | 2,876,887.37 | 2,820,945.79 | 2,349,153.26 | 2,167,894.66 | 2,540,335.16 | 2,019,142.77 | 1,552,522.85 | 0.00   | 0.00    | 0.00         |
| <b>2. CASH RECEIPTS</b>        |              |              |              |              |              |              |              |              |              |              |        |         |              |
| (a) AMBAG Revenue              | 122,393.92   | 39,335.97    | 36,362.67    | 11,572.10    | 7,924.10     | 20,520.51    | 11,188.83    | 3,080.52     | 9,268.84     | 208.56       | 0.00   | 0.00    | 261,856.02   |
| (b) Grant Revenue              | 321,324.61   | 500,755.13   | 226,665.54   | 251,418.16   | 490,551.54   | 235,752.42   | 232,391.56   | 412,739.71   | 300,539.95   | 203,322.98   | 0.00   | 0.00    | 3,175,461.60 |
| (c) REAP Advance Payment       | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 720,000.00   | 0.00         | 0.00         | 1,524,000.00 | 0.00   | 0.00    | 2,244,000.00 |
| (d) Borrowing                  | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00   | 0.00    | 0.00         |
| <b>3. TOTAL CASH RECEIPTS</b>  | 443,718.53   | 540,091.10   | 263,028.21   | 262,990.26   | 498,475.64   | 256,272.93   | 963,580.39   | 415,820.23   | 309,808.79   | 1,727,531.54 | 0.00   | 0.00    | 5,681,317.62 |
| <b>4. TOTAL CASH AVAILABLE</b> | 3,929,392.45 | 4,163,695.47 | 3,244,179.27 | 3,139,877.63 | 3,319,421.43 | 2,605,426.19 | 3,131,475.05 | 2,956,155.39 | 2,328,951.56 | 3,280,054.39 | 0.00   | 0.00    | 0.00         |
| <b>5. CASH PAID OUT</b>        |              |              |              |              |              |              |              |              |              |              |        |         |              |
| (a) Payroll & Related *        | 226,595.24   | 206,279.10   | 215,964.87   | 221,730.16   | 227,634.13   | 245,033.18   | 224,953.03   | 228,760.81   | 261,952.02   | 135,693.02   | 0.00   | 0.00    | 2,194,595.56 |
| (b) Professional Services      | 46,858.21    | 947,109.20   | 136,956.62   | 76,138.24    | 724,329.25   | 179,301.14   | 345,764.96   | 617,146.71   | 467,500.96   | 14,094.30    | 0.00   | 0.00    | 3,555,199.59 |
| (c) Capital Outlay             | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 57,184.25    | 35,732.74    | 0.00         | 0.00   | 0.00    | 92,916.99    |
| (d) Lease/Rentals              | 12,157.40    | 6,603.40     | 6,579.38     | 6,217.41     | 6,217.41     | 6,568.08     | 6,466.82     | 6,568.08     | 6,150.00     | 6,259.64     | 0.00   | 0.00    | 69,787.62    |
| (e) Communications             | 2,057.70     | 1,795.48     | 1,326.43     | 1,895.75     | 2,405.60     | 852.76       | 2,574.85     | 2,147.87     | 1,549.89     | 619.31       | 0.00   | 0.00    | 17,225.64    |
| (f) Supplies                   | 828.27       | 1,754.13     | 1,685.39     | 6,243.48     | 2,665.15     | 1,206.16     | 7,195.51     | 13,826.68    | 1,136.85     | 6,358.96     | 0.00   | 0.00    | 42,900.58    |
| (g) Printing                   | 0.00         | 0.00         | 245.30       | 0.00         | 0.00         | 593.75       | 0.00         | 666.33       | 0.00         | 0.00         | 0.00   | 0.00    | 1,505.38     |
| (h) Travel                     | 584.62       | 1,479.85     | 1,749.05     | 2,093.37     | 1,827.96     | 814.49       | 135.72       | 1,070.07     | 230.97       | 6,887.13     | 0.00   | 0.00    | 16,873.23    |
| (i) Other Charges              | 16,706.64    | 17,523.25    | 2,784.86     | 4,613.43     | 5,188.67     | 3,161.97     | 4,049.00     | 9,641.82     | 2,175.28     | 8,985.34     | 0.00   | 0.00    | 74,830.26    |
| (j) Loan Repayment             | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00   | 0.00    | 0.00         |
| <b>6. TOTAL CASH PAID OUT</b>  | 305,788.08   | 1,182,544.41 | 367,291.90   | 318,931.84   | 970,268.17   | 437,531.53   | 591,139.89   | 937,012.62   | 776,428.71   | 178,897.70   | 0.00   | 0.00    | 6,065,834.85 |
| <b>7. CASH POSITION</b>        | 3,623,604.37 | 2,981,151.06 | 2,876,887.37 | 2,820,945.79 | 2,349,153.26 | 2,167,894.66 | 2,540,335.16 | 2,019,142.77 | 1,552,522.85 | 3,101,156.69 | 0.00   | 0.00    | 0.00         |



**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Bhupendra Patel, Ph.D., Director of Modeling

**SUBJECT:** Draft FY 2024-25 Monterey Bay Region Overall Work Program (OWP) and Budget

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

- 1) Approve the Draft FY 2024-25 Monterey Bay Region OWP and Budget by adopting Resolution 2024-4 (Attachment 1) and authorize staff to submit the Draft FY 2024-25 OWP to Caltrans and federal agencies for their approval;
- 2) Certify AMBAG's adherence to the metropolitan transportation planning process within the region and authorize Executive Director to sign the certification (Attachment 2); and;
- 3) Authorize AMBAG staff to execute OWP Agreements to release funds for metropolitan transportation planning use.

**BACKGROUND/ DISCUSSION:**

The Infrastructure Investment and Jobs Act (IIJA) calls for the development of the Overall Work Program (OWP) by the federally designated Metropolitan Planning Organization (MPO). The Association of Monterey Bay Area Governments (AMBAG), as the federally designated MPO for the tri-county (Monterey, San Benito, and Santa Cruz Counties) Monterey Bay Region, annually develops and maintains the OWP and Budget. Generally, the Overall Work Program (OWP) and the AMBAG Budget are linked documents.

The Draft FY 2024-25 OWP is developed in consultation and coordination with the region's Regional Transportation Planning Agencies (RTPA), transit operators, Caltrans, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Draft FY 2024-25 OWP includes transportation and air quality related planning activities proposed for the Monterey Bay Region for the state fiscal year July 1, 2024, to June 30, 2025.

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At the March 13, 2024, meeting, staff presented the Draft FY 2024-25 OWP and Budget for AMBAG Board review and comments. Following the meeting, staff provided the same draft document to Caltrans, FHWA and FTA for their review and comments. AMBAG staff incorporated the comments received from the state and federal agencies in this final Draft FY 2024-25 OWP, as appropriate. The Draft FY 2024-25 OWP and Budget document is separately enclosed with the agenda packet and available to view or download from the AMBAG website at <https://ambag.org>.

Upon Board approval, the FY 2024-25 OWP will be submitted to Caltrans, FHWA, and FTA for their final approval on or before June 30, 2024.

### **Draft FY 2024-25 AMBAG Budget**

Generally, the OWP and the AMBAG Budget are linked documents. The AMBAG Draft FY 2024-25 Budget mirrors the activities and funding programmed in the Draft FY 2024-25 OWP. Staff provided a detailed presentation on the Draft FY 2024-25 AMBAG Budget at the March 13, 2024, Board of Directors meeting. The FY 2024-25 AMBAG Draft Budget is balanced as required by the AMBAG bylaws.

### **ALTERNATIVES:**

None.

### **FINANCIAL IMPACT:**

The staff time to carryout draft OWP and Budget activities is funded through FHWA PL, FTA 5303, and other State and local funds as programmed in the approved FY 2024-25 OWP.


### **COORDINATION:**

Preparation of the Draft FY 2024-25 OWP has been coordinated with Council of San Benito County Governments (SBtCOG), Monterey-Salinas Transit (MST), Santa Cruz County Regional Transportation Commission (SCCRTC), Santa Cruz Metropolitan Transit District (SCMTD), Transportation Agency for Monterey County (TAMC), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

### **ATTACHMENTS:**

1. Resolution 2024-4 approving the Draft FY 2024-25 OWP and Budget
2. Certificate of AMBAG's adherence to the metropolitan transportation planning process within the region
3. Draft FY 2024-25 OWP and Budget (separately enclosed)

**APPROVED BY:**

  
\_\_\_\_\_  
Maura F. Twomey, Executive Director

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS TO ADOPT  
THE AMBAG FY 2024-2025 OVERALL WORK PROGRAM AND BUDGET**

**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**, the Infrastructure Investment and Jobs Act (IIJA) calls for the development of a Unified Planning Work Program (UPWP), or Overall, Work Program (OWP) and Budget under direction of the MPO in cooperation with the State and operators of publicly-owned transit; and

**WHEREAS**, in the Monterey Bay Region, the Comprehensive, Cooperative and Continuous transportation planning process also includes the regional transportation planning agencies, transit operators, Caltrans, the Federal Highway and Federal Transit Administrations; and

**WHEREAS**, the metropolitan planning regulations under the Infrastructure Investment and Jobs Act (IIJA) require the MPO and Caltrans to annually certify that the metropolitan transportation planning process is being carried out in conformance with the following applicable laws and regulations:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;



- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**WHEREAS**, the Association of Monterey Bay Area Governments is an eligible recipient of Federal, State, and local funding; and

**WHEREAS**, the Executive Director is authorized to enter into contracts for grants awarded for Federal, State, and local funding; and

**WHEREAS**, the Association of Monterey Bay Area Governments (AMBAG) wishes to delegate authorization to execute any agreements and any amendments to the AMBAG Executive Director; and

**WHEREAS**, AMBAG's 2024-2025 fiscal year Overall Work Program and Budget describes the work and tasks to be completed; and

**WHEREAS**, the Overall Work Program and Budget provide for the funds necessary for AMBAG to accomplish its stated work and tasks in FY 2024-2025.

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors of the Association of Monterey Bay Area Governments:

1. Does hereby adopt the AMBAG FY 2024-2025 Overall Work Program and Budget including the list of AMBAG approved positions and salary ranges; and
2. Authorizes AMBAG staff to execute Overall Work Program Agreements to release federal and state transportation planning funds for Overall Work Program use; and
3. Certifies that the metropolitan transportation planning process is being carried out in conformance with applicable laws and regulations; and
4. Authorizes the AMBAG Executive Director or her designee to enter into contracts for grants awarded for Federal, State, and local funding, and
5. Authorizes the Executive Director or her designee to take further actions as may be necessary to give effect to this resolution, such as executing amendments and certification for funding applications.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of May, 2024.

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Mary Ann Carbone, President

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Maura F. Twomey, Executive Director

## FY 2024/2025 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and Association of Monterey Bay Area Governments (AMBAG), the designated Metropolitan Planning Organization for the Monterey Bay urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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MPO Authorizing Signature

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Title

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Date

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Caltrans District Approval Signature

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Title

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Date

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** William Condon, Associate Planner

**SUBJECT:** Carbon Reduction Program (CRP) Project Award Recommendations

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

The Board of Directors is asked to approve the projects recommended for award for the Carbon Reduction Program and authorize staff to negotiate and execute contracts with the agencies consistent with the CRP Guidelines.

**BACKGROUND/ DISCUSSION:**

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act or IIJA) was signed into law. The BIL authorizes a new Carbon Reduction Program (CRP) federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO<sub>2</sub>) emissions that result from on-road, highway sources. California receives annual apportionments of CRP over five years. The apportionments are split, with 65% as Local CRP and 35% as State CRP. Over the course of five years, California state is expected to receive approximately \$550 million apportioned to the program, with almost \$6.8 million of that total amount expected to be allocated within the AMBAG MPO planning area. Both Local and State CRP funds must be invested in alignment with the Carbon Reduction Strategy.

IIJA requires Caltrans, in partnership with the MPOs, to develop a Carbon Reduction Strategy and submit it to the Federal Highway Administration (FHWA) for approval by November 2023. ESTA submitted the final Carbon Reduction Strategy, available at the link below, to the Federal Highway Administration (FHWA) on November 15, 2023.

<https://dot.ca.gov/-/media/dot-media/programs/esta/documents/carbon-reduction/120123-final-carbon-reduction-strategy-a11y.pdf>

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Although IJIA allows for a variety of projects to be funded through CRP that support the reduction of transportation emission, in accordance with California’s Transportation Carbon Reduction Strategy, applicant should nominate projects that support the State’s three CRP pillars, bicycle and pedestrian, rail and transit, zero-emission vehicles and infrastructure, and conversions of existing lanes to priced managed lanes.

**Local CRP Funding and Process**

Local CRP funding is apportioned by population throughout California based on 2020 US Census Urbanized Areas (UZA). Local CRP apportioned to UZAs within a Metropolitan Planning Organization (MPO) boundary must be programmed by the MPO and cannot be suballocated within the MPO boundary. The MPO must use a competitive, performance-driven process to select projects for CRP funds. The AMBAG region is expected to receive a total of \$6.83 Million CRP fund. The annual apportionment for FFY 2022 to FFY 2026 are as follows:

| MPO   | FFY 2022    | FFY 2023    | FFY 2024*   | FFY 2025*   | FFY 2026*   |
|-------|-------------|-------------|-------------|-------------|-------------|
| AMBAG | \$1,344,707 | \$1,371,601 | \$1,371,601 | \$1,371,601 | \$1,371,601 |

In consultation with region’s RTPAs and transit agencies, AMBAG staff developed project selection criteria, process, and schedule for the CRP funding. Staff presented CRP overview and draft project selection criteria at your November 8, 2023, and January 10, 2024 meetings respectively for your input. After incorporating all the input received, staff finalized the draft CRP guidelines and project selection criteria which was approved at your February 14, 2024 meeting.

On March 2, 2024, AMBAG issued a call for projects for the CRP funding with an application due date of April 2, 2024. AMBAG received six applications from eligible applicants. All CRP project applications were evaluated by AMBAG staff using AMBAG Board approved CRP project selection criteria. All six applications are competitive and consistent with CRP goals and therefore recommended for CRP funding.

The following projects are recommended for funding. These projects are consistent with the goals of the CRP and align with the three pillars of Caltrans’ Carbon Reduction Strategy.

