

AMBAG

Board of Directors Agenda

Association of Monterey Bay Area Governments

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Meeting Via GoToWebinar

DATE: August 12, 2020

TIME: 6:00 PM

Please register for the AMBAG Board of Directors meeting at

<https://attendee.gotowebinar.com/register/2371126920526038799>

The AMBAG Board of Directors meeting will NOT be held at the Marina Library, Community Room, 190 Seaside Circle, Marina, CA 93933 as originally scheduled in light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the shelter in place directive. The meeting will be conducted via GoToWebinar. The AMBAG Board of Directors will participate in the meeting from individual remote locations. We apologize in advance for any technical difficulties.

Members of the public will need to attend the meeting remotely via GoToWebinar.

Persons who wish to address the AMBAG Board of Directors on an item to be considered at this meeting are asked to submit comments in writing at info@ambag.org by 5:00 PM, Tuesday, August 11, 2020. The subject line should read "Public Comment for the August 12, 2020 Board of Directors Meeting". The agency clerk will read up to 3 minutes of any public comment submitted.

To participate via GoToWebinar, please register for the August 12, 2020 AMBAG Board of Directors meeting using the following link: <https://attendee.gotowebinar.com/register/2371126920526038799>

You will be provided dial-in information and instructions to join the meeting.

If you have any questions, please contact Ana Flores, Senior Executive Assistant at aflores@ambag.org or at 831-883-3750.

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1. CALL TO ORDER
 2. ROLL CALL
 3. ORAL COMMUNICATIONS FROM THE PUBLIC ON ITEMS NOT ON THE AGENDA
(A maximum of three minutes on any subject not on the agenda)
 4. ORAL COMMUNICATIONS FROM THE BOARD ON ITEMS NOT ON THE AGENDA

5. PRESENTATIONS

- A. **Draft Monterey Bay National Marine Sanctuary (MBNMS) Management Plan**
Recommended Action: INFORMATION
• Dawn Hayes, Deputy Superintendent

Receive a presentation from Dawn Hayes, MBNMS Deputy Superintendent on the Draft MBNMS Management Plan.

- B. **Monterey Bay National Marine Sanctuary (MBNMS) Draft Management Plan Comment Letter**
Recommended Action: APPROVE
• Maura Twomey, Executive Director

Approve a comment letter for submittal to MBNMS regarding the 2020 MBNMS Draft Management Plan. (Page 5)

6. COMMITTEE REPORTS

- A. **Executive/Finance Committee**
Recommended Action: INFORMATION
• President McShane

Receive oral report.

- B. **Monterey Bay National Marine Sanctuary (MBNMS) Advisory Council (SAC) Meeting**
Recommended Action: DIRECT
• President McShane

The next SAC meeting is scheduled on August 21, 2020.

7. EXECUTIVE DIRECTOR'S REPORT

- Recommended Action: INFORMATION**
• Maura Twomey, Executive Director

8. CONSENT AGENDA

- Recommended Action: APPROVE**

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

- A. **Draft Minutes of the June 10, 2020 AMBAG Board of Directors Meeting**
• Ana Flores, Senior Executive Assistant

Approve the draft minutes of the June 10, 2020 AMBAG Board of Directors meeting. (Page 11)

B. AMBAG Regional Clearinghouse Monthly Newsletter

- Will Condon, Planner

Accept the clearinghouse monthly newsletter. (Page 19)

C. AMBAG Sustainability Program Update

- Amaury Berteaud, Special Projects Manager

Accept the AMBAG Sustainability Program update. (Page 27)

D. Formal Amendment No. 15 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2018-19 to FFY 2021-22

- Sasha Tepedelenova, Associate Planner

Approve Formal Amendment No. 15 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2018-19 to FFY 2021-22 by adopting Resolution No. 5. (Page 31)

E. Delegation of Authority to Disburse Regional Early Action Planning Grants

- Paul Hierling, Senior Planner

Approve Resolution 2020-6 and authorize the Executive Director to enter into agreements with cities, counties, and Council of Governments in the Central Coast, and Central Coast in order to disburse Regional Early Action Planning (REAP) grant funding. (Page 41)

