



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

DATE: March 11, 2026

Time: 6:00 PM

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

24580 Silver Cloud Court

Monterey, CA 93940

To participate virtually, use the following link:

Para participar de forma virtual, utilice el siguiente enlace:

<https://us06web.zoom.us/j/84233255938?pwd=6aG24TQ7aKm6AeuuCvoKZ7dlsU6Jwd.1>

Or Telephone: US: +1 669 900 6833

Webinar ID: 842 3325 5938

Passcode: 539682

Members of the public who wish to address the AMBAG Board of Directors on an item to be considered at this meeting, can do so in person, virtually, or via email. Written public comment can be submitted at info@ambag.org or by emailing the Clerk of the Board at aflores@ambag.org. The subject line should read "Public Comment for the March 11, 2026 Board of Directors Meeting." Written comments will be distributed to the AMBAG Board of Directors prior to the meeting.

Miembros del público que desean dirigirse a la mesa directiva de AMBAG con respecto a cualquier asunto en esta agenda, pueden hacerlo en persona, de forma virtual o por correo electrónico. Los comentarios públicos por escrito pueden enviarse a info@ambag.org o al correo electrónico de la Secretaria, aflores@ambag.org. El asunto del correo electrónico debe indicar: "Comentario público para la reunión de la mesa directiva del 11 de marzo de 2026". Los comentarios por escrito se distribuirán a los miembros de la mesa directiva de AMBAG antes de la reunión.

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. JUST CAUSE ATTENDANCE

Recommended Action: INFORMATION

- Maura Twomey, Executive Director

Receive oral report.

4. ROLL CALL

5. 2026 BOARD AND COMMITTEE APPOINTMENTS

Recommended Action: APPROVE

- President McCarthy

Approve the 2026 Board and Committee appointments. The 2026 Board and Committee appointments will be provided at the meeting. (Page 7)

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

7. ORAL COMMUNICATIONS FROM THE BOARD ON ITEMS NOT ON THE AGENDA

8. COMMITTEE REPORTS

A. Executive/Finance Committee

Recommended Action: INFORMATION

- President McCarthy

Receive oral report.

B. Monterey Bay National Marine Sanctuary Advisory Council Meeting

Recommended Action: DIRECT

- President McCarthy

Receive a report on the February 20, 2026. The next MBNMS SAC meeting is scheduled on May 15, 2026.

9. EXECUTIVE DIRECTOR’S REPORT

Recommended Action: INFORMATION

- Maura Twomey, Executive Director

Receive a report from Maura Twomey, Executive Director.

10. 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. Ralph M. Brown Act Teleconferencing Resolution

- Maura Twomey, Executive Director

Adopt Resolution 2026-01 to enable the multijurisdictional body provisions of Government Code Section 54953.8.7 authorizing teleconferencing for meetings. (Page 9)

B. Draft Minutes of the January 14, 2026 AMBAG Board of Directors Meeting

- Ana Flores, Clerk of the Board

Approve the draft minutes of the January 14, 2026 AMBAG Board of Directors meeting. (Page 13)

C. AMBAG Regional Clearinghouse Monthly Newsletter

- Regina Valentine, Senior Planner

Accept the clearinghouse monthly newsletter. (Page 19)

D. AMBAG Sustainability Programs Update

- Amaury Berteaud, Director of Sustainability Programs

Accept the AMBAG Sustainability Program update. (Page 27)

E. Formal Amendment No. 10 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2024-25 to FFY 2027-28

- Will Condon, Associate Planner

Approve Formal Amendment No. 10 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2024-25 to FFY 2027-28 by adopting Resolution No. 2026-2. (Page 31)

F. Disposal of Surplus Property

- Gina Schmidt, GIS Coordinator

Approve disposal of surplus property for computer workstations, laptops, monitors and other peripheral items (mice, keyboards, hubs, cables, phones) that have become obsolete due to ongoing unrepairable issues, operating system failure and scheduled replacement of items per our equipment guidelines. (Page 41)

G. AMBAG Line of Credit Renewal and Extension

- Jessica Agee, Director of Finance & Administration

Approve request for renewal of \$100,000 line of credit and extend the maturity date of the loan. (Page 43)

H. Amendment No. 3 to the Office Space Lease between the Monterey Bay Unified Air Pollution Control District (dba Monterey Bay Air Resources District) and AMBAG

- Jessica Agee, Director of Finance & Administration

Approve Amendment No. 3 to the office space lease between the Monterey Bay Unified Air Pollution Control District (dba Monterey Bay Air Resources District) and AMBAG. (Page 47)

I. Financial Update Report

- Jessica Agee, Director of Finance & Administration

Accept the financial update report which provides an update on AMBAG's current financial position and accompanying financial statements. (Page 51)

11. ITEMS REMOVED FROM CONSENT CALENDAR FOR DISCUSSION AND POSSIBLE ACTION

12. ADMINISTRATION

A. Draft FY 2026-27 Monterey Bay Region Overall Work Program (OWP) and Budget
Recommended Action: INFORMATION

- Bhupendra Patel, Ph.D., Director of Modeling

The Draft FY 2026-27 Monterey Bay Region Overall Work Program (OWP) and Budget is provided for Board review and comments. (Page 57)

13. PLANNING

A. Draft 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy: Summary of Public Comments

Recommended Action: INFORMATION

- Heather Adamson, Director of Planning

The Board of Directors is asked to review the summary of public comments and draft responses received on the Draft 2050 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS). (Page 59)

B. Regional Early Action Planning Grants 2.0 Program Update

Recommended Action: INFORMATION

- Paul Hierling, Principal Planner

Staff will provide an update on the Regional Early Action Planning Grants of 2021 (REAP 2.0) Program. (Page 81)

14. PROGRAMS

A. Update on the Central California Rural Regional Energy Network

Recommended Action: INFORMATION

- Amaury Berteaud, Director of Sustainability Programs

AMBAG Sustainability Program staff will provide an update on the Central California Rural Regional Energy Network. (Page 87)

15. ADJOURNMENT

Reference Items:

- A. 2026 Calendar of Meetings (Page 91)
- B. Acronym Guide (Page 93)

Next Meeting:

Date: April 8, 2026

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 or materials 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 at least 48 hours prior to the meeting date. Pursuant to Government Code Section 54952.7, please find Chapter 9, also known as the Ralph M. Brown Act using the following link:

https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5

Si se solicita, la agenda y materiales estarán disponibles en formatos alternativos apropiados para personas con discapacidad, requerido por Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC, Sec. 12132) y las normas y reglamentos federales adoptados para su implementación. Si necesita alguna modificación o adaptación relacionada con una discapacidad, incluyendo ayudas o servicios auxiliares, comuníquese con Ana Flores, AMBAG, al 831-883-3750 o envíe un correo electrónico a aflores@ambag.org con al menos 48 horas de anticipación a la fecha de la reunión de la junta directiva. De conformidad con la Sección 54952.7 del Código de Gobierno, por favor consulte el Capítulo 9, también conocido como la Ley Ralph M. Brown. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5

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DRAFT 2026 BOARD AND COMMITTEE APPOINTMENTS

Executive/Finance Committee:

Brian McCarthy, President
Mindy Sotelo, 1st Vice President
Scott Newsome, 2nd Vice President
Derek Timm, Past President
Alex Miller, City of Seaside

Regional Analysis &
Planning Services, Inc.:

Brian McCarthy, President
Mindy Sotelo, 1st Vice President
Scott Newsome, 2nd Vice President
Derek Timm, Past President
Kate Boyle, Monterey County Public Member
Vacant, Santa Cruz County Public Member
Vacant, San Benito County Public Member
Maura Twomey, Chief Executive Officer

California Association of Councils
of Governments:

Scott Newsome, as delegate
Scott Funk, as alternate

MBNMS Sanctuary Advisory Council:

Brian McCarthy, as delegate
Jean Rasch, as alternate

Transportation Agency for
Monterey County:

Maura Twomey, as delegate
Heather Adamson, as alternate

CalVans:

Scott Funk, as delegate

AMBAG Sanctuary Subcommittee:

Brian McCarthy, President
Mindy Sotelo, 1st Vice President
Scott Newsome, 2nd Vice President
Derek Timm, Past President
Steve Scheiblauer, Public Member

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

SUBJECT: Ralph M. Brown Act Teleconferencing Resolution

MEETING DATE: March 11, 2026

RECOMMENDATION:

Adopt Resolution 2026-1 to enable the AMBAG Board to utilize the Multijurisdictional Body provisions of Government Code 54953.8.7 allowing teleconferencing pursuant to Senate Bill 707.

BACKGROUND/DISCUSSION:

On October 3, 2025, Governor Newsom signed Senate Bill 707 (SB 707) into law, making significant changes to the Ralph M. Brown Act, which governs open meetings for local government agencies in California. Effective January 1, 2026, SB 707 created Government Code Section 54953.8.7, which expanded the ability of “multijurisdictional” bodies to use teleconferencing for meeting participation. A “multijurisdictional body” means a legislative body which includes representatives from more than one county, city, city/county, special district, or joint powers agency. In order to avail itself of Government Code section 54953.8.7, a multijurisdictional body must adopt a resolution in open session authorizing the use of teleconferencing for meetings pursuant to Government Code section 54953.8.7. Doing so will create additional flexibility for AMBAG’s Board members.

FINANCIAL IMPACT:

None.

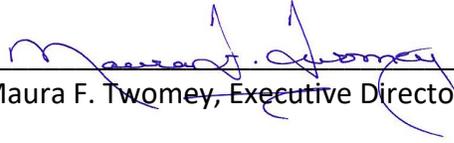
COORDINATION:

AMBAG staff coordinated with AMBAG Legal Counsel.

ATTACHMENT:

1. Resolution 2026-1

APPROVED BY:



Maura F. Twomey, Executive Director

A RESOLUTION OF THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS APPROVING THE USE OF THE MULTIJURISDICTIONAL BROWN ACT PROVISION PURSUANT TO GOVERNMENT CODE SECTION 54953.8.7

WHEREAS, the Association of Monterey Bay Area Governments (AMBAG) is a multijurisdictional Joint Powers Agency providing services for the counties of Monterey, Santa Cruz, and San Benito; and

WHEREAS, AMBAG is subject to the Ralph M. Brown Act open meeting law; and

WHEREAS, the California Legislature approved and the Governor signed AB 707 (2025), which amended the Brown Act, including provisions applicable to joint powers agencies covered by the Brown Act; and

WHEREAS, one of the amendments created Government Code section 54953.8.7, which expanded teleconferencing participation options for board members of a multijurisdictional body such as AMBAG upon the adoption of a resolution authorizing the use of teleconferencing for meetings; and

WHEREAS, by this Resolution AMBAG desires to authorize the use of the teleconferencing provisions allowed under Government Code section 54953.8.7

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Association of Monterey Bay Area Governments does hereby authorize the use of teleconferencing under Government Code Section 54953.8.7

PASSED AND ADOPTED this 11th day of March 2026.

Brian McCarthy, President

Maura F. Twomey, Executive Director

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

January 14, 2026

1. CALL TO ORDER

The Board of Directors of the Association of Monterey Bay Area Governments, 1st Vice President McCarthy presiding, convened at 6:03 p.m. January 14, 2026 at the MBARD Board Room, 24580 Silver Cloud Court, Monterey, CA 93940.

2. PLEDGE OF ALLEGIANCE

3. “JUST” CAUSE ATTENDANCE

None.

4. ROLL CALL

<u>AMBAG Board of Directors</u>			
PRESENT:			
Agency	Representative	Agency	Representative
Capitola	Susan Westman	County of Monterey	Glenn Church
Del Rey Oaks	John Uy	County of San Benito	Mindy Sotelo
Greenfield	Robert White	County of Santa Cruz	Felipe Hernandez
Hollister	Rudy Picha		
Marina	Brian McCarthy	<u>Ex-Officio Members:</u>	
Monterey	Jean Rasch	3CE	Inaara Muhammad
Pacific Grove	Lori McDonnell	Caltrans, District 5	Kelly McClendon & Paul Valadao
Salinas	Margaret D’Arrigo (6:15)		Mary Ann Leffel
Sand City	Mary Ann Carbone	MPAD	Lisa Rheinheimer
Seaside	Alex Miller	MST	Samuel Borick
Watsonville	Eduardo Montesino	SBtCOG	Mike Zeller
		TAMC	
ABSENT:			
Carmel-by-the-Sea	Hans Buder	<u>Ex-Officio Members:</u>	
Gonzales	Scott Funk	MBARD	Richard Stedman
King City	Oscar Avalos	SCCRTC	Sarah Christensen
San Juan Bautista	Jose Aranda	SC Metro	Corey Aldridge
Santa Cruz	Scott Newsome		
Scotts Valley	Derek Timm		
Soledad	Fernando Ansaldo-Sanchez		
County of Monterey	Kate Daniels		
County of San Benito	Angela Curro		
County of Santa Cruz	Manu Koenig		

Others Present: Jose Bazua; Marnie Waffle; Raffa Sonnenfeld; Suzie Mandua; Taylor Freeman and Megan Jones, Rincon Consultants; Amaury Berteaud, Director of Sustainability Programs; Heather Adamson, Director of Planning; Will Condon, Associate Planner; Gina Schmidt, GIS Coordinator; Chris Duymich, Senior Planner; Diane Ediam, Retired Annuitant; Elizabeth Lippa, Administrative Assistant; Ana Flores, Clerk of the Board; and Maura Twomey, Executive Director.

5. ELECTION OF 2026 AMBAG OFFICERS

Maura Twomey, Executive Director stated that the Nomination Committee recommended the election of Director McCarthy as President, Mindy Sotelo as 1st Vice President, and Scott Newsome as 2nd Vice President.

Motion made by Director Miller, seconded by Director Montesino to elect Director McCarthy as President, Mindy Sotelo as 1st Vice President, and Scott Newsome as 2nd Vice President. Motion passes unanimously.

6. ORAL COMMUNICATIONS FROM THE PUBLIC ON ITEMS NOT ON THE AGENDA

None.

7. ORAL COMMUNICATIONS FROM THE BOARD ON ITEMS NOT ON THE AGENDA

None.

8. COMMITTEE REPORTS

A. Executive/Finance Committee

President McCarthy reported that the Executive/Finance Committee approved the consent agenda that included 1) Minutes of the November 12, 2025 meeting 2) list of warrants as of October 31, 2025; and 3) accounts receivable as of October 31, 2025. The Executive/Finance Committee also received a report on the financials from Maura Twomey, Executive Director.

Director D'Arrigo arrived.

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

President McCarthy reported that the Advisory Council received presentations on the FY 2026 Draft Work Plan and the restructuring of the SAC seats.

9. EXECUTIVE DIRECTOR'S REPORT

Maura Twomey, Executive Director reviewed her goals for 2026.

Motion made by Director Carbone, seconded by Director Montesino to approve the 2026 goals for the Executive Director. Motion passed unanimously.

10. CONSENT AGENDA

A. Draft Minutes of the September 10, 2025 AMBAG Board of Directors Meeting

The draft minutes of the September 10, 2025 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. AMBAG – Caltrans Memorandum of Understanding (MOU) for Comprehensive Federal and State Transportation Planning and Programming

The AMBAG – Caltrans MOU was approved.

E. Financial Update Report

The financial update report was accepted.

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

11. ITEMS REMOVED FROM CONSENT CALENDAR FOR DISCUSSION AND POSSIBLE ACTION

None.