- *Capitola Community Center ZEV Infrastructure (\$160,452)*

This project is an essential project of a larger-scale renovation endeavor aimed at modernizing and enhancing the Capitola Community Center. The project includes the deployment of four 19.2 kW Level 2 chargers, strategically positioned to cater to the needs of EV users visiting or utilizing the Community Center.

- *City of Sand City Multiuse Trail and Bike Lane Improvement Project (\$1,960,000)*

The project goal is to increase active transportation by implementing a one-mile multiuse trail segment to fill a critical gap in the Monterey Bay Coastal Recreation

Trail (MBRCT). Currently, users entering Sand City must leave the existing MBCRT and divert approximately 1.5 miles along city streets before reconnecting to the trail. The Project is a one-mile trail segment from Playa Avenue near California Ave south to the MBCRT at Canyon Del Rey Boulevard near Roberts Lake.

- *CSUMB University Police Department Electric Vehicle and EV Charger (\$57,057.75)*

This project would allow the purchase of a Chevy Bolt EV and Installation of a Level 2 Charger for the CSUMB Police Department. The primary use of the EV is by CSUMB community service officers (CSO). They respond to all campus community needs, including guiding campus community members from residences to bus stops or picking them up from bus stops. This vehicle will be utilized for short-distance driving to service the campus, plus long trips for agency meetings throughout the region.

- *King City Citywide Electric Vehicle Charging Station Project (\$385,900)*

This project implements the City of King Citywide Electric Vehicle Charging Station Plan, which consists of 11 new Level 3 fast charge stations at 4 locations. The 11 charging stations would be at public locations. Grant funding will be to provide the infrastructure and equipment for each station, which will be City-owned and operated.

- *MST SURF! Busway and Bus Rapid Transit (\$2,000,000)*

The SURF! Busway and BRT Project will create a dedicated busway that runs parallel to State Route 1 between Marina and Seaside/Sand City allowing bus riders to bypass the very congested stretch of Highway 1 on their way to and from the Monterey Peninsula, saving up to 15 minutes of travel time. This busway would be constructed along the Monterey Branch Line, which TAMC purchased using Proposition 116 funds in 2003. By operating the SURF! BRT along the busway, MST will be able to improve transit on-time performance, allow for more frequent bus service, reduce greenhouse gas emissions, and reduce VMT. The project is partially funded, but due to construction cost increases, MST is seeking funding to cover the current funding shortfall for this regionally significant project. If this funding is not available for the project, cost cutting measures will need to be implemented including scaling down some of the active transportation components of the project. Other funding sources for the project include Measure X local funds, Local Partnership Program, State Congressionally Directed Spending, Transit and Intercity Rail Capital Program (TIRCP) and FTA 5307 and Capital Investment Grants Program funds.

- *Santa Cruz METRO's Zero Emission Intercity Transit Service Expansion Project (\$2,000,000)*

Under this project, METRO would implement 15-minute Express Bus frequency on Route 90X during peak commute periods along California Highway 1. Route 90X is a new service that will operate a limited-stop express route between Watsonville and Santa Cruz and will take advantage of the Santa Cruz County Regional Transportation Commission’s (RTC) Highway 1/Bus on Shoulder (BOS) project, which will provide reliability improvements and travel time savings for transit customers on the congested Highway 1 corridor. METRO will not be able to implement peak-period 15-minute service on Highway 1 without the requested CRP funding. Other funding sources of the project include METRO Operating and Capital Reserve Fund, TIRCP, and FTA 5339 funds.

Below is a table that shows a proposed funding allocation amount by federal fiscal year:

| <b>Proposed Award Amounts</b> |                 |                 |                 |                 |                 |
|-------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                               | <b>FFY 2022</b> | <b>FFY 2023</b> | <b>FFY 2024</b> | <b>FFY 2025</b> | <b>FFY 2026</b> |
| <b>MST</b>                    | \$1,344,707     | \$655,293.00    |                 |                 |                 |
| <b>CSUMB</b>                  |                 | \$57,057.75     |                 |                 |                 |
| <b>Capitola</b>               |                 | \$160,452.00    |                 |                 |                 |
| <b>King City</b>              |                 | \$385,900.00    |                 |                 |                 |
| <b>Sand City</b>              |                 | \$112,898.25    | \$1,371,601     | \$475,501       |                 |
| <b>SC METRO</b>               |                 |                 |                 | \$896,100       | \$1,103,900     |
| <b>Total</b>                  | \$1,344,707     | \$1,371,601     | \$1,371,601     | \$1,371,601     | \$1,103,900     |

**Next Steps**

Pending Board of Directors approval, AMBAG will notify applicants of their award status and begin the process of entering into agreements to initiate projects and disburse funds. AMBAG staff will submit the required CRP Project Alignment Confirmation Forms to Caltrans for their concurrence. After Caltrans’ signing of each CRP Project Alignment Confirmation Forms, staff will be programing these projects in the region’s Metropolitan Transportation Improvement Program (MTIP).

**ALTERNATIVES:**

The Board of Directors could choose not to approve the Carbon Reduction Program recommended project awards. AMBAG staff does not recommend this option as it will



delay implementation of the Carbon Reduction Program and may cause the region to lose funding.

**FINANCIAL IMPACT:**

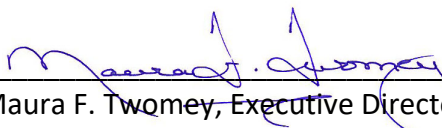
Staff time for CRP fund related activity is funded through federal funds and is programmed in the approved FY 2023-24 OWP.

**COORDINATION:**

The CRP fund related activity is developed in coordination and consultation with the following partner agencies:

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

**APPROVED BY:**

  
\_\_\_\_\_  
Maura F. Twomey, Executive Director

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Regina Valentine, Senior Planner

**SUBJECT:** AMBAG Complete Streets Policy

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

The Board of Directors is asked to adopt the Final Complete Streets Policy.

**BACKGROUND/DISCUSSION:**

With the passing of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) of 2021, the Association of Monterey Bay Area Governments (AMBAG), as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, is required to set aside a portion of the agency's Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL funds) allocation to conduct complete streets planning. Complete streets prioritize the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As identified in the Overall Work Program, staff developed a Complete Streets Policy in coordination with AMBAG's member agencies. Although this is a new federal requirement, complete streets planning has been a priority historically for AMBAG and the jurisdictions in the Monterey Bay region. As an example, AMBAG prepared a *Monterey Bay Area Complete Streets Guidebook* in August 2013. For this reason, this Complete Streets Policy serves more to memorialize the transportation planning work already being conducted in the region.

The Draft Complete Streets Policy was released for a public review period February 1 through March 15, 2024. In addition, staff presented the Draft Complete Streets Policy at numerous advisory committees, the Planning Directors Forum, and the Board of Directors meetings in February and March 2024. Staff received 13 comments from six (6) individuals and agencies during the public review period. These comments and staff responses on how the feedback was incorporated in the Final Complete Streets Policy are provided in Attachment 1.

Staff requests the Board of Directors adopt the Final Complete Streets Policy, which is included as Attachment 2.

**ALTERNATIVES:**

The Board of Directors could choose not to adopt the Complete Streets Policy. AMBAG staff does not recommend this alternative as it is a federal requirement.

**FINANCIAL IMPACT:**

Planning activities for the Complete Streets Policy are funded with FHWA PL and are programmed in the FY 2023-24 Overall Work Program and Budget.

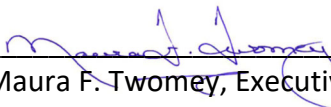
**COORDINATION:**

The Complete Streets Policy was prepared in coordination with the Planning Directors Forum and the RTPAs Technical Advisory Committees, which includes the local jurisdictions.

**ATTACHMENTS:**

1. Complete Streets Policy Public Draft Comments and Responses
2. AMBAG's Final Complete Streets Policy

**APPROVED BY:**

  
\_\_\_\_\_  
Maura F. Twomey, Executive Director

Attachment 1

2024 AMBAG Complete Streets Policy Public Draft Comments and Responses

| Name           | Agency/Jurisdiction/Public   | Comment   | Response   |
|----------------|--|---|--|
| Lester Brown   | Transportation Agency of Monterey County's Bike and Pedestrian Facilities Advisory Committee, City of Pacific Grove Alternate Member | There is a large need for complete streets improvements in the community. How are projects going to receive funding to be implemented?  | <p>AMBAG's Complete Streets Policy can be used to support jurisdictions when applying for funding to implement projects.</p> <p>Additionally, as described in the document section titled "Implementation and Reporting," starting with the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), this Complete Streets Policy will help guide the development of all future AMBAG MTP/SCSs.</p> <p>The MTP/SCS is the metropolitan long-range transportation plan for the tri-county region and documents the financial resources needed to implement the plan, including identified complete streets projects.</p> |
| Michael Pisano | Santa Cruz County Regional Transportation Commission's Elderly and Disabled Technical Advisory Committee Member                      | <p>Thank you for your presentation yesterday on the AMBAG's Draft Complete Streets Policy.</p> <p>The other month a teenager was seriously injured in a crosswalk in Boulder Creek (Hwy 9 &amp; Hwy 236 –</p> | <p>AMBAG will forward this information to Santa Cruz County staff as AMBAG is not an implementing agency for complete streets infrastructure improvements.</p>   |

| Name        | Agency/Jurisdiction/Public            | Comment   | Response   |
|-------------|---------------------------------------|---|--|
| Matt VanHua | City of Santa Cruz, Principal Planner | <p>by the Pizza Shop &amp; the Gas Station). Allegedly the car was driving without their headlights on and did not see her. She was in intensive care for a while but was moved to regular care after an intense week.</p> <p>I am asking you to add solar-powered overhead LED lighting in those crosswalk areas with limited or no street lights to your draft with motion sensors &amp; push button activation (Can this be expedited in Boulder Creek?).</p> <p>On page 7 under Exceptions #3 states that if a complete streets improvement is “excessively disproportionate” (which is according to FHWA is “exceeding twenty percent (20%) of the cost of the larger transportation project”), this could be used as justification to not complete the improvement. Could this percentage be increased to encourage the implementation of more complete streets projects in the region?</p> | <p>AMBAG’s Complete Streets Policy acknowledges the importance of pedestrian safety, lighting and crossings are listed as regional complete streets infrastructure needs in the document. Please see the section titled, “Scope of Complete Streets Policy.”</p> |
|             |                                       |   | <p>Additional text has been added to this section that AMBAG encourages jurisdictions to set higher percentages for local definitions of “excessively disproportionate” to support the implementation of more complete streets improvements in the region.</p>   |

| Name   | Agency/Jurisdiction/Public                                       | Comment  | Response  |
|--|--|--|---|
| Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee Member | Received at February 12, 2024 Bicycle Advisory Committee meeting | Does AMBAG's Complete Streets Policy conflict with anything included in Caltrans' complete streets policy?               | Thank you for the comment. No, AMBAG's Complete Streets Policy references Caltrans' policy (described in the document section titled "Consistency with Regulations") as a foundational regulation. Additionally, AMBAG's Complete Streets Policy is flexible and not prescriptive, but instead recommends jurisdictions to review the best and latest design guidance, including those from Caltrans, when selecting complete streets improvements for their communities. |
| Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee Member | Received at February 12, 2024 Bicycle Advisory Committee meeting | Will AMBAG use this Complete Streets Policy in any way when selecting projects during future funding Calls for Projects? | No, although AMBAG highly encourages all jurisdictions in the region to adopt complete streets policies, it is not envisioned that it will be a requirement for project selection during future funding Calls for Projects. Additionally, AMBAG's Complete Streets Policy can be used to support jurisdictions when applying for federal and state funding to implement projects.   |

| Name  | Agency/Jurisdiction/Public  | Comment  | Response  |
|---|---|--|---|
| <p>Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee Member</p> | <p>Received at February 12, 2024 Bicycle Advisory Committee meeting</p> | <p>Given AMBAG wants to encourage the implementation of complete streets projects in the region, there seems to be quite a few exemptions listed starting on page 6.</p>               | <p>The nine exemptions listed in the document section titled "Exemptions" are only intended for unique circumstances. Additionally, it is described in this section that all exemptions should be documented with supporting data and evidence for the basis of an exemption, then be made publicly available to ensure community support.</p>  |
| <p>Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee Member</p> | <p>Received at February 12, 2024 Bicycle Advisory Committee meeting</p> | <p>Could you confirm that AMBAG's adoption of this Complete Streets Policy does not bind the regional jurisdictions in any way to deliver complete streets improvements?</p>           | <p>AMBAG's adoption of this Complete Streets Policy does not bind the regional jurisdictions in any way.</p> <p>Instead, AMBAG's Complete Streets Policy memorializes the agency's support for incorporating complete streets concepts into the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, performance monitoring, and funding.</p> |
| <p>Jillian R. Leal-Andrade</p>  | <p>Caltrans District 5, Associate Transportation Planner</p>            | <p>Resources – A couple of new resources have been released since the draft of this Plan: DIB – 94, Main Street California A Guide for People Centered State Highway Main Streets.</p> | <p>These resources have been added to the document section titled "References." Additionally, staff will review formatting, spelling, etc.</p>  |



| Name      | Agency/Jurisdiction/Public                                  | Comment  | Response  |
|-----------|---|--|---|
| Todd Muck | Transportation Agency of Monterey County Executive Director | <p>(<a href="https://dot.ca.gov/programs/desi/gn/landscape-architecture-and-community-livability/lap-main-street-california">https://dot.ca.gov/programs/desi/gn/landscape-architecture-and-community-livability/lap-main-street-california</a>), DIB 94, main streets, and a traffic calming guide can all be accessed from the link above.</p> <p>Informal/Other Comments: Some minor grammar issues (spacing, capitalization, etc.)</p>   |   |
|           |   | <p>Agency staff identified the following revisions that we would like you to consider incorporating into the final draft:</p> <ol style="list-style-type: none"> <li>1. Include a reference to the connection between land use decisions and transportation, and the importance of considering the goals of Complete Streets in land use and development decisions. This could be included in an additional Complete Streets Goal – suggested language is below (<b>pg. 3</b>).</li> <li>a. <i>Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into land use and development decisions to</i></li> </ol> | <p>Below please find AMIBAG's responses:</p> <ol style="list-style-type: none"> <li>1. The suggested language has been added to the document section titled "Complete Streets Goals."</li> <li>2. The suggested language for items a., b., and c. have been added to the document section titled "Principles of Complete Streets."</li> <li>3. The suggested language for items a. and b. have been added to the document section titled, "Exemptions." Regarding referencing the new Intersection Safety and Operational Assessment Process (ISOAP) guidelines, this best practice is included in the <i>Caltrans Traffic Calming Guide</i>, which is</li> </ol> |

| Name | Agency/Jurisdiction/Public | Comment  | Response  |
|------|----------------------------|--|---|
|      |                            | <p><i>encourage the development of walkable, bikeable, and transit friendly neighborhoods.</i></p> <p>2. Make the following changes to the Principles of Complete Streets <b>(pg. 4)</b></p> <p>a. Revise principle #3 to the following: Takes into account not only the presence of a facility, but also the level of comfort <i>(including stress from close proximity to motor vehicle traffic)</i> and safety.</p> <p>b. Expand #6 to include maintenance, emergency responder, and transit needs.</p> <p>c. Add an additional principle: <i>Seeks to fill gaps and expand networks of complete streets facilities to ensure continuous routes to key destinations.</i></p> <p>3. Make the following changes to the Exceptions <b>(pg. 7)</b></p> <p>a. The language in #2 creates the opportunity to decide against Complete Streets improvements where facilities exist, even if the facilities do not allow for safe and comfortable access for all potential</p> | <p>listed in the "References" section of the document.</p> <p>4. The suggested language for items a. and b. have been added to the document section titled "Evaluation and Performance Measures."</p> |

| Name | Agency/Jurisdiction/Public | Comment   | Response |
|------|----------------------------|---|----------|
|      |                            | <p>users. We suggest expanding the language of this exception to the following:</p> <ul style="list-style-type: none"> <li>i. Where the street or road is already designed to <i>safely and comfortably accommodate all users and meets an appropriate level of stress for the target users.</i></li> <li>b. We encourage consideration of low-cost treatments when cost makes implementation of the ideal Complete Streets improvements infeasible. We suggest adding the following language to exception #3: <ul style="list-style-type: none"> <li>i. Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit, <i>and there is no low-cost alternative available.</i></li> </ul> </li> <li>c. Consider revising exception #4 to comply with the new Intersection Safety and Operational Assessment Process (ISOAP) guidelines. The guidelines are currently in draft form but are expected to be finalized in Spring 2024.</li> </ul> |          |

| Name | Agency/Jurisdiction/Public | Comment  | Response |
|------|----------------------------|--|----------|
|      |                            | <p>4. Add the following Evaluation and Performance Measures (<b>pg. 8</b>)</p> <ul style="list-style-type: none"> <li>a. In addition to total miles of bicycle facilities, include a metric for miles of high-quality bike facilities, i.e. separated multi-use paths and Class IV separated bikeways.</li> <li>b. Include a metric to encourage gap closure projects: <ul style="list-style-type: none"> <li>i. <i>For projects that close gaps in the active transportation network: miles of facilities that are connected by the project.</i></li> </ul> </li> </ul> |          |



Attachment 2

# ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS COMPLETE STREETS POLICY

Final – May 2024

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# Association of Monterey Bay Area Governments Complete Streets Policy

## Introduction

The Association of Monterey Bay Area Governments (AMBAG) has recognized the importance of multimodal streets to improve accessibility, safety, and equity for all users of the transportation system. In August 2013, AMBAG adopted its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible active transportation network in the Monterey Bay region to meet the needs of all travel modes, ages, and abilities. Additionally, AMBAG recognizes their partner agencies and local jurisdictions have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities.

AMBAG's Complete Streets Policy will build upon these previous efforts by promoting a transportation system that is designed to be multimodal to safely and comfortably accommodate users of all ages and abilities, including, but not limited to, pedestrians, bicyclists, shared and micromobility users, motorists, transit and school bus riders, persons with disabilities, freight and commercial providers, emergency responders, and adjacent land users.

Research has shown that complete streets enhance job growth, promote economic development, improve safety, public health, and fitness, decrease vehicle emissions, and reduce the overall demand on roadways by allowing people to replace motor vehicle trips with active transportation and transit options. Furthermore, as communities integrate sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of a project, they spare the expense and complications of retrofits implemented at a later date. Proactively planning for a multimodal transportation system can promote its integration with land use policies to encourage sustainable development.

## Purpose and Need

Federal, state, and local policies have emphasized the need to accommodate all users of the roadway. The metropolitan planning process specifically includes direction to increase the safety of the transportation system for motorized and non-motorized users. This requires that AMBAG plan, prioritize, promote, and implement measures to accomplish this goal. One way to do so is through adopting a complete streets policy as directed by the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) of 2021. Using the complete streets concept, AMBAG is supporting the paradigm shift from "moving cars quickly" to "providing safe access for users of all modes." This work is needed as demonstrated by the 35% increase in pedestrian

fatalities and serious injuries in the tri-county region (Monterey, San Benito, and Santa Cruz) between 2019 and 2022.<sup>1</sup>

The adopted approach will result in the Monterey Bay region's roadways being safer and more accessible for bicycles and pedestrians, while also being realistic and reasonable to implement. As the final approval of roadway designs to achieve safe and efficient operations of the transportation system lies with the licensed traffic engineers, this policy is not too specific regarding street design. Instead, this policy is to provide direction to the design engineers and other decision makers as to what, at a minimum, shall be required to help achieve safe mobility for all roadway users. When doing so, it supports the development of a comprehensive, multimodal transportation system and promotes integration with sustainable land use development. For this reason, AMBAG's Complete Streets Policy is consistent with regional goals and objectives established in the adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

## Complete Streets Definition

The term "complete streets" describes a transportation network that is routinely planned, designed, operated, and maintained to prioritize safety, comfort, and access to destinations for all people who use the facility. Complete streets increase the level of service for all users, rather than focusing solely on automobiles. This includes older adults, persons living with disabilities, people who walk and bike for transportation, and people who do not have access to a vehicle. Complete streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, move actively with assistive devices, and operate commercial and emergency vehicles efficiently. They also allow buses to run on time and make it safe for people to walk or move actively to and from transit hubs. This work is needed as demonstrated by a May 2023 Monterey-Salinas Transit (MST) passenger survey that found 91% of respondents walked, biked, scooted, or used a mobility aid to get to a bus stop.<sup>2</sup>

When implemented, the complete streets approach to planning streets and roads results in a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance and operations work, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

As communities have different context, needs, and characteristics, complete streets planning and design should be flexible and comprehensive. There is no specific design prescription; each street is unique, and its design reflects the context of the community and street network. Each street project is considered within the context of the overall transportation system. Some streets may be prioritized for pedestrian travel, others for transit, bicycling, motorists, or goods movement. Some streets will have robust facilities

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<sup>1</sup> UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) SWITRS Summary, 2018 – 2022 Pedestrian Fatalities and Serious Injuries by County, <https://tims.berkeley.edu/summary.php>

<sup>2</sup> MST District Board of Directors Meeting Agenda Packet, September 11, 2023, [https://mst.org/wp-content/media/Agenda\\_MST\\_202309-September-Final.pdf](https://mst.org/wp-content/media/Agenda_MST_202309-September-Final.pdf)



that accommodate all modes; however, many streets might not contain all those features due to physical right-of-way constraints and other considerations.

## Complete Streets Vision

AMBAG's Complete Streets Policy aims to enhance the quality of life in the Monterey Bay region through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment. This work will require coordination across disciplines and across jurisdictional lines, including when projects are located on California Department of Transportation (Caltrans) right-of-way.

## Complete Streets Goals

The goals of this Complete Streets Policy are to:

1. Consider the needs of all road users, including the most vulnerable such as children, seniors, persons with disabilities, and persons of limited means, throughout the Monterey Bay region to the greatest extent possible and practicable.
2. Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into the project development process for surface transportation projects in the Monterey Bay region.
3. Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into land use and development decisions to encourage the development of walkable, bikeable, and transit friendly neighborhoods.
4. Create a safe, equitable, balanced, comprehensive, integrated, fully interconnected, functional, reliable, convenient, resilient, and visually attractive surface transportation network in the Monterey Bay region.
5. Promote the use of the latest and best complete streets design standards, principles, policies, and guidelines within the context of the community.
6. Support flexibility for different types of streets, communal areas, and users to enhance the access and mobility experience.
7. Plan, design, operate, and maintain a multimodal network of complete streets that supports sustainable development and provides livable, healthy, equitable, and prosperous communities.
8. Make active transportation and transit safer and more convenient to increase use of these modes of transportation.
9. Support transportation options that improve public health.

## Principles of Complete Streets

The following are key principles of AMBAG's Complete Street Policy:

1. It is context-sensitive, considering economic, social, and environmental objectives.

2. Emphasizes transportation facility connectivity for all modes of travel.
3. Takes into account not only the presence of a facility, but also the level of comfort (including stress from close proximity to motor vehicle traffic and future average temperature rises due to climate change) and safety (based on national data for bicycles and pedestrians) that the facility provides for all users of that facility.
4. Ensures that the entire right-of-way is planned, designed, funded, and operated with consideration for safe access for all users of all ages and abilities and that all users and transportation modes are equally deserving of safe travel facilities.
5. Seeks to fill gaps and expand networks of complete streets facilities to ensure continuous routes to key destinations.
6. Encourages the use of national best practice design standards.
7. Allows design flexibility in balancing user and stakeholder needs including maintenance, emergency responder, and transit needs.
8. Encourages that the purchase of operations and maintenance vehicles are well suited for current and proposed infrastructure.
9. Encourages consistency of transportation projects with current and future land use goals and policies of local land use plans.
10. Benefits all users equitably, particularly vulnerable users and in the most underinvested and underserved communities, including facility maintenance.
11. Actively works to consider how to preserve right-of-way for all users.
12. Encourages the prioritization of complete streets projects in areas that have the potential to serve high concentrations of vulnerable users.
13. Encourages collaboration and interagency coordination with all transportation planning agencies and partners including public health and housing.
14. Supports the involvement of local transit agencies to ensure that sufficient accommodation for transit vehicles and access to transit facilities is provided.

## Complete Streets Policy

AMBAG encourages the above principles be used for the purpose of planning, designing, building, operating, and maintaining a safe, reliable, efficient, integrated, balanced, equitable and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. This policy is a regional commitment that future transportation projects in the Monterey Bay region will consider and value the needs of all users regardless of age, ability, income, ethnicity, or chosen mode of travel, including pedestrians, bicyclists, shared and micromobility users, motorists and transit riders, as early as practicable and throughout the transportation planning process consistent with and supportive of the surrounding communities.

AMBAG will promote the complete streets concept throughout the Monterey Bay region and, therefore, recommends that all local jurisdictions adopt comprehensive complete streets policies, consistent with the regional Complete Streets Policy. AMBAG will seek incorporation of the complete streets concept and policy into the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring. Additionally, AMBAG encourages the prioritization of funding for the implementation of complete streets projects.

## Consistency with Regulations

The U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations supports the development of fully integrated active transportation system networks, which foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The policy encourages transportation agencies to go beyond the minimum requirements and to proactively provide convenient, safe, and context-sensitive facilities that accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. Furthermore, federal transit law specifies that all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station be integrated with public transportation.

The State of California has emphasized the importance of complete streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their General Plans, they identify how they will provide for the mobility needs of all users of the roadways. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in the state, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy. Caltrans Director's Policy 37 established Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Achieving the goals of these laws will require significant increases in travel by public transit, bicycling, micromobility, and walking. Strategies to achieve greenhouse gas emissions targets in support of SB 375 were adopted by AMBAG in the 2045 MTP/SCS. Additionally, AMBAG has been a champion of complete streets with the August 2013 adoption of its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible active transportation network in the Monterey Bay region. The development of this Complete Streets Policy is a continuation of the agency's commitment to supporting an integrated multimodal transportation system.

AMBAG also recognizes their partner agencies and local jurisdictions should and have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities. Within the Monterey Bay region, a number of local jurisdictions have adopted policies and resolutions or updated the circulation element of their General Plans, or in the process of doing so, to support complete streets and advance the health, safety, welfare, economic vitality, and environmental well-being of their residents. AMBAG also recognizes that complete

streets is an essential component of Vision Zero, for which many jurisdictions incorporate strategies to slow traffic speeds and eliminate all traffic fatalities and severe injuries. AMBAG views Vision Zero strategies, including lower speed limits, as complementary and can be integrated into local complete streets efforts.

## Scope of Complete Streets Policy

The transportation network includes, but is not limited to, streets, bridges, intersections, sidewalks, shared-use paths, trails, street and pedestrian lighting, street crossings such as crosswalks and median refuges, signage, accommodations for bicyclists and transit, landscaping, street furniture, and drainage facilities.

AMBAG's Complete Streets Policy shall apply to all projects at all phases including but not limited to, planning, design, right-of-way acquisition, new construction, reconstruction and retrofit, rehabilitation, repair, operation, and maintenance that will use funding under AMBAG's discretion unless otherwise exempted. Locally funded projects are encouraged to comply with this policy or a similar locally adopted complete streets policy. Accommodations for all existing modes of transportation shall be planned for and provided during construction and maintenance work.

1. This Complete Streets Policy will focus on developing a connected, integrated transportation network that serves all users.
2. Transportation projects receiving funding in the Monterey Bay region are encouraged to implement a complete streets approach.
3. AMBAG shall approach each transportation project as an opportunity to create safer, more accessible facilities for all users.
4. AMBAG does not subscribe to one singular design prescription for complete streets; each street is different in function and context. Roadways that are planned and designed using a complete streets approach may include a wide variety of transportation solutions.
5. This policy informs and encourages all local transportation agency representatives and consultants responsible for planning, designing, constructing, or maintaining projects within the Monterey Bay region to apply complete streets design and standards.
6. The planning or design of a project or plan within the Monterey Bay region will be supported by this policy, where appropriate.
7. AMBAG will work with local municipal, state, and public agencies to educate the general public about the importance of complete streets, safe driving, bicycling, micromobility, public transit, and walking practices.

## Exceptions

AMBAG's Complete Streets Policy applies to all projects at all phases within the Monterey Bay region. All exemptions should be documented with supporting data and evidence for the basis of an exemption then be made publicly available. As a best practice, exemptions should only be considered if one or more of the following conditions are met:

1. Where bicyclists, pedestrians, or another particular use is prohibited by law from using a roadway. Accommodations should be made to ensure that all users can still cross these areas, so they do not become barriers.
2. Where the street or road is already designed to safely and comfortably accommodate all users and meets an appropriate level of stress for the target users.
3. Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit, and there is no low-cost alternative available. Excessively disproportionate is defined in Federal Highway Administration's (FHWA) "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" as bicycle and pedestrian facilities together exceeding twenty percent (20%) of the cost of the larger transportation project. Although this is FHWA's excessively disproportionate definition, AMBAG encourages local jurisdictions to set higher percentages to support the implementation of more complete streets projects in the region.
4. Where a project consists primarily of the installation of traffic control safety devices. All new pedestrian crossing devices must meet the most current accessibility standards for controls, signals, and placement.
5. Where lack of population or other factors indicate an absence of need under both current and future conditions. This exception should take the long view and consider probable use throughout the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
6. Where roadway standards or bicycle and pedestrian standards cannot be met due to constraints excessively difficult to mitigate. The feasibility of alternative routes of similar or better quality to accommodate all users and connect to the transportation network should be studied.
7. Where all improvements would be very likely removed in the near future due to projects in the same area.
8. Where transit service is non-existent and not planned as confirmed by the local transit agencies, therefore there is no need for direct public transit accommodations.
9. Where fire and safety specification conflicts and environmental concerns, such as abutting conservation land or severe topological constraints, exist.

## Design Guidance

AMBAG promotes the adoption of the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and to always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, as well as considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and connectivity. Design criteria should not be purely prescriptive but should be based on the thoughtful application of engineering, architectural, and urban design principles. A non-exhaustive list of complete streets resources is provided in the References section of this policy.

## Context Sensitivity

AMBAG recognizes that there is no singular design for complete streets, therefore this Complete Streets Policy is flexible to allow consideration of other appropriate design standards to accommodate the needs of many users and sensitive to the local context, provided that a comparable level of safety for all future users is achieved. The development and implementation of current and future projects should be context-sensitive to the community's existing and planned physical, economic, and social setting, and consider community input and the lived experience of residents. This context-sensitive approach to process and design includes a range of goals that gives significant consideration to stakeholder and community values and identity. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, neighborhood character, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

## Evaluation and Performance Measures

AMBAG promotes the establishment of publicly shared performance measures to evaluate the implementation of complete streets. Performance measures that contribute to complete streets goals could include, but are not limited to:

1. Number of locally adopted complete streets policies
2. Number of people within a 30-minute walk, bike, or transit trip to key locations
3. Percent of people taking transit, walking, and bicycling
4. Walk and Bike Scores
5. California Healthy Place Index Scores
6. Multimodal Level of Service (MMLoS)
7. Expansion of a comfortable, low-stress transportation network for non-motorized traffic, as measured by an appropriate Level of Traffic Stress (LTS) analysis
8. Miles of facilities for projects that close gaps in the active transportation network
9. With an emphasis in underserved or underinvested communities, decrease in rate of crashes, injuries, and fatalities by mode, including using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) as a suggested tool
10. Transit travel time reliability (consistency in the time required to travel the roadway segment during a given time of day)
11. Average transit travel speed relative to automobile travel speed
12. Transit delay (the additional time riders spend on a given segment relative to the time required during free-flow travel conditions)
13. Transit passenger delay weighted by the number of passengers experiencing the delay
14. Miles of bicycle facilities, including but not limited to high-quality bike facilities (i.e., separated multi-use paths and Class IV separated bikeways), on-street bike lanes, and signed routes
15. Number of new bike racks installed, both public and private
16. Miles of new or reconstructed sidewalk
17. Number of new or reconstructed curb ramps
18. Number of new or repainted crosswalks



19. Miles of new non-motorized traffic facilities added to roads within ¼ mile of transit routes
20. Number of new streetscape amenities such as street trees, lighting, etc.
21. Percentage completion of bicycle and pedestrian networks as envisioned in plans and programs
22. Number of completed transportation projects that demonstrate how they are meeting current land use plan goals
23. Number of complete streets projects in underserved or underinvested communities
24. Progress of community ADA Transition Plans
25. Project-specific road audits and public surveys
26. Metrics included in the most recently adopted California Transportation Commission Active Transportation Program Guidelines

## Implementation and Reporting

AMBAG encourages implementation of this Complete Streets Policy to be carried out cooperatively among all transportation partners and local jurisdictions within the Monterey Bay region to the greatest extent possible. AMBAG will incorporate complete streets principles into its plans and programs as well as encourage incorporation of this Complete Streets Policy into all planning and design documents in the Monterey Bay region.

AMBAG's Complete Streets Policy provides network-level planning and design considerations intended to ensure that safe, comfortable, and connected transportation facilities are available to all users, regardless of age, ability, or income. AMBAG will help facilitate workshops and other training opportunities for transportation staff, community leaders, and the general public to underscore the importance of the complete streets vision. AMBAG is committed to developing and instituting better ways to measure performance and collect data on how well streets are serving all users.

Starting with the 2050 MTP/SCS, this Complete Streets Policy will help guide the development of all future AMBAG MTP/SCSs. Therefore, examining the implementation of the MTP/SCS over time will be the primary means by which the impact of this policy will be measured. Progress will be reported as part of each MTP/SCS and Metropolitan Transportation Improvement Program (MTIP) update process. At a minimum, these reports will include a description or analysis of how the MTP/SCS and MTIP advances complete streets, which may include:

1. Complete street projects completed during the previous MTIP cycle or since the last MTP/SCS update.
2. Complete street projects and their associated funding amounts expected to be completed in the next MTIP and MTP/SCS.
3. How the MTIP and MTP/SCS project prioritization process advances complete streets.

AMBAG will, at a minimum, evaluate this Complete Streets Policy and the documents associated with it periodically and in parallel with the AMBAG MTP/SCS updates. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the AMBAG Board utilizing its then current public and member involvement procedures.

## References

Links to recommended complete streets design guidance are provided below. Traffic engineers and other decision makers can review these references for specific complete streets designs and elements for implementation.

1. FHWA Manual on Uniform Traffic Control Devices for Streets and Highways, <https://mutcd.fhwa.dot.gov/>
2. FHWA Road Diets, <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration>
3. FHWA Bikeway Selection Guide, [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)
4. FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects, [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/resurfacing/resurfacing\\_workbook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf)
5. FHWA Separated Bike Lane Planning and Design Guide, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-89-101-separated-bike-lane-planning-and-design-guide>
6. FHWA Pedestrian Safety Guide and Countermeasure Selection System, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/resources-pedestrian-safety-guide-and-countermeasure>
7. FHWA Roundabout Guidance, <https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf>
8. FHWA Small Town and Rural Multimodal Networks, [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/)
9. FHWA Guidebook for Measuring Multimodal Network Connectivity, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-10-33-guidebook-measuring-multimodal-network>
10. FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/multimodal\\_networks/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/)
11. Federal Transit Administration (FTA) Manual on Pedestrian and Bicycle Connections to Transit, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>
12. U.S. Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG), <https://www.access-board.gov/prowag/>
13. Americans with Disabilities Act (ADA) Standards for Accessible Design, <https://www.ada.gov/law-and-regs/design-standards/>



14. National Complete Streets Coalition, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
15. American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, <https://store.transportation.org/item/collectiondetail/180>
16. AASHTO A Guide for Achieving Flexibility in Highway Design, [https://nacto.org/docs/usdq/flexibility\\_in\\_highway\\_design.pdf](https://nacto.org/docs/usdq/flexibility_in_highway_design.pdf)
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19. National Association of City Transportation Officials (NACTO) Urban Street Design Guide, <https://nacto.org/publication/urban-street-design-guide/>
20. NACTO City Limits: Setting Safe Speed Limits on Urban Streets, <https://nacto.org/safespeeds/>
21. NACTO Urban Bikeway Design Guide, <https://nacto.org/publication/urban-bikeway-design-guide/>
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25. ITE Traffic Calming Measures; <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>
26. ITE Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-039A>
27. California Manual on Uniform Traffic Control Devices, <https://dot.ca.gov/programs/safety-programs/camutcd>
28. Caltrans Highway Design Manual, <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
29. Caltrans Main Street, California: A Guide for Fostering People-Centered State Highway Main Streets, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-main-street-california>
30. Caltrans Active Transportation Emphasis Area Guidance for Corridor Planning, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/20220131active-transportation-emphasis-area-guidance-final-version-v7a11y.pdf>
31. Caltrans Design Information Bulletin-94 Complete Streets: Contextual Design Guidance, <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-a11y.pdf>
32. Caltrans Pedestrian Safety Countermeasures Toolbox, <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/caltrans-ped-safety-countermeasures-toolbox-a11y.pdf>

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35. Caltrans Traffic Calming Guide, [https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide\\_v2-a11y.pdf](https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf)
36. California Safe Routes to School, <http://www.casaferoutestoschool.org/>
37. Monterey Bay Area Complete Streets Guidebook, [https://www.ambag.org/sites/default/files/2022-05/PDFAAppendix%20H\\_%20Complete%20Streets.pdf](https://www.ambag.org/sites/default/files/2022-05/PDFAAppendix%20H_%20Complete%20Streets.pdf)
38. Monterey-Salinas Transit (MST) Designing for Transit: A Guide for Supporting Public Transit Through Complete Streets, <https://mst.org/wp-content/media/DesigningForTransit-2020-Edition.pdf>
39. Southern California Association of Governments' Transit Priority Best Practices Report, <https://scag.ca.gov/post/transit-priority-best-practices-report-0>
40. American Planning Association Planning Advisory Service Report Number 559, “Complete Streets: Best Policy and Implementation Practices,” <https://www.planning.org/publications/report/9026883/>
41. Vision Zero Network, <https://visionzeronetwork.org/>
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#### Sample of Complete Streets Initiatives in the Monterey Bay Region

1. Caltrans District 5 Active Transportation Plan Summary Report, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district5-finalreport-a11y.pdf>
2. City of San Juan Bautista Active Transportation and Community Connectivity Plan, [https://www.san-juan-bautista.ca.us/departments/planning/active\\_transportation\\_plan.php](https://www.san-juan-bautista.ca.us/departments/planning/active_transportation_plan.php)
3. City of Seaside Broadway Avenue and Yosemite Street Complete Streets Project, <https://www.ci.seaside.ca.us/781/Broadway-Avenue-and-Yosemite-Street-Comp>
4. City of Watsonville Downtown Specific Plan, <https://www.watsonville.gov/1626/Downtown-Specific-Plan>
5. Highway 9/San Lorenzo Valley Complete Streets, <https://sccrtc.org/projects/streets-highways/hwy-9-plan/>



**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Heather Adamson, Director of Planning

**SUBJECT:** Draft 2026 Regional Growth Forecast Update

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

Staff will provide an update on the draft 2026 Regional Growth Forecast including subregional allocations. The Board of Directors is asked to discuss the draft regional and subregional growth forecast numbers.

**BACKGROUND/ DISCUSSION:**

Every four years, AMBAG updates its regional forecast for population, housing and employment to support the development of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), Regional Travel Demand Model and other planning efforts.

The regional growth forecast projects the region's population, employment and housing numbers for the tri-county area of Monterey County, San Benito County and Santa Cruz County. The purpose of the regional growth forecast is to show likely changes in employment, population and housing in the region between 2020 and 2050, based on the most current information available. As growth patterns change over time, the forecast is updated on a regular basis to reflect the most current and accurate information available.

This forecast is used to inform regional and local planning projects such as the MTP/SCS, transportation projects, corridor studies, and economic activity analyses. Results from this forecast are used as inputs in the Regional Travel Demand Model to forecast travel patterns.

*Planning Excellence!*

Population projections in the 2026 Regional Growth Forecast (RGF) are substantially lower than the 2022 RGF, reflecting updated information from the 2020 Census and new estimates from the California Department of Finance (DOF) that show population loss in the region in recent years, steadily falling fertility rates, stagnant mortality rates, and an aging population. Job projections are also lower than in the 2022 RGF, reflecting updated data from the California Employment Development Department. Unlike population and jobs, housing projections are slightly higher than in the 2022 RGF, reflecting updated information from the 2020 Census, 2022 American Community Survey, and new estimates from DOF. These sources show housing growth and rising household formation rates in the region in recent years, even as population declined. These regional trends may result in very low population growth in some jurisdictions in the subregional allocation.

### ***Recent Updates***

In January 2024, the Board accepted the draft regional growth forecast for planning purposes and directed staff to begin the disaggregation at the jurisdiction level.

In February and March, AMBAG conducted a series of meetings with local jurisdictions and the Planning Director's Forum to review a preliminary draft of the subregional forecast. Input from these meetings was used to make minor modifications to both the regional and subregional forecasts to achieve this draft forecast.

For the regional forecast, local discussion made it clear that the region's group quarters population will grow dramatically in coming years—a trend which was not captured in the January 2024 regional forecast. To accommodate growth at the universities and in farmworker housing, AMBAG and Population Reference Bureau (PRB) added additional group quarters population to the regional forecast. Because the models are integrated, the change in group quarters population resulted in minor revisions to the regional housing and jobs forecasts. The revised regional forecast is shown in Table 1.

**Table 1: Minor Revisions to Regional Growth Forecast**

**Current Draft Regional Forecast**

|            | Census  |         | Forecast |         |         | Change 2020-50 |       |
|------------|---------|---------|----------|---------|---------|----------------|-------|
|            | 2010    | 2020    | 2030     | 2040    | 2050    | Number         | %     |
| Population | 732,708 | 774,105 | 780,507  | 796,057 | 805,979 | 31,874         | 4.1%  |
| Housing    | 260,256 | 270,341 | 292,853  | 306,812 | 312,532 | 42,191         | 15.6% |
| Jobs       | 349,335 | 372,030 | 414,386  | 419,903 | 424,641 | 52,611         | 14.1% |

**January 2024 Draft Accepted by Board for Planning Purposes**

|            | Census  |         | Forecast |         |         | Change 2020-50 |       |
|------------|---------|---------|----------|---------|---------|----------------|-------|
|            | 2010    | 2020    | 2030     | 2040    | 2050    | Number         | %     |
| Population | 732,708 | 774,105 | 780,296  | 794,486 | 801,785 | 27,680         | 3.6%  |
| Housing    | 260,256 | 270,341 | 292,996  | 306,791 | 312,547 | 42,206         | 15.6% |
| Jobs       | 349,335 | 372,030 | 414,376  | 419,780 | 424,318 | 52,288         | 14.1% |

**Difference (Current - January)**

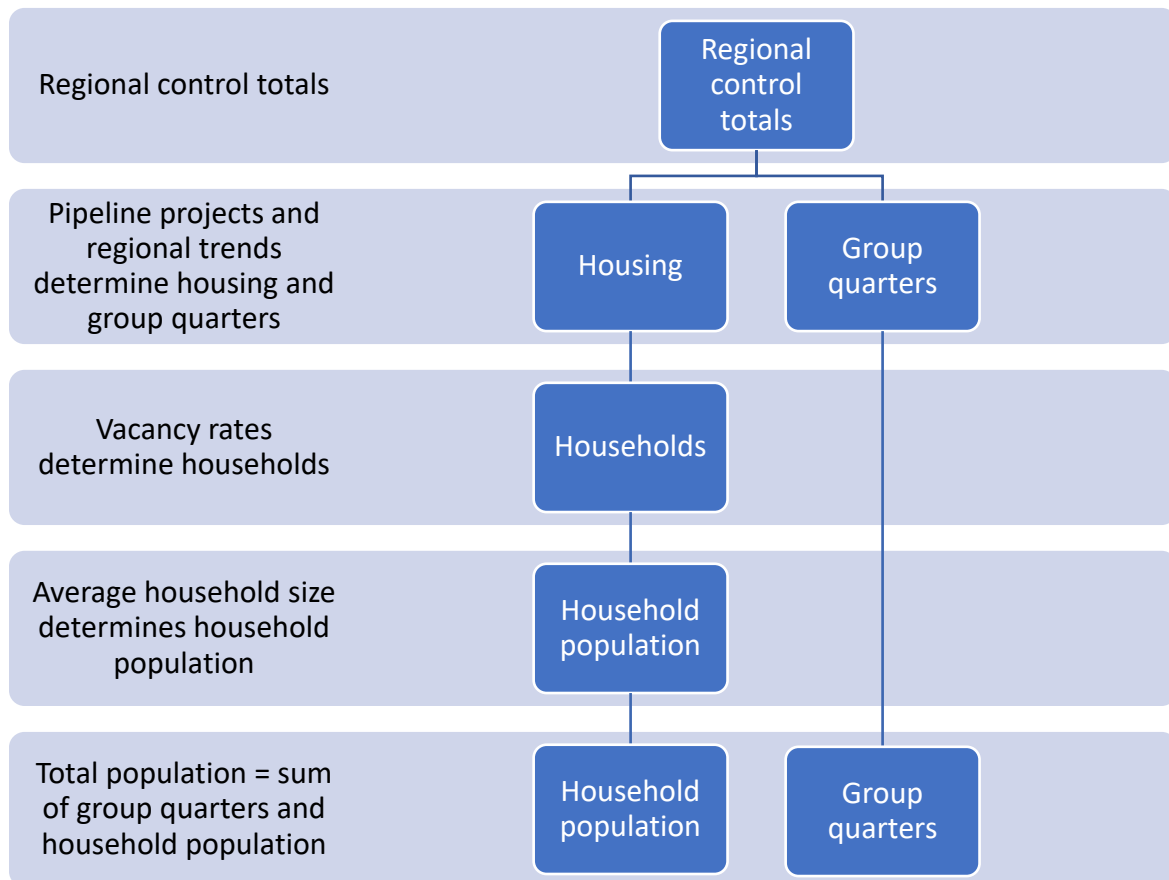
|            | Census |      | Forecast |       |       | Change 2020-50 |  |
|------------|--------|------|----------|-------|-------|----------------|--|
|            | 2010   | 2020 | 2030     | 2040  | 2050  | Number         |  |
| Population | 0      | 0    | 211      | 1,571 | 4,194 | 4,194          |  |
| Housing    | 0      | 0    | -143     | 20    | -15   | -15            |  |
| Jobs       | 0      | 0    | 10       | 123   | 323   | 323            |  |

In addition, local review found three discrepancies in the historical group quarters data. Sand City staff noted that there are zero group quarters in their city, even though the California Department of Finance estimates showed 49. AMBAG staff confirmed that Sand City had zero group quarters population counted in the 2020 Census. At the request of the City of Sand City staff, AMBAG staff investigated the discrepancy and confirmed that zero group quarters were counted in Sand City in the 2020 Census. AMBAG has reflected this correction in Sand City’s base year data. In addition, both Greenfield and King City added group quarters between 2020 and 2023—and these new group quarters counts were not reflected in estimates from the California Department of Finance. In this case, there was not an outside source (like the 2020 Census) that could be used to make an accurate revision to historical data. However, the completed housing and its associated population are captured in AMBAG’s forecast year counts for Greenfield and King City.

### ***Subregional Allocation Process***

Following the preparation of the regional forecast figures, AMBAG staff and PRB began the process of disaggregating the figures to each of the jurisdictions using historical data to develop a baseline disaggregated forecast.

Unlike the regional forecast, in which employment both influences and is influenced by population growth, the subregional employment forecast is separate from the subregional population and housing forecast. This separation reflects differing economic and demographic forces at the regional and local levels.



**Employment:** For the region-level forecast, employment growth by industry is driven by historical trends (i.e., shift share model). For each jurisdiction (cities and unincorporated balance of county), employment growth by industry is a constant share of the region's growth in that industry.

**Housing Units:** Pipeline projects and regional trends influence each jurisdiction's housing unit forecast.

**Households:** Vacancy rates and regional trends in vacancy influence each jurisdiction's

household (occupied housing) forecast.

Household Population: Average household size and regional trends in household size influence each jurisdiction's household population forecast.

Group quarters: Pipeline projects and regional trends influence each jurisdiction's group quarters forecast.

Population: The population forecast for each jurisdiction is the sum of its household population and group quarters populations. Each county's population forecast is a sum of the jurisdiction-level forecasts. All levels (county, city, unincorporated area) are constrained by the region-level forecast.

Data sources include the California Department of Finance, California Employment Development Department, InfoUSA, and the U.S. Census Bureau.

This process resulted in a preliminary draft forecast at the jurisdictional level that was used for discussion purposes with staff at each of the cities and counties within the region. In addition to the cities and counties, AMBAG staff met with staff from the University of California, Santa Cruz and California State University, Monterey Bay to discuss the results. Adjustments were made to the draft forecast based on these meetings to incorporate growth on the basis of planned developments, specific and General Plan research and economic development plans. These efforts resulted in the current draft forecast.

The current regional growth forecast figures, including draft subregional allocations, are included as Attachments 1 and 2 respectively.

AMBAG staff conducted 26 one-on-one meetings with the local jurisdiction, and both major universities since January 2024. These one-on-one meetings occurred in February and March 2024 and are shown in Attachment 3. AMBAG staff will be scheduling additional one-on-one meetings with each of the local jurisdictions, universities, and Local Agency Formation Commissions (LAFCOs) in May and June 2024.

### ***Next Steps***

This fall, the Board of Directors will be asked to accept the 2026 Regional Growth Forecast, including the subregional allocations, for planning purposes as part of the continued development of the 2050 MTP/SCS. This allows AMBAG to stay on schedule for a June 2026 adoption of the 2050 MTP/SCS. AMBAG will continue to work closely with local jurisdictions and gather information to ensure that the most current local data is incorporated into the forecast and to ensure consensus on the process. A second round of one-on-one meetings will be scheduled to discuss the draft disaggregated forecast this

summer.

**ALTERNATIVES:**

N/A

**FINANCIAL IMPACT:**

Planning activities for the 2026 Regional Growth Forecast are funded with FHWA PL, FTA 5303 and SB 1 planning funds and are programmed in the FY 2023-24 Overall Work Program and Budget.

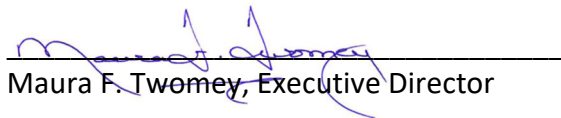
**COORDINATION:**

The 2026 Regional Growth Forecast is prepared in coordination and consultation with the 21 local jurisdictions, University of California, Santa Cruz and California State University, Monterey Bay, and LAFCOs.

**ATTACHMENTS:**

1. Final Draft 2026 Regional Growth Forecast Summary
2. Draft 2026 Subregional Growth Forecast Summary
3. 2026 Regional Growth Forecast One-on-One Meetings

**APPROVED BY:**

  
Maura F. Twomey, Executive Director



## Attachment 1: DRAFT 2026 Regional Growth Forecast AMBAG Region and Jurisdictions

|                                     | Historical     |                |                |                |                |                |                | Draft 2026 Regional Growth Forecast |                |                |                |  |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------------------------|----------------|----------------|----------------|--|
|                                     | 2000           | 2005           | 2010           | 2015           | 2020           | 2023           | 2030           | 2035                                | 2040           | 2045           | 2050           |  |
| <b>Jobs (total, all industries)</b> | <b>354,535</b> | <b>356,935</b> | <b>349,335</b> | <b>374,835</b> | <b>372,030</b> | <b>400,859</b> | <b>414,386</b> | <b>417,071</b>                      | <b>419,903</b> | <b>422,366</b> | <b>424,641</b> |  |
| Agriculture (field work)            | 28,586         | 30,672         | 32,719         | 36,587         | 37,098         | 41,050         | 44,044         | 44,182                              | 44,317         | 44,454         | 44,590         |  |
| Manufacturing                       | 22,831         | 19,070         | 16,473         | 17,656         | 18,007         | 21,135         | 21,621         | 21,592                              | 21,517         | 21,456         | 21,426         |  |
| Site-based Skilled Trade            | 39,650         | 41,053         | 33,818         | 38,116         | 40,347         | 42,959         | 44,522         | 44,238                              | 44,746         | 45,169         | 45,587         |  |
| Wholesale                           | 25,383         | 26,834         | 27,852         | 30,553         | 30,658         | 33,398         | 35,134         | 35,183                              | 35,286         | 35,406         | 35,545         |  |
| Retail                              | 44,257         | 43,481         | 40,613         | 43,261         | 39,894         | 41,219         | 40,615         | 39,282                              | 37,933         | 36,631         | 35,381         |  |
| Financial & Prof. Serv.             | 42,237         | 38,870         | 35,496         | 35,988         | 37,036         | 38,763         | 39,208         | 39,495                              | 39,653         | 39,723         | 39,736         |  |
| Education                           | 23,873         | 25,243         | 26,601         | 27,125         | 28,243         | 28,178         | 28,665         | 29,328                              | 29,924         | 30,477         | 30,995         |  |
| Health Care & Social Assist.        | 32,619         | 33,619         | 37,419         | 41,119         | 42,217         | 44,140         | 46,456         | 48,066                              | 49,509         | 50,772         | 51,888         |  |
| Other Services                      | 55,024         | 55,657         | 54,683         | 61,875         | 53,823         | 65,849         | 69,269         | 70,680                              | 71,984         | 73,247         | 74,476         |  |
| Public                              | 25,798         | 26,625         | 27,202         | 26,980         | 28,133         | 27,591         | 28,275         | 28,588                              | 28,876         | 29,166         | 29,458         |  |
| Self-employed                       | 14,277         | 15,811         | 16,459         | 15,575         | 16,574         | 16,577         | 16,577         | 16,437                              | 16,158         | 15,865         | 15,559         |  |
| <b>Population</b>                   | <b>710,598</b> | <b>719,561</b> | <b>732,708</b> | <b>762,933</b> | <b>774,105</b> | <b>758,085</b> | <b>780,507</b> | <b>789,653</b>                      | <b>796,057</b> | <b>801,433</b> | <b>805,979</b> |  |
| Household Population                | 680,087        | 687,644        | 700,207        | 727,159        | 735,808        | 721,258        | 738,693        | 745,527                             | 751,231        | 755,835        | 759,870        |  |
| Group Quarters                      | 30,511         | 31,917         | 32,501         | 35,774         | 38,297         | 36,827         | 41,814         | 44,126                              | 44,826         | 45,598         | 46,109         |  |
| <b>Households</b>                   | <b>228,260</b> | <b>234,869</b> | <b>236,059</b> | <b>240,267</b> | <b>247,534</b> | <b>251,774</b> | <b>263,771</b> | <b>270,562</b>                      | <b>275,594</b> | <b>278,586</b> | <b>280,769</b> |  |
| Avg Household Size                  | 2.98           | 2.93           | 2.97           | 3.03           | 2.97           | 2.86           | 2.80           | 2.76                                | 2.73           | 2.71           | 2.71           |  |
| <b>Housing</b>                      | <b>247,080</b> | <b>256,467</b> | <b>260,256</b> | <b>263,790</b> | <b>270,341</b> | <b>274,706</b> | <b>292,853</b> | <b>301,190</b>                      | <b>306,812</b> | <b>310,133</b> | <b>312,532</b> |  |
| Vacancy Rate                        | 7.6%           | 8.4%           | 9.3%           | 8.9%           | 8.4%           | 8.3%           | 9.9%           | 10.2%                               | 10.2%          | 10.2%          | 10.2%          |  |
| <hr/>                               |                |                |                |                |                |                |                |                                     |                |                |                |  |
| <b>Jobs (total, all industries)</b> | <b>354,535</b> | <b>356,935</b> | <b>349,335</b> | <b>374,835</b> | <b>372,030</b> | <b>400,859</b> | <b>414,386</b> | <b>417,071</b>                      | <b>419,903</b> | <b>422,366</b> | <b>424,641</b> |  |
| Change from Prior Period            | 2,400          | -7,600         | 25,500         | -2,805         | 28,829         | 13,527         | 2,685          | 2,832                               | 2,463          | 2,275          | 2,275          |  |
| % Change from Prior Period          | 0.7%           | -2.1%          | 7.3%           | -0.7%          | 7.7%           | 3.4%           | 0.6%           | 0.7%                                | 0.6%           | 0.5%           | 0.5%           |  |
| <b>Population</b>                   | <b>710,598</b> | <b>719,561</b> | <b>732,708</b> | <b>762,933</b> | <b>774,105</b> | <b>758,085</b> | <b>780,507</b> | <b>789,653</b>                      | <b>796,057</b> | <b>801,433</b> | <b>805,979</b> |  |
| Change from Prior Period            | 8,963          | 13,147         | 30,225         | 11,172         | -16,020        | 22,422         | 9,146          | 6,404                               | 5,376          | 4,546          | 4,546          |  |
| % Change from Prior Period          | 1.3%           | 1.8%           | 4.1%           | 1.5%           | -2.1%          | 3.0%           | 1.2%           | 0.8%                                | 0.7%           | 0.6%           | 0.6%           |  |
| <b>Housing</b>                      | <b>247,080</b> | <b>256,467</b> | <b>260,256</b> | <b>263,790</b> | <b>270,341</b> | <b>274,706</b> | <b>292,853</b> | <b>301,190</b>                      | <b>306,812</b> | <b>310,133</b> | <b>312,532</b> |  |
| Change from Prior Period            | 9,387          | 3,789          | 3,534          | 6,551          | 4,365          | 18,147         | 8,337          | 5,622                               | 3,321          | 2,399          | 2,399          |  |
| % Change from Prior Period          | 3.8%           | 1.5%           | 1.4%           | 2.5%           | 1.6%           | 6.6%           | 2.8%           | 1.9%                                | 1.1%           | 0.8%           | 0.8%           |  |

**Attachment 2: DRAFT 2026 Subregional Growth Forecast  
AMBAG Region and Jurisdictions**

| POPULATION               | Actual         |                |                |                |                | Projected      |                |                |                |               | Chg. 2020-2050 |               | Chg. 2023-2050 |  |
|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|--|
|                          | 2010           | 2015           | 2020           | 2023           | 2030           | 2035           | 2040           | 2045           | 2050           | Numeric       | %              | Numeric       | %              |  |
|                          |                |                |                |                |                |                |                |                |                |               |                |               |                |  |
| AMBAG Region             | 732,708        | 762,933        | 774,105        | 758,085        | 780,507        | 789,653        | 796,057        | 801,433        | 805,979        | 31,874        | 4%             | 18,707        | 4%             |  |
| <b>Monterey County</b>   | <b>415,057</b> | <b>429,887</b> | <b>439,035</b> | <b>430,368</b> | <b>445,754</b> | <b>449,626</b> | <b>451,989</b> | <b>454,678</b> | <b>457,742</b> | <b>18,707</b> | <b>4%</b>      | <b>27,374</b> | <b>6%</b>      |  |
| Carmel-By-The-Sea        | 3,722          | 3,473          | 3,168          | 3,033          | 2,848          | 2,927          | 2,985          | 3,023          | 3,048          | -120          | -4%            | 15            | 0%             |  |
| Del Rey Oaks             | 1,624          | 1,625          | 1,579          | 1,540          | 1,598          | 1,624          | 1,650          | 1,684          | 1,717          | 138           | 9%             | 177           | 11%            |  |
| Gonzales                 | 8,187          | 8,486          | 8,548          | 8,300          | 11,694         | 11,723         | 11,721         | 11,722         | 11,752         | 3,204         | 37%            | 3,452         | 42%            |  |
| Greenfield               | 16,330         | 17,456         | 18,782         | 19,917         | 20,235         | 20,295         | 20,380         | 20,462         | 20,545         | 1,763         | 9%             | 628           | 3%             |  |
| King City                | 12,874         | 13,058         | 13,395         | 13,817         | 14,606         | 14,697         | 14,784         | 15,013         | 15,270         | 1,875         | 14%            | 1,453         | 11%            |  |
| Marina                   | 19,718         | 20,815         | 21,738         | 22,068         | 28,306         | 29,670         | 32,150         | 33,456         | 34,761         | 13,023        | 60%            | 12,693        | 58%            |  |
| Marina balance           | 19,084         | 19,795         | 20,813         | 21,345         | 26,351         | 26,415         | 26,395         | 26,401         | 26,406         | 5,593         | 27%            | 5,061         | 24%            |  |
| CSUMB                    | 634            | 1,020          | 925            | 723            | 1,955          | 3,255          | 5,755          | 7,055          | 8,355          | 7,430         | 803%           | 7,632         | 1056%          |  |
| Monterey                 | 27,810         | 28,186         | 28,474         | 26,845         | 29,583         | 30,380         | 30,887         | 31,585         | 32,179         | 3,705         | 13%            | 5,334         | 20%            |  |
| Monterey balance         | 23,583         | 24,195         | 24,258         | 23,770         | 26,383         | 27,180         | 27,687         | 28,385         | 28,979         | 4,721         | 19%            | 5,209         | 22%            |  |
| DLI & Naval Postgrad     | 4,227          | 3,991          | 4,216          | 3,075          | 3,200          | 3,200          | 3,200          | 3,200          | 3,200          | -1,016        | -24%           | 125           | 4%             |  |
| Pacific Grove            | 15,041         | 15,273         | 14,978         | 14,741         | 14,932         | 15,098         | 15,298         | 15,479         | 15,636         | 658           | 4%             | 895           | 6%             |  |
| Salinas                  | 150,441        | 158,116        | 161,776        | 159,475        | 161,529        | 162,104        | 162,249        | 162,638        | 162,869        | 1,093         | 1%             | 3,394         | 2%             |  |
| Sand City                | 334            | 350            | 368            | 376            | 748            | 777            | 804            | 827            | 851            | 483           | 131%           | 475           | 126%           |  |
| Seaside                  | 33,025         | 33,431         | 32,731         | 29,790         | 31,346         | 31,594         | 31,805         | 32,066         | 32,324         | -407          | -1%            | 2,534         | 9%             |  |
| Seaside balance          | 26,836         | 25,968         | 25,080         | 24,574         | 24,491         | 24,739         | 24,950         | 25,211         | 25,469         | 389           | 2%             | 895           | 4%             |  |
| Fort Ord                 | 4,473          | 4,163          | 4,202          | 2,112          | 3,751          | 3,751          | 3,751          | 3,751          | 3,751          | -451          | -11%           | 1,639         | 78%            |  |
| CSUMB                    | 1,716          | 3,300          | 3,449          | 3,104          | 3,104          | 3,104          | 3,104          | 3,104          | 3,104          | -345          | -10%           | 0             | 0%             |  |
| Soledad                  | 25,738         | 25,777         | 27,550         | 26,230         | 26,910         | 27,344         | 27,438         | 26,639         | 26,230         | -1,320        | -5%            | 0             | 0%             |  |
| Soledad balance          | 15,690         | 17,478         | 19,433         | 19,333         | 20,739         | 22,120         | 23,066         | 23,105         | 23,217         | 3,784         | 19%            | 3,884         | 20%            |  |
| SVSP & CTF               | 10,048         | 8,299          | 8,117          | 6,897          | 6,171          | 5,224          | 4,372          | 3,534          | 3,013          | -5,104        | -63%           | -3,884        | -56%           |  |
| Unincorp. Monterey       | 100,213        | 103,841        | 105,948        | 104,236        | 101,419        | 101,393        | 99,838         | 100,084        | 100,560        | -5,388        | -5%            | -3,676        | -4%            |  |
| <b>San Benito County</b> | <b>55,269</b>  | <b>58,839</b>  | <b>64,209</b>  | <b>65,666</b>  | <b>69,926</b>  | <b>70,052</b>  | <b>70,052</b>  | <b>70,251</b>  | <b>70,464</b>  | <b>6,255</b>  | <b>10%</b>     | <b>4,798</b>  | <b>7%</b>      |  |
| Hollister                | 34,928         | 37,671         | 41,675         | 42,891         | 47,160         | 47,219         | 47,245         | 47,302         | 47,372         | 5,697         | 14%            | 4,481         | 10%            |  |
| San Juan Bautista        | 1,862          | 1,915          | 2,084          | 2,022          | 1,976          | 2,005          | 2,031          | 2,049          | 2,070          | -14           | -1%            | 48            | 2%             |  |
| Unincorp. San Benito     | 18,479         | 19,253         | 20,450         | 20,753         | 20,790         | 20,828         | 20,776         | 20,900         | 21,022         | 572           | 3%             | 269           | 1%             |  |
| <b>Santa Cruz County</b> | <b>262,382</b> | <b>274,207</b> | <b>270,861</b> | <b>262,051</b> | <b>264,827</b> | <b>269,975</b> | <b>274,016</b> | <b>276,504</b> | <b>277,773</b> | <b>6,912</b>  | <b>3%</b>      | <b>15,722</b> | <b>6%</b>      |  |
| Capitola                 | 9,918          | 10,126         | 9,859          | 9,625          | 10,321         | 10,716         | 11,015         | 11,250         | 11,461         | 1,602         | 16%            | 1,836         | 19%            |  |
| Santa Cruz               | 59,946         | 64,466         | 64,695         | 63,224         | 67,618         | 70,998         | 74,011         | 75,350         | 75,552         | 10,857        | 17%            | 12,328        | 19%            |  |
| Santa Cruz balance       | 43,614         | 47,479         | 46,287         | 44,680         | 45,818         | 46,498         | 47,011         | 47,350         | 47,552         | 1,265         | 3%             | 2,872         | 6%             |  |
| UCSC                     | 16,332         | 16,987         | 18,408         | 18,544         | 21,800         | 24,500         | 27,000         | 28,000         | 28,000         | 9,592         | 52%            | 9,456         | 51%            |  |
| Scotts Valley            | 11,580         | 12,145         | 12,069         | 11,859         | 12,110         | 12,358         | 12,605         | 12,843         | 13,083         | 1,014         | 8%             | 1,224         | 10%            |  |
| Watsonville              | 51,199         | 52,689         | 51,809         | 49,876         | 50,516         | 51,028         | 51,397         | 51,804         | 52,137         | 328           | 1%             | 2,261         | 5%             |  |
| Unincorp. Santa Cruz     | 129,739        | 134,781        | 132,429        | 127,467        | 124,262        | 124,875        | 124,988        | 125,257        | 125,540        | -6,889        | -5%            | -1,927        | -2%            |  |

**Attachment 2: DRAFT 2026 Subregional Growth Forecast  
AMBAG Region and Jurisdictions**

| HOUSING                  | Actual         |                |                |                |                | Projected      |                |                |                |               | Chg. 2020-2050 |               | Chg. 2023-2050 |  |
|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|--|
|                          | 2010           | 2015           | 2020           | 2023           | 2030           | 2035           | 2040           | 2045           | 2050           | Numeric       | %              | Numeric       | %              |  |
|                          |                |                |                |                |                |                |                |                |                |               |                |               |                |  |
| AMBAG Region             | 260,256        | 263,790        | 270,341        | 274,706        | 292,853        | 301,190        | 306,812        | 310,133        | 312,532        | 42,191        | 16%            | 42,191        | 16%            |  |
| <b>Monterey County</b>   | <b>137,910</b> | <b>140,052</b> | <b>143,631</b> | <b>145,965</b> | <b>157,075</b> | <b>161,662</b> | <b>164,984</b> | <b>166,925</b> | <b>168,423</b> | <b>24,792</b> | <b>17%</b>     | <b>24,792</b> | <b>17%</b>     |  |
| Carmel-By-The-Sea        | 3,417          | 3,227          | 3,056          | 3,067          | 3,136          | 3,232          | 3,301          | 3,345          | 3,374          | 318           | 10%            | 307           | 10%            |  |
| Del Rey Oaks             | 741            | 741            | 739            | 746            | 819            | 852            | 878            | 900            | 918            | 179           | 24%            | 172           | 23%            |  |
| Gonzales                 | 1,989          | 2,037          | 2,088          | 2,091          | 3,103          | 3,187          | 3,242          | 3,273          | 3,294          | 1,206         | 58%            | 1,203         | 58%            |  |
| Greenfield               | 3,752          | 3,904          | 4,207          | 4,724          | 4,837          | 4,946          | 5,039          | 5,094          | 5,134          | 927           | 22%            | 410           | 9%             |  |
| King City                | 3,218          | 3,298          | 3,465          | 3,691          | 3,867          | 3,978          | 4,053          | 4,137          | 4,219          | 754           | 22%            | 528           | 14%            |  |
| Marina                   | 7,200          | 7,449          | 8,022          | 8,444          | 11,255         | 11,511         | 11,645         | 11,700         | 11,716         | 3,694         | 46%            | 3,272         | 39%            |  |
| Marina NSP               | 7,200          | 7,449          | 8,022          | 8,444          | 11,255         | 11,511         | 11,645         | 11,700         | 11,716         | 3,694         | 46%            | 3,272         | 39%            |  |
| CSUMB (portion)          | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0             | --             | 0             | --             |  |
| Monterey                 | 13,584         | 13,677         | 13,787         | 13,825         | 15,522         | 16,144         | 16,621         | 17,050         | 17,407         | 3,620         | 26%            | 3,582         | 26%            |  |
| Monterey NSP             | 13,152         | 13,245         | 13,355         | 13,393         | 15,090         | 15,712         | 16,189         | 16,618         | 16,975         | 3,620         | 27%            | 3,582         | 27%            |  |
| DLI & Naval Postgrad     | 432            | 432            | 432            | 432            | 432            | 432            | 432            | 432            | 432            | 0             | 0%             | 0             | 0%             |  |
| Pacific Grove            | 8,169          | 8,144          | 8,121          | 8,232          | 8,586          | 8,830          | 8,995          | 9,112          | 9,209          | 1,088         | 13%            | 977           | 12%            |  |
| Salinas                  | 42,651         | 43,481         | 44,405         | 44,939         | 48,184         | 49,815         | 50,736         | 51,344         | 51,741         | 7,336         | 17%            | 6,802         | 15%            |  |
| Sand City                | 145            | 176            | 186            | 197            | 408            | 430            | 449            | 465            | 478            | 292           | 157%           | 281           | 143%           |  |
| Seaside                  | 10,872         | 10,853         | 10,801         | 10,847         | 11,030         | 11,302         | 11,479         | 11,599         | 11,686         | 885           | 8%             | 839           | 8%             |  |
| Seaside NSP              | 9,507          | 8,848          | 8,850          | 8,896          | 9,079          | 9,351          | 9,528          | 9,648          | 9,735          | 885           | 10%            | 839           | 9%             |  |
| Fort Ord (portion)       | 1,119          | 1,119          | 1,119          | 1,119          | 1,119          | 1,119          | 1,119          | 1,119          | 1,119          | 0             | 0%             | 0             | 0%             |  |
| CSUMB (portion)          | 246            | 886            | 832            | 832            | 832            | 832            | 832            | 832            | 832            | 0             | 0%             | 0             | 0%             |  |
| Soledad                  | 3,876          | 4,117          | 4,524          | 4,633          | 5,177          | 5,639          | 6,033          | 6,125          | 6,210          | 1,686         | 37%            | 1,577         | 34%            |  |
| Soledad NSP              | 3,876          | 4,117          | 4,524          | 4,633          | 5,177          | 5,639          | 6,033          | 6,125          | 6,210          | 1,686         | 37%            | 1,577         | 34%            |  |
| SVSP & CTF               | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0             | --             | 0             | --             |  |
| Unincorp. Monterey       | 38,296         | 38,948         | 40,230         | 40,529         | 41,151         | 41,796         | 42,513         | 42,781         | 43,037         | 2,807         | 7%             | 2,508         | 6%             |  |
| <b>San Benito County</b> | <b>17,870</b>  | <b>18,447</b>  | <b>20,365</b>  | <b>21,576</b>  | <b>23,864</b>  | <b>24,449</b>  | <b>24,774</b>  | <b>25,023</b>  | <b>25,193</b>  | <b>4,828</b>  | <b>24%</b>     | <b>3,617</b>  | <b>17%</b>     |  |
| Hollister                | 10,401         | 10,857         | 12,182         | 13,006         | 15,230         | 15,619         | 15,868         | 16,040         | 16,164         | 3,982         | 33%            | 3,158         | 24%            |  |
| San Juan Bautista        | 745            | 790            | 903            | 909            | 925            | 952            | 971            | 983            | 992            | 89            | 10%            | 83            | 9%             |  |
| Unincorp. San Benito     | 6,724          | 6,800          | 7,280          | 7,661          | 7,709          | 7,878          | 7,935          | 8,000          | 8,037          | 757           | 10%            | 376           | 5%             |  |
| <b>Santa Cruz County</b> | <b>104,476</b> | <b>105,291</b> | <b>106,345</b> | <b>107,165</b> | <b>111,914</b> | <b>115,079</b> | <b>117,054</b> | <b>118,185</b> | <b>118,916</b> | <b>12,571</b> | <b>12%</b>     | <b>11,751</b> | <b>11%</b>     |  |
| Capitola                 | 5,534          | 5,502          | 5,485          | 5,507          | 5,984          | 6,237          | 6,429          | 6,574          | 6,700          | 1,215         | 22%            | 1,193         | 22%            |  |
| Santa Cruz               | 23,316         | 23,545         | 24,014         | 24,415         | 26,418         | 27,322         | 27,706         | 27,941         | 28,074         | 4,060         | 17%            | 3,659         | 15%            |  |
| Santa Cruz NSP           | 23,316         | 23,015         | 23,484         | 23,885         | 25,805         | 26,529         | 26,913         | 27,148         | 27,281         | 3,797         | 16%            | 3,396         | 14%            |  |
| UCSC (portion)           | 0              | 530            | 530            | 530            | 613            | 793            | 793            | 793            | 793            | 263           | 50%            | 263           | 50%            |  |
| Scotts Valley            | 4,610          | 4,781          | 4,934          | 4,994          | 5,394          | 5,637          | 5,828          | 5,967          | 6,089          | 1,155         | 23%            | 1,095         | 22%            |  |
| Watsonville              | 14,089         | 14,311         | 14,585         | 14,699         | 15,522         | 15,990         | 16,308         | 16,513         | 16,641         | 2,056         | 14%            | 1,942         | 13%            |  |
| Unincorp. Santa Cruz     | 56,927         | 57,152         | 57,327         | 57,550         | 58,596         | 59,893         | 60,783         | 61,190         | 61,412         | 4,085         | 7%             | 3,862         | 7%             |  |

## Attachment 2: DRAFT 2026 Subregional Growth Forecast AMBAG Region and Jurisdictions

| EMPLOYMENT                | Actual         |                |                |                |                |                |                |                |                |               | Projected  |               |           |         |   | Chg. 2020-2050 |   | Chg. 2023-2050 |  |
|---------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|------------|---------------|-----------|---------|---|----------------|---|----------------|--|
|                           | 2010           | 2015           | 2020           | 2023           | 2030           | 2035           | 2040           | 2045           | 2050           | Numeric       | %          | Numeric       | %         | Numeric | % | Numeric        | % |                |  |
|                           |                |                |                |                |                |                |                |                |                |               |            |               |           |         |   |                |   |                |  |
| AMBAG Region Total        | 349,335        | 374,835        | 372,030        | 400,859        | 414,386        | 417,071        | 419,903        | 422,366        | 424,641        | 52,611        | 14%        | 23,782        | 6%        |         |   |                |   |                |  |
| <b>Monterey County</b>    | <b>206,787</b> | <b>222,768</b> | <b>221,062</b> | <b>238,377</b> | <b>246,955</b> | <b>248,564</b> | <b>250,369</b> | <b>251,956</b> | <b>253,426</b> | <b>32,364</b> | <b>15%</b> | <b>15,049</b> | <b>6%</b> |         |   |                |   |                |  |
| Carmel-By-The-Sea         | 3,353          | 3,142          | 3,523          | 3,523          | 3,617          | 3,637          | 3,651          | 3,659          | 3,668          | 526           | 17%        | 145           | 4%        |         |   |                |   |                |  |
| Del Rey Oaks              | 705            | 670            | 738            | 738            | 754            | 753            | 753            | 752            | 751            | 81            | 12%        | 13            | 2%        |         |   |                |   |                |  |
| Gonzales                  | 5,764          | 5,864          | 6,374          | 6,374          | 6,687          | 6,694          | 6,732          | 6,767          | 6,801          | 937           | 16%        | 427           | 7%        |         |   |                |   |                |  |
| Greenfield                | 7,227          | 7,300          | 7,866          | 7,866          | 8,335          | 8,355          | 8,375          | 8,398          | 8,413          | 1,113         | 15%        | 547           | 7%        |         |   |                |   |                |  |
| King City                 | 7,573          | 7,562          | 7,987          | 7,987          | 8,240          | 8,306          | 8,373          | 8,425          | 8,472          | 910           | 12%        | 485           | 6%        |         |   |                |   |                |  |
| Marina                    | 6,107          | 6,030          | 6,430          | 6,430          | 6,633          | 6,683          | 6,743          | 6,799          | 6,854          | 824           | 14%        | 424           | 7%        |         |   |                |   |                |  |
| Monterey                  | 35,633         | 34,922         | 37,776         | 37,776         | 38,749         | 39,098         | 39,420         | 39,694         | 39,944         | 5,022         | 14%        | 2,168         | 6%        |         |   |                |   |                |  |
| Pacific Grove             | 7,470          | 7,049          | 7,815          | 7,815          | 8,067          | 8,154          | 8,233          | 8,305          | 8,373          | 1,324         | 19%        | 558           | 7%        |         |   |                |   |                |  |
| Salinas                   | 73,009         | 73,028         | 78,226         | 78,226         | 81,128         | 81,772         | 82,506         | 83,167         | 83,776         | 10,748        | 15%        | 5,550         | 7%        |         |   |                |   |                |  |
| Sand City                 | 1,966          | 1,913          | 2,086          | 2,086          | 2,134          | 2,125          | 2,124          | 2,121          | 2,117          | 204           | 11%        | 31            | 1%        |         |   |                |   |                |  |
| Seaside                   | 9,667          | 9,533          | 10,026         | 10,026         | 10,263         | 10,325         | 10,388         | 10,436         | 10,479         | 946           | 10%        | 453           | 5%        |         |   |                |   |                |  |
| Soledad                   | 8,532          | 8,736          | 9,184          | 9,184          | 9,504          | 9,531          | 9,580          | 9,624          | 9,668          | 932           | 11%        | 484           | 5%        |         |   |                |   |                |  |
| Unincorporated Monterey   | 55,762         | 55,313         | 60,346         | 60,346         | 62,844         | 63,131         | 63,491         | 63,809         | 64,110         | 8,797         | 16%        | 3,764         | 6%        |         |   |                |   |                |  |
| <b>San Benito County</b>  | <b>20,258</b>  | <b>21,631</b>  | <b>21,703</b>  | <b>23,390</b>  | <b>24,091</b>  | <b>24,196</b>  | <b>24,317</b>  | <b>24,416</b>  | <b>24,515</b>  | <b>2,812</b>  | <b>13%</b> | <b>1,125</b>  | <b>5%</b> |         |   |                |   |                |  |
| Hollister                 | 14,428         | 14,432         | 15,484         | 15,484         | 15,908         | 15,987         | 16,080         | 16,153         | 16,219         | 1,787         | 12%        | 735           | 5%        |         |   |                |   |                |  |
| San Juan Bautista         | 515            | 498            | 548            | 548            | 568            | 578            | 584            | 590            | 596            | 98            | 20%        | 48            | 9%        |         |   |                |   |                |  |
| Unincorporated San Benito | 6,688          | 6,773          | 7,358          | 7,358          | 7,615          | 7,631          | 7,653          | 7,673          | 7,700          | 927           | 14%        | 342           | 5%        |         |   |                |   |                |  |
| <b>Santa Cruz County</b>  | <b>122,290</b> | <b>130,436</b> | <b>129,265</b> | <b>139,092</b> | <b>143,340</b> | <b>144,311</b> | <b>145,217</b> | <b>145,994</b> | <b>146,700</b> | <b>17,435</b> | <b>13%</b> | <b>7,608</b>  | <b>5%</b> |         |   |                |   |                |  |
| Capitola                  | 11,666         | 11,280         | 12,169         | 12,169         | 12,478         | 12,514         | 12,542         | 12,551         | 12,557         | 1,277         | 11%        | 388           | 3%        |         |   |                |   |                |  |
| Santa Cruz                | 40,840         | 40,483         | 43,059         | 43,059         | 44,200         | 44,601         | 44,956         | 45,278         | 45,576         | 5,093         | 13%        | 2,517         | 6%        |         |   |                |   |                |  |
| Scotts Valley             | 9,458          | 9,298          | 10,206         | 10,206         | 10,440         | 10,459         | 10,460         | 10,460         | 10,460         | 1,162         | 12%        | 254           | 2%        |         |   |                |   |                |  |
| Watsonville               | 26,403         | 26,453         | 28,125         | 28,125         | 29,054         | 29,192         | 29,384         | 29,542         | 29,688         | 3,235         | 12%        | 1,563         | 6%        |         |   |                |   |                |  |
| Unincorporated Santa Cruz | 42,069         | 41,751         | 45,533         | 45,533         | 47,168         | 47,545         | 47,875         | 48,163         | 48,419         | 6,668         | 16%        | 2,886         | 6%        |         |   |                |   |                |  |

**Important Note:**

Independent rounding results in some cases in which parts do not sum to the total.

**Data Sources:**

Population and Housing 2010-2023 from California Department of Finance.  
 Employment 2010-2022 from AMBAG based on California Employment Development Dept. and InfoUSA.

All projections from Draft 2026 Regional Growth Forecast, produced by AMBAG and PRB.

**2026 Regional Growth Forecast - One-on-One Meetings (Round 1)**

| <b>Agency</b>     | <b>Name</b>      | <b>Meeting Date</b> | <b>Meeting Time</b> | <b>AMBAG Attendees</b>   | <b>Other Attendees</b>  |
|-------------------|------------------|---------------------|---------------------|--|---|
| City of Hollister | Christine Hopper | 10/25/2023          | 2:30 PM             | Maura Twomey, Heather Adamson, Gina Schmidt                    | Eva Kelly and Ambur Cameron   |
| City of Monterey  | Kim Cole         | 11/7/2023           | 2:00 PM             | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich | Kim Cole and Levi Hill  |
| City of Marina    | Guido Persicone  | 11/15/2023          | 1:00 PM             | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich | Guido Persicone, Allison Hunter, Troy Reinhalter (Raimi and Associates), and Megan Jones (Rincon) |

## 2026 Regional Growth Forecast - One-on-One Meetings (Round 2)

| Agency                | Name             | Meeting Date | Meeting Time | AMBAG Attendees   | Other Attendees  |
|-----------------------|------------------|--------------|--------------|---|--|
| City of Scotts Valley | Taylor Bateman   | 2/27/2024    | 11:00 AM     | Heather Adamson, Gina Schmidt, Chris Duymich, and Paul Hierling   | Taylor Bateman and Sarah Wikle   |
| City of Capitola      | Katie Herlihy    | 2/27/2024    | 2:00 PM      | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich  | Katie Herlihy and Brian Froelich   |
| CSUMB                 | Kyle Jordan      | 2/29/2024    | 10:00 AM     | Heather Adamson, Gina Schmidt, Chris Duymich, Beth Jarosz (consultant), and Celena Mijares (consultant) | Kyle Jordan, Matthew McCluney, Julie Wyrick, and Brendon Coye                                    |
| City of Santa Cruz    | Lee Butler       | 2/29/2024    | 2:15 PM      | Heather Adamson, Gina Schmidt, and Chris Duymich  | Lee Butler and Matt VanHua   |
| City of Watsonville   | Suzi Merriman    | 3/1/2024     | 11:00 AM     | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich  | Suzi Meriman and Justin Meek   |
| City of Monterey      | Kim Cole         | 3/4/2024     | 10:00 AM     | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich  | Kim Cole and Levi Hill   |
| City of Seaside       | Andrew Myrick    | 3/4/2024     | 1:00 PM      | Heather Adamson, Gina Schmidt, and Chris Duymich  | Jose Bazua, Andrew Myrick, Alexia Rapoport, and Rick Medina                                      |
| County of Santa Cruz  | Stephanie Hansen | 3/5/2024     | 11:00 AM     | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich  | Stephanie Hansen, Mark Connolly, Matthew Sundt, Anais Schenk, Fernanda Dias Pini, and Jacob Lutz |
| City of Marina        | Guido Persicone  | 3/6/2024     | 10:00 AM     | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich  | Guido Persicone and Layne Long   |
| County of Monterey    | Craig Spencer    | 3/6/2024     | 1:00 PM      | Heather Adamson, Gina Schmidt, and Chris Duymich  | Craig Spencer, Melanie Beretti, and Darby Marshall   |
| City of Del Rey Oaks  | John Guertin     | 3/11/2024    | 11:00 AM     | Heather Adamson, Gina Schmidt, and Chris Duymich  | John Guertin and Denise Duffy (Consultant)   |
| UCSC                  | Oxo Slayer       | 3/13/2024    | 9:30 AM      | Heather Adamson, Gina Schmidt, Chris Duymich, and Beth Jarosz (consultant)                              | Oxo Slayer and Jolie Kerns   |
| City of Sand City     | Vibeke Norgaard  | 3/13/2024    | 12:30PM      | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich  | Vibeke Norgaard and Anastazia Aziz (consultant)  |
| County of San Benito  | Abraham Prado    | 3/14/2024    | 11:00 AM     | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich  | Abraham Prado, Arielle Goodspeed, and Stephanie Reck   |
| City of Hollister     | Eva Kelly        | 3/14/2024    | 1:30 PM      | Heather Adamson, Gina Schmidt, and Chris Duymich  | Eva Kelly  |
| City of Salinas       | Lisa Brinton     | 3/18/2024    | 11:00 AM     | Heather Adamson, Gina Schmidt, and Chris Duymich  | Lisa Brinton, Grant Leonard, and Jonathan Moore  |
| City of Soledad       | Kao Nou Yang     | 3/18/2024    | 1:30 PM      | Heather Adamson, Gina Schmidt, and Chris Duymich  | Megan Hunter, Kao Nou Yang, Ariana Mora-Jacobo, and Beatriz Trujillo                             |

**2026 Regional Growth Forecast - One-on-One Meetings (Round 2)**

| Agency                    | Name                | Meeting Date | Meeting Time | AMBAG Attendees  | Other Attendees  |
|---------------------------|---------------------|--------------|--------------|--|--|
| City of Monterey          | Kim Cole            | 3/22/2024    | 8:30 AM      | Maura Twomey, Heather Adamson, and Bhupendra Patel             | Hans Ulser, Kim Cole, and Levi Hill  |
| City of Carmel-By-The-Sea | Brandon Swanson     | 3/25/2024    | 1:00 PM      | Heather Adamson and Chris Duymich                              | Brandon Swanson and Marnie Waffle  |
| City of Pacific Grove     | Karen Vaughn        | 3/25/2024    | 3:00 PM      | Heather Adamson and Chris Duymich                              | Karen Vaughn and Alyssa Kroeger  |
| City of San Juan Bautista | Don Reynolds        | 3/26/2024    | 10:00 AM     | Heather Adamson and Chris Duymich                              | Don Reynolds   |
| City of Greenfield        | Paul Mugan          | 3/27/2024    | 11:00 AM     | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich | Paul Mugan   |
| County of Monterey        | Craig Spencer       | 3/28/2024    | 9:30 AM      | Maura Twomey, Heather Adamson, and Gina Schmidt                | Melanie Beretti and Darby Marshall   |
| City of Gonzales          | Taven Kinison Brown | 3/28/2024    | 1:00 PM      | Heather Adamson, Gina Schmidt, and Chris Duymich               | Taven Kinison Brown  |
| King City                 | Doreen Liberto      | 3/28/2024    | 3:00 PM      | Heather Adamson, Gina Schmidt, and Chris Duymich               | Doreen Liberto   |
| County of Santa Cruz      | Stephanie Hansen    | 3/29/2024    | 9:00 AM      | Maura Twomey, Heather Adamson, Gina Schmidt, and Chris Duymich | Stephanie Hansen, Mark Connolly, Matthew Sundt, Anais Schenk, Fernanda Dias Pini, and Jacob Lutz |

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

**FROM:** Maura F. Twomey, Executive Director

**RECOMMENDED BY:** Amaury Berteaud, Sustainability Program Manager

**SUBJECT:** Public Draft Monterey Bay Natural and Working Lands  
Climate Mitigation and Resiliency Study

**MEETING DATE:** May 8, 2024

**RECOMMENDATION:**

AMBAG Sustainability Program staff will provide a presentation on the Public Draft Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study.

**BACKGROUND/ DISCUSSION:**

On December 6, 2021, the California Department of Conservation awarded AMBAG a \$250,000 Sustainable Agricultural Lands Conservation (SALC) program planning grant to fund the creation of a Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study.

The study includes an inventory of natural and working lands carbon stock in the AMBAG region by jurisdiction, a carbon forecast, and a list of adaptation and mitigation strategies each with recommended implementation actions. The goal of the study is to empower stakeholders to consider the health of natural and working lands as a part of long-range planning as well as provide an opportunity for cities and counties to further integrate natural and working land GHG mitigation strategies as part of their climate action planning process.

***Carbon Stock Inventory***

In order to estimate the existing carbon stock in the study area for a baseline year of 2020, an analysis of the carbon stored both above ground in the vegetation and below ground, in soils, was conducted. A Geographic Information Systems (GIS)-based analysis was first performed using the best available data for land cover (i.e., vegetation) and soil. For above ground carbon, land cover types and acreages were derived from the GIS-based analysis, and aboveground carbon stock values by land cover type obtained from the best available scientific literature were applied. These values, in metric tons of

Carbon per acre, were multiplied by the acreage of their corresponding land cover type. For below ground carbon the SSURGO dataset was used. SSURGO provides data throughout California on the quantity of soil carbon at the depths of 5, 20, 50, 100, and 150 centimeters (cm). Based on data quality and availability this study included below ground carbon at a depth of 50 centimeters.

Applying the aboveground and belowground carbon stock rates to the acreages by land cover type resulted in approximately 117 million metric tons of carbon (MMT C) held in the study area, Monterey County has the most stored carbon estimated at approximately 68 MMT C. In comparison, Santa Cruz County was estimated to hold approximately 26 MMT C, and San Benito County was estimated to hold approximately 23 MMT C. If the carbon stored in the natural and working lands was to be released into the atmosphere, it would generate approximately 429 million metric tons of carbon dioxide equivalent (CO<sub>2</sub>e). By comparison, the yearly 2019/2020 GHG emissions calculated for the region as part of the 2045 MTP/SCS were approximately 4 million metric tons of CO<sub>2</sub>e.

### ***Carbon Stock Forecast***

After preparing the carbon stock inventory, forecast scenarios were used to estimate the 2045 carbon stock in Monterey Bay based on the natural and working lands modeling conducted by the California Air Resources Board (CARB) for the 2022 Scoping Plan. The study evaluated two scenarios: The Business as usual (BAU) scenario, which assumes that the land management practices in place from 2001 through 2014 continue through 2045, and the 2022 Scoping Plan scenario, which is the scenario that CARB selected to achieve carbon neutrality by 2045. Under this Scoping Plan Scenario significant investment is made in the natural and working lands, and a large amount of acres throughout the region receive yearly treatments from 2025 to 2045. The treatments depend on the specific type of lands, and range from forest thinning to soil amendment applications, and increasing the number of trees in urban settings. These two scenarios were used for the Climate Study because locally specific data is currently unavailable to account for the potential impacts of climate change on the existing carbon stock. Under a BAU scenario, there is a decrease in carbon stored in the study area of approximately 2.2 MMT C, or 1.9 percent, while under a scoping plan scenario there is a decrease of 1.8 MMT C or 1.5 percent. This corresponds to a release of 8 million metric tons of CO<sub>2</sub>e and 6.7 million metric tons of CO<sub>2</sub>e respectively. These numbers are estimates of change over time, and these changes in carbon stock may happen over time, or suddenly, as would be the case with a wildfire or flooding event.

### ***Natural and working lands Climate adaptation and mitigation strategies.***

The study team conducted extensive research across the region and state to develop a list of strategies that were appropriate and scalable in the Monterey Bay Area. These strategies are intended to locally support the implementation of the treatments listed in the CARB 2022 scoping plan. Stakeholders and subject matter experts were then consulted to assist in refining strategies and implementation actions through a series of

focus group and stakeholder working group meetings held in 2023 and 2024. The strategies are organized by the broad land use categories in which they will occur:

- Urban forests and parks
- Forests
- Conservation Open space and agriculture lands

Each strategy lists a number of implementation actions below it, each listing stakeholders or group of stakeholders that could take a leadership role, examples of current local efforts, and barriers to implementation.

Finally, the study makes clear that these strategies and implementation actions are created to help our region plan and collaborate to treat a specific number of acres every year with carbon stock enhancing activities, in order to achieve the desired outcome of implementing the carbon stock values under the 2022 scoping plan scenario.

***Next Steps***

Staff will be hosting two public workshops on May 9th and May 10th to present the draft study and gather stakeholder feedback. The finalized study will be published in June 2024. Written comments regarding the Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study should be directed to Amaury Berteaud, at [aberteaud@ambag.org](mailto:aberteaud@ambag.org) by May 20<sup>th</sup>.

**ALTERNATIVES:**

None.

**FINANCIAL IMPACT:**

None.

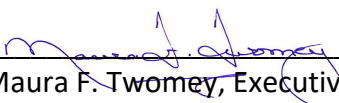
**COORDINATION:**

AMBAG staff is coordinating with local jurisdictions and local community stakeholders.

**ATTACHMENT:**

1. Public Draft Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study (separately enclosed)

**APPROVED BY:**

  
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Maura F. Twomey, Executive Director

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## 2024 AMBAG Calendar of Meetings

|                           |  |
|---------------------------|--|
| <b>June 12, 2024</b>      | <b>MBARD Board Room</b><br><b>24580 Silver Cloud Court, Monterey, CA 93940</b><br>Meeting Time: 6 pm |
| <b>July 2024</b>          | <b>No Meeting Scheduled</b>  |
| <b>August 14, 2024</b>    | <b>MBARD Board Room</b><br><b>24580 Silver Cloud Court, Monterey, CA 93940</b><br>Meeting Time: 6 pm |
| <b>September 11, 2024</b> | <b>MBARD Board Room</b><br><b>24580 Silver Cloud Court, Monterey, CA 93940</b><br>Meeting Time: 6 pm |
| <b>October 9, 2024</b>    | <b>MBARD Board Room</b><br><b>24580 Silver Cloud Court, Monterey, CA 93940</b><br>Meeting Time: 6 pm |
| <b>November 13, 2024</b>  | <b>MBARD Board Room</b><br><b>24580 Silver Cloud Court, Monterey, CA 93940</b><br>Meeting Time: 6 pm |
| <b>December 2024</b>      | <b>No Meeting Scheduled</b>  |

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| <b>AMBAG Acronym Guide</b> |  |
|----------------------------|--|
| ABM                        | Activity Based Model                                   |
| ACFR                       | Annual Comprehensive Financial Report                  |
| ADA                        | Americans Disabilities Act                             |
| ALUC                       | Airport Land Use Commission                            |
| AMBAG                      | Association of Monterey Bay Area Governments           |
| ARRA                       | American Reinvestment and Recovery Act                 |
| 3CE                        | Central Coast Community Energy                         |
| CAAA                       | Clean Air Act Amendments of 1990 (Federal Legislation) |
| Caltrans                   | California Department of Transportation                |
| CalVans                    | California Vanpool Authority                           |
| CARB                       | California Air Resources Board                         |
| CCJDC                      | Central Coast Joint Data Committee                     |
| CEQA                       | California Environmental Quality Act                   |
| CHTS                       | California Households Travel Survey                    |
| CMAQ                       | Congestion Mitigation and Air Quality Improvement      |
| CPUC                       | California Public Utilities Commission                 |
| CTC                        | California Transportation Commission                   |
| DEIR                       | Draft Environmental Impact Report                      |
| DEM                        | Digital Elevation Model                                |
| DOF                        | Department of Finance (State of California)            |
| EAC                        | Energy Advisory Committee                              |
| EIR                        | Environmental Impact Report                            |
| FAST Act                   | Fixing America’s Surface Transportation Act            |
| FHWA                       | Federal Highway Administration                         |
| FTA                        | Federal Transit Administration                         |
| FTIP                       | Federal Transportation Improvement Program             |
| GHG                        | Greenhouse Gas Emissions                               |
| GIS                        | Geographic Information System                          |
| ICAP                       | Indirect Cost Allocation Plan                          |
| IIJA                       | Infrastructure Investment and Jobs Act                 |
| ITS                        | Intelligent Transportation Systems                     |

|            |   |
|------------|---|
| JPA        | Joint Powers Authority  |
| LTA        | San Benito County Local Transportation Authority              |
| LTC        | Local Transportation Commission                               |
| MAP-21     | Moving Ahead for Progress in the 21 <sup>st</sup> Century Act |
| MBARD      | Monterey Bay Air Resources District                           |
| MOA        | Memorandum of Agreement                                       |
| MOU        | Memorandum of Understanding                                   |
| MPAD       | Monterey Peninsula Airport District                           |
| MPO        | Metropolitan Planning Organization                            |
| MST        | Monterey-Salinas Transit                                      |
| MTP        | Metropolitan Transportation Plan                              |
| MTIP       | Metropolitan Transportation Improvement Program               |
| OWP        | Overall Work Program  |
| PG&E       | Pacific Gas & Electric Company                                |
| PPP        | Public Participation Plan                                     |
| RAPS, Inc. | Regional Analysis & Planning Services, Inc.                   |
| RFP        | Request for Proposal  |
| RHNA       | Regional Housing Needs Allocation                             |
| RTDM       | Regional Travel Demand Model                                  |
| RTP        | Regional Transportation Plan                                  |
| RTPA       | Regional Transportation Planning Agency                       |
| SB 375     | Senate Bill 375   |
| SBtCOG     | Council of San Benito County Governments                      |
| SCCRTC     | Santa Cruz County Regional Transportation Commission          |
| SCMTD      | Santa Cruz Metropolitan Transit District                      |
| SCS        | Sustainable Communities Strategy                              |
| S RTP      | Short-Range Transit Plan                                      |
| STIP       | State Transportation Improvement Program                      |
| TAMC       | Transportation Agency for Monterey County                     |
| TAZ        | Traffic Analysis Zone   |
| USGS       | United States Geological Survey                               |
| VMT        | Vehicle Miles Traveled  |
| VT         | Vehicle Miles Trips   |