F. Financial Update Report

- Errol Osteraa, Director of Finance & Administration

Accept the financial update report which provides an update on AMBAG's current financial position and accompanying financial statements. (Page 47)

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

10. PLANNING

A. Draft 2022 Regional Growth Forecast Update

Recommended Action: INFORMATION

- Heather Adamson, Director of Planning

In March 2020, the Board of Directors accepted the draft 2020 Regional Growth Forecast for planning purposes and directed us to begin work on developing the subregional growth forecast. Staff will provide an update on the revised draft 2022 Regional Growth Forecast including subregional allocations. The Board of Directors is asked to discuss the revised draft regional and subregional growth forecast numbers. (Page 53)

B. Central Coast Highway 1 Climate Resiliency Study

Recommended Action: ACCEPT

- Heather Adamson, Director of Planning

Accept the Final Central Coast Highway 1 Climate Resiliency Study Report and direct staff to close out the grant. (Page 69)

11. ADJOURNMENT

REFERENCE ITEMS:

- A. 2020 Schedule of Meetings (Page 81)
- B. Acronym Guide (Page 83)

NEXT MEETING:

The 2020 AMBAG Board of Directors meeting locations are subject to change and may be held remotely in light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the shelter in place directives.

Date: September 9, 2020

Location: TBD

Executive/Finance Committee Meeting: 5:00 PM

Board of Directors Meeting: 6:00 PM

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



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Paul Hierling, Senior Planner

SUBJECT: Monterey Bay National Marine Sanctuary (MBNMS) Draft Management Plan Comment Letter

MEETING DATE: August 12, 2020

RECOMMENDATION:

Approve a comment letter for submittal to MBNMS regarding the 2020 MBNMS Draft Management Plan.

BACKGROUND/DISCUSSION:

Following a meeting of the AMBAG Board's Sanctuary Subcommittee on August 3, 2020, the Subcommittee directed staff to draft a comment letter regarding the Monterey Bay National Marine Sanctuary (MBNMS) Draft Management Plan. The comments proposed by the Subcommittee focus on issues of importance to the region including consistency with the intent of the National Marine Sanctuaries Act, citizen science, desalination, permit process for beach nourishment, representation of the Sanctuary Advisory Council, personal water craft, and stakeholder collaboration. These concerns were incorporated into the attached draft AMBAG comment letter to be submitted as part of the public and stakeholder comment period ending September 4, 2020.

The MBNMS operates under a Management Plan which provides goals and guidelines in how the sanctuary manages and protects its resources. The current MBNMS Management Plan was adopted in 2008. The National Oceanic and Atmospheric Administration (NOAA) Office of National Marine Sanctuaries and the MBNMS began the process of updating the MBNMS Management Plan in September 2015. In October 2015, the AMBAG Board submitted a number of comments during the MBNMS Management Plan scoping process. During the development of the MBNMS Management Plan, AMBAG worked with MBNMS on making recommended changes to the Management Plan.

MBNMS made progress on implementing some of the AMBAG Board's recommended changes regarding issues such as personal watercraft, artificial reefs, beach nourishment, and stakeholder collaboration. However, other issues remain outstanding. These issues include inadequate representation of AMBAG jurisdictions on the Sanctuary Advisory Council (SAC), limitations to permissible beach nourishment activities, and a need for more clarity in certain sections of the Management Plan.

The attached comment letter expresses AMBAG's appreciation to NOAA for making recommended changes, reiterates concerns on outstanding issues, and provides additional comments to improve the clarity and utility of the MBNMS Management Plan.

ALTERNATIVES:

None.

FINANCIAL IMPACT:

Funds for this work are budgeted in the FY20/21 Overall Work Program and Budget.

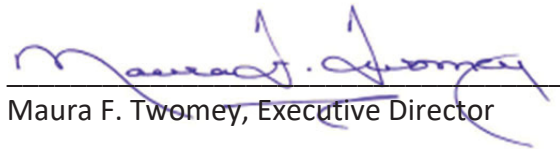
COORDINATION:

The development of the comment letter was coordinated with the AMBAG Sanctuary Subcommittee members.

ATTACHMENT:

1. Comment Letter on the Monterey Bay National Marine Sanctuary Draft Management Plan, June 2020 Revision.

APPROVED BY:



Maura F. Twomey, Executive Director



Attachment 1

August 3, 2020

Paul Michel
Superintendent
Monterey Bay National Marine Sanctuary
299 Foam Street
Monterey, CA 93940

RE: Comment Letter on the Monterey Bay National Marine Sanctuary Draft Management Plan, June 2020 Revision

Dear Mr. Michel,

The Association of Monterey Bay Area Governments (AMBAG) appreciates the opportunity to review and provide comment on the scoping process of the Monterey Bay National Marine Sanctuary Draft Management Plan as part of the public and stakeholder comment period ending September 4, 2020.

At its meeting on August 12, 2020, the AMBAG Board of Directors voted to forward the following comments to the Monterey Bay National Marine Sanctuary (MBNMS). After reviewing the June 2020 revision of the MBNMS Draft Management Plan, several comments were proposed by AMBAG Board Members about issues of importance to local cities and counties. Many of these comments mirror those submitted to NOAA in our October 2015 letter submitted during the scoping phase. These issues are discussed below:

Intent of the National Marine Sanctuaries Act

The AMBAG Board continues to support the goals and Congressional intent of the National Marine Sanctuaries Act which requires balancing the protection of sanctuary resources when necessary, with providing multiple use opportunities to use and enjoy these resources within the MBNMS. AMBAG supports this effort with scientific justification and suggests the MBNMS Management Plan reflect this Congressional intent.

Citizen Science

The AMBAG Board supports the public engagement efforts of the MBNMS, programs offering stewardship projects and citizen science for data collection processes on resource management issues. AMBAG is in support of programs for ocean stewardship projects, such as the water quality projection program, marine debris removal, dredged material disposal and collaboratively working with the fishing community.

Desalination

AMBAG supports the MBNMS Plan's balanced approach to ocean environmental concerns with the needs of residents who live and work in our region. The regional desalination project will

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require such a balanced approach given its importance to our economy and the well-being of our citizens. AMBAG supports NOAA's continuing role as a procedural permitting agency on this issue.

Permit Process for Beach Nourishment

AMBAG appreciates the Draft Management Plan regulation change that will distinguish between dredged material disposal and beneficial uses of dredge material for habitat restoration purposes only. AMBAG supports this change, but recommends that the language of the definition for "beneficial use of dredge material" be broadened to make it less prescriptive than only for habitat restoration. The Sanctuary would maintain full control over its approval of individual projects under a broader definition, so there should be no concern from the Sanctuary. Such a definitional change will give the Sanctuary maximum flexibility in dealing with climate change, the needs of communities, and other uncertainties.

AMBAG requests that the MBNMS Draft Management Plan consider using the following definition to avoid unnecessary limitations on the beneficial use of dredged materials:

Beneficial use of dredged material means the use of dredged material removed from any of the four public harbors immediately adjacent to the shoreward boundary of the sanctuary (Pillar Point, Santa Cruz, Moss Landing, and Monterey), or other locations specifically approved by the Superintendent on a case-by-case basis, that has been determined to be clean (as defined by this section) and suitable (as consistent with regulatory agency reviews and approvals applicable to the proposed beneficial use) as a resource for habitat restoration or other specifically approved Sanctuary management purposes only. Beneficial use of dredged material is not disposal of dredged material.

Additionally, under the Issue Based Action Plans, Coastal Erosion and Sediment Management Plan, Potential Partners, jurisdictions adjacent to MBNMS coastal areas should be included as potential partners for implementation decisions. This should include the cities of Santa Cruz, Capitola, Marina, Seaside, Monterey, Pacific Grove, Monterey County and Santa Cruz County.

Representation of Sanctuary Advisory Council

AMBAG continues to request that the MBNMS Sanctuary Advisory Council (SAC) include greater representation from elected officials within the region. Currently the SAC includes only one elected member from the AMBAG region, which is not adequate for representing an area with over 780,000 residents. Instead, AMBAG recommends that the SAC be changed to include one elected representative from each county in the AMBAG region.

Personal Water Craft and Public Safety

AMBAG strongly supports NOAA's progress in updating the Personal Water Craft Zones to continue to accommodate personal watercraft and recognizing their critical safety role.

Stakeholder Collaboration

AMBAG applauds NOAA for improving stakeholder collaboration on regulatory policy, and

appreciates NOAA limiting their role to coordinating input and acting in an advisory role. NOAA's recent efforts have resulted in a more inclusionary regulatory process and a regulatory framework more accommodating to regional stakeholders.

Artificial Reefs

AMBAG appreciates the NOAA acknowledging the potential benefits of artificial reefs in the MBNMS Draft Management Plan. AMBAG suggests that this language be strengthened to acknowledge the potential of artificial reefs in preventing coastal erosion and providing habitat. Recent losses of kelp forests in the MBNMS have resulted in increased wave energy and coastal erosion and has reduced critical habitat. Artificial reefs have the potential to mediate these challenges.

Thank you for your consideration of our comments. Please do not hesitate to contact Maura Twomey, AMBAG's Executive Director at (831) 264-5100, if you would like to discuss the matter further.

Sincerely,

Steve McShane
AMBAG Board President

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

June 10, 2020

1. CALL TO ORDER

The Board of Directors of the Association of Monterey Bay Area Governments, President, Steve McShane presiding, convened at 6:02 p.m. Wednesday, June 10, 2020 via GoToWebinar.

2. ROLL CALL

<u>AMBAG Board of Directors</u>			
PRESENT:			
Agency	Representative	Agency	Representative
Capitola	Kristen Petersen	County of Monterey	Mary Adams
Carmel-by-the-Sea	Bobby Richards	County of Monterey	John Phillips
Del Rey Oaks	Louise Goetzelt	County of Santa Cruz	Greg Caput
Gonzales	Scott Funk	County of Santa Cruz	Bruce McPherson
Greenfield	Lance Walker	County of San Benito	Jim Gillio
Hollister	Carol Lenior	County of San Benito	Mark Medina
King City	Carlos Victoria		
Monterey	Ed Smith		
Pacific Grove	Jenny McAdams	<u>Ex-Officio Members:</u>	
Salinas	Steve McShane	Caltrans, District 5	Aileen Loe
San Juan Bautista	John Freeman	MBARD	Richard Stedman
Seaside	Jon Wizard	MBCP	JR Killigrew
Soledad	Marisela Lara	MST	Lisa Rheinheimer
Watsonville	Felipe Hernandez	SBtCOG	Mary Gilbert
		TAMC	Debbie Hale
ABSENT:			
Marina	Lisa Berkley	<u>Ex-Officio Members:</u>	
Sand City	Mary Ann Carbone	MPAD	Michael La Pier
Scotts Valley	Derek Timm	SCCRTC	Guy Preston
		SC METRO	Alex Clifford

Others Present: Heather Adamson, Director of Planning; Amaury Berteaud, Special Projects Manager; Bhupendra Patel, Director of Modeling; Bobbie Grant, Office Assistant; Will Condon, Planner; Gina Schmidt, GIS Coordinator; Maura Twomey, Executive Director; and Ana Flores, Senior Executive Assistant.

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

Ana Flores, Senior Executive Assistant stated that no written comments submitted.

JR Killigrew, MBCP reported that they launched a multi-unit Dwelling Electricification Grant Program and were oversubscribed within the first five hours. MBCP is looking forward to help electrify 300-400 affordable housing units in the Monterey region. MBCP is partnering with MBARD to launch a School Bus Electrification Program on June 17, 2020. The program provides a no cost all electric school buses to schools in the region. This program will support six school buses as well as provide infrastructure dollars.

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

None.

5. COMMITTEE REPORTS

A. Executive/Finance Committee

President McShane reported that the Executive/Finance Committee approved the consent agenda that included 1) the minutes of the May 13, 2020 meeting; 2) list of warrants as of April 30, 2020; and 3) accounts receivable as of April 30, 2020. The Executive/Finance Committee also received 1) the financial update report from Maura Twomey, Executive Director; and 2) a report on the Central Coast Highway 1 Climate Resiliency Study from Heather Adamson, Director of Planning.

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

President McShane reported that the SAC meeting is scheduled on June 19, 2020. The focus of the meeting will be on the draft MBNMS Management Plan.

6. EXECUTIVE DIRECTOR'S REPORT

Maura Twomey, Executive Director reported that AMBAG launched its new website. The newly redesigned website is fully ADA compliant and meets all State and Federal Section 508 accessibility compliance guidelines. The website is mobile optimized and is compatible with all devices and low vision reader software. The website redesign was finished on time and on budget. Ms. Twomey also reported that AMBAG staff is continuing to telework through the month of June. We are currently working on developing reopening procedures in consultation with MBARD.

7. CONSENT AGENDA

A. Draft Minutes of the May 13, 2020 AMBAG Board of Directors Meeting

The draft minutes of the May 13, 2020 AMBAG Board of Directors meeting were approved.

B. AMBAG Regional Clearinghouse Monthly Newsletter

The AMBAG Regional Clearinghouse Monthly Newsletter was accepted.

C. AMBAG Energy Watch Update Report

The AMBAG Energy Watch Update report was accepted.

D. Memorandum of Understanding (MOU) between AMBAG and Monterey Bay Community Power (MBCP) for the Development of Annual Community-Wide GHG Inventories for MBCP Member Agencies

The Memorandum of Understanding (MOU) between AMBAG and Monterey Bay Community Power (MBCP) for the Development of Annual Community-Wide GHG Inventories for MBCP Member Agencies was approved.

E. Memorandum of Understanding (MOU) between AMBAG, San Luis Obispo Air Control Pollution District, and San Luis Obispo Council of Governments for the Development of 2018 Community-Wide GHG Inventories for six San Luis Obispo Jurisdictions

The Memorandum of Understanding (MOU) between AMBAG, San Luis Obispo Air Control Pollution District, and San Luis Obispo Council of Governments for the Development of 2018 Community-Wide GHG Inventories for six San Luis Obispo Jurisdictions was approved.

F. Draft Amendment No. 4 to the FY 2019-20 Monterey Bay Region Overall Work Program (OWP) and Budget

The Draft Amendment No. 4 to the FY 2019-20 Monterey Bay Region Overall Work Program (OWP) and Budget.

G. Financial Update Report

The financial update report was accepted.

Motion made by Director Goetzelt, seconded by Director Petersen to approve the consent agenda. The motion passed unanimously.

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

None.

9. PLANNING

A. Draft Approach for the Allocation of Regional Early Action Planning Funding

Heather Adamson, Director of Planning reported that AMBAG staff presented a draft REAP fund suballocation approach in cooperation with our regional COG partners to the Central Coast Housing Working Group (CCHWG) at their January 31, 2020 meeting. The CCHWG directed staff to proceed developing the funding approach and the regional REAP approach was approved at their April 24, 2020 meeting. The approach for allocating regional housing funding is 1) three percent of the funds which is \$237,939, will be allocated to the fiscal agent to administer the grant for the Central coast from 2020-2024. It will be used for housing planning best practices toolkit, outreach and education,

coordination and compliance with HCD, financial oversight and auditing, invoicing and reporting, and contract management; 2) \$7693,372 will be allocated to the four COG's. The amounts allocated are based on the proportion of each COG's population within the Central Coast megaregion to maintain geographic equity. COG's may use some funds to develop an improved methodology for 6th Cycle RHNA. AMBAG is allocated \$3,651,516; SBtCOG is allocated \$315,812; SLOCOG is allocated \$1,421,465; and SBCAG is allocated \$2,304,579. 3) COG's allocate remaining funding to jurisdictions or other subregional entities for housing planning; and 4) COG's may suballocate funding to their jurisdictions using geographic equity or other processes at their discretion. Ms. Adamson added that AMBAG's proposed approach is to allocate \$3,300,000 to the local jurisdictions within Monterey and Santa Cruz counties according to jurisdiction size, consistent with thresholds in HCD's LEAP Program. The remaining funds of \$351,516 would be used to prepare the 6th Cycle RHNA methodology and allocation updates and other regional planning activities. This approach was discussed with Planning Directors and there is general support for this approach. SBtCOG is currently discussing its approach with its three jurisdictions. For Monterey and Santa Cruz counties the maximum grant amounts are to be set as follows, according to 2019 population estimates: 1) Less than 20,000 will receive a maximum award amount of \$65,000; 2) 20,000 to 59,999 will receive a maximum award amount of \$165,000; 3) 60,000 to 99,999 will receive a maximum award amount of \$300,000; and 4) 100,000 to 199,999 will receive a maximum award amount of \$530,000. Examples of eligible uses of REAP funds are 1) infrastructure planning to support new housing and new residents; 2) technical assistance in improving housing permitting processes, tracking systems and planning tools; 3) feasibility studies to identify the best housing sites; 4) establishing housing trust funds for affordable housing; 5) temporary staffing or consultants for housing planning activities; 6) 6th Cycle Housing elements; and 7) other actions which accelerate housing production.

The next steps are 1) each of the four COGs will finalize their funding approach; 2) AMBAG will continue to work on executing agreements for REAP funding; 3) draft REAP application for suballocation to the Central Coast local jurisdictions is under development; and 4) funding is expected to be available in early summer 2020. Lengthy discussion followed.

Director Cummings asked that since funding will be available in July, have requests for applications been sent to the jurisdictions?

Heather Adamson, Director of Planning reported that the as soon as the contract with HCD is executed and the AMBAG Board approves the REAP approach, a Request for Funding application will be sent to all jurisdictions in July. The agreement will be between AMBAG, as the fiscal agent, and the local jurisdiction. Once AMBAG receives the application, the jurisdiction can start work.

Director Lara asked that in terms of population for the City of Soledad, would the prison population be included?

Heather Adamson, Director of Planning stated that under this formula, the prison population will be included and the City of Soledad would qualify for the Jurisdiction size of 20,000 – 59,999 with a max award amount of \$165,000.

Director Wizard stated that he fully supports the City of Soledad getting the larger allocation because the prison is housed in their community and they should be counted. Director Wizard asked how many cities are in each of the “Jurisdiction Size” category.

Heather Adamson, Director of Planning reported that under the Jurisdiction Size category 1) 9 jurisdictions are categorized under the “Less than 20,000”; 2) 5 jurisdictions are categorized under the “20,000 – 59,999”; 3) 1 jurisdiction is categorized under the “60,000 – 99,999”; and 4) 3 jurisdictions are categorized under the “100,000 – 199,999”.

Director Wizard stated that under this approach, nine jurisdictions with a population less than 20,000 would be allocated approximately \$600,000 and three jurisdictions would be getting \$530,000 each. How was it decided that this would be the best way to distribute the funding amounts?

Heather Adamson, Director of Planning reported that after receiving feedback from the Planning Directors in January and March 2020, the approach would be combining each of the smaller jurisdictions under the Local Early Action Program (LEAP). If the jurisdiction’s population was less than 20,000 then they would receive \$65,000 directly from HCD. The REAP would then supplement an additional \$65,000. The smaller jurisdictions would then receive approximately \$130,000 to fund their new 6th cycle housing element. As a regional approach, we thought it was important to provide enough funds between the LEAP and the REAP for each of the smaller jurisdictions to complete their housing element. Ms. Adamson that for some of the larger jurisdictions their housing element may cost more than \$130,000 so additional funds would help toward that. Larger jurisdictions also have a number of other planning activities that the additional funds can go towards.

Maura Twomey, Executive Director stated that they looked at a variety of options and also talked with the Planning Directors. The approach was that all jurisdictions get a reasonable amount of funds to help complete their housing element. There are some very large jurisdictions in our region that have additional needs and their housing elements will cost substantially more. The larger jurisdictions are not the majority in number; however, they represent more than half of the population in Monterey County and Santa Cruz County.

Director Wizard stated that Ms. Adamson discussed covering the costs of the housing element of the smaller jurisdiction but when discussing the larger jurisdictions, it was more about extra planning costs. Are these funds meant to do more than to help the jurisdictions complