

AMBAG

Board of Directors Meeting

May 8, 2024



Item #1: Call To Order



Item #2: Pledge of Allegiance



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

Recommended Action: Approve



Item #4: Roll Call



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

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



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



Item #7A: Executive/Finance Committee

Recommended Action: Information



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

Recommended Action: Direct



Item #8: Executive Director's Report

Recommended Action: Information



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

Recommended Action: Approve



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



Item #11A: Draft FY 2024-25 Monterey Bay Region Overall Work Program (OWP) and Budget

Recommended Action: Approve



Draft 2024-25 Monterey Bay Region Overall Work Program (OWP) and Budget

Board of Directors
May 8, 2024

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



FY 2024-25 Overall Work Program Priorities

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

FY 2024-25 OWP Highlights

- Development of 2050 MTP/SCS
- Regional Early Action Planning (REAP) support grant program for housing
- Development of next generation of AMBAG Regional Travel Demand Model for next MTP/SCS
- GIS data collection, Census 2020 data analysis, and member services for GIS/data requests
- Mitigation and Resiliency Study
- Monitoring and reporting Transportation Performance Management (TPM)
- Management of current MTIP and development new MTIP
- Highway and transit corridor planning and management studies
- Central Coast Sustainable Freight Study

FY 2024-25 OWP and Budget Timeline

OWP Kickoff meeting	November 9, 2023
Development of Draft OWP and Budget	December – February 2024
Draft OWP & Budget available for comments	March 2024
Draft OWP & Budget presentation to AMBAG Board	March 13, 2024
Board Adoption of FY 2024-25 OWP & Budget	May 8, 2024
Expected State Approval Date	May 31, 2024
Expected Federal Approval Date	June 30, 2024

AMBAG Draft FY 2024-25 Budget

Draft FY 2024-25 Funding Highlights

- Balanced budget, pursuant to AMBAG By-Laws
- No change to total member dues
- Revenue by source:
 - Federal – \$3,472,054
 - State – \$11,867,391
 - Local – \$1,297,711
 - Total – \$16,637,156

Draft FY 2024-25 Expenditure Highlights

- Maintaining current year staff level
- Continuation of current grant funded project
- General Fund expenditures includes costs that are not eligible for Federal reimbursement:
 - Interest and fees
 - Cash match to meet federal/state grant requirements
- Use of toll credits to match federal funds, preserves General Fund

Next Steps

- Submit FY 2024-25 OWP and Federal certification forms to State and Federal Agencies for their approval

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.

Questions??

Item #12A: Carbon Reduction Program (CRP) Project Award Recommendations

Recommended Action: Approve



Carbon Reduction Program (CRP) Project Award Recommendations

Will Condon
Associate Planner
May 8, 2024



Outline

- Carbon Reduction Program (CRP) Background
- Evaluation Process
- Project Award Recommendations
- Schedule and Next Steps
- Input/Questions



Carbon Reduction Program Background

- What is CRP?
- Main objective of CRP is to reduce GHG emissions from transportation
- Five-year funding program
- State is expected to receive total of \$550 million over 5 years
- AMBAG region to receive \$6.83 million over 5 years



Evaluation Process

- On March 2, 2024, AMBAG issued call for projects for CRP funding
 - Applications due April 2, 2024
- AMBAG received six project applications
- Projects were evaluated by AMBAG staff using Board adopted project selection criteria
- All six CRP project applications are consistent with CRP goals, and therefore recommended for CRP funding



Capitola Community Center ZEV Infrastructure

- Part of a larger-scale renovation endeavor aimed at modernizing and enhancing the Capitola Community Center.
- 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.
- Ensures inclusivity by incorporating van accessible charging stations, designed to accommodate larger vehicles and individuals with mobility challenges.
- Total Project Cost: \$181,200
- CRP Funding Requested: \$160,452



Sand City Multiuse Trail & Bike Lane Improvement Project

- 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).
- Project is a one-mile trail segment from Playa Avenue near California Ave south to the MBRCT at Canyon Del Rey Boulevard near Roberts Lake.
- Primarily an Active Transportation project but provides transit and ZEV infrastructure components.
- Total Project Cost: \$2,184,812
- CRP Funding Requested: \$1,960,000



CSUMB University Police Department Electric Vehicle and EV Charger

- Purchase of a Chevy Bolt EV & Installation of a Level 2 Charger for the CSUMB Police Department.
- The primary use of the EV is by CSUMB community service officers (CSO).
- Respond to all campus community needs, including guiding campus community members from residences to bus stops or picking them up from bus stops.
- Vehicle will be utilized for short-distance driving to service the campus, plus long trips for agency meetings throughout the region.
- Total Project Cost: \$64,450.19
- CRP Funding Requested: \$57,057.75



King City Citywide Electric Vehicle Charging Station 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.
- Part of an overall effort to establish King City as a leader in providing electric vehicle charging infrastructure, which will attract visitors to the city to support efforts to create new jobs and improve quality of life for the community.
- Total Project Cost: \$435,900
- CRP Funding Requested: \$385,900



MST SURF! Busway and Bus Rapid Transit

- A dedicated busway that runs parallel to State Route 1 between Marina and Seaside/Sand City allowing riders to bypass the congested stretch of Highway 1.
- 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.
- 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.
- Total Project Cost: \$91,443,340
- CRP Funding Requested: \$2,000,000



Santa Cruz METRO's Zero Emission Intercity Transit Service Expansion Project

- Implement 15-minute Express Bus frequency on Route 90X during peak commute periods along 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 SCCRTC Highway 1/Bus on Shoulder (BOS) project.
- Provide reliability improvements and travel time savings for transit customers on the congested Highway 1 corridor.
- Total Project Cost: \$41,184,000
- CRP Funding Requested: \$2,000,000



Schedule and Next Steps

Bring projects to AMBAG Board for approval	May 8, 2024
AMBAG to complete CRP Project Alignment forms for selected projects	May/June 2024
Program funds in MTIP	September 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.

Questions

Will Condon

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(831) 264-5105



Item #12B: AMBAG Complete Streets Policy

Recommended Action: Adopt



Association of Monterey Bay Area Governments

Complete Streets Policy

May 8, 2024

Background

IIJA/BIL of 2021: Requires MPOs to use FHWA Planning Funds (PL) set aside for complete streets planning

Complete streets prioritize safe and adequate accommodation of all users

Monterey Bay Area Complete Streets Guidebook, August 2013

Incorporate RTPA and local jurisdictions policies and guidelines

Public Review

- **February – March 2024:** Draft to Committees and Board
- **February 1 – March 15, 2024:** Public Comment
- **Received 13 comments:** stronger language encouraging complete streets, additional Caltrans resources
- **Attachment 1:** Public Draft Comments and Responses
- **Attachment 2:** Final Complete Streets Policy

Recommendation

Adopt the Final Complete Streets Policy

Regina Valentine

Senior Planner

rvalentine@ambag.org

831-264-5096

Item #12C: Draft 2026 Regional Growth Forecast Update

Recommended Action: Information



Draft 2026 Regional Growth Forecast Update

Heather Adamson, AMBAG
Beth Jarosz, Population Reference Bureau

May 8, 2024



Overview

- Background and purpose of forecast
- Regional forecast recent updates
- Subregional allocation and review
- Next steps



What is the Forecast?

- Forecast for tri-county area:
 - Population
 - Housing
 - Employment
- Base Year – 2020
- Horizon Year – 2050
- Basis for planning for growth in the MTP/SCS, transportation project level analysis, corridor studies, economic analysis, etc.
- Input for the Regional Travel Demand Model which forecasts travel patterns



How the forecast relates to other planning efforts?

- Forecast is an expectation of growth not the same as...
 - General plan: General plan is buildout; forecast is anticipated growth by 2050
 - Regional Housing Needs Allocation (RHNA): RHNA is an assessment of and plan for addressing 8-year housing need, forecast is anticipated growth by 2050
 - Region plan shall accommodate 6th Cycle RHNA by 2050
 - Local housing elements will be considered during subregional allocation



Forecast Progress to Date



Recent updates to regional forecast

- New information about group quarters—at jurisdiction and region levels—resulted in minor changes to existing population and subtle changes to projected population.
- Examples include:
 - Correction to reflect 2020 Census (rather than Dept. of Finance) group quarters data for Sand City
 - Revisions to 2024 projections to “catch up” on farmworker housing in Greenfield and King City not counted in 2023 Dept. of Finance estimates
 - Input from universities about anticipated future student growth and plans for student housing



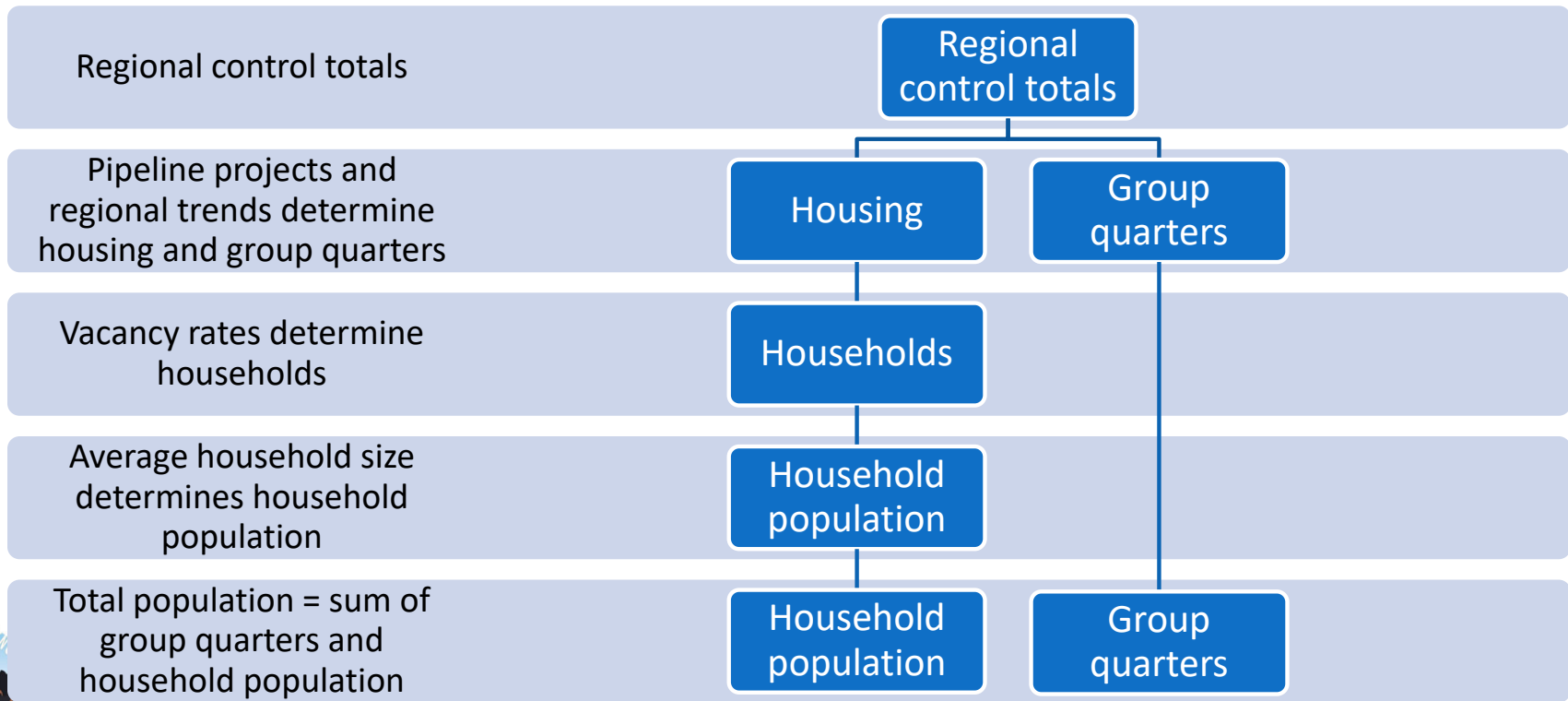
Regional Forecast Summary: Final Draft

CURRENT DRAFT (May 2024)	2020	2030	2040	2050	Change (#)	Change (%)
Population	774,105	780,507	796,057	805,979	31,874	4.1%
Housing	270,341	292,853	306,812	312,532	42,191	15.6%
Jobs	372,030	414,386	419,903	424,641	52,611	14.1%
ACCEPTED FORECAST (Jan 2024)	2020	2030	2040	2050	Change (#)	Change (%)
Population	774,105	780,296	794,486	801,785	27,680	3.6%
Housing	270,341	292,996	306,791	312,547	42,206	15.6%
Jobs	372,030	414,376	419,780	424,318	52,288	14.1%
Difference (Current – January)	2020	2030	2040	2050		
Population	0	211	1,571	4,194		
Housing	0	-143	20	-15		
Jobs	0	10	123	323		

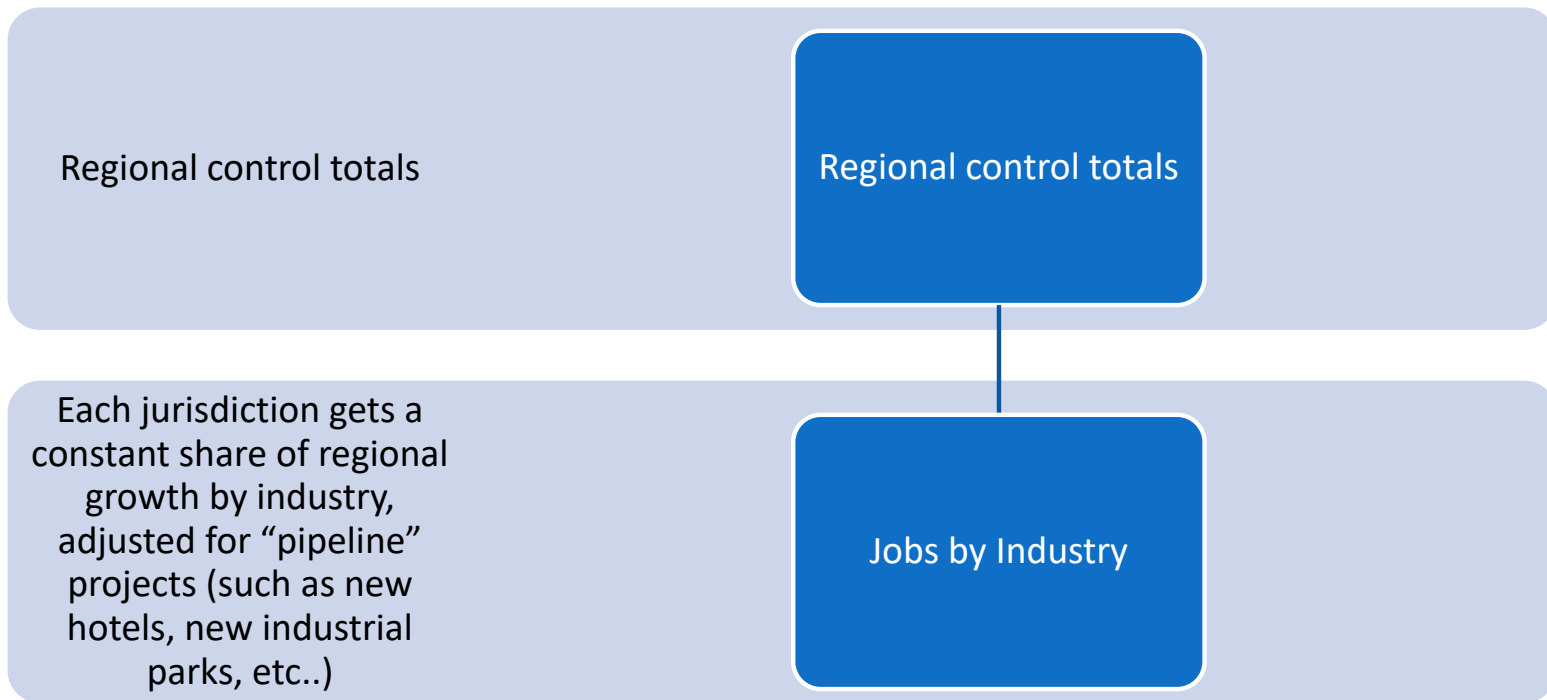


Subregional Allocation

Subregional Allocation Process for Population and Housing



Subregional Allocation Process for Employment

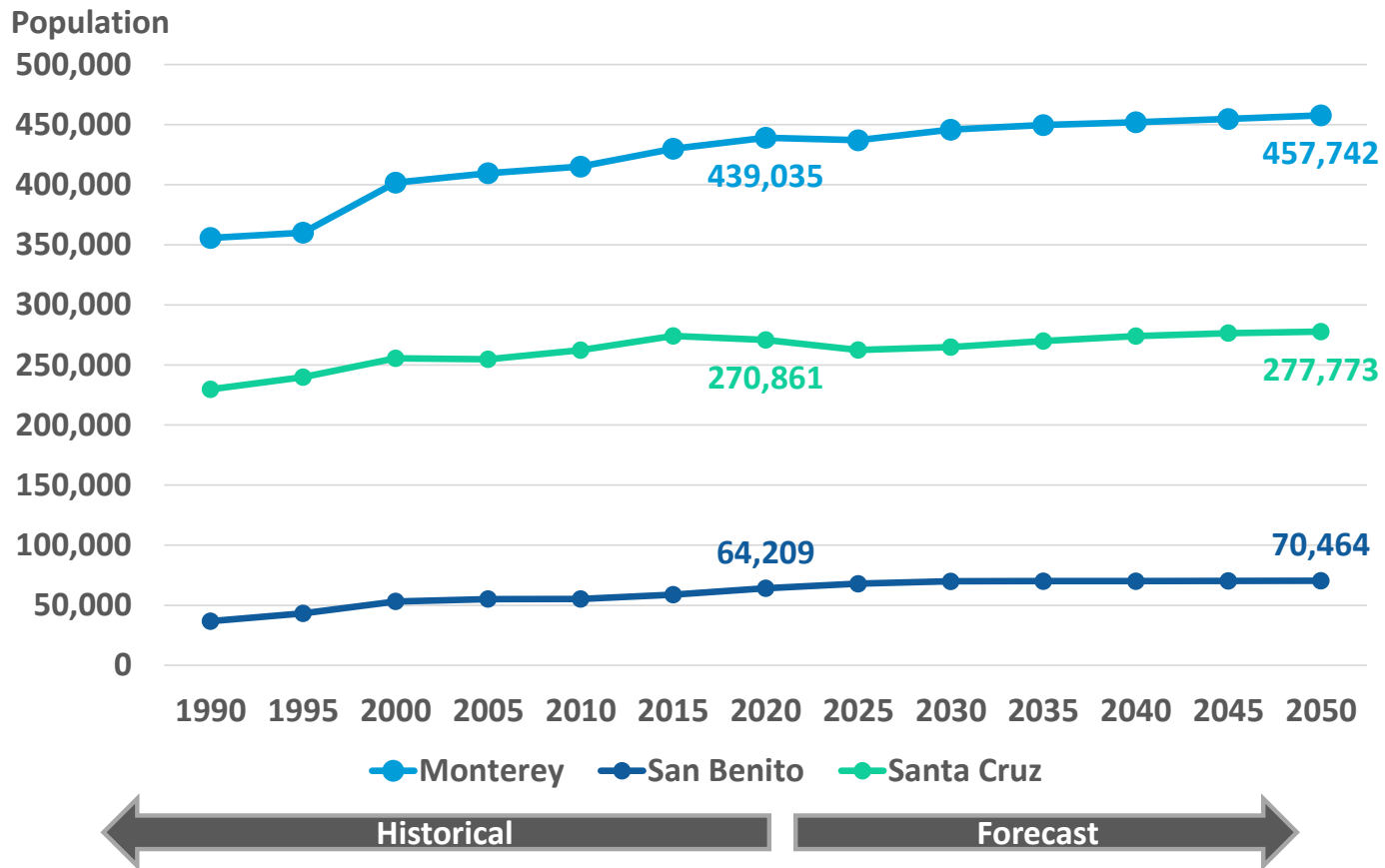


Subregional Allocation Review

- Subregional forecast preliminary draft numbers were reviewed with all jurisdictions
- Feedback was incorporated into the draft subregional forecast (Attachment 2)
- Conducted nearly 30 one-on-one meetings to date with local jurisdictions/agencies plus discussions at Planning Directors Forums

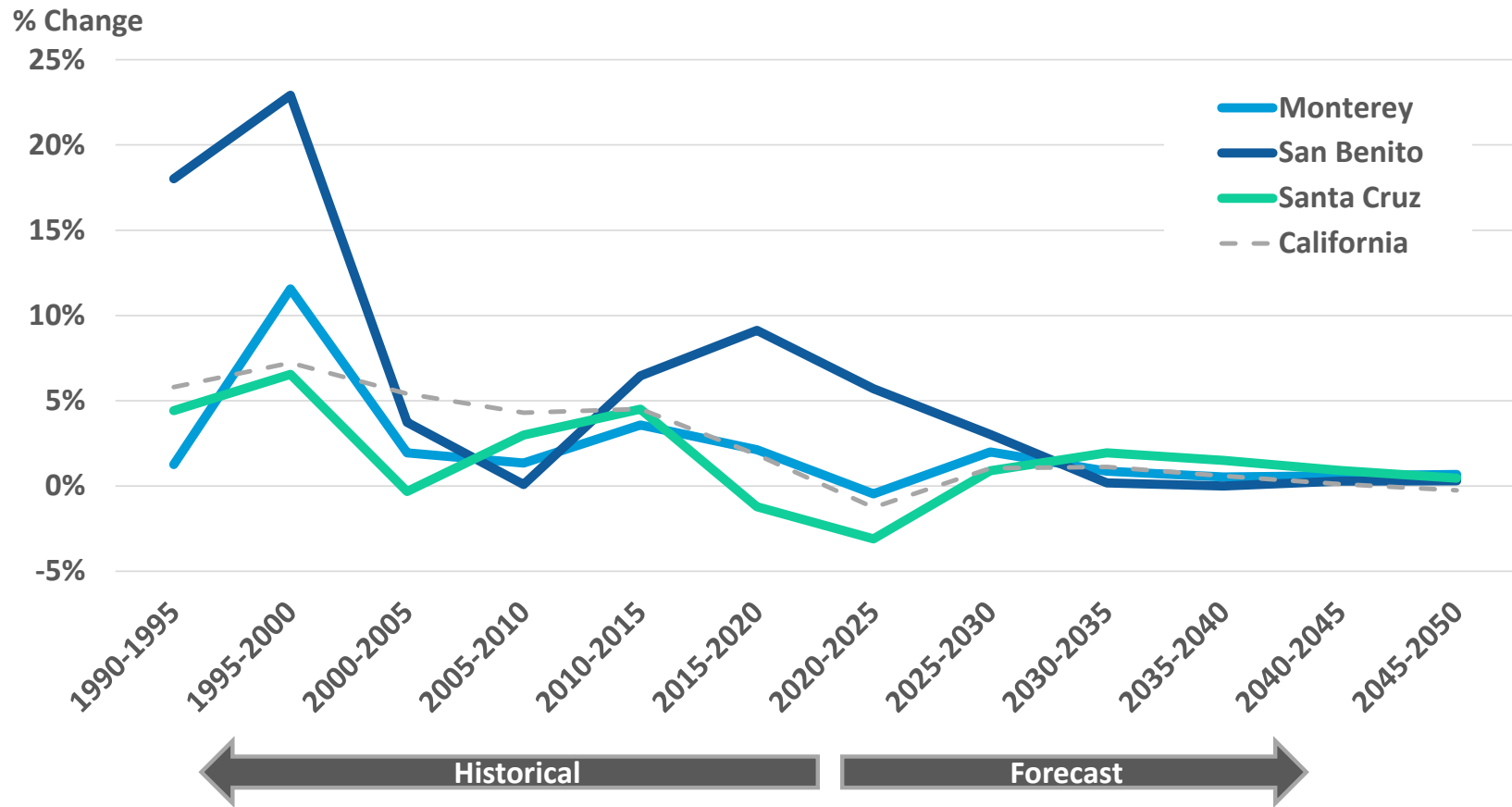


2026 Subregional: Population by County



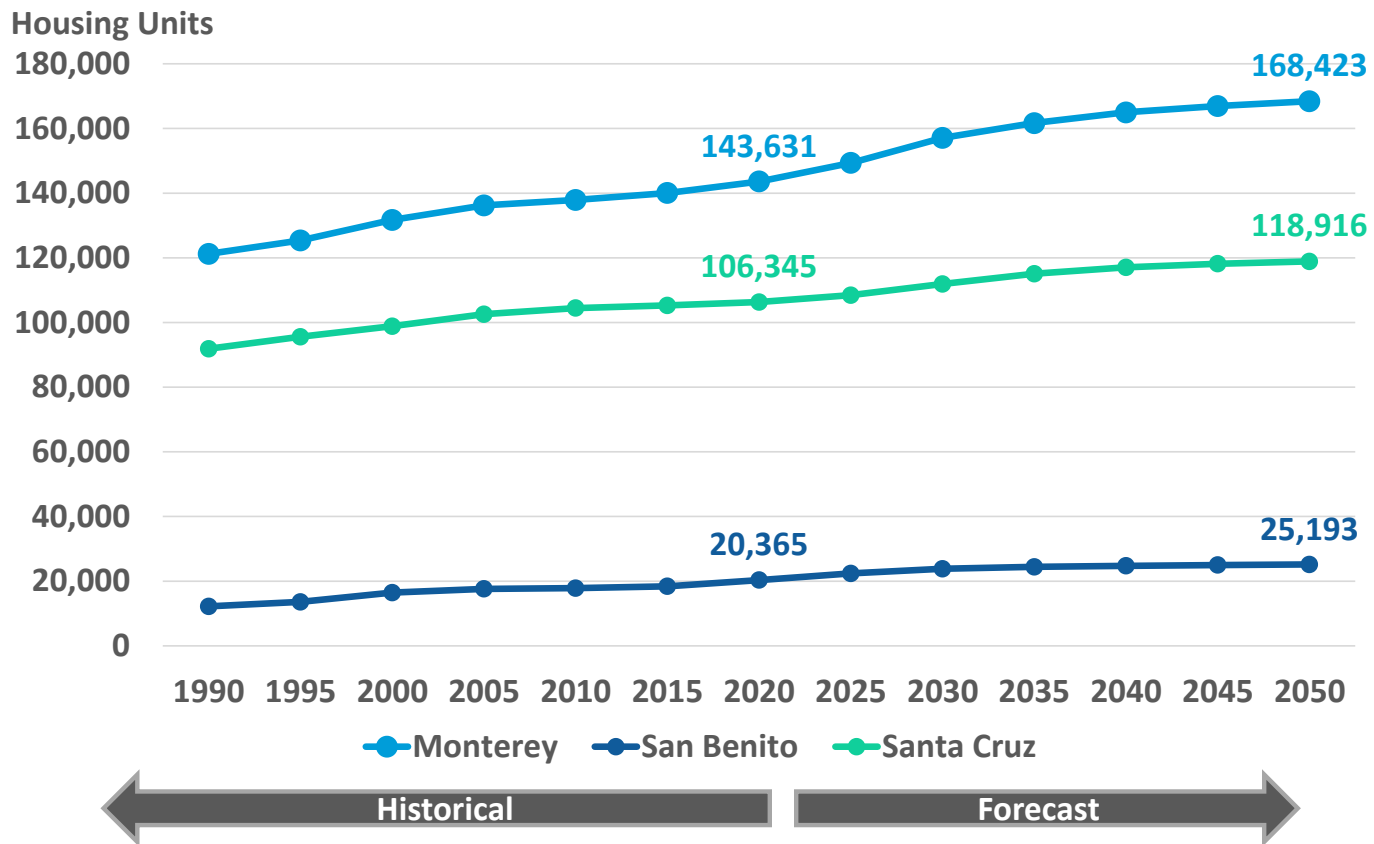
Sources: California Department of Finance; AMBAG and PRB

2026 Subregional: Population Growth Rates by County



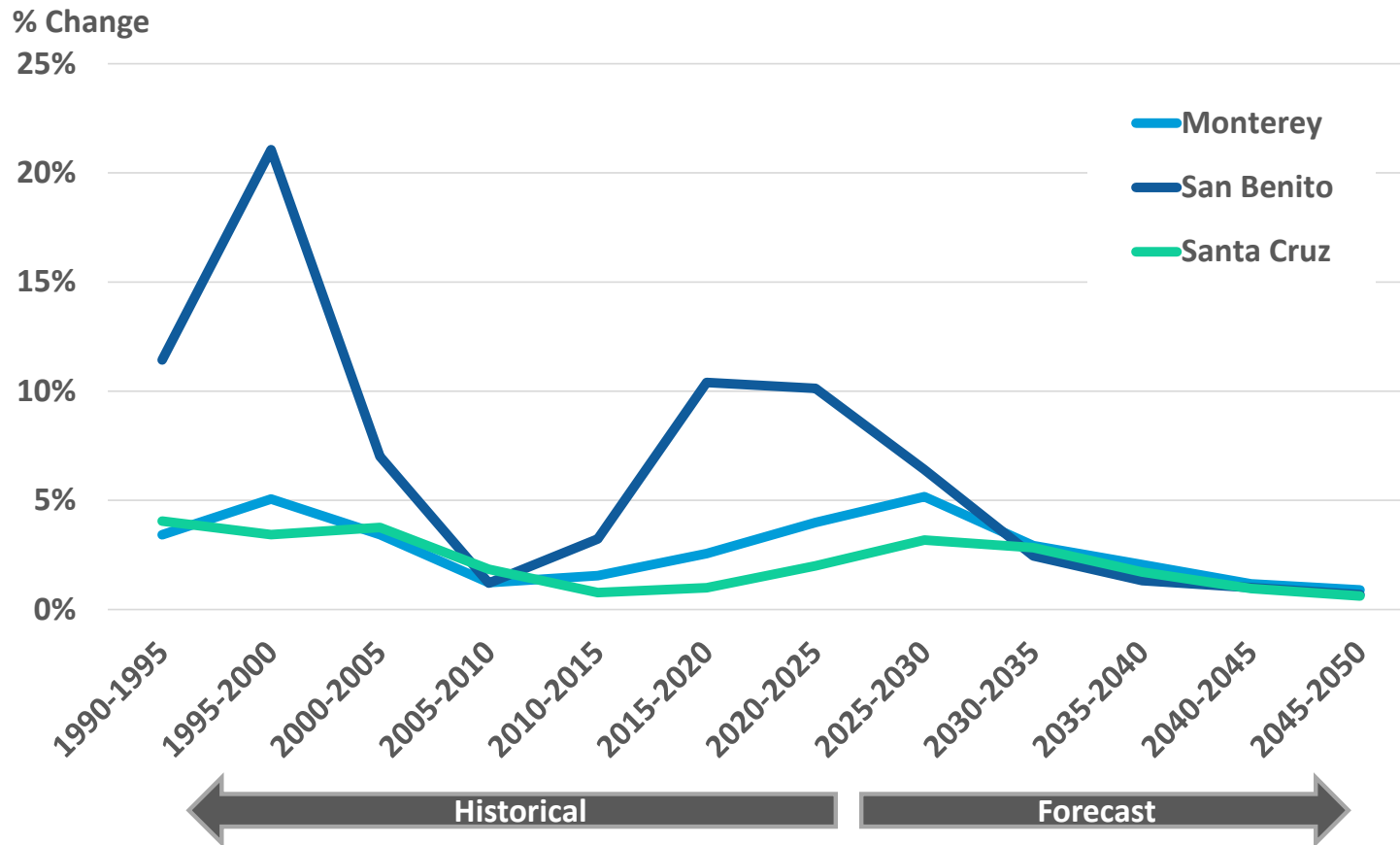
Sources: California Department of Finance; AMBAG and PRB

2026 Subregional: Housing by County



Sources: California Department of Finance; AMBAG and PRB

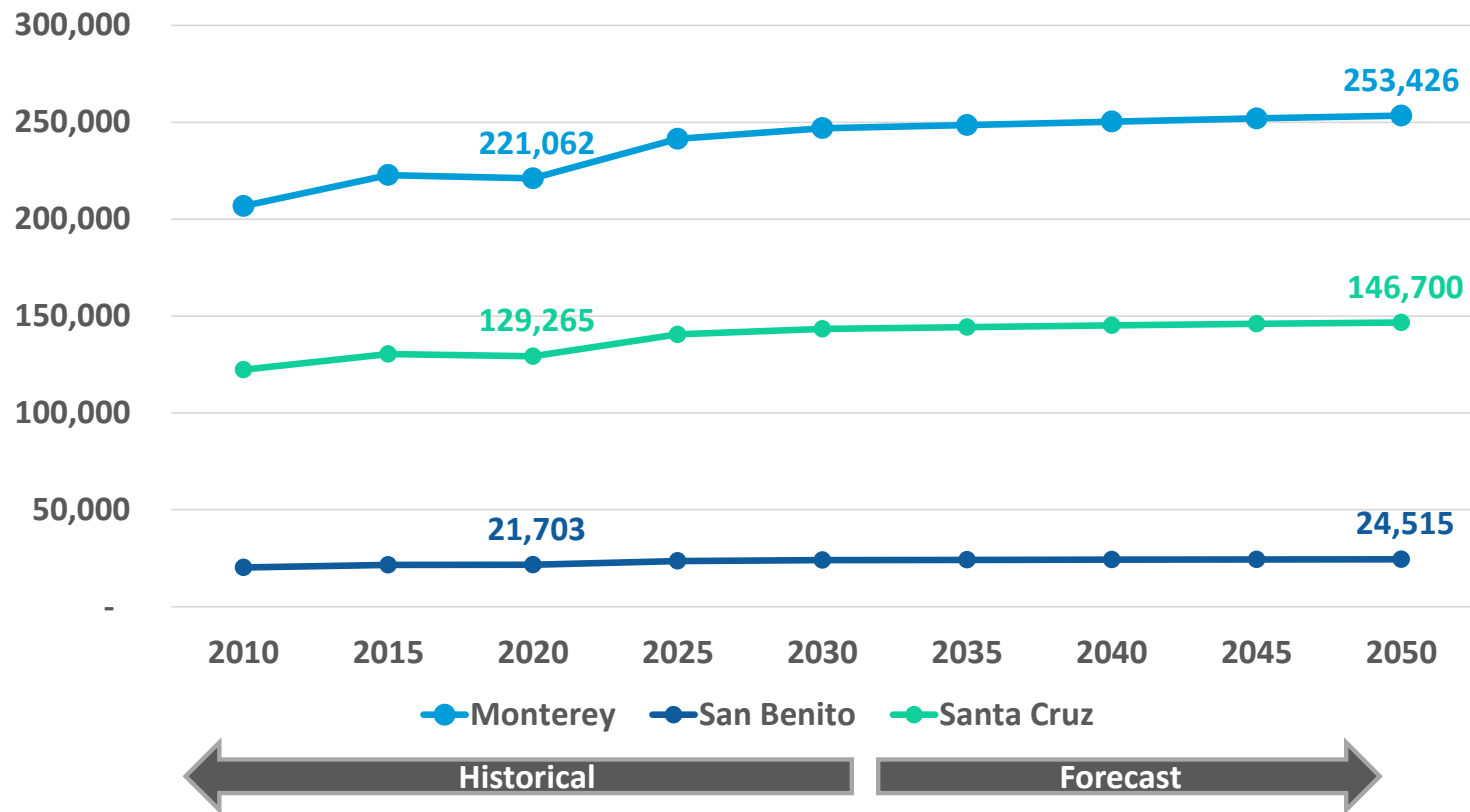
2026 Subregional: Housing Growth Rates by County



Sources: California Department of Finance; AMBAG and PRB

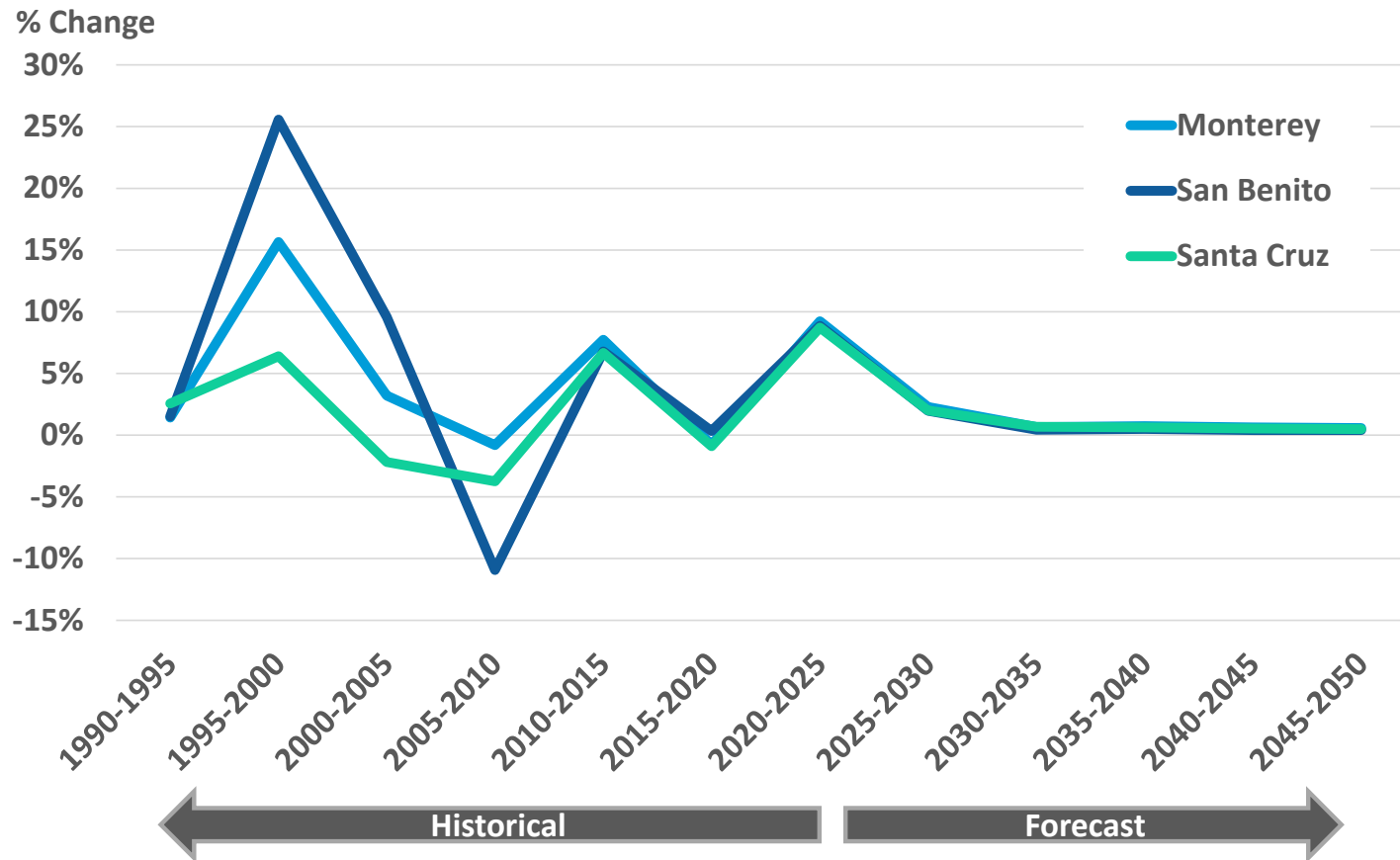
2026 Subregional: Jobs by County

Jobs (place of work)



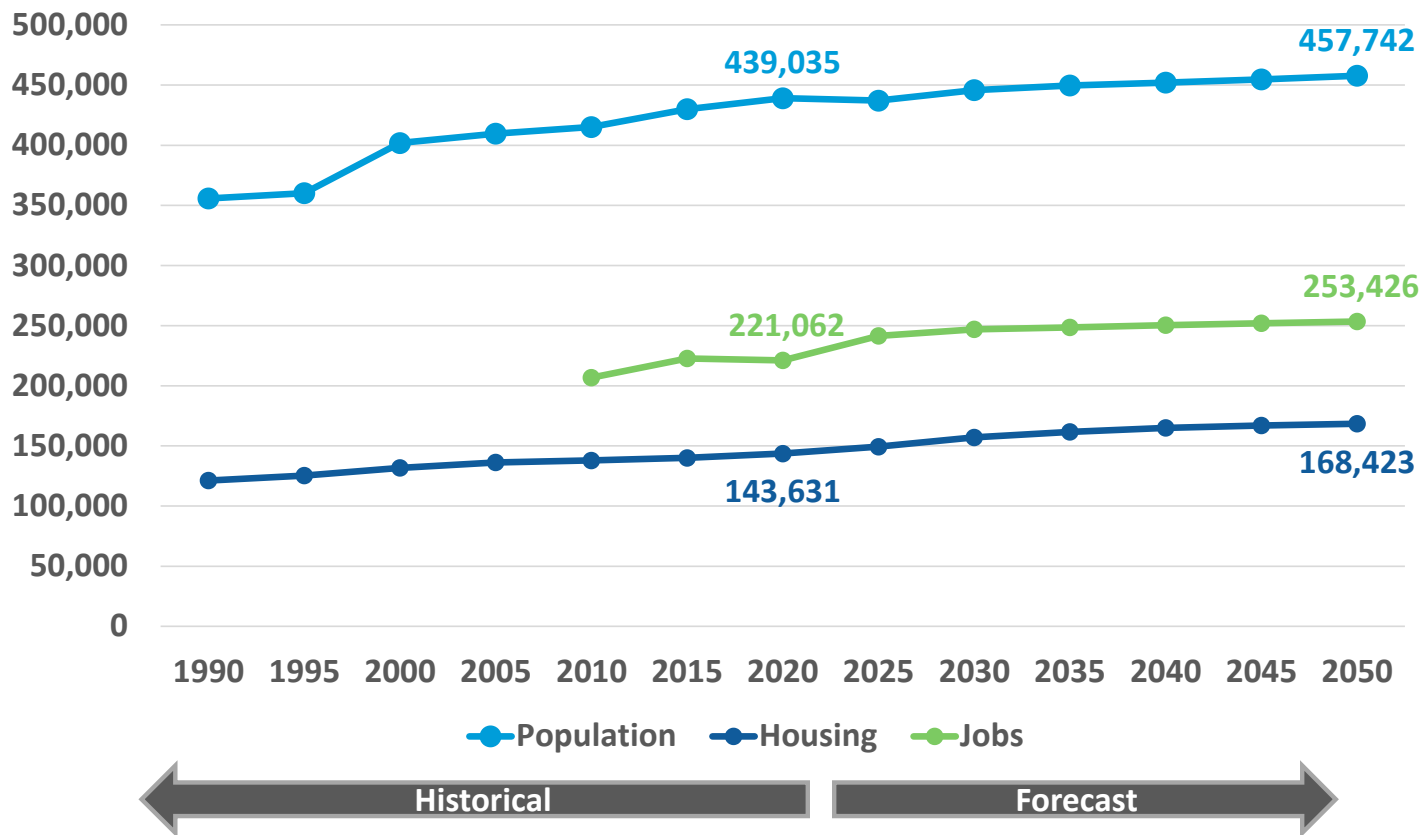
Sources: California Employment Development Dept.; InfoUSA; AMBAG and PRB

2026 Subregional: Jobs Growth Rates by County



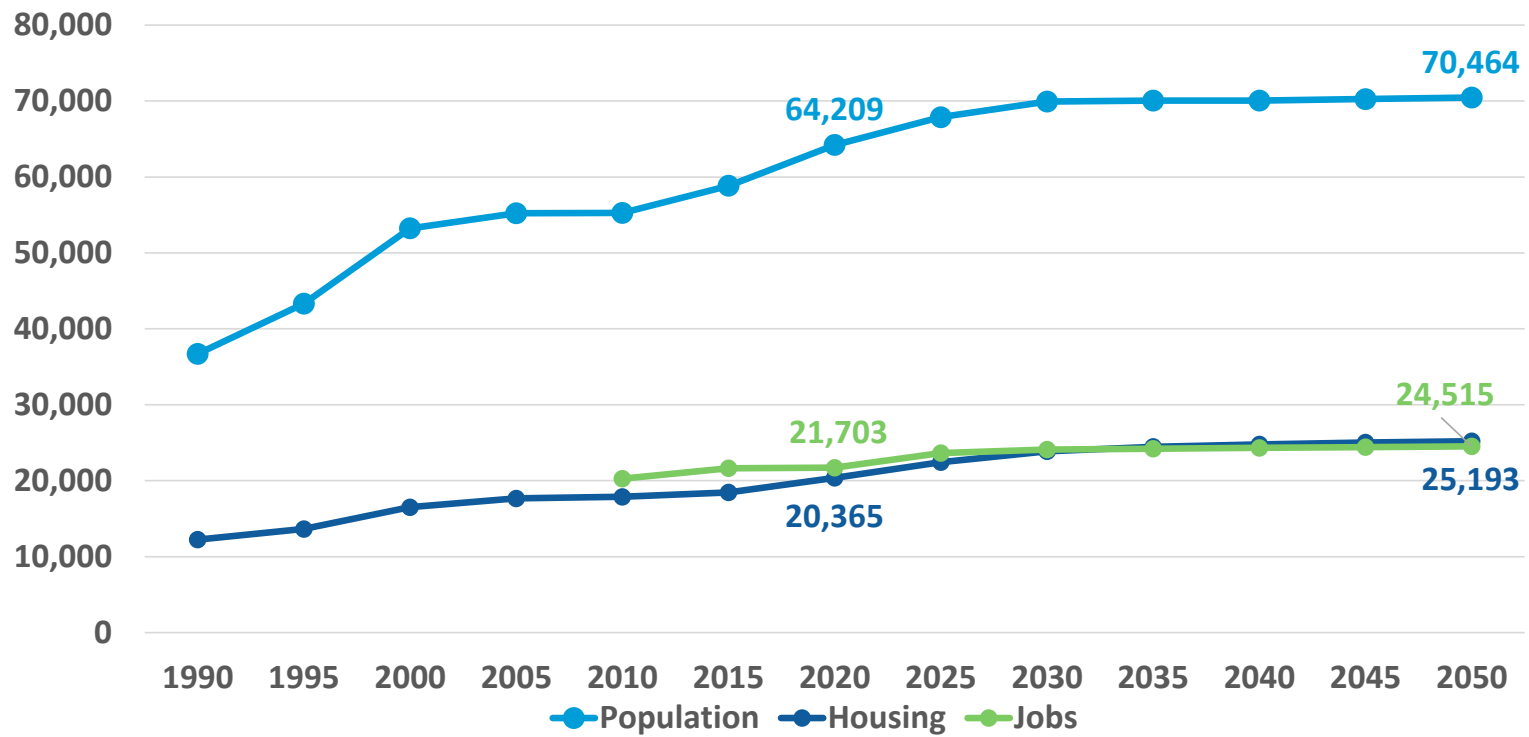
Sources: California Department of Finance; AMBAG and PRB

2026 Subregional: Monterey County



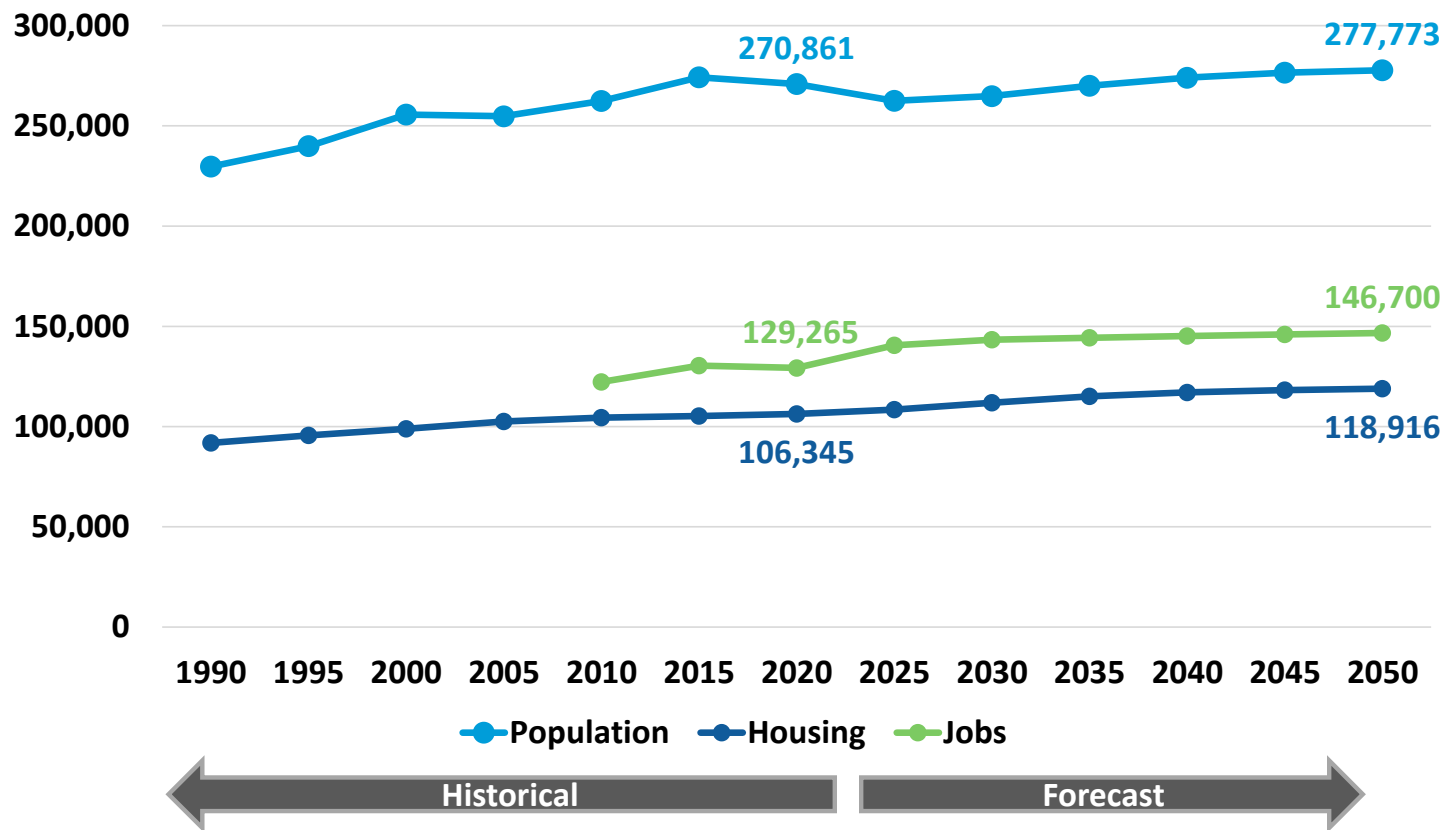
Sources: California Department of Finance; AMBAG and PRB

2026 Subregional: San Benito County



Sources: California Department of Finance; AMBAG and PRB

2026 Subregional: Santa Cruz County



Sources: California Department of Finance; AMBAG and PRB

Timeline

- Late Spring/early Summer 2024 – Additional one-on-one meetings to discuss draft subregional growth forecast
- Summer 2024 – Complete subregional allocation
- October 2024 – Accept Final Draft 2026 RGF, including subregional forecast for planning purposes
- Winter 2024 – AMBAG modeling staff will work with local jurisdictions to use RGF data to update the traffic analysis zones (TAZs) for the regional travel demand model – requires local jurisdiction input



Questions



Item #12D: Public Draft Monterey Bay Natural and Working Lands Climate Mitigation

Recommended Action: Information



Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study

Amaury Berteaud, Sustainability Program Manager, AMBAG Board of Directors Meeting, May 08, 2024

What is the Natural and Working Lands Climate Mitigation and Resiliency Study?

- Funded by a CA Dept of Conservation Sustainable Agricultural Lands Conservation (SALC) grant
- Created a geospatial carbon model that calculates the carbon stored in natural and working lands of the Monterey Bay Area
- Engaged member jurisdictions and partner agencies/organizations
- Identified strategies to enhance climate resilience and maintain carbon stock

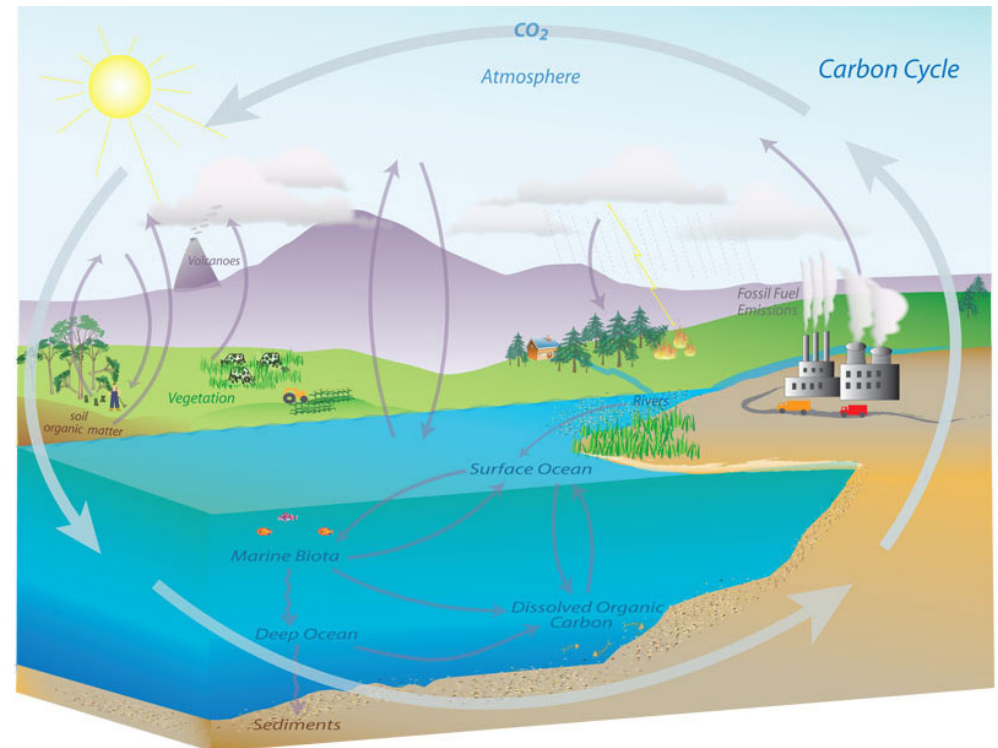
Stakeholder Overview

- Stakeholder Working Group
 - Consisted of member jurisdictions, regional & state agencies, conservation groups, technical experts
 - Addressed applicability and scale of proposed strategies
- Focus Groups
 - Three groups
 - Urban Forestry and Parks
 - Forests and Oak Woodlands
 - Conservation, Open Space, and Agriculture
 - Identified strategies
 - Provided feedback on potential lead organizations, current efforts, and barriers to implementation

California Climate Goals, Carbon Reservoirs and Flow

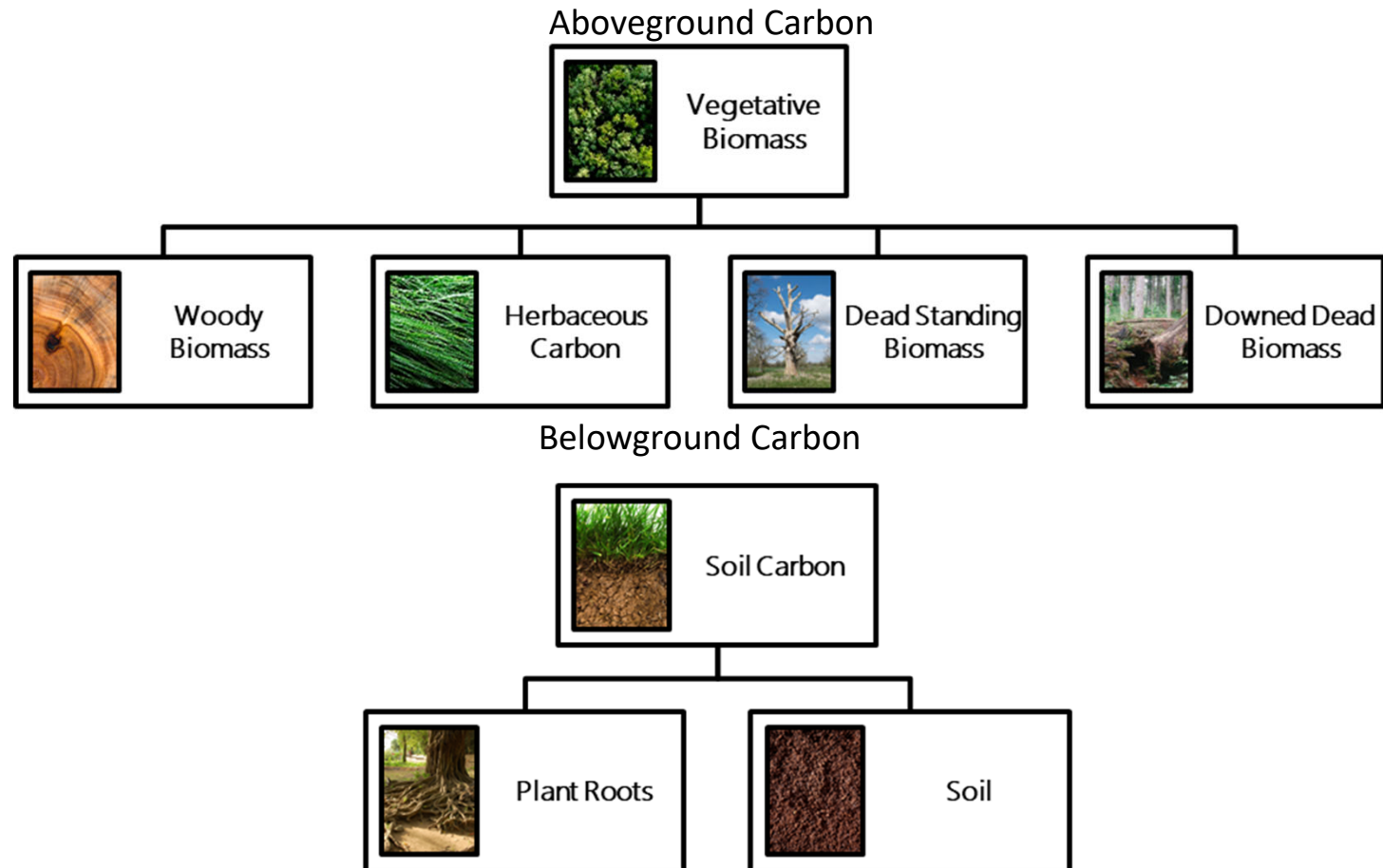
► California Climate Goals

- AB 1279 (2022): 85% GHG reduction by 2045
- AB 1279 (2022): statewide carbon neutrality by 2045
- EO N-82-20: Conserve 30% of state's land by 2030



Source: NOAA 2019

Carbon Stock Inventory Anatomy



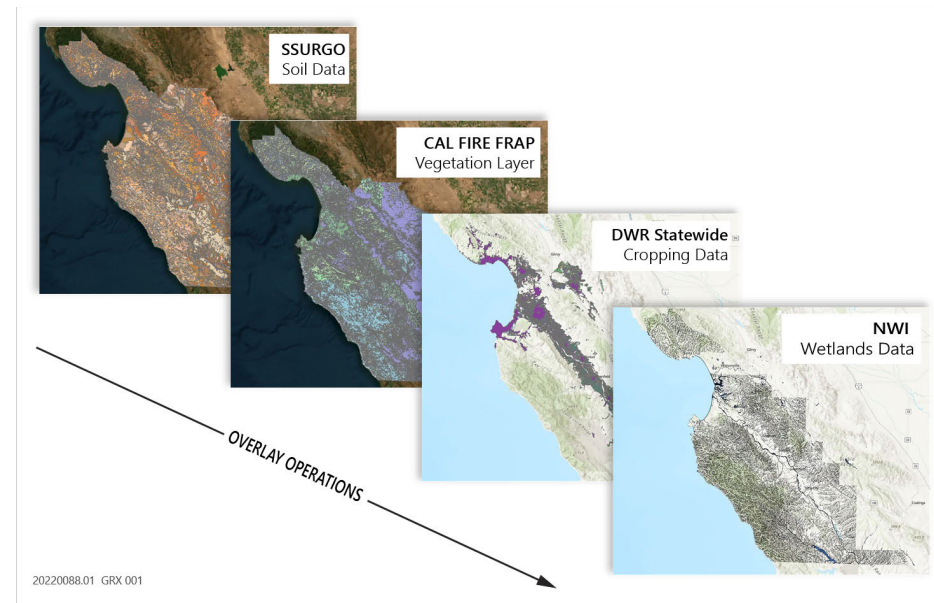
Carbon Model Methodology

Aboveground

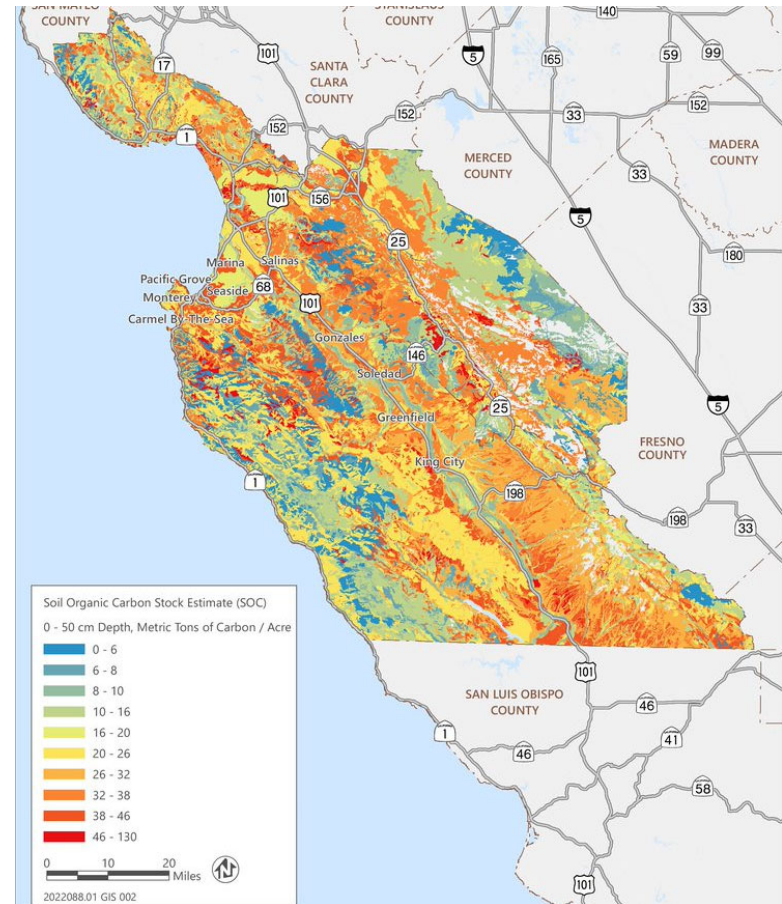
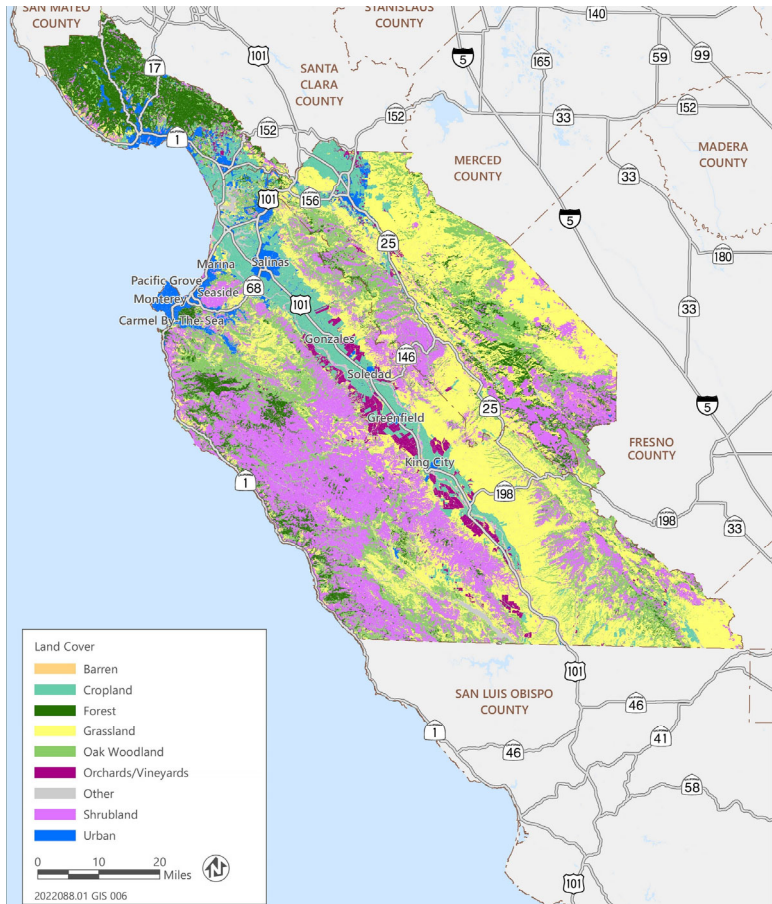
- Spatial data
 - Best available datasets
- Carbon stock values
 - Specific to land cover type
 - Peer-reviewed scientific literature

Belowground

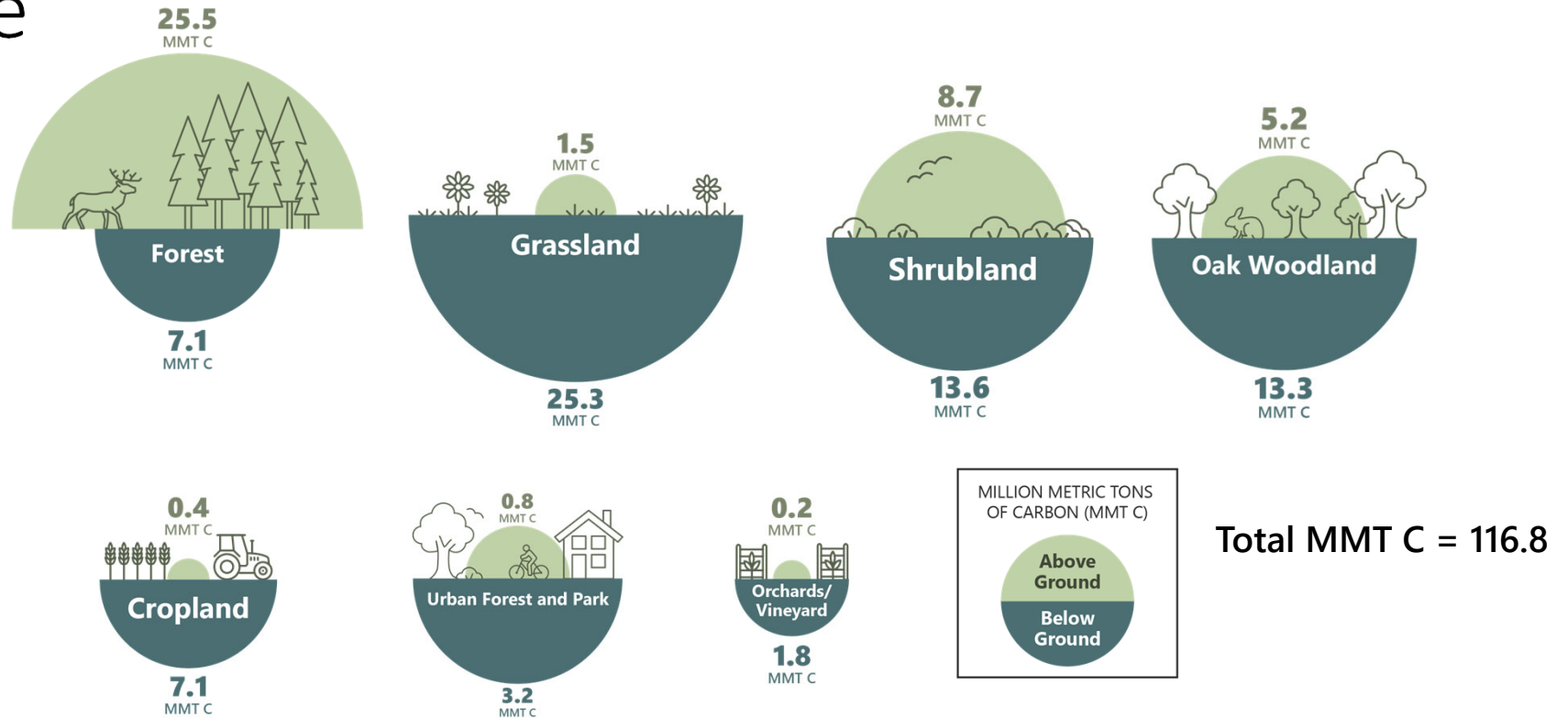
- NRCS's Soil Survey Geographic Database



Monterey Bay Vegetation Cover and Soil Carbon Estimates



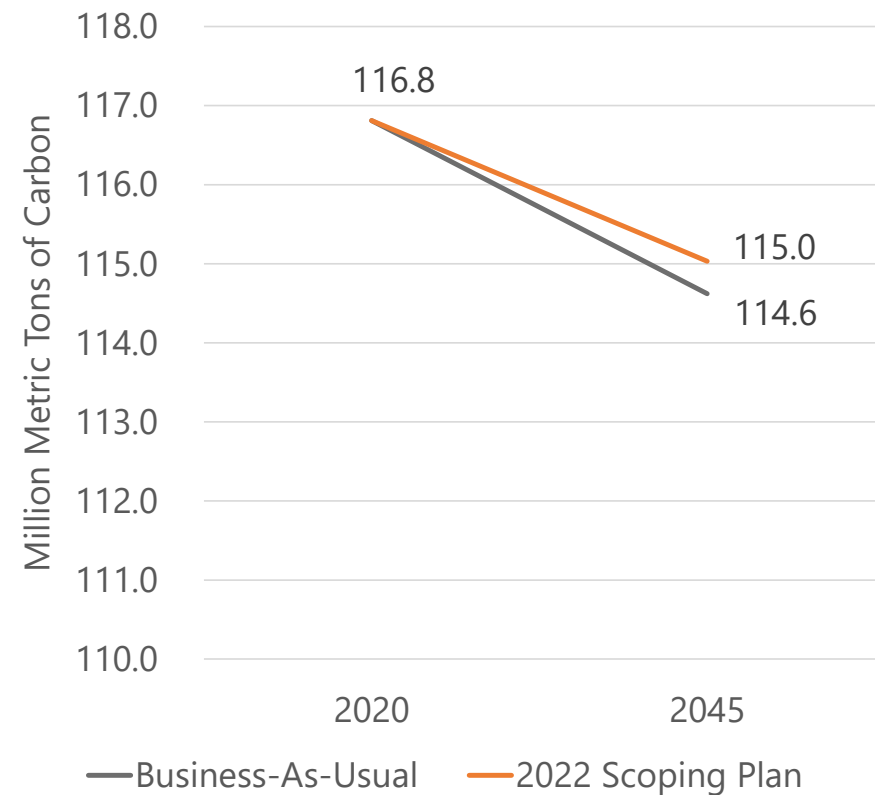
Carbon Stock Inventory Results by Land Cover Type



116.8 MMT C = 429 million metric tons of CO₂ or ~ 100 years' worth of GHG emissions

Carbon Stock Forecast Results by Scenario

- ▶ The study considered two scenarios:
 - A Business-As-Usual scenario
 - A scenario where the 2022 Scoping plan is fully implemented
- ▶ Anticipates increased disruptions such as wildfires due to climate change
- ▶ 400,000 metric tons of C = 1,500,000 metric tons of CO₂



How do we achieve the 2022 Scoping Plan Scenario?

- ▶ At the statewide level, 2.5 million acres treated annually from 2025 to 2045, with treatments ranging from shifting to organic agriculture, to increased urban forestry, and forest thinning to prevent wildfires. Full implementation is estimated to cost \$4.5 billion annually
- ▶ At the AMBAG scale doing our share would mean treating 110,000 acres annually at a cost of \$200 million annually
- ▶ The strategies developed as part of the study are intended to provide the tools the region needs to access funding and achieve the economies of scales that are necessary to meet the very ambitious CARB Scoping Plan targets.

Strategies Overview

- Overarching themes
 - **Collaboration:** Working collectively among local governments, special districts, community-based organizations, industry groups
 - **Funding:** Grants, philanthropy, and other funding source to implement actions
 - **Workforce development:** Training a local workforce to support implementation

- Regionwide strategies
 - Developing networks for sharing best practices
 - Collaborating to obtain funding
 - Implementing actions at a regional scale



Collaboration



Funding



Workforce
Development

Strategies Overview

- Land cover- specific strategies
 - Urban Forestry & Parks
 - Forests
 - Conservation, Open Space, and Agriculture

- Benefits

- Implementation Actions
 - Lead Organization(s)
 - Current Efforts
 - Barriers to Implementation



Water Security



Forest Resilience



Economic Diversity



Climate Adaptation



Biodiversity Conservation



Equity

Strategies: Urban Forestry & Parks

- **UFP 1:** Collaborate among utility providers, water districts, and local governments to identify and distribute rate-payer funds and grant-funded opportunities to accelerate urban forestry.



Climate Adaptation



Equity

- **UFP 2:** Reduce the regulatory burden for invasive vegetation removal and native planting in urban areas to allow native species to thrive.



Climate Adaptation



Biodiversity Conservation

- **UFP 3:** Expand and maintain both urban tree canopy and green spaces to moderate urban heat islands, decrease energy use, and contribute to carbon sequestration.



Climate Adaptation



Biodiversity Conservation



Economic Diversity

Strategies: Forests

- **FOREST 1:** Incentivize small timber-based businesses, landowners, and foresters to provide services to reduce the probability of catastrophic wildfires, including thinning, and prescribed burns.



Forest Resilience



Economic Diversity



Climate Adaptation



Biodiversity
Conservation

- **FOREST 2:** Explore the development of a locally based carbon offset program for forest fuel treatment projects to avoid carbon loss.



Forest Resilience

Strategies: Conservation, Open Space, and Agriculture

- **COA 1:** Advance the use of conservation easements and carbon offsets through a locally managed program and maintain continued participation in existing state programs that protect critical agricultural lands and open spaces.



Forest Resilience



Economic Diversity



Climate Adaptation



Biodiversity Conservation

- **COA 2:** Promote healthy soils practices such as cover cropping, reduced tillage, compost amendment, biochar, and soil additives. Support farmers in estimating carbon sequestration on their lands and evaluate ways to reward and/or incentivize farmers and ranchers for quantified carbon sequestration on their lands.



Equity



Economic Diversity



Climate Adaptation



Biodiversity Conservation

Strategies: Conservation, Open Space, and Agriculture

- **COA 3:** Apply compost, additives, and other soil regenerative techniques in ecologically appropriate contexts to grasslands to enhance carbon sequestration and storage, increase water quality and availability, and support the overall health of grazed or historically degraded grasslands.



Forest Resilience



Economic Diversity



Climate Adaptation

Conclusion

- 100 years' worth of emissions are stored in the natural and working lands of the Monterey Bay Area
- If we do not act, natural and working lands will release significant amounts of carbon
- Strategies that sequester carbon, build climate resiliency, and increase equity need to be scaled up within the next ten years
- Regional collaboration to share best practices, access funding, and develop a natural and working lands workforce is critical to our success

Questions??

- ▶ The draft study is available on the AMBAG website at:
<https://ambag.org/program/monterey-bay-natural-and-working-lands-climate-mitigation-and-resiliency-study>
- ▶ AMBAG will host two online workshops on the draft study:
 - ▶ May 9th from 5-6:30pm
 - ▶ May 10th from 12-1:30pm
- ▶ Written comments are due to Amaury Berteaud at aberteaud@ambag.org by May 20th

Item #13: Adjournment

Next meeting: June 12, 2024