12. PLANNING

A. Draft 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and Draft Environmental Impact Report (EIR)

Heather Adamson, Director of Planning gave an update to the 2050 MTP/SCS and draft EIR. The 2050 MTP/SCS is 1) a long-range vision for our transportation system; 2) determines how transportation dollars are spent in the tri-county area; and 3) SCS demonstrates how the region can achieve GHG reduction targets determined by the California Air Resources Board (CARB). The draft 2050 MTP/SCS includes 1) \$16 billion in transportation improvements, programs, and services; 2) meets CARB's GHG reduction target of -6% reduction per capita for 2035; and includes implementation strategies. Ms. Adamson reported that the transportation projects were developed with local and regional partners. The transportation projects are a mix of multimodal, regional, and local projects that include active transportation; maintenance and rehab; transit, and roadway. AMBAG is the lead for developing the programmatic EIR, working with Regional Transportation Planning Agencies (RTPAs), and environmental consultants to develop the joint EIR. The draft EIR evaluates the impacts of the 20250 MTP/SCS on the physical environment at the program level. Ms. Adamson stated that the draft will serve as the EIR for the 2050 MTP/SCS as well as the EIR for each of the RTPA's county-level Regional Transportation Plan. The EIR will analyze a range of impacts resulting from future development and improvements to the regional transportation network. Ms. Adamson reviewed the EIR issue areas as well as the 20250 MTP/DEIR impacts. Next steps include 1) draft 2050 MTP/SCS and Draft EIR is out for public review and comment until January 30, 2026; 2) staff will review and respond to comments received and consider proposed changes for the 2050 MTP/SCS; 3) prepare the final 2050 MTP/SCS and Final EIR; and 4) AMBAG Board will consider certification of the Final EIR and adoption of the Final 2050 MTP/SCS in June 2026.

President McCarthy opened the public hearing.

(Public comment has been summarized. Complete public comments received will be included in the Final 2050 MTP/SCS.)

Raffa Sonnenfeld commented that he wants to urge AMBAG to strengthen the MTP/SCS so it enables infill housing production, not just climate goals in the abstract. First, the plan is to clearly align its growth assumption with the region's sixth cycle RHNA obligations. Second, the Plan's high quality transit corridors should be more than lines on a map. And thirdly, Mr. Sonnenfeld is concerned that the major roadway capacity projects remain in the constrained program without a clear housing or VMT lens.

President McCarthy closed the public hearing.

AMBAG received written comments from John Uy, City of Del Rey Oaks and from Fernando Ansaldo-Sanchez, City of Soledad.

13. ADJOURNMENT

The Board of Directors meeting adjourned at 6:55 PM.

Brian McCarthy, President

Maura F. Twomey, Executive Director

DRAFT AMBAG BOARD OF DIRECTORS MEETING ATTENDANCE & VOTING RECORD
BOARD MEETING DATE: January 14, 2026

Attendance (X= Present; AB= Absent)					
Voting (Y= Yes; N=No; A=Abstain)					
MEMBER	AMBAG REP	Attendance	Item 5	Item 9	Item 10
Capitola	Susan Westman	X	Y	Y	Y
Carmel-by-the-Sea	Hans Buder	AB	N/A	N/A	N/A
Del Rey Oaks	John Uy	X	Y	Y	Y
Gonzales	Scott Funk	AB	N/A	N/A	N/A
Greenfield	Robert White	X	Y	Y	Y
Hollister	Rudy Picha	X	Y	Y	Y
King City	Oscar Avalos	AB	N/A	N/A	N/A
Marina	Brian McCarthy	X	Y	Y	Y
Monterey	Jean Rasch	X	Y	Y	Y
Pacific Grove	Lori McDonnell	X	Y	Y	Y
Salinas	Margaret D'Arrigo	X (6:15)	*	Y	Y
San Juan Bautista	Jose Aranda	AB	N/A	N/A	N/A
Sand City	Mary Ann Carbone	X	Y	Y	Y
Santa Cruz	Scott Newsome	AB	N/A	N/A	N/A
Scotts Valley	Derek Timm	AB	N/A	N/A	N/A
Seaside	Alex Miller	X	Y	Y	Y
Soledad	Fernando Ansaldo-Sanchez	AB	N/A	N/A	N/A
Watsonville	Eduardo Montesino	X	Y	Y	Y
County Monterey	Kate Daniels	AB	N/A	N/A	N/A
County Monterey	Glenn Church	X	Y	Y	Y
County Santa Cruz	Manu Koenig	AB	N/A	N/A	N/A
County Santa Cruz	Felipe Hernandez	X	Y	Y	Y
County San Benito	Mindy Sotelo	X	Y	Y	Y
County San Benito	Angela Curro	AB	N/A	N/A	N/A

(* = 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: March 11, 2026

RECOMMENDATION:

It is recommended that the Board of Directors accept the January and February 2026 Clearinghouse monthly newsletters.

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.

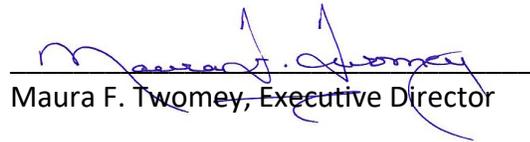
COORDINATION:

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

ATTACHMENT:

1. Monthly Newsletters - Clearinghouse items January 1 – February 28, 2026.

APPROVED BY:



Maura F. Twomey, Executive Director

Attachment 1

AMBAG REGIONAL CLEARINGHOUSE

The AMBAG Board of Directors will review these items on 3/11/26

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

ENVIRONMENTAL DOCUMENTS

20260202

Hippo Harvest – File PLN250009

San Benito County

Abraham Prado
(831) 637-5313

Notice of Intent (NOI)

The proposed property is located on two parcels (APNs 013-050-024 and -025) totaling 80.25 acres at 2370 Shore Road in unincorporated San Benito County. Improvements are proposed on 47 acres of the property, with 25 acres remaining in its existing condition (row crops including chicory, sunflower, celery, brussels sprouts, fennel, and pepper varieties), and approximately eight acres dedicated to the proposed detention ponds and septic leach field. The applicant proposes to demolish the existing single-family residence, barn, and appurtenances and construct a 45,000 square foot central processing building with a maximum height of 30 feet. The proposed project also includes approximately 28 acres of hoop house greenhouse structures (total of 265 structures) measuring approximately 31.5 feet wide, 147 feet long, and 21.75 feet high. Approximately 25 acres of the existing row crops on the northern portion of the project site will remain. The applicant proposes to grow, pack, and ship leafy greens.

Project Location:

San Benito County
Hollister

Parcel: 013050024

Public hearing information:

San Benito County Board of Supervisors Chambers, 481 Fourth St, Hollister CA

4/15/2026 6:00 PM

Public review period ends **Tuesday, March 24, 2026**

California Department of Transportation

Lucas Marsalek

(805) 458-5408

Notice of Preparation (NOP)

This project proposes replacement of the historic concrete baluster bridge rail, install a one-inch-thick polyester concrete bridge deck overlay and replacement of bridge approach railing to meet Manual for Assessing Safety Hardware (MASH) standards. The project intends to preserve the integrity of the character defining features and historical significance of Rocky Creek Bridge.

Project Location:

Monterey County

Big Sur

Parcel: 418111001000

Public hearing information:

Written comments can be submitted by mail or email.

Public review period ends **Sunday, March 15, 2026**

PUBLIC HEARINGS

20260102

Puente Del Monte Specific Plan

City of Gonzales
Taven Kinison Brown
(831) 675-4203

Notice of Preparation (NOP)

The applicant has submitted an application to the City requesting specific plan adoption (general plan amendment), annexation, and pre-zoning approvals for the approximately 501-acre project site. The proposed specific plan would allow for the following development:

- 2,492 homes (ranging from low density to high density housing products) on 311.4 acres. Approximately 6.6 of these acres would be available for mixed-uses;
- Light industrial (business park) development of 8.5 acres;
- Open space including 61.6 acres of agricultural buffers and 54.6 acres of parks and trails;
- Civic Space including 21.2 acres for public facilities (two elementary schools); and
- 43.8 acres of circulation improvements.

Buildout of the specific plan is expected to result in an approximate population increase of 8,971 and approximately 307 new employment opportunities. The existing on-site structures would be demolished. The specific plan is proposed to be developed in seven phases over a currently undetermined period of time.

Project Location:

Monterey County
Gonzales

Parcel: 223032011

Public hearing information:

City Council Chambers, 107 Fourth Street, Gonzales CA

1/26/2026 6:00 PM

Public review period ends **Monday, February 9, 2026**

Capitola

Katie Herlihy
(831) 475-7300

Other

In 2024, the City adopted and the State Certified a Housing Element which identifies future housing units within the Capitola Mall block. City staff is currently working on implementing the Housing Element which includes updating the Zoning Code to accommodate additional housing in alignment with the Housing Element. These updates include allowing building heights up to 75 feet and excluding parking garages from the maximum floor area calculation, which will help make future housing on the mall site feasible.

Project Location:

Santa Cruz County
Capitola

Parcel: N/A

Public hearing information:

Council Chambers, 420 Capitola Avenue, Capitola, CA 95010

2/5/2026 6:00 PM

Public review period ends **Thursday, March 12, 2026**

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 quinceñeras within the Red Barn structure 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: 141013034000

Public hearing information:

Monterey County Board of Supervisors Chambers, 168 W Alisal St, 2nd Floor, Salinas, CA 93901

3/3/2026 9:00 AM

Public review period ends **Monday, January 26, 2026**

Generated: 3/2/2026 6:06:50 P 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, Director of Sustainability Programs

SUBJECT: AMBAG Sustainability Programs Update

MEETING DATE: March 11, 2026

RECOMMENDATION:

It is recommended the Board of Directors accept this report.

BACKGROUND/ DISCUSSION:

AMBAG Sustainability Program Elements

Energy Efficiency Program Development

On September 26, 2024, the California Public Utilities Commission (CPUC) issued decision D.24.09.31, approving the creation of the Central California Rural Regional Energy Network (CCR REN) with a \$36 million budget. The CCR REN is a partnership between AMBAG, the County of San Luis Obispo, County of Ventura, High Sierra Energy Foundation, and San Joaquin Valley Clean Energy Organization, with a vision to support an equitable and affordable clean energy transition for underserved communities. By leveraging regional collaboration, trusted local relationships, and promoting pragmatic responses to community needs, the CCR REN is working to support communities that have historically not participated in energy efficiency programs in 14 central California counties.

In the past months AMBAG staff have continued to implement the CCR REN programs. Key activities included design of the Monterey Bay Residential Energy Modeling tool, outreach to jurisdictions and special districts to discuss CCR REN program offerings, and outreach for small business participating in the CCR REN commercial program. AMBAG staff also continued coordinating with CCR REN partners, community stakeholders, and jurisdictional staff to design programs for the next energy efficiency portfolio cycle, from 2028 to 2031. Business Plan applications for this new cycle are due to the CPUC on March 16, 2026.

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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. The framework will include implementation plans for prioritized strategies, in order to provide communities with tangible pathways to implementation. This project will empower the Monterey Bay region to integrate climate and equity considerations as part of long-range EV infrastructure planning, and lead to the implementation of EV infrastructure resiliency strategies throughout Monterey Bay.

In the past months AMBAG staff worked with the technical consultant for this project to continue technical analysis of forecasted EV charging infrastructure associated projections of energy needs, and vulnerabilities from climate change induced extreme weather events. AMBAG staff also worked with the technical consultant to analyze the results of the online mapping engagement tool.

Monterey County Zero Emission Shared Mobility Study

In 2022, the County of Monterey was awarded a \$248,596 award under the Caltrans Sustainable Planning Grant Program, in partnership with AMBAG, for the Monterey County Zero Emission Shared Mobility Study. County of Monterey and AMBAG staff worked with a consultant team composed of Mobycon and the Shared Used Mobility Center to survey residents and employers representing the region's demographic diversity, to identify their transportation needs and challenges, which resulted in 329 responses.

Based on this engagement and technical analysis conducted by the consulting team, the Study recommends a number of innovative shared mobility solutions. These solutions are presented as project templates that can be incorporated into future planning efforts and grant funded proposals. Recommendations include solutions such as mobility hubs, shared micromobility services, E-Bike lending libraries, and community EV car sharing.

The study is available here:

<https://www.countyofmonterey.gov/government/departments-a-h/administrative-office/intergovernmental-and-legislative-affairs/sustainability/zero-emissions-shared-mobility-study>

ALTERNATIVES:

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

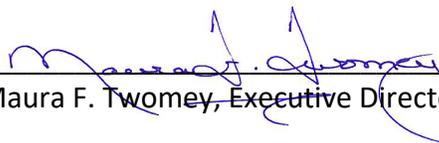
FINANCIAL IMPACT:

The budget is fully funded under a Caltrans Climate Adaptation Planning Grant, and the CCR REN funding agreement with the County of San Luis Obispo. All funding is programmed in the FY 2025-26 Overall Work Program and Budget.

COORDINATION:

AMBAG staff is coordinating with the Central California Rural REN partners, local jurisdictions, and local community stakeholders.

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: William Condon, Associate Planner

SUBJECT: Formal Amendment No. 10 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2024-25 to FFY 2027-28

MEETING DATE: March 11, 2026

RECOMMENDATION:

Approve Formal Amendment No. 10 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2024-25 to FFY 2027-28 by adopting Resolution No. 2026-2 (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 2024-25 to FFY 2027-28 was adopted by the AMBAG Board at their September 11, 2024 meeting. It received state approval on November 15, 2024 and joint approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on December 16, 2024. Upon the MTIP: FFY 2024-25 to FFY 2027-28 receiving federal approval, it was included in the 2025 Federal Statewide Transportation Improvement Program (FSTIP).

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. 10 to the MTIP: FFY 2024-25 to FFY 2027-28 updates one (1) project, as listed in Attachment 2, Summary of Changes. The complete project listing included in Formal Amendment No. 10 is also enclosed with the agenda (Attachment 3) and can be viewed/downloaded using the AMBAG website link (www.ambag.org).

In accordance with the current federal regulations, the proposed Formal Amendment No. 10 is financially constrained to reasonably available resources. The projects included in Formal Amendment No. 10 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. 10 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. 10 to the MTIP: FFY 2024-25 to FFY 2027-28. In this case, work on the projects 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 2025-26 Monterey Bay Region Overall Work Program (OWP) and Budget.

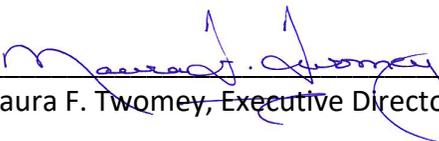
COORDINATION:

Formal Amendment No. 10 to the MTIP: FFY 2024-25 to FFY 2027-28 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 (SCCRTC), Santa Cruz Metropolitan Transit District (SCMTD) and Transportation Agency for Monterey County (TAMC).

ATTACHMENTS:

1. Resolution No. 2026-2
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. 10 TO THE MONTEREY BAY METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
FFY 2024-25 to FFY 2027-28**

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 *2024 State Transportation Improvement Program*, the *2024 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. 10 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. 10 to the *Monterey Bay Metropolitan Transportation Improvement Program FFY 2024-25 to FFY 2027-28* to the appropriate Federal and State agencies.

PASSED AND ADOPTED this 11th day of March 2026.

**Attachment 2
Summary of Changes**

**MTIP FFY 2024-25 to FFY 2027-28
Formal Amendment No. 10**

Project Number	Project Name	Change	Prior \$ (\$1,000)	New \$ (\$1,000)	% Change
N/A	FHWA Federal Lands Highway (FLH) Transportation Improvement Program (TIP) FY 2025 to 2028	Federal Lands Highway (FLH) projects are included in the MTIP as Appendix I.	\$0	\$0	0%

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Appendix I:
FHWA Federal Lands
Highway (FLH) Projects

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

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

FHWA FEDERAL LANDS HIGHWAY (FLH) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2025 to 2028

MPO	PROJECT NAME	PROGRAM YEAR	STATE	COUNTY	FLMA UNIT	PROJECT DESCRIPTION	PROJECT TYPE	PRIMARY FUND SOURCE	PROGRAM AMOUNT	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRESSIONAL DISTRICT	FLMA REGION
AMBAG	CA FLAP SCR T5(1A) MONTEREY BAY SANCTUARY SCENIC TRAIL MITIGATION	2025	CA	Santa Cruz	Ukiah Field Office	Mitigation Work for Monterey Bay Sanctuary Scenic Trail project.	Other	FLAP	\$2,000,000	Title 23	CFL	Construction	CA-18	BLM-CA
AMBAG	CA NP PINN 250983 REHABILITATE OLD PINNACLES TRAILHEAD PARKING AREA SHUTTLE STOP	2025	CA	San Benito	Pinnacles NP	Rehabilitate Old Pinnacles Trailhead Parking Area Shuttle Stop	Transit	FLTP	\$50,000	Title 23	NPS	In design	CA-18	NPS-PWR
AMBAG	CA FLAP SCR T5(1B) MONTEREY BAY SANCTUARY SCENIC TRAIL MITIGATION 1B	2026	CA	Santa Cruz	Ukiah FO	Phase 2 (1B) of the Mitigation Work for Monterey Bay Sanctuary Scenic Trail project.	Other	FLAP	\$12,000,000	Title 23	CFL	Planned	CA-18	BLM-CA
AMBAG	CA FLAP MON T10(1) FORT ORD NM TRAIL	2027	CA	Monterey	Fort Ord NM	Construction of 2.26 miles of multi-use trail	Trail	FLAP	\$7,240,000	Title 23	CFL	In design	CA-20	BLM-CA
AMBAG	CA FLAP SCR T5(3) COTONI-COAST DAIRIES NM SH1 OVERPASS	2028	CA	Santa Cruz	Cotoni-Coast Dairies NM	Construct a new pedestrian and cyclist bridge crossing over CA SR1 to connect the new trails at the BLM's Cotoni-Coast Dairies National Monument	Trail	FLAP	\$2,500,000	Title 23	CFL	In design	CA-18	BLM-CA

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MEMORANDUM

TO: AMBAG Board of Directors
FROM: Maura F. Twomey, Executive Director
RECOMMENDED BY: Gina Schmidt, GIS Coordinator
SUBJECT: Disposal of Surplus Property
MEETING DATE: March 11, 2026

RECOMMENDATION:

Staff recommend that the Board of Directors approve disposal of the AMBAG surplus property as itemized below.

BACKGROUND/DISCUSSION:

Pursuant to AMBAG Administration Rule No. 18, *Disposition of Surplus Property*, the following items listed below are obsolete and eligible for appropriate disposal. Per the policy, prior to actual disposal, the Board must deem the items obsolete and authorize disposal.

Approve disposal of surplus property for a computer workstation, laptops, monitors and other peripheral items (mice, keyboards, hubs, cables, phones) that have become obsolete due to ongoing unrepairable issues, operating system failure and scheduled replacement of items per our equipment guidelines.

Make	Model	Model #	Serial #	Type of Device
HP	Notebook	15	CNU321BZHP	laptop
Canon	Pixma	iP110	ADVRS2721	printer
HP	Pavillon	15	5CD3104CYL	laptop
HP	EliteBook Folio	X360 1040 G6	5CG0120XN9	laptop
Acer	LCD	G276HL	MMLW9AA0043 48002498524	monitor
Acer	LCD	G276HL	MMLW9AA0044	monitor

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Acer	LCD	G276HL	MMLW9AA0032 490A75E8523	monitor
Acer	LCD	G276HL	MMLW9AA0043 471113A8524	monitor
Lenovo	Think Center	92z	PD9112BNHU	workstation

ALTERNATIVES:

N/A

FINANCIAL IMPACT:

None. The equipment listed above are obsolete and no replacements are scheduled or expected in FY 25-26. Items will be donated or e-wasted as appropriate.

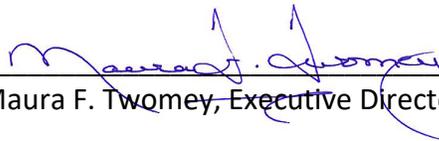
COORDINATION:

None.

ATTACHMENT:

None.

APPROVED BY:



Maura F. Twomey, Executive Director



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Jessica Agee, Director of Finance and Administration

SUBJECT: AMBAG Line of Credit Renewal and Extension

MEETING DATE: March 11, 2026

RECOMMENDATION:

Staff recommends that the Board of Directors approve the following actions:

1. Adopt Borrowing Resolution 2026-3 (Attachment 1) renewing AMBAG's line of credit in the amount of \$100,000 and extending the maturity date of the loan one year.
2. Authorize AMBAG staff and the Board President to execute line of credit documents to release funds for borrowing.

BACKGROUND/DISCUSSION:

AMBAG is primarily funded through federal, state and local grants paid on a reimbursement basis. As reimbursement is sometimes delayed, AMBAG maintains a line of credit to address short-term cash flow needs. The currently approved line of credit through Mechanics Bank is \$100,000.

On February 12, 2025, the AMBAG Board of Directors approved Borrowing Resolution 2025-1, which renewed AMBAG's \$100,000 line of credit and extended the loan maturity date through March 31, 2026.

The financial institution has requested that the Board of Directors adopt Borrowing Resolution 2026-3 (Attachment 1) renewing the \$100,000 line of credit and extending the maturity date by one year to satisfy its legal requirements. This is an annual requirement.

FINANCIAL IMPACT:

There is an initial processing fee of approximately \$250 to continue the line of credit. Borrowings under the line of credit bear interest at the Wall Street Journal Prime rate, plus a margin of 2.0 percent, but are subject to an interest rate floor of 8.50 percent. The interest rate was amended on December 11, 2025, using the most recent prime rate, and is currently at 8.75 percent. The line of credit is secured by Uniform Commercial Code (UCC) collateral.

AMBAG last accessed its line of credit on March 4, 2013 as a result of delayed payments from Caltrans and Pacific Gas and Electric (PG&E). The line of credit was paid in full on March 21, 2013.

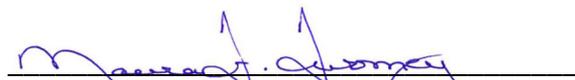
COORDINATION:

Staff has coordinated with Mechanics Bank in an effort to renew and extend AMBAG's line of credit.

ATTACHMENTS:

1. Borrowing Resolution 2026-3

APPROVED BY:


Maura F. Twomey, Executive Director

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS TO AUTHORIZE BORROWING ON
A LINE OF CREDIT**

WHEREAS, the Association of Monterey Bay Area Governments (“AMBAG”) is an association of cities and counties in the Monterey Bay Region formed under California Government Code Sections 6500, et. seq.; and

WHEREAS, AMBAG previously obtained a loan in the original principal amount of \$100,000.00 (the “Loan”) from Mechanics Bank (the “Bank”) pursuant to that certain Credit Agreement dated January 20, 2015 (as amended from time to time, the “Loan Agreement”), and evidenced by that certain Promissory Note dated January 20, 2015, executed by AMBAG in favor of the Bank.; and

WHEREAS, AMBAG desires to renew the Loan in the principal amount of \$100,000.00 and extend the maturity date of the Loan.

RESOLVED that AMBAG is authorized, from time to time, acting by and through the Authorized Officers set forth below, to obtain from the Bank such credit facilities or financial accommodations, including amendments to the existing Loan Agreement (the “Credit Facilities”) as the Authorized Officers in their discretion deem appropriate to meet AMBAG’s business needs, up to an aggregate principal amount not to exceed the amount of the Loan. The actions approved by this resolution include but are not limited to:

1. the borrowing of money from the Bank;

RESOLVED FURTHER, that any two (2) of the following:

- a. Maura Twomey as Executive Director
- b. Brian McCarthy as President
- c. Bhupendra Patel as Authorized Signer
- d. Heather Adamson as Authorized Signer

of AMBAG, shall be the “Authorized Officers” authorized to act on behalf of and bind AMBAG.

RESOLVED FURTHER, that the Authorized Officers are authorized, in the name of AMBAG to:

- a. execute and deliver to the Bank, or any affiliate thereof, as applicable, instruments, documents and agreements, including such recitals, covenants, and other provisions

- as the Bank, or any affiliate thereof, may require and the Authorized Officers may approve, necessary or required by Bank to evidence any of the Credit Facilities;
- b. endorse, assign and deliver to the Bank, any and all notes, acceptances, drafts, receivables and other evidences of indebtedness discounted with or sold to the Bank; and
 - c. execute renewals, amendments or extensions of any of the foregoing.

RESOLVED FURTHER, that any and all acts previously taken by any Authorized Officer in furtherance of or consistent with the actions authorized under these resolutions are hereby ratified.

RESOLVED FURTHER, that the Bank, or any affiliate thereof, are authorized to act upon the foregoing resolutions until written notice of revocation is received by Bank at 18400 Von Karman Avenue, Suite 1100, Irvine, CA 92612, and that AMBAG hereby granted shall apply with equal force and effect to the successors in office of the Authorized Officers.

RESOLVED FURTHER, that this Resolution is being presented to Bank in addition to any other resolutions that have been presented on behalf of AMBAG prior to the date set for the below.

RESOLVED FURTHER, that the amount approved in this Resolution is in addition to any amounts previously approved by any prior resolution.

PASSED AND ADOPTED this 11th day of March 2026.

Brian McCarthy, President

Maura F. Twomey, Executive Director



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

SUBJECT: Amendment No. 3 to the Office Space Lease between the Monterey Bay Unified Air Pollution Control District (dba Monterey Bay Air Resources District) and AMBAG

MEETING DATE: March 11, 2026

RECOMMENDATION:

Staff recommends that the Board of Directors approve Amendment No. 3 to the office space lease between the Monterey Bay Unified Air Pollution Control District (dba Monterey Bay Air Resources District) and AMBAG.

BACKGROUND/ DISCUSSION:

The current 5-year lease for office space within the Monterey Bay Area Resources District building located at 24580 Silver Cloud Court, Monterey California, expired on February 18, 2026.

Staff proposes to amend the current lease agreement to extend it for an additional 5-year term. The amendment contains no cost increase and all other terms of the lease agreement remain the same. The amendment will make the space available until February 18, 2031.

Staff is requesting board approval for AMBAG's Executive Director, Maura Twomey, to sign the attached lease Amendment No. 3.

FINANCIAL IMPACT:

Amendment No. 3 will not increase AMBAG's lease payment and lock in the rate for a period of 5 years.

ALTERNATIVE:

The Board could choose not to approve Amendment No. 3 to the office space lease.

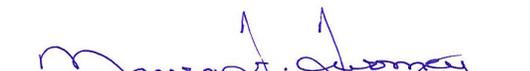
COORDINATION:

The Executive Director coordinated with the MBUAPCD Air Pollution Control Officer, Richard Stedman.

ATTACHMENT:

1. Amendment No. 3 to the Office Space Lease between MBUAPCD and AMBAG

APPROVED BY:


Maura F. Twomey, Executive Director

Attachment 1

AMENDMENT No. 3

TO REAL PROPERTY LEASE AGREEMENT

WHEREAS, the Monterey Bay Unified Air Pollution Control District (“LESSOR”) and Association of Monterey Bay Area Governments (“LESSEE”) entered into a real property lease agreement (“Agreement”) dated February 19, 2016; and

WHEREAS, the LESSOR and LESSEE desire to amend certain terms of the Agreement; NOW, THEREFORE, the parties agree as follows:

A. The Agreement is amended as follows (revisions indicated in underline and ~~strikeout~~):

1. Article 2, TERM, is amended to read:

The term of this Lease shall be ~~ten~~ fifteen years, commencing on February 19, 2016, and ending on February 18, 2026~~31~~. The Lease may be extended for additional one-year periods on an annual basis, upon the mutual consent of the Parties.

B. All other terms of the Agreement remain the same.

Dated: _____

Dated: _____

MONTEREY BAY UNIFIED AIR POLLUTION
CONTROL DISTRICT

ASSOCIATION OF BAY AREA
GOVERNMENTS

by _____

Richard A. Stedman, APCO

Maura F. Twomey, Executive Director

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Jessica Agee, Director of Finance and Administration

SUBJECT: Financial Update Report

MEETING DATE: March 11, 2026

RECOMMENDATION:

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

BACKGROUND/ DISCUSSION:

The enclosed financial reports are for the 2025-2026 Fiscal Year (FY) and are presented as a consent item. The attached reports contain the cumulative effect of operations through December 31, 2025, as well as a budget-to-actual comparison. Amounts in the Financial Update Report are unaudited.

FINANCIAL IMPACT:

The Balance Sheet for December 31, 2025, reflects a cash balance of \$5,224,446.91. The accounts receivable balance is \$839,323.27, while the current liabilities balance is \$1,354,946.10. AMBAG has sufficient current assets on hand to pay all known current obligations.

AMBAG's Balance Sheet as of December 31, 2025, reflects a positive Net Position in the amount of \$357,841.29. This is due in part to the Profit and Loss Statement reflecting an excess of revenue over expense of \$158,832.73. 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, 2025 through December 31, 2025

Expenditures	Budget Through December 2025	Actual Through December 2025	Difference
Salaries & Fringe Benefits	\$ 1,818,208.00	\$ 1,482,280.96	\$ 335,927.04
Professional Services	\$ 4,348,446.00	\$ 2,259,639.80	\$ 2,088,806.20
Lease/Rentals	\$ 39,750.00	\$ 39,276.08	\$ 473.92
Communications	\$ 12,400.00	\$ 12,982.73	\$ (582.73)
Supplies	\$ 65,000.00	\$ 35,101.05	\$ 29,898.95
Printing	\$ 6,379.00	\$ 70.74	\$ 6,308.26
Travel	\$ 45,352.00	\$ 25,532.32	\$ 19,819.68
Other Charges	\$ 77,050.00	\$ 75,549.30	\$ 1,500.70
Non-Federal Local Match	\$ 191,198.06	\$ 191,198.06	\$ -
Total	\$ 6,412,585.00	\$ 4,121,631.04	\$ 2,482,152.02
Revenue			
Federal/State/Local Revenue	\$ 6,597,588.00	\$ 4,280,463.77	\$ 2,317,124.23

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 Pajaro Bridge Infrastructure Resilient Design Study (Pajaro BIRDS) and Central Coast Rural Regional Energy Network (Rural REN). This work is not performed in a linear fashion while the budget reflects linear programming. In addition, the Regional Early Action Planning Housing Program 2.0 (REAP) provides \$9,537,639.42 in funding of which a large portion will pass through to partner agencies.

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.

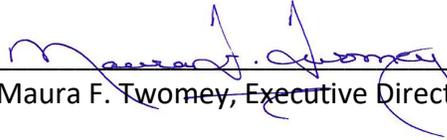
COORDINATION:

N/A

ATTACHMENTS:

1. Balance Sheet as of December 31, 2025
2. Profit and Loss: July 1, 2025 – December 31, 2025
3. Cash Activity for January 2026

APPROVED BY:



Maura F. Twomey, Executive Director

AMBAG

Balance Sheet - Attachment 1

As of December 31, 2025

	<u>December 31, 2025</u>	<u>December 31, 2025</u>	
Assets		Liabilities & Net Position	
Current Assets		Liabilities	
Cash and Cash Equivalents		Current Liabilities	
Mechanics Bank - Special Reserve	912,787.32	Accounts Payable	1,217,565.50
Mechanics Bank - Checking	184,739.62	Employee Benefits	137,380.60
Mechanics Bank - REAP 2.0 Checking	4,122,251.55	Mechanics Bank - Line of Credit	0.00
Petty Cash	500.00	Total Current Liabilities	<u>1,354,946.10</u>
LAIF Account	4,168.42		
Total Cash and Cash Equivalents	<u>5,224,446.91</u>	Long-Term Liabilities	
Accounts Receivable		Deferred Inflows - Actuarial	258,986.95
Accounts Receivable	839,323.27	Net Pension Liability (GASB 68)	1,888,153.69
Total Accounts Receivable	<u>839,323.27</u>	OPEB Liability	0.00
Other Current Assets		Deferred Revenue	3,251,288.08
Due from PRWFPA/RAPS	859.80	Total Long-Term Liabilities	<u>5,398,428.72</u>
Prepaid Items	29,835.62		
Total Other Current Assets	<u>30,695.42</u>	Total Liabilities	<u>6,753,374.82</u>
Total Current Assets	<u>6,094,465.60</u>		
Long-Term Assets			
Net OPEB Asset	96,473.00		
Deferred Outflows - Actuarial	533,833.49		
Deferred Outflows - PERS Contribution	272,963.59		
Total Long-Term Assets	<u>903,270.08</u>		
Capital Assets		Net Position	
Capital Assets	439,462.41	Beginning Net Position	199,008.56
Accumulated Depreciation	(325,981.98)	Net Income/(Loss)	158,832.73
Total Capital Assets	<u>113,480.43</u>	Total Ending Net Position	<u>357,841.29</u>
Total Assets	<u>7,111,216.11</u>	Total Liabilities & Net Position	<u>7,111,216.11</u>

Profit & Loss - Attachment 2

December 2025

	Dec-25	Dec-25
Income		
AMBAG Revenue		193,380.43
Cash Contributions		62,951.12
Grant Revenue		3,832,934.16
Non-Federal Local Match		191,198.06
Total Income		4,280,463.77
Expense		
Salaries		903,934.51
Fringe Benefits		578,346.45
Professional Services		2,259,639.80
Lease/Rentals		39,276.08
Communications		12,982.73
Supplies		35,101.05
Printing		70.74
Travel		25,532.32
Other Charges:		
BOD Allowances	2,450.00	
BOD Refreshments/Travel/Nameplates/Dinner/Other	1,933.02	
Workshops/Training	3,957.80	
CCR REN Travel/Classes/Events/Recruitment/Other	925.00	
SB1/MTIP/MTP/SCS/OWP/Public Participation Expenses	6,947.54	
Dues & Subscriptions	15,432.50	
Depreciation Expense	24,294.60	
Insurance	19,608.84	
Interest/Fees/Tax Expense	0.00	
Total Other Charges		75,549.30
Non-Federal Local Match		191,198.06
Total Expense		4,121,631.04
Net Income/(Loss)		158,832.73

AMBAG
Cash Activity - Attachment 3
For January 2026

Monthly Cash Activity	July-25	August-25	September-25	October-25	November-25	December-25	January-26	February-26	March-26	April-26	May-26	June-26	TOTAL
1. CASH ON HAND													
[Beginning of month]	4,212,310.51	3,798,610.52	2,971,516.09	2,933,212.41	2,878,828.47	5,363,754.84	5,224,446.91	5,026,543.52	5,026,543.52	5,026,543.52	5,026,543.52	5,026,543.52	
2. CASH RECEIPTS													
(a) AMBAG Revenue	107,036.69	64,088.60	3,616.46	43,522.07	5,101.71	102,922.92	7,600.31	0.00	0.00	0.00	0.00	0.00	333,888.76
(b) Grant Revenue	326,349.90	369,164.01	395,152.62	425,701.87	329,725.50	498,029.56	510,279.78	0.00	0.00	0.00	0.00	0.00	2,854,403.24
(c) REAP Advance Payment	0.00	0.00	0.00	0.00	2,575,133.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,575,133.53
(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
3. TOTAL CASH RECEIPTS	433,386.59	433,252.61	398,769.08	469,223.94	2,909,960.74	600,952.48	517,880.09	0.00	0.00	0.00	0.00	0.00	5,763,425.53
4. TOTAL CASH AVAILABLE	4,645,697.10	4,231,863.13	3,370,285.17	3,402,436.35	5,788,789.21	5,964,707.32	5,742,327.00	5,026,543.52	5,026,543.52	5,026,543.52	5,026,543.52	5,026,543.52	
5. CASH PAID OUT													
(a) Payroll & Related	309,774.68	241,785.75	242,393.93	247,674.65	247,891.62	260,697.48	291,031.89	0.00	0.00	0.00	0.00	0.00	1,841,250.00
(b) Professional Services	493,711.25	1,004,753.86	178,608.31	248,982.07	143,368.84	457,054.42	408,974.36	0.00	0.00	0.00	0.00	0.00	2,935,453.11
(c) Capital Outlay	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
(d) Lease/Rentals	12,382.77	0.00	6,320.95	5,968.00	5,968.00	6,320.95	6,426.36	0.00	0.00	0.00	0.00	0.00	43,387.03
(e) Communications	2,905.18	1,671.39	2,792.55	2,155.63	3,021.03	2,635.70	1,485.12	0.00	0.00	0.00	0.00	0.00	16,666.60
(f) Supplies	3,793.08	3,887.51	2,923.28	8,575.42	2,179.37	2,699.62	2,433.79	0.00	0.00	0.00	0.00	0.00	26,492.07
(g) Printing	0.00	0.00	0.00	0.00	0.00	70.74	0.00	0.00	0.00	0.00	0.00	0.00	70.74
(h) Travel	7,479.54	2,363.53	379.84	8,541.61	3,592.67	1,133.94	1,318.33	0.00	0.00	0.00	0.00	0.00	24,809.46
(i) Other Charges	17,040.08	5,885.00	3,653.90	1,710.50	19,012.84	9,647.56	4,113.63	0.00	0.00	0.00	0.00	0.00	61,063.51
(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
6. TOTAL CASH PAID OUT	847,086.58	1,260,347.04	437,072.76	523,607.88	425,034.37	740,260.41	715,783.48	0.00	0.00	0.00	0.00	0.00	4,949,192.52
7. CASH POSITION	3,798,610.52	2,971,516.09	2,933,212.41	2,878,828.47	5,363,754.84	5,224,446.91	5,026,543.52	5,026,543.52	5,026,543.52	5,026,543.52	5,026,543.52	5,026,543.52	



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Bhupendra Patel, Director of Modeling

SUBJECT: Draft FY 2026-27 Monterey Bay Region Overall Work Program (OWP) and Budget

MEETING DATE: March 11, 2026

RECOMMENDATION:

The Draft FY 2026-27 Monterey Bay Region Overall Work Program (OWP) and Budget is provided for Board review and comments.

BACKGROUND/ DISCUSSION:

The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) 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. The AMBAG OWP and the Budget are linked documents.

The Draft FY 2026-27 OWP is developed in consultation and coordination with the Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and region's Regional Transportation Planning Agencies (RTPA) and transit operators. The Draft FY 2026-27 OWP includes metropolitan transportation and air quality related planning projects/activities proposed for the Monterey Bay Region for the state fiscal year starting July 1, 2026, and ending June 30, 2027.

The separately enclosed Draft FY 2026-27 OWP is the same draft that was provided to Federal and State agencies for their early review and comments on February 27, 2026. Staff are expecting to receive their comments by March 31, 2026.

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Draft FY 2026-27 AMBAG Budget

Generally, the OWP and the AMBAG Budget are linked documents. The AMBAG Draft FY 2026-27 Budget mirrors the activities and funding as programmed in the Draft FY 2026-27 OWP. The proposed Draft FY 2026-27 AMBAG Budget is balanced as required by the AMBAG bylaws. Staff will provide a detailed presentation on the Draft FY 2026-27 AMBAG OWP and Budget at the March 11, 2026, Executive/ Finance Committee and AMBAG Board of Directors meetings.

AMBAG staff, in consultation with state and federal partners, will work together to incorporate the comments received from FHWA, FTA, Caltrans, and the AMBAG Board of Directors, as appropriate, and will present the AMBAG Board of Directors a Final Draft FY 2026-27 OWP and Budget at the May 13, 2026 AMBAG Executive/Finance Committee and AMBAG Board of Directors meetings for adoption.

ALTERNATIVES:

None

FINANCIAL IMPACT:

Staff time to carry out draft OWP and Budget activities is funded through FHWA PL, FTA 5303, other state and local funds, as programmed in the approved FY 2025-26 OWP and Budget.

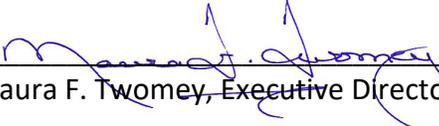
COORDINATION:

Preparation of the Draft FY 2026-27 OWP has been coordinated with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Department of Transportation (Caltrans), Council of San Benito County Governments (SBtCOG), Monterey-Salinas Transit (MST), Santa Cruz County Regional Transportation Commission (SCCRTC), Santa Cruz Metropolitan Transit District (SCMTD) and Transportation Agency for Monterey County (TAMC).

ATTACHMENT:

1. Draft FY 2026-27 Overall Work Program 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: Heather Adamson Director of Planning

SUBJECT: Draft 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy: Summary of Public Comments

MEETING DATE: March 11, 2026

RECOMMENDATION:

The Board of Directors is asked to review the summary of public comments and draft responses received on the Draft 2050 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS).

BACKGROUND:

The Draft 2050 MTP/SCS is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The MTP/SCS is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system to meet the diverse needs of our changing region through 2050.

On November 17, 2025, the Draft 2050 MTP/SCS and its Draft Environmental Impact Report (EIR) were released for public review and comment. Six public workshops/public hearings were held in January 2026 to facilitate public comment on the Draft 2050 MTP/SCS and Draft EIR. The public comment period ended on January 30, 2026.

DISCUSSION:

Draft 2050 MTP/SCS Public Comments

The close of the public comment period for the Draft 2050 MTP/SCS and Draft EIR was January 30, 2026. AMBAG received 97 comments on the Draft 2050 MTP/SCS from nine different commentors. These comments were submitted at the public workshops/hearings as well as via e-mail and letters. Comments were also received on

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the Draft EIR. Responses to the Draft EIR comments will be provided and presented with the Final EIR to the Board of Directors at its June 10, 2026 meeting per California Environmental Quality Act (CEQA) statutes.

Generally, the comments received on the Draft 2050 MTP/SCS covered the following broad issues:

- Support for/opposition to transportation modes and specific projects
- Formatting on the MTP/SCS document and figures
- Comments on the project list
- Comments on sustainability, climate change, and housing issues

Staff have prepared draft responses to the comments received on the Draft 2050 MTP/SCS (Attachment 1). Based on the comments received, staff will make edits to the various tables and figures to clarify or expand explanations of the projects, programs, services, and actions in the Final 2050 MTP/SCS. Additional text and discussion will also be added to the Plan's chapters and appendices to address the feedback. Based on input received on the Draft 2050 Regional Transportation Plans for the Transportation Agency for Monterey County, the Council of San Benito County Governments, and the Santa Cruz County Regional Transportation Commission, staff will also make minor edits to the project list costs and revenue estimates for the Final 2050 MTP/SCS.

Anticipated major milestones include:

- **March – May 2026:** Finalize response to comments and prepare the Final 2050 MTP/SCS and Final EIR
- **June 10, 2026:** - AMBAG Board of Directors considers certifying the Final EIR and adopting the Final 2050 MTP/SCS

ALTERNATIVES:

N/A

FINANCIAL IMPACT:

Planning activities for the 2050 MTP/SCS are funded with FHWA PL, FTA 5303, and SB 1 planning funds and are programmed in the FY 2025-26 Overall Work Program and Budget.

COORDINATION:

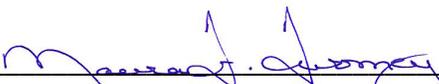
All MTP/SCS planning activities are coordinated with the MTP/SCS Executive Steering Committee and Staff Working Group, which includes participation from Caltrans District

5, Monterey Salinas Transit, Santa Cruz Metropolitan Transit District, Santa Cruz County Regional Transportation Commission, Council of San Benito County Governments, and the Transportation Agency for Monterey County. MTP/SCS items also come before the Planning Directors Forum and the RTPAs' Technical Advisory Committees, which includes the local jurisdictions.

ATTACHMENT:

1. Draft 2050 MTP/SCS Public Comments and Preliminary Draft Responses

APPROVED BY:



Maura F. Twomey, Executive Director

Attachment 1 Draft 2050 MTP/SCS Public Comments and Preliminary Draft Responses Received During the Public Comment

Number Period	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
1	AMBAG Board Member	Ansaldo-Sánchez	Fernando	Chapter 2	<p>I am writing to provide input on the 2050 Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). While I serve on the AMBAG Board of Directors, I will be unable to attend the upcoming meeting due to a previously scheduled Soledad City Council meeting occurring at the same time. I appreciate the opportunity to submit my comments in writing.</p> <p>I respectfully urge AMBAG's Board of Directors to prioritize the inclusion of direct, reliable transit connections between South Monterey County and the Monterey Peninsula.</p> <p>Transportation remains one of the greatest barriers to educational access for many residents of Soledad and the greater South Monterey County. Students traveling to Monterey Peninsula College (MPC) and California State University, Monterey Bay (CSUMB) face limited, indirect, time-consuming, and often unreliable transit options. These challenges make it difficult for students to attend classes consistently, access campus resources, and fully participate in academic life.</p> <p>For students in rural communities such as Gonzales, Soledad, Greenfield, and King City, the lack of direct transit connections results in long commutes, missed classes, financial strain, and, in some cases, delayed graduation or decisions to stop out entirely. These barriers disproportionately impact first-generation college students, low-income students, and those without access to a personal vehicle.</p> <p>Including direct transit routes between South Monterey County and the Monterey Peninsula in the 2050 MTP and SCS would significantly improve educational access, equity, and regional mobility. These investments would also support regional sustainability goals by reducing single-occupancy vehicle travel, lowering greenhouse gas emissions, and expanding environmentally responsible transportation options.</p> <p>Improved transit connectivity would strengthen the entire region by supporting student success, workforce development, and long-term economic stability, while ensuring rural communities are not left behind in regional planning efforts.</p> <p>Thank you for considering this input as we develop the 2050 Metropolitan Transportation Plan and Sustainable Communities Strategy. I appreciate the AMBAG Board's leadership and commitment to creating a more connected, equitable, and sustainable Monterey Bay region.</p>	<p>MST currently has a local fixed route circulator in each of the four incorporated cities in south county. Those local routes operate every half hour on weekdays, generally 6am to 6pm, and they provide connections to Line 23. Line 23/23X is MST's regional service that connects south county to City of Salinas. Line 23 operates hourly weekdays from about 5am to 8pm and Line 23X supplements it creating 30-minute frequencies northbound from 5am-8am on weekdays and southbound from 3pm-6pm on weekends. Line 23 operates hourly on weekends from about 7am to 8pm. From Salinas, the public can transfer to Line 20 (the future SURF! BRT) to access the Monterey Peninsula. Line 20 operates weekdays, every 30-minutes (5am-6pm) and every 60 minutes (6pm-10pm). Line 20 operates weekends, every hour (7am-9pm).</p> <p>In general, MST plans to continue this level of service, which slightly exceeds the MST-board adopted service plan that was adopted in 2022. Line 20 will convert to the SURF! line in early 2028, with 15-minute frequencies on weekdays (6am-10pm) and 30-minute frequencies on weekends (7:30am-8:30pm). MST has a long-term vision for rapid bus service along the Highway 101 corridor so that passengers traveling between south county and Monterey peninsula will have an overall faster trip as included in the 2050 MTP/SCS.</p>	Email	1/12/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
2	AMBAG Board Member	Uy	John	Chapters 4 and 5	<p>As a member of the AMBAG Board of Directors and as a resident of Del Rey Oaks, I want to thank the staff and partner agencies for the thoughtful, comprehensive effort that went into the Draft 2050 MTP/SCS. The document reflects deep technical rigor and a genuine commitment to aligning mobility, climate, and community priorities across the Monterey Bay region. I offer the following comments in a spirit of partnership, with the goal of helping the Final Plan land even more clearly and be easier to implement.</p> <p>1) Clarify GHG ambition and ongoing accountability</p> <p>I appreciate the Plan's compliance with CARB's -6% per-capita 2035 target and the strong modeled result. While the plan correctly states that it meets CARB's -6% per capita GHG reduction target by 2035, it should also consistently reference the modeled outcome of approximately -7.7%, thereby establishing a transparent margin of safety. To make this crystal clear for readers, consider consistently presenting both the statutory target and the modeled reduction in all relevant sections, along with a brief explanation of the "margin of safety." (See "Meeting GHG Targets," 4-38; plus "Outcomes—Performance Outcomes" and Table 5-1, 5-3-5-4.)</p> <p>2) Move from narrative to an implementation-ready funding appendix</p> <p>The constrained plan and maintenance needs are explained well. To support near-term decisions, consider adding a concise Revenue Options Appendix that compares potential tools (e.g., renewals, developer contributions in Priority Growth Areas, VMT/Mileage-based pilots) by yield, equity implications, and feasibility, and maps each option to specific programs with a 2026-2028 action timeline calendar. (See "Financial Plan," 3-1-3-12; especially Figure 3-1 & Figure 3-2 on 3-7, Table 3-1 on 3-8, and Table 3-2 on 3-12; also ES "Financial Plan," ES-7.)</p> <p>3) Highlight mode shift and safety with interim targets</p> <p>The performance framework is strong. To make it more actionable, consider introducing a few 2030 and 2035 numeric checkpoints or interim targets (e.g., severe injuries per 1,000 VMT, residents/jobs within ½ mile of high-quality transit, walk/bike mode share), visualized on a public dashboard. This would keep the focus on outcomes while remaining flexible about project selection. (See "Outcomes—Performance Outcomes," 5-3-5-4 (Table 5-1); "Transportation Performance Management," 5-16; "Safety Performance Measures," 5-18; and "System Performance Measures," 5-19.)</p> <p>4) Emerge from "monitoring" to light-touch policy on AVs/curbs</p> <p>The technology section is clear, descriptive, and current. To better connect it to SCS outcomes, consider a short Curb & Automation Policy Toolkit (for example, guidance on pricing deadheading, zero-emission pick-up/drop-off near transit, and signal priority) so local partners have an off-the-shelf menu when opportunities arise. (See "Future Transportation Technologies," 2-25.)</p>	Staff will review the relevant sections and add additional clarifying language, as appropriate.	Email	1/14/2026
3	AMBAG Board Member	Uy	John	Executive Summary and Chapter 3		The purpose of the MTP/SCS is a 20+ year long range planning document. The Metropolitan Transportation Improvement Program (MTIP) is the short term implementation document of the MTP/SCS that identifies all of the revenue constrained funding for funded projects for five years.	Email	1/14/2026
4	AMBAG Board Member	Uy	John	Chapter 5		The transportation performance management targets and dates are set by FHWA & Caltrans. Staff will explore interim reporting years in future MTP/SCS update cycles.	Email	1/14/2026
5	AMBAG Board Member	Uy	John	Chapter 2		Additional text related to Future Technologies will be added to Chapter 2.	Email	1/14/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
6	AMBAG Board Member	Uy	John	Chapter 2	5) Elevate goods movement decarbonization and safety Freight performance is tracked well. To complement delay metrics, consider adding a high-level Zero-Emission Freight Roadmap (charging at logistics clusters, drayage milestones, safety upgrades on EJ corridors), tied to realistic funding and technology timelines. (See "Goods Movement," 2-19-2-23; and Figure 2-4 "Goods Movement System," 2-21.)	The 2050 MTP/SCS supports zero emissions freight and a commitment to EV and hydrogen charging. AMBAG's core support of these freight concepts is included in Chapter 2 in reference to the California Central Coast Sustainable Freight Study (CCCSFS). The CCCSFS provides an overarching plan for freight in the Caltrans District 5 Central Coast megaregion, including a project addressing zero-emissions freight charging, analyses of disadvantaged communities in proximity to freight, safety projects along Environmental Justice corridors, and other freight-related topics. While the AMBAG region currently does not have public drayage activity or associated intermodal facilities, California requires all new drayage trucks operating at seaports and intermodal railyards to be zero emission vehicles. AMBAG will continue to monitor the situation and support these important zero-emission initiatives as they arise.	Email	1/14/2026
7	AMBAG Board Member	Uy	John	Chapter 5	6) Translate equity analysis into visible commitments The equity analysis is robust, but funding accountability is not formalized. To make benefits more tangible, consider establishing equity program "floors" (e.g., a minimum share of program dollars) and publishing an annual GIS scorecard tracking delivery and access improvements in low-income and historically under-engaged communities. (See "Outcomes—Focus on Equity," 5-9-5-15; including Figure 5-3 "Transit Access," 5-15.)	Staff will explore different ways to better track implementation of the MTP/SCS. In addition, SB 375 modernization legislative changes are considering focusing more on implementation and may include an implementation reporting requirement.	Email	1/14/2026
8	AMBAG Board Member	Uy	John	Chapter 4 and 6	7) Publish a two-year implementation workplan For transparency and collaboration, consider a concise Two-Year Implementation Workplan (projects, dollars, responsible agencies, milestones) aligned with AMBAG's public engagement commitments. (See "Implementation Strategies," 4-40-4-42 (Table 4-1); and "Public Participation," 6-3-6-7 for engagement commitments.) As I see it, the Draft 2050 MTP/SCS is a solid foundation for our region's sustainable future. The recommendations above are intended to enhance its clarity, feasibility, and community impact, ensuring that the final plan remains ambitious yet achievable. Thank you for considering these comments. I appreciate the AMBAG staff's openness to feedback and your continued dedication to a cleaner, safer, and more equitable Monterey Bay region.	Staff will explore different ways to better track implementation of the MTP/SCS. In addition, SB 375 modernization legislative changes are considering focusing more on implementation and may include an implementation reporting requirement.	Email	1/14/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
9	Santa Cruz YIMBY	Sonnenfeld	Rafa	Chapter 4	<p>Yes, Good Evening members, my name is Rafa Sonnenfeld, I will be talking on behalf of Santa Cruz YIMBY. I wanted to urge AMBAG to strengthen the MTP/SCS so it actually enables info housing production, not just climate goals in the abstract. First the plan is to clearly align its growth assumption with the region's sixth cycle RHNA obligations. Housing needs are not aspirational, they are legal minimums, and the SCS should explicitly show that its land use patterns and infrastructure planning assume at least RHNA level housing productions, especially this decade. For example, in the city of Santa Cruz the regional growth forecast estimates that by 2030 there would be an increase of just from 24,415 housing units to 26,441 housing units. The RHNA process has allocated the target housing growth goal of 3,736 new housing units by 2030 i.e.1,700 more than AMBAG expects the city to grow by in that time. And in places like Scotts Valley, where the regional growth forecast is 5400 homes by 2030 the RHNA requires 1,220 new homes by 2031 which would be a forecast of 814 units more than AMBAG is forecasting in that time period.</p>	<p>The adopted California 2024 Regional Transportation Plan Guidelines provides that RHNA allocations must be consistent with the development pattern in the SCS. When developing the 2026 Regional Growth Forecast for inclusion in the 2050 MTP/SCS, AMBAG did not limit growth in the forecasted development pattern based on a city's or county's current zoned capacity. This approach helped to ensure that growth could be focused in higher resourced Opportunity Areas, even if those areas had not historically experienced significant growth or did not currently have additional zoned capacity. In addition, AMBAG consulted with all 21 local jurisdictions about their existing general plans and foreseeable changes to their general plans over the period covered by the 2050 MTP/SCS. The development pattern in the 2050 MTP/SCS does not preclude an individual community from accommodating its RHNA.</p>	Public Hearing	1/14/2026
10	Santa Cruz YIMBY	Sonnenfeld	Rafa	0	<p>Second, the plans high quality transit corridors should be more than lines on a map. If we want transit-oriented housing we need clear service commitments, clear land-use expectations, like by right multi-family zoning and reduce parking near those corridors.</p>	<p>Per the 2024 RTP Guidelines, "Unlike the RHNA process which allocates the amount and economic distribution of housing to be accommodated within the housing element planning period, there are not comparable, formal parameters for the entire RTP planning period. Furthermore, the RHNA is a requirement for jurisdictions to plan for housing units to accommodate HCD's determination of regional housing need over an 8-year planning cycle, while the MTP/SCS planning assumptions, which cover a minimum 20-year planning horizon, shall satisfy a broader set of transportation, emissions, and environmental requirements..."</p>	Public Hearing	1/14/2026
11	Santa Cruz YIMBY	Sonnenfeld	Rafa	Chapter 4	<p>And thirdly I'm concerned that the major roadway capacity projects remain in the constrained program without a clear housing or VMT lens. Investments that induce sprawl directly undermine info housing and the SCS itself.</p>	<p>The 2050 MTP/SCS includes a variety of multimodal transportation projects and programs. There are few roadway expansion projects included in the Draft 2050 MTP/SCS with most needed for safety and/or goods movement. Nearly 85% of the expenditures in the MTP/SCS are for multimodal and operational improvements. The model includes these projects and are reflected in the performance metrics discussed.</p>	Public Hearing	1/14/2026
12	Santa Cruz YIMBY	Sonnenfeld	Rafa	Chapter 4	<p>Finally, AMBAG should use it strongest tool funding leverage to require jurisdictions to actually legalize and permit housing near transit. If we want this to be a truly sustainable community strategy housing has to be treated as a core input not just an after thought. Thank you very much.</p>	<p>A number of implementation strategies related to connecting transportation investments to infill housing are included in Table 4-1 in the 2050 MTP/SCS.</p>	Public Hearing	1/14/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
13	Public	Hurst	Lowell	General	Lowell Hurst here in Watsonville. You know, I'm a former mayor and council member for many years. I'm currently an alternate on the Santa Cruz RTC, and so I follow that as closely as I can, but it's pretty clear to me that we need coordination between Monterey County and Santa Cruz County, and San Benito as well to make some progress on our transportation issues. Many people who live in Hollister come to Watsonville for work, and likewise, and they need improvement options. Certainly, the transportation between Santa Cruz and Watsonville, at peak commute times, is pretty congested, and we need some alternatives to that.	Thank you for your comment.	Public Hearing	1/27/2026
14	Public	Hurst	Lowell	Chapter 2	Which leads me to the railway issue, and that's been very controversial. In fact, it's super controversial in Santa Cruz County. Where they're... it's polarized. Where some people just don't want any kind of transportation on the rail line, and others do and so, that's being sorted out, but I think AMBAG can also give us some guidance and some clarification on, you know, what kind of options and what kind of you know, progress can be made. We're interested certainly in the TAMC opportunities at Pajaro junction, the rail line that maybe connect us to the outside world. And we're certainly interested in some kind of better way to commute to Santa Cruz. Rather than sitting in stalled traffic for an hour and a half to go 12 miles.	Chapter 2 of the 2050 MTP/SCS discusses various transportation options and strategies for Monterey, San Benito, and Santa Cruz counties, including rail improvements.	Public Hearing	1/27/2026
15	Public	Hurst	Lowell	General	So, there's plenty of improvements to be made, and I'm glad AMBAG is on the scene to help us, and I certainly advocate for the adoption of the EIR and the progress that can be made. In connecting our regional centers together for work, play, and visitors serving you know, visitor serving is a great big industry in both Monterey County and Santa Cruz County, and we need to support that in any way we can. Can you imagine, though, tourists with no cars. tourists with no cars. That's what I think we ought to take a good look at. And I will conclude my comments here this evening, except that I want to advocate for more options, and certainly more resources to solve our transportation problems. Thank you very much. Good luck to AMBAG.	Thank you for your comment.	Public Hearing	1/27/2026
16	Public	Baertsch	Robert	Chapter 5	Table 5.1, the performance measures in the plan, draft plan. Yeah, so the work trips under the economic section, work trips within 30 minutes, with drive alone is 84% of all trips and for transit, you're going from 36% down to 33% in the future. So you're planning for less transit. And I thought the policy of this organization was to improve transit access so people can get to their jobs within 30 minutes, so. I would urge the report to be more aggressive on the Goals for transit above 33%.	This metric focus on how many trips can be made by mode within 30 minutes. The region's aim is more transit trips being made in 2050, however, this metric shows that not as many of the work transit trips can be made within 30 minutes. Table 4-1 in the 2050 MTP/SCS includes strategies to improve transit access and the jobs-housing balance.	Public Hearing	1/27/2026
17	Public	Baertsch	Robert	Chapter 2	And I think new technology could be used to this. And I think rather than pouring more money into existing technology like buses I think currently in Santa Cruz County, we spend \$2.80 per passenger mile. In Monterey, it's \$4 per passenger mile for a bus. And, you know, driving is 70 cents. I mean, that's more expensive than Uber, actually. What we're paying for our public transit system, so I think we need some better performance measures for transit and I think the private sector could provide solutions that are cheaper than our existing, uh, transit systems.	Additional text related to other transportation technologies will be included in the Final 2050 MTP/SCS.	Public Hearing	1/27/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
18	Public	Sonnenfeld	Rafa	Chapter 4	I also had some comments on Figure 4-10. Recommending that, uh, you align the transit and growth, including a map of the current state of the high-quality transit network and ensuring projected growth and opportunity areas aligns with the actual transit shifts.	Figure 4-10 includes all high quality transit including existing and future service.	Public Hearing	1/27/2026
19	Public	Sonnenfeld	Rafa	Chapter 5	There also doesn't appear to be a measure of the overall VMT in this plan. There's only the congestion VMT, and it's hard, really hard to understand what the overall change in vehicle miles traveled is when the plan doesn't include that metric. Include the total change in VMT over the plan's lifespan and the actual percentage change for GHG reductions, rather than just 2035 projections.	AMBAG mandated target from the California Air Resources Board is a GHG metric. However, GHG and VMT metrics were both included in the Draft EIR for the 2050 MTP/SCS released in November 2025. The GHG data is included in Section 4.8 (Greenhouse Gas Emissions/Climatic Change) and the VMT data is included in Section 4.15 (Transportation) of the Draft EIR.	Public Hearing	1/27/2026
20	Public	Sonnenfeld	Rafa	Chapter 5	I'd also encourage you to redefine job access including the number of people living within a half mile of jobs, rather than just travel time in minutes to jobs.	As part of each MTP/SCS update, AMBAG reviews and updates the Plan performance measures. Development of the performance measures was part of a public process in which staff explored modifications to existing and new performance measures. Staff felt that access to jobs was an important metric to include. There are three other jobs related metrics including: Jobs near high quality transit, Jobs near bike facilities, and Jobs in Opportunity Areas. The Jobs located in Opportunity Areas metric is similar to the one that you're proposing in which it measures where jobs and infill development occurs.	Public Hearing	1/27/2026
21	Public	Sonnenfeld	Rafa	Chapter 5	And to implement project scoring, I'd recommend you implement a way that we can actually see how all of the projects that are in the, uh, entire AMBAG region score against performance outcomes, so we can compare the benefits rather than just the costs.	The purpose of the MTP/SCS Plan performance measures is to evaluate the entire scenario, or package of transportation investments as a whole, for the tri-county region. The regional travel demand model is not calibrated to rank individual projects against each other.	Public Hearing	1/27/2026
22	Caltrans District 5	Rider	Brandy	General	General Comments: Please ensure that the MTP Checklist is accurate and encompasses all the pages in the MTP/SCS that meet the corresponding requirements.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
23	Caltrans District 5	Rider	Brandy	General	Please review the referenced page numbers throughout the documents for accuracy.	Comment noted.	Letter	1/28/2026
24	Caltrans District 5	Rider	Brandy	Executive Summary	Executive Summary Figure ES-1: Regional Map (page ES-4): The map shows State Route (SR) 146 as being a state route in San Benito County. SR 146 has been relinquished in San Benito County. Please adjust map to show the SR 146 route shield only in Monterey County and remove bold line weight on the route in San Benito County.	Figure ES-4 will be updated to reflect this change in the Final 2050 MTP/SCS.	Letter	1/28/2026
25	Caltrans District 5	Rider	Brandy	Chapter 2	Chapter 2: Transportation Investments Figure 2-1: 2050 Regional Highway Network (page 2-5): Consider adding a shield for SR 156 in Monterey County near Castroville.	Figure 2-1 will be updated in the Final 2050 MTP/SCS.	Letter	1/28/2026

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26	Caltrans District 5	Rider	Brandy	Chapter 2	SR 1 between Watsonville and Santa Cruz should be depicted as 4-6 lanes, there is a small amount of orange near the SR 1 shield. Please correct the color.	Figure 2-1 will be updated in the Final 2050 MTP/SCS.	Letter	1/28/2026
27	Caltrans District 5	Rider	Brandy	Chapter 2	Local Arterials - Transit (page 2-6 and 2-8): Please change "Greyhound Lines" to "FlixBus."	These references will be updated in the Final 2050 MTP/SCS.	Letter	1/28/2026
28	Caltrans District 5	Rider	Brandy	Chapter 2	Bus Transit (page 2-8): Please use consistent agency abbreviations, "Santa Cruz METRO" should remain as "METRO" or update the first reference to ensure consistency.	These references will be updated in the Final 2050 MTP/SCS.	Letter	1/28/2026
29	Caltrans District 5	Rider	Brandy	Chapter 2	It would be useful for the reader to include an explanation of the services that private transit agencies provide for the region (FlixBus/Amtrak).	Additional text will be included in the Final 2050 MTP/SCS to describe these services.	Letter	1/28/2026
30	Caltrans District 5	Rider	Brandy	Chapter 2	Active Transportation - Bicycle and Pedestrian Facilities (page 2-11): In the first paragraph please consider adding a statement that illustrates that both Caltrans and AMBAG have an adopted Complete Streets Policy illustrating each agency's commitment to implementing comfortable, convenient, and connected biking and walking facilities. A reference to "Appendix H-Complete Streets" may also be helpful to the reader.	Additional text relating to Complete Streets policies will be included in the Final 2050 MTP/SCS.	Letter	1/28/2026
31	Caltrans District 5	Rider	Brandy	Chapter 2	Active Transportation - Bicycle and Pedestrian Facilities (page 2-12): Please update the wording in the first sentence of the third paragraph to reflect: Before bicycle and pedestrian projects can be identified as part of the 2050 MTP/SCS, the projects must be illustrated in an adopted transportation planning study or plan.	Additional text will be included in the Final 2050 MTP/SCS.	Letter	1/28/2026
32	Caltrans District 5	Rider	Brandy	Chapter 2	Active Transportation - Bicycle Network (page 2-12): In the first paragraph: Please consider changing the second sentence to the following... TAMC, SCCRTC, and Caltrans continue to coordinate with each other on the development of the Monterey Bay Sanctuary Scenic Trail.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
33	Caltrans District 5	Rider	Brandy	Chapter 2	Please update the sentence regarding "City of Santa Cruz Active Transportation Plan Update" reflecting that it was initiated in 2024 and is anticipated to be complete in mid-2026.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
34	Caltrans District 5	Rider	Brandy	Chapter 2	Bikeways definitions: Class III Bikeway: (1)Shar rows should be spelled sharrow	This will be corrected in the Final 2050 MTP/SCS.	Letter	1/28/2026
35	Caltrans District 5	Rider	Brandy	Chapter 2	Class IV Bikeway: Typically they do not include "barricades" as mentioned. Please consider replacing "barricades" with planters, landscaped medians, flexible posts, or other relevant wording.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
36	Caltrans District 5	Rider	Brandy	Chapter 2	Active Transportation – Complete Streets (page 2-14): Please correct the title of Appendix H to reference its official title, "AMBAG Complete Streets Policy" and not as "guidelines."	This will be corrected in the Final 2050 MTP/SCS.	Letter	1/28/2026
37	Caltrans District 5	Rider	Brandy	Chapter 2	Complete Streets, second paragraph, fourth sentence: Please update the sentence regarding the SCCRTC's Rural Highway Safety Plan. The Plan will be completed in 2026.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
38	Caltrans District 5	Rider	Brandy	Chapter 2	Active Transportation Figure 2-3 (page 2-15): The figure does not include existing Class IV bike facilities. Please consider adding these to the map.	Figure 2-3 will be updated to include Class IV bike facilities in the Final 2050 MTP/SCS.	Letter	1/28/2026

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39	Caltrans District 5	Rider	Brandy	Chapter 2	Active Transportation - Trails (page 2-16): Please include Caltrans as a stakeholder for the required coordination for the development of the MBSST.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
40	Caltrans District 5	Rider	Brandy	Chapter 2	Other Transportation Technologies (page 2-26): Consider an additional section on advancements in aviation and highlighting the developing technologies within the AMBAG region.	Additional text will be included in the Final 2050 MTP/SCS.	Letter	1/28/2026
41	Caltrans District 5	Rider	Brandy	Chapter 4	Chapter 4: Introduction - California Transportation Plan (page 4-5): CTP - Caltrans is not updating or adopting a CTP in 2026 at this time. Please remove or reword the sentence "The next CTP update is scheduled to be adopted in 2026." Please describe more generally without a date.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
42	Caltrans District 5	Rider	Brandy	Chapter 4	Figure 4-5: 2050 Regional Highway Network (page 4-21): SR 1 between Watsonville and Santa Cruz should be depicted as 4-6 lanes, there is a small amount of orange near the SR 1 shield.	Figure 4-5 will be updated in the Final 2050 MTP/SCS.	Letter	1/28/2026
43	Caltrans District 5	Rider	Brandy	Chapter 4	Climate Change and Adaptation Planning (page 4-28): The SCCRTC's Climate Adaptation Vulnerability Assessment and Transportation Priorities Report was completed in 2025, and the assessment looked at transportation assets in the County of Santa Cruz' jurisdiction and along the Santa Cruz Branch Rail Line. It did not consider all assets within Santa Cruz County. Please consider rewarding for clarity.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
44	Caltrans District 5	Rider	Brandy	Chapter 5	Chapter 5: Outcomes Distribution of Transportation Investments (page 5-9): Consider including a description of what a non-modelable project is for reader clarity.	Additional clarifying text will be included in the Final 2050 MTP/SCS.	Letter	1/28/2026
45	Caltrans District 5	Rider	Brandy	Appendix C	Appendix C: Project Lists Project List (page C-8): MON-TAMC008-TAMC-2026, Holman Highway Safety Improvements: Please include "(SR 68)" when referring to Holman Highway.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
46	Caltrans District 5	Rider	Brandy	Appendix F	Appendix F: Modal Documentation AMBAG ABM Sensitivity Tests - Summary of Sensitivity Tests (page F-14): In the sentence: "Based on the model sensitivity tests conducted, the model is sensitive to some changes while not sensitive to others." For the benefit of the reader, please include examples to enhance clarity.	Additional clarifying text will be included in the Final 2050 MTP/SCS.	Letter	1/28/2026
47	Caltrans District 5	Rider	Brandy	Appendix F	Transportation Electrification Programs - Electrify Your Fleet Program (page F-22): Table F-12: Electric School Buses and Electric Shuttle Van: Column labeled "Total # of E-buses," the total number of buses shows as 5, but the rows above total to 4. Please correct or explain the difference in the total.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
48	Caltrans District 5	Rider	Brandy	Appendix F	The table shows the total as 50% in the column labeled "% of Funding to Title 1 School or Low-Income Community," please double check to confirm or update with the correct percentage, if needed.	Staff will verify the column headings in Table F-12 and update, if needed.	Letter	1/28/2026
49	Caltrans District 5	Rider	Brandy	Appendix J	Appendix J: MTP Checklist (General) Checklist Item #2 (page J-4): The checklist indicates that Chapters 2 and 4 include information on short and long-range strategies and actions. It is unclear what the short and long-term strategies and actions are as they are not specifically identified.	This will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026

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50	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item #4a (page J-4): The checklist indicates that Page 4-7 identifies the general location of uses, residential densities, and building intensities. However, this information could not be located. Please amend the SCS and checklist accordingly.	This will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
51	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item #7d (page J-5): The checklist indicates that Chapter 5 and Appendix G include an evaluation of how local policies and investments have impacted costs necessary to achieve progress toward identified performance targets. This information could not be found. Please amend the RTP and checklist accordingly.	This will be updated in the Final 2050 MTP/SCS.	Letter	1/28/2026
52	Caltrans District 5	Rider	Brandy	Appendix J	Consultation/ Cooperation Checklist item #1 (page J-6): Please fill out the checklist for this question.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
53	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item #1vi (page J-6): The checklist indicates that Chapter 6 and Appendix D demonstrate explicit consideration and response to public input received. However, this information could not be found. Please amend the RTP (perhaps by adding a summary of public input received on the draft RTP and how it was addressed) and checklist accordingly.	Additional text will be added to Chapter 6 and Appendix D.	Letter	1/28/2026
54	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item #1ix (page J-7): The checklist indicates that Chapter 6 and Appendix D include information regarding coordination with the statewide transportation planning involvement and consultation processes. However, this information could not be found. Please amend the RTP and checklist accordingly.	Additional text will be added to Chapter 6 and Appendix D and the checklist will be revised.	Letter	1/28/2026
55	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item #1x (page J-7): The checklist indicates that Chapter 6 and Appendix D include information about the periodic review of the effectiveness of the procedures and strategies contained in the participation plan. However, this information could not be found. Please amend the RTP and checklist accordingly.	Additional text will be added to Chapter 6 and Appendix D and the checklist will be revised.	Letter	1/28/2026
56	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item 3 (page J-7): The checklist indicates that page D-6 of Appendix D discusses consultation with the appropriate State and local representatives, including representatives from environmental and economic communities, airport, transit, and freight. While some of this information was alluded to, explicit discussion was not included. Page 6-6 did include more explicit discussion. Please update the checklist accordingly.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
57	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item #5 (page J-7): The checklist indicated that pages 4-29 through 4-37 specify the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation that were consulted. However, in general, specific agencies were not identified. Page 6-6 provides a brief discussion which may be an appropriate place to add more detail. Please amend the RTP to explicitly mention the agencies which were consulted. Update the checklist accordingly.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
58	Caltrans District 5	Rider	Brandy	Appendix J	Checklist item #7 (page J-7): The Checklist indicates that Chapter 6 and Appendix D include information about how tribal concerns were addressed. However, Appendix D does not include any information to this effect. Page 6-8 includes information addressing this item. Please amend the checklist accordingly.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026

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59	Caltrans District 5	Rider	Brandy	Appendix J	Modal Checklist Item #1 (page J-9): The checklist notes that a variety of pages in the RTP include information about intermodal and connectivity issues. While the RTP includes information about these issues, the page numbers included in the checklist should be adjusted. Pages 2-10, 2-23, and 2-24 include this information, not page 2-25. Please correct the checklist accordingly.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
60	Caltrans District 5	Rider	Brandy	Appendix J	Checklist Item #7 (page J-9): The checklists notes that a discussion of the California Coastal Trail is included on pages 2-11 through 2-17. However, this information is only found on page 2-16. Please correct the checklist accordingly.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
61	Caltrans District 5	Rider	Brandy	Appendix J	Checklist Item #8 (page J-9): The checklist notes that a discussion of rail is included on pages 2-11 and 2-12. However, this information is found on pages 2-10 and 2-11 instead. Please correct the checklist accordingly.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
62	Caltrans District 5	Rider	Brandy	Appendix J	Financial Checklist Item #8 (page J10): The checklist indicates that page 3-9 includes a consistency statement between projects in the RTP and RTIP. However, this information could not be found. Please revise the RTP and checklist accordingly.	The text will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
63	Caltrans District 5	Rider	Brandy	Appendix J	Environmental Checklist Item #5 (page J-11): The checklist indicates that EIR pages ES-9 through ES-52 address mitigation activities. However, the Executive Summary mitigation table ends on page ES-32. Please amend the checklist accordingly.	The checklist will be revised in the Final 2050 MTP/SCS.	Letter	1/28/2026
64	Santa Cruz YIMBY	Rider		Chapter 5	1. Technical Performance and Metrics The Problem: Metrics lack transparency and clarity needed to track progress While we support the plan's goals, the current performance metrics are often disconnected from reality or missing key baseline data. Without clear, scannable data—such as current-state maps and baseline comparisons—it is impossible for the public to verify if the plan's projections are actually achievable.	The methodology and data source for each performance measure is included in Appendix G.	Letter	1/30/2026
65	Santa Cruz YIMBY			Chapter 4	Recommendations Align Transit and Growth: Provide necessary context for Figure 4-10 (2050 High Quality Transit) by including a map of the current-state High Quality Transit network.	Figure 4-10 includes all high quality transit including existing and future service.	Letter	1/30/2026
66	Santa Cruz YIMBY			Chapter 4	Ensure projected growth in Opportunity Areas aligns with actual transit shifts. The figures that list an increase in the percent of population that lives within half a mile of high quality transit is not explained nor supported by evidence, as the population growth within transit corridors does not explain the increase.	As described in Appendix G, the measure of increased growth within Opportunity Areas near high quality transit is not a transit usage metric but instead measures the increase of population that lives near high quality transit.	Letter	1/30/2026
67	Santa Cruz YIMBY			Chapters 4 and 5	Table 5-1 (Performance Measures) projects that under the 2050 plan, 42.9% of the population will live near high quality transit while 48.4% or 42.7% (low + non-low income and minority + non-minority populations, respectively) of the total population will live with access to transit within a half mile. These numbers don't seem to pass the smell test when compared to Figure 4-10 and the land area covered, including a population overlay as an additional figure would help make more clear how many people would be served as envisioned.	Staff will verify the numbers and add additional clarifying text for this metric.	Letter	1/30/2026

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68	Santa Cruz YIMBY			Chapter 4	Additionally, the rail corridor should only qualify on the 'access to high quality transit' map within a half mile of planned or existing stops (e.g Salinas Amtrak station). One cannot board or deboard a train at any point along its route.	The purpose of Figure 4-10 is to show the high quality transit corridors. As described in Appendix G, transit access calculations are based being within a 1/2 mile of the transit stop, not the route or corridor.	Letter	1/30/2026
69	Santa Cruz YIMBY			Chapter 5	Track Total VMT and GHG Changes: Include the total change in VMT over the plan's lifespans and the actual percentage change for GHG reductions (including 2022 baselines and 2050 targets), rather than just 2035 projections, or just VMT projections for congestion. Overall VMT is a critical measure that our region should be tracking, not just the amount of traffic subject to delays.	AMBAG's mandated target from the California Air Resources Board is a GHG metric. However, GHG and VMT metrics were both included in the Draft EIR for the 2050 MTP/SCS released in November 2025. The GHG data is included in Section 4.8 (Greenhouse Gas Emissions/Climate Change) and the VMT data is included in Section 4.15 (Transportation) of the Draft EIR.	Letter	1/30/2026
70	Santa Cruz YIMBY			Chapter 5	Improve Equity and Access Metrics: Measure how many people can currently reach healthcare or parks within 30 minutes compared to the "2050 no-build" scenario.	Table 5-1 on page 5-4 in the Draft 2050 MTP/SCS includes 2022 existing, 2050 no-build, and 2050 MTP/SCS calculations for healthcare and parks access within 30 minutes.	Letter	1/30/2026
71	Santa Cruz YIMBY			Chapter 5	Redefine Job Access: include an additional Measure for "job access" by analyzing the number of people living within a half-mile of projected jobs, rather than just travel time in minutes to transit, and distance of housing and jobs to transit. The direct watershed of projected jobs is an important component of the region's economic health.	As part of each MTP/SCS update, AMBAG reviews and updates the Plan performance measures. Development of the performance measures was part of a public process in which staff explored modifications to existing and new performance measures. Staff felt that access to jobs was an important metric to include. There are three other jobs related metrics including: Jobs near high quality transit, Jobs near bike facilities, and Jobs in Opportunity Areas. The Jobs located in Opportunity Areas metric is similar to the one that you're proposing in which it measures where jobs and infill development occurs.	Letter	1/30/2026
72	Santa Cruz YIMBY			Chapter 5	Implement Project Scoring: Score all projects based on performance and outcomes so the public can compare benefits rather than just costs. Without a framework that shows metrics on a project by project basis, the public has little to no insight into how each of the projects supports or conflicts with the regional goals.	The purpose of the MTP/SCS Plan performance measures is to evaluate the entire scenario, or package of transportation investments as a whole, for the tri-county region. The regional travel demand model is not calibrated to rank individual projects against each other.	Letter	1/30/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
73	Santa Cruz YIMBY			Chapters 4 and Appendix A	<p>2. Align the SCS Explicitly with 6th-Cycle RHNA and Near-Term Housing Reality The Gap: The SCS fails to treat RHNA as a floor The growth forecasts in the draft don't match 6th-cycle RHNA obligations. RHNA is a legal minimum, not a ceiling. If the plan assumes lower growth than what the state requires, we will end up under-planning the infrastructure needed to support those homes. The data shows a clear discrepancy:</p> <ul style="list-style-type: none"> ● City of Santa Cruz: The draft projects only 26,441 total homes by 2030, while RHNA requires 28,151 units by 2031—a gap of over 1,700 homes. ● Scotts Valley: The draft forecasts 5,400 homes by 2030, while RHNA requires 6,214 units by 2031—a gap of over 800 units. 	<p>The adopted California 2024 Regional Transportation Plan Guidelines provides that RHNA allocations must be consistent with the development pattern in the SCS. When developing the 2026 Regional Growth Forecast for inclusion in the 2050 MTP/SCS, AMBAG did not limit growth in the forecasted development pattern based on a city's or county's current zoned capacity. This approach helped to ensure that growth could be focused in higher resourced Opportunity Areas, even if those areas had not historically experienced significant growth or did not currently have additional zoned capacity. In addition, AMBAG consulted with all 21 local jurisdictions about their existing general plans and foreseeable changes to their general plans over the period covered by the 2050 MTP/SCS. The development pattern in the 2050 MTP/SCS does not preclude an individual community from accommodating its RHNA.</p>	Letter	1/30/2026
						<p>Per the 2024 RTP Guidelines, "Unlike the RHNA process which allocates the amount and economic distribution of housing to be accommodated within the housing element planning period, there are not comparable, formal parameters for the entire RTP planning period. Furthermore, the RHNA is a requirement for jurisdictions to plan for housing units to accommodate HCD's determination of regional housing need over an 8-year planning cycle, while the MTP/SCS planning assumptions, which cover a minimum 20-year planning horizon, shall satisfy a broader set of transportation, emissions, and environmental requirements..."</p>		
74	Santa Cruz YIMBY			Chapter 4	<p>Recommendations Include an explicit RHNA consistency check: Add a table comparing SCS growth assumptions against 6th-cycle RHNA allocations for every jurisdiction.</p>	<p>The adopted California 2024 Regional Transportation Plan Guidelines provides that RHNA allocations must be consistent with the development pattern in the SCS. When developing the 2026 Regional Growth Forecast for inclusion in the 2050 MTP/SCS, AMBAG did not limit growth in the forecasted development pattern based on a city's or county's current zoned capacity. This approach helped to ensure that growth could be focused in higher resourced Opportunity Areas, even if those areas had not historically experienced significant growth or did not currently have additional zoned capacity. In addition, AMBAG consulted with all 21 local jurisdictions about their existing general plans and foreseeable changes to their general plans over the period covered by the 2050 MTP/SCS. The development pattern in the 2050 MTP/SCS does not preclude an individual community from accommodating its RHNA.</p>	Letter	1/30/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
						Per the 2024 RTP Guidelines, "Unlike the RHNA process which allocates the amount and economic distribution of housing to be accommodated within the housing element planning period, there are not comparable, formal parameters for the entire RTP planning period. Furthermore, the RHNA is a requirement for jurisdictions to plan for housing units to accommodate HCD's determination of regional housing need over an 8-year planning cycle, while the MTP/SCS planning assumptions, which cover a minimum 20-year planning horizon, shall satisfy a broader set of transportation, emissions, and environmental requirements..."		
75	Santa Cruz YIMBY			Chapter 4	Adopt RHNA as the "floor" for modeling: Explicitly state that the plan assumes at least RHNA-consistent production and justify any future forecasts that fall below HCD numbers.	This recommendation would be inconsistent with growth forecast preparation included in the adopted CTC RTP Guidelines.	Letter	1/30/2026
76	Santa Cruz YIMBY			Chapter 4	Disaggregate housing by location: Show exactly how much of this RHNA-scale growth is expected to occur in infill areas and transit corridors versus the rest of the region.	Residential land use maps are included for each jurisdiction in Chapter 4 and Appendix I. The MTP/SCS is evaluated at the transportation analysis zone level (TAZ) and not the parcel level. In addition, AMBAG's regional travel demand model evaluates household trips, not housing units. Housing and housing growth are shown in tables in Chapter 1 and Appendix A.	Letter	1/30/2026
77	Santa Cruz YIMBY			Chapter 4	3. Ensure Infrastructure Supports Rather Than Undermines Infill Housing The Impact: Current project modeling validates car-dependent sprawl The MTP/SCS serves as the primary roadmap for regional growth. Including large-scale highway expansions without addressing their impact on land use validates a model that undermines climate and housing goals. These projects often make car-dependent sprawl more viable, drawing investment away from urban centers.	The 2050 MTP/SCS includes a variety of multimodal transportation projects and programs. There are few roadway expansion projects included in the Draft 2050 MTP/SCS with most needed for safety and/or goods movement. Nearly 85% of the expenditures in the MTP/SCS are for multimodal and operational improvements. The model includes these projects and are reflected in the performance metrics discussed.	Letter	1/30/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
78	Santa Cruz YIMBY			Chapter 4	Recommendations Adjust the SCS Model: Update the model to account for how roadway expansions disincentivize infill and encourage spread-out development.	The regional travel demand model includes the few proposed roadway expansion projects and they are reflected in the performance metric results included in the 2050 MTP/SCS.	Letter	1/30/2026
79	Santa Cruz YIMBY			Chapter 4	Score projects based on housing impact: Evaluate major projects for their impact on infill development and total VMT, rather than focusing primarily on vehicle delay.	The purpose of the MTP/SCS Plan performance measures is to evaluate the entire scenario, or package of transportation investments as a whole, for the tri-county region. The regional travel demand model is not calibrated to rank individual projects against each other.	Letter	1/30/2026
80	Santa Cruz YIMBY			Chapter 2	Refocus highway strategies: Use the plan to advocate for a multimodal approach within highway corridors, emphasizing bus priority, express transit, and safe crossings.	The 2050 MTP/SCS includes a variety of multimodal transportation projects and programs. There are few roadway expansion projects included in the Draft 2050 MTP/SCS with most needed for safety and/or goods movement. Nearly 85% of the expenditures in the MTP/SCS are for multimodal and operational improvements.	Letter	1/30/2026
81	Santa Cruz YIMBY			Chapter 2	Tier projects within the "Preferred Scenario": Give higher weight to "Fix-It-First" projects that improve transit speed, reliability, and active transportation.	The 2050 MTP/SCS includes a variety of multimodal transportation projects and programs that support all of the Plan's vision and goals. Nearly 85% of the expenditures in the	Letter	1/30/2026
82	Santa Cruz YIMBY			General	Link infrastructure to housing production: Explicitly state that regional transportation investments are intended to support—and are dependent on—meeting RHNA housing goals in infill areas.	A number of implementation strategies related to connecting transportation investments to infill housing are included in Table A.1 in Chapter A	Letter	1/30/2026
83	LAFCO of Monterey County	McKenna	Kate	General	Alignment with LAFCO's Legislative Purposes: Among LAFCO's legislative purposes are encouraging the orderly formation of local governmental agencies, preserving agricultural land resources, discouraging urban sprawl, and promoting the efficient delivery of local government services. Consistent with these objectives, LAFCO is supportive of AMBAG's Plan. The Plan evaluates regional travel patterns and transportation needs to develop a network that enhances mobility and accessibility throughout the region. It emphasizes concentrating housing and employment within urban centers and near transit, encouraging compact growth, and investing in operational, safety, and active transportation improvements while maintaining a state of good repair for existing infrastructure. By prioritizing mixed-use development within established urban areas rather than expansion at the urban fringes, the Plan aims to reduce vehicle travel distances and associated greenhouse gas emissions. The Sustainable Communities Strategy (SCS) land use pattern recognizes farmland as a vital regional economic resource and includes implementation strategies designed to minimize the impacts of transportation and land use projects on agricultural lands.	Thank you for your comment.	Letter	1/30/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
84	LAFCO of Monterey County	McKenna	Kate	Appendix I	<p>Minor Mapping Corrections:</p> <p>Overall, Appendix I (SCS Maps) contains city-level maps showing place type designations based on city General Plan land uses and showing city limits and spheres of influence. These place types maps are used in the analysis of scenarios and opportunity areas. Upon review of Appendix I, LAFCO staff identified several minor mapping discrepancies affecting the Cities of Greenfield, Salinas, and Soledad. Specifically, certain city limit boundaries and spheres of influence shown on the maps do not align with LAFCO's current city boundary information (see Attachment 1 – Table Summary of Minor Mapping Corrections).</p> <p>LAFCO's proposed corrections do not request any changes to place type designations. Rather, they are intended solely to ensure that city limit boundaries and spheres of influence accurately reflect current LAFCO maps. For reference, attachments to this letter include a table summary of minor mapping corrections (Attachment 1), the relevant AMBAG Appendix I city place types maps with the areas of discrepancy identified (Attachments 2, 4, and 6), and the corresponding LAFCO city maps (Attachments 3, 5, and 7).</p>	AMBAG will work with LAFCO Monterey County staff to revise the city limit and sphere of influence boundaries. Any boundary changes will be reflected on the respective figures in Appendix I in the Final 2050 MTP/SCS.	Letter	1/30/2026

Draft 2050 MTP/SCS Public Comments and Preliminary Draft Responses Received After the Close of the Public Comment Period

85	Public	Weaver	Michael		<p>I am writing, sending comments, largely from an historical perspective. I recall some years ago reading a public notice in the Monterey Herald about the availability of a Draft Monterey County Regional Transportation Plan. This was pre-computer. It stated copies of this new document were available at the TAMC office in Salinas on Alisal Street. At the time it was the same address as the Monterey County Department of Public Works (it is now the location of the Salinas Police Department building). I phoned and was told, "Sure, stop by, we have extra copies." I did stop by, was greeted, and was introduced to all three members of the TAMC staff. They had jointly written the document. Their office building at the time was located in an out-building behind the Monterey County Public Works Department. They explained the Plan was a new State requirement attempting to better coordinate (Monterey County) governmental entities (Cities and County) with shared knowledge and plans for highways and roads. I took the document home, read it, and wrote a letter of some comments and questions, then drove back to drop the letter off and the copy of the document. I was thanked and was told I could keep that copy as they had several more.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
86	Public	Weaver	Michael		<p>I recall receiving a better explanation for "Highway Levels of Service" The Traffic Engineer, one of the three employees explained Levels of Service on roads and highways as being similar to grades in school, the range was "A to F", with F being failure, gridlock. The TAMC staff had chosen level of Service "C" to be the Monterey County standard. That is traffic Levels of Service would not be allowed to go below the C. I expressed concern because Highway 68 seemed be getting more congested.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
87	Public	Weaver	Michael		<p>This Draft document had questions and concerns responded to and was adopted as the Monterey County Plan by TAMC (and CalTrans), and was to be used by City Councils and Boards of Supervisors as they reviewed impacts from prospective land use plans. (1)</p> <p>Subsequently, there was a Congestion Management Plan. Also Fort Ord was closing and an idea came up to put a new freeway through former Fort Ord beginning near Toro Park Estates and over to Del Rey Oaks. Where would the money come from? Ah, the first of many County sales tax increase measures was put on the ballot. It was known as Measure B.</p> <p>1) I note the current year 2026 staffing of TAMC is 17 individuals. Some Monterey County roads evolved into Levels of Service F on some of their highways. Then hearing bodies seemed to stop counting, and eventually eliminated the A through F designations.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
88	Public	Weaver	Michael		<p>Measure B was promoted heavily by Monterey County politicians, including the Supervisor (at the time) for much of the then Highway 68 area. "A Bypass will fix things". A Bypass with different Official Plan Lines than that had been adopted in the 1970's (and recorded in the first Monterey County Toro Area Plan) seemed to have been forgotten about. Measure B was heavily debated and on election day drew a slight majority of YES votes. The County began collecting the additional sales tax revenue, for several years. Then the Monterey Peninsula Taxpayer's Assn. pointed out that sales tax increases required a 2/3rds yes vote and challenged Measure B in court. The Judge agreed with the challenge and Monterey County was required to reduce the sales tax rate (in the 1980's) until such time as the overcharge amounts matched the reduction.</p> <p>Not giving up on more sales taxes to fix the impacts of traffic because of the growth, TAMC followed up by supporting increases for more tax revenue with County Sales Tax Measures N, A, and Z with various plans. All three of these failed at the polls.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
89	Public	Weaver	Michael		<p>Along with a new Monterey County General Plan that was in the works, Monterey County scrubbed plans for a freeway through former Fort Ord. However, they failed to inform Cal Trans, District 5, of this decision to just scrub it. They just eliminated it.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
90	Public	Weaver	Michael		<p>The County Board of Supervisors and City officials came up with an idea for a "TAMC Citizen's Advisory Committee" for the purpose of discussing traffic, roads, potential impacts. Applications were available. Mike Weaver was one of the persons applying for a seat on this new Committee. Mike was at the Monterey County Fair one day when Monterey County Supervisor for South County, Perkins, approached him and said, "Congratulations, we voted to make you a member. Good luck to you. Maybe you'll find it won't be easy."</p> <p>Mike was not quite sure how to take this congratulations, but was one of about a dozen Citizens from throughout Monterey County that was to set about discussing road and traffic issues. From the beginning, it was the new management of TAMC that was controlling the agenda issues. They made the agendas. TAMC staff also took the meeting Minutes and formulated them into briefs on their agenda items.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
91	Public	Weaver	Michael		<p>Mike recalls that one agenda item discussion was about the possibility of the County TAMC sponsoring buses on Highway 68 to cut down on amounts of traffic. Mike also recalls he and other Advisory members were skeptical about this because people living along Highway 68 would not be riding the bus to grocery stores in Salinas and Monterey and then trying to get home with their frozen foods. It would not work. However, there was Congressional Federal money in the pipeline being promised on this, so TAMC adopted it. The first of the "Monterey-Salinas Transit" buses began running between Salinas and Monterey. The name was later changed to "MST". Bottom line is: It did not work for the purpose proposed. People could get to work on the Peninsula but could not get back home again on Highway 68 until the next day. And buses were impractical for grocery shopping and such.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
92	Public	Weaver	Michael		<p>This MST program expanded almost, it seems, with the thinking "if only we can find a use for the buses". In a few years all new buses were purchased as the federal money kept rolling in. The older buses were parked on former Fort Ord on a weed infested lot and left to languish. It was KSBW TV News that broke the story on this. It was never real clear what happened to these older buses but word came down they think they were sold to some South American Country.</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
93	Public	Weaver	Michael		<p>Another idea that was referred to the TAMC C.A.C were phones next to Monterey County highways, every couple miles or so. Again I recall the majority of the CAC members were skeptical. The TAMC Board approved it and despite increasing amounts of cell phone use the program is still going though with some cutting back, maybe, finally, getting rid of it. Question: What was the cumulative cost, to date, of the phones next to Monterey County roads?</p>	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
94	Public	Weaver	Michael		An issue that the TAMC C.A.C. requested to be allowed to weigh in on was a new proposed freeway by Carmel to Highway 1. It was very controversial. The C.A.C. eventually did receive a briefing on the plans. Although not binding, as the C.A.C. was advisory, the greater majority of the members voted no.	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
95	Public	Weaver	Michael		Throughout my time on the C.A.C. and in meetings and letters I have emphasized and promoted the Scenic Highways and roads in Monterey County and their need for protection. Monterey County has done a good job with the lack of billboards. No new ones are allowed. State Highway 68 was designated a State Scenic Highway at the same time as Highway 1 through Big Sur with a visit by Lady Bird Johnson and California State Senator Fred Farr. It was former Monterey County Congressman Burt Talcott that got Laureles Grade Road designated as the first County road in the State of California to officially be designated Scenic. These roads continue to need protection. I do not find Scenic Roads and Highways mentioned in the subject 2036 Monterey County RTP. Did I miss it?	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
96	Public	Weaver	Michael		By the way, many sequential vehicle Roundabouts on Highway 68 would destroy the Scenic Highway. I support the timed signalization project.	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026
97	Public	Weaver	Michael		Following the failures of County Sales Tax Measures B, N, A, and Z, it was the Measure X tax measure that did pass, barely, with 67.7% of the vote YES. It required a 2/3rds majority to pass. I followed this Measure X pretty carefully and the promotion was primarily "Let's Fix Our Roads". In speaking with citizen's prior to election day the response to Measure X didn't seem to elicit much excitement but almost all that responded to a question of "What did you think of Measure X?" was, "We need something in Monterey County to fix our roads as they are in bad condition." I am convinced this is the reason it was passed. I am disappointed to find pretty much a mixed bag wish list of many projects throughout Monterey County that are recipients for spending Measure X funds on, but have little to do with fixing our roads.	This comment will be forwarded to TAMC as it is in regards to their Draft 2026 Regional Transportation Plan.	Email	1/31/2026

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Paul Hierling, Principal Planner

SUBJECT: Regional Early Action Planning Grants 2.0 Program Update

MEETING DATE: March 11, 2026

RECOMMENDATION:

Staff will provide an update on the Regional Early Action Planning Grants of 2021 (REAP 2.0) program.

BACKGROUND/DISCUSSION:

The Regional Early Action Planning Grants of 2021 (REAP 2.0) provides funds to regional governments to accelerate housing production. In the AMBAG region, these funds were largely suballocated to cities and counties to advance housing production and facilitate implementation of housing elements related to the 6th Cycle of the Regional Housing Needs Assessment (RHNA).

The major REAP 2.0 objectives are:

- Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability
- Affirmatively Furthering Fair Housing
- Reducing Vehicle Miles Traveled

The REAP 2.0 Program is administered by the California Department of Housing and Community Development (HCD), in collaboration with the Governor’s Office of Land Use and Climate Innovation (LCI), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB).

The REAP 2.0 Program was originally funded with \$600 million from the State General

Fund. AMBAG's share of this funding was originally \$10,133,742.41. In November 2022, the Board directed staff to suballocate the vast majority of this funding to our partner cities and counties. In October 2023, grantees began expending REAP 2.0 funds to accelerate affordable housing throughout the region. In June 2024, the California Fiscal Year 2024-2025 budget reduced REAP 2.0 awards statewide and AMBAG's award was reduced by approximately 5.9% to \$9,537,639.92. This reduction was small enough that it did not have a significant impact on funded projects throughout the region.

The Board approved REAP 2.0 program framework consists of three (3) core components:

1. Regional Competitive Grant Program (60% - \$5,646,000)

This program suballocated the majority of AMBAG's REAP 2.0 funds to a competitive region-wide program as required by HCD, granting awards to applicants that best achieved all REAP 2.0 goals and objectives.

- *Watsonville Transit Center - Infill Transit Oriented Development (\$1,882,000)*

The project will implement predevelopment activities to build 65 deed restricted affordable units in a 100% affordable development above the Watsonville transit center in downtown Watsonville. The project will also fund station retrofitting costs to improve transit connections to Santa Cruz. 27 units will be extremely low income, and 38 units will be for very low income individuals.

- *City of Monterey - Madison Street Affordable Housing Development (\$2,305,450)*

This project will fund predevelopment costs to replace boarded up buildings adjacent to City Hall with 42 deed restricted low and very-low income units. Amenities available for residents include bicycle parking for each rental unit, and a pedestrian promenade connecting the development to Monterey City Hall and downtown. The project is ¼ mile away from the City's primary downtown transit hub.

- *City of Salinas - 34-38 Soledad Street Affordable Housing Predevelopment (\$1,293,875)*

This project will implement funding predevelopment activities to replace underutilized commercial buildings with up to 40 units of 100% affordable housing with a unit mix of approximately 30% very-low income, 40% low income, and 30% moderate income. The site is within ½ mile of the City's primary downtown transit station.

- *City of Scotts Valley - Town Center Affordable Housing Predevelopment Costs (\$164,675)*

The City of Scotts Valley was awarded funding to update their Town Center plan and was awarded funding for predevelopment costs for the affordable housing component of the Town Center project. This project is expected to produce 188 low income affordable units and is approximately 500 feet away from the City’s primary transit center.

Table 1: RCGP Allocations

Recipient	Amount	Remaining/Unspent (as of 12/31/25)
Santa Cruz METRO	\$ 1,882,000	\$ 884,237.42
Monterey	\$ 2,305,450	\$ 567,486.83
Salinas	\$ 1,293,875	\$ 454,605.29
Scotts Valley	\$ 164,675	\$ 0.00
Total	\$ 5,646,800	\$ 1,906,329.54

2. Local Suballocation Grant Program (25% - \$2,470,125)

The Local Suballocation Grant Program (LSGP) set aside approximately \$80,000 to \$170,000 for each city and county within the AMBAG region for eligible projects which meet all REAP 2.0 goals and objectives (See Table 2). All funding has been allocated and the majority of projects are using these funds to implement 6th Cycle RHNA Housing Elements across the region.

3. AMBAG SCS Implementation, Technical Assistance, Grant Program Development and Administration (15% - \$1,421,514.92)

This program includes regional planning activities that support infill development and implement the Sustainable Communities Strategy through regional planning, transit-oriented development, and Opportunity Area planning and implementation. It also includes technical assistance to cities and counties applying for and administering funding, development of the REAP 2.0 Program, outreach and REAP 2.0 administration.

REAP 2.0 Deadlines and Potential Reallocation of Unspent Funding

Grantees began spending funds towards projects in October 2023. Grant agreements with REAP 2.0 subrecipients require all funding to be spent by March 31, 2026. Funding which is not spent by this date may be deobligated and reallocated to other affordable housing projects with immediate needs and a proven track record of on time spending.

Table 2: LSGP Allocations for Jurisdictions

Jurisdiction	Amount	Remaining/Unspent (as of 12/31/25)
Capitola	\$ 121,153.75	\$ 12,534.42
Carmel	\$ 79,985.00	\$ 37,495.65
Del Rey Oaks	\$ 79,985.00	\$ 0.00
Gonzales	\$ 121,153.75	\$ 74,517.51
Greenfield	\$ 79,985.00	\$ 2,960.00
Hollister	\$ 169,380.00	\$ 77,802.64
King City	\$ 79,985.00	\$ 52,031.47
Marina	\$ 79,985.00	\$ 8,128.81
Monterey	\$ 169,380.00	\$ 169,380.00
Pacific Grove	\$ 121,153.75	\$ 0.00
Salinas	\$ 169,380.00	\$ 0.00
San Juan Bautista	\$ 79,985.00	\$ 43,403.99
Sand City	\$ 79,985.00	\$ 5,557.13
Santa Cruz	\$ 169,380.00	\$ 0.00
Scotts Valley	\$ 121,153.75	\$ 0.00
Seaside	\$ 79,985.00	\$ 0.00
Soledad	\$ 79,985.00	\$ 28,350.00
Watsonville	\$ 169,380.00	\$ 37,745.43
County of Monterey	\$ 169,380.00	\$ 78,287.39
County of San Benito	\$ 79,985.00	\$ 0.00
County of Santa Cruz	\$ 169,380.00	\$ 0.00
Total	\$ 2,470,125.00	\$ 628,194.44

Of the \$9,537,639.92 allocated, approximately 72% of allocated REAP 2.0 funding has been spent. Approximately 28% is pending expenditure. Of the approximately \$2.6 million in unspent grant funding, \$1.9 million is held by RSGP grant recipients: Salinas, Monterey, and Santa Cruz METRO (See Table 1). AMBAG staff has worked closely with these three grantees throughout 2025 to establish spending plans for the \$1.9 million in remaining RSGP funding by March 31, 2026. Approximately \$630,000 in smaller LSGP REAP 2.0 awards are pending expenditure as shown in Table 2 above. AMBAG staff have provided frequent reminders to these LSGP grant subrecipients to spend remaining grant funding as soon as possible, but it is unclear whether or funding may remain unspent after the March deadline for these grants.

After the March 31, 2026 deadline, unspent funds may be deobligated and shifted to other affordable housing projects which can utilize funds immediately. Per AMBAG's

grant agreements with all subrecipients, if a subrecipient is not showing adequate spending progress or has funding remaining after the March 31, 2026 deadline, funds may be deobligated and allocated towards other eligible affordable housing projects throughout the region to ensure that these funds are not ceded back to the state.

At the time of writing, jurisdictions which have completed all LSGP grant spending include Del Rey Oaks, Pacific Grove, Salinas, Santa Cruz, Scotts Valley, Seaside, San Benito County, and Santa Cruz County. Greenfield, Sand City, and Marina have minimal remaining grant funding and are expected to spend all funding by March 31, 2026, without any issues.

Next Steps

AMBAG staff will also continue to monitor spending progress for subrecipients and coordinate to shift funds appropriately to ensure funds are spent down by the deadline and not ceded back to the state. Unspent funds remaining after March 31, 2026 may be reallocated to other affordable housing projects that can utilize the funds immediately. In addition, AMBAG may use some of the unspent funding to fund technical assistance and SCS implementation. The grant will be closed out as soon as all funds are expended in 2026.

ALTERNATIVES:

This is an informational item.

FINANCIAL IMPACT:

Funding is included in the approved FY 2025-26 Overall Work Program and Budget.

COORDINATION:

AMBAG will continue to coordinate with local jurisdictions, HCD, and the Planning Directors Forum.

ATTACHMENT:

None.

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: Amaury Berteaud, Director of Sustainability Programs

SUBJECT: Update on the Central California Rural Regional Energy Network

MEETING DATE: March 11, 2026

RECOMMENDATION:

AMBAG Sustainability Program staff will provide an update on the Central California Rural Regional Energy Network.

BACKGROUND/ DISCUSSION:

On September 26, 2024, the CPUC issued decision D.24.09.31, approving the creation of the Central California Rural Regional Energy Network (CCR REN). The CCR REN received approximately \$36 million to implement programs, primarily from 2025 through 2027. The CCR REN is a partnership between AMBAG, the County of San Luis Obispo, County of Ventura, High Sierra Energy Foundation, and San Joaquin Valley Clean Energy Organization, with a vision to support an equitable and affordable clean energy transition for underserved communities. The AMBAG Board of Directors approved an MOU formalizing the governance structure of the CCR REN on October 9, 2024 and authorized a funding agreement on February 12, 2025 for AMBAG to receive funds from the County of San Luis Obispo, the lead administrator for the CCR REN.

Throughout 2025, AMBAG staff worked with partners to launch and operate the programs of the CCR REN and are excited to provide an update on the progress achieved so far. For the Commercial program, 25 small businesses and non-profits were retrofitted at no cost with energy efficiency upgrades, including seven in the AMBAG region. The program disbursed over \$500,000 in incentives including \$140,000 in the AMBAG region. For the residential program, AMBAG is preparing to release a residential energy modelling tool, which will allow residents to look up their address and model the impact of making energy efficiency retrofits. Staff will soon launch an energy efficiency kit offering residents the ability to save energy by installing simple free energy efficiency measures such as LED lightbulbs and power strips. For the

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Codes and Standards program, staff organized two in person events as well as participated in six online classes. Staff is also conducting outreach the energy codes coach services, which provides jurisdictional staff and contractor technical assistance in answering codes questions. In the public sector, AMBAG is actively promoting existing programs that are already available to public agencies and working with jurisdictions to identify potential resiliency center sites and potential sources of funding to complete deep energy retrofits at those sites.

On the regulatory front, AMBAG staff and the CCR REN partners are working to prepare and submit a 2028-2035 business plan and 2028-2031 Portfolio application to the CPUC in order to continue and expand the scope of programming. The applications are due on March 16, 2026, and CCR REN is planning to request a budget of approximately \$160 million for 2028-2031. This funding will allow CCR REN to significantly scale the successful commercial program and to launch a new strategic energy management program to yield even larger energy savings for medium size businesses. The new business plan would also launch and Integrated Demand Side Management Program (IDSMS) which would allow staff to provide technical assistance for solar battery storage projects, and demand response initiatives, currently an unmet need especially for public agencies. The new business plan would close the public program and fold it into this new IDSMS program, as well as close and resolicit the Workforce education and training program, which had only been operating in the San Joaquin Valley, and the residential program. This restructuring is necessary to expand the scope of programs and bring more services to the AMBAG region, in order to prepare for potential state mandates and funding opportunities.

The two large drivers CCR REN is looking to respond to are efforts by the state to regulate the sale of natural gas appliances, in order to increase the adoption of electric appliances, and an nascent opportunity to redirect funding that would be used to replace aging natural gas infrastructure to instead electrify whole neighborhoods, and avoid these replacement costs entirely. In order for our communities to be able respond to these policy shifts, and potential funding opportunities, CCR REN sees a need for increased workforce education and training programming, as well as an ambitious residential program that focuses on deep retrofit opportunities. With this new portfolio application, CCR REN hopes to lead the way in helping communities prepare for the future, and to increase affordability through increased energy efficiency energy savings.

ALTERNATIVES:

None.

FINANCIAL IMPACT:

The implementation of CCR REN programs is fully funded under the CCR REN funding agreement with the County of San Luis Obispo. All funding is programmed in the FY 2025-26 Overall Work Program and Budget.

COORDINATION:

AMBAG is working with partners to launch the Central California Rural Regional Energy Network. Partners include San Luis Obispo and Ventura Counties, the High Sierra Energy Foundation, and the San Joaquin Valley Clean Energy Organization.

ATTACHMENTS:

None.

APPROVED BY:



Maura F. Twomey, Executive Director

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2026 AMBAG Calendar of Meetings

April 8, 2026	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
May 13, 2026	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
June 10, 2026	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
July 2026	No Meeting Scheduled
August 12, 2026	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
September 9, 2026	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
October 14, 2026	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
*November 18, 2026	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
December 2026	No Meeting Scheduled

*** The AMBAG November Board of Directors meeting has been moved to the third Wednesday of the month due to Veteran's Day Holiday.**

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AMBAG Acronym Guide	
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 st 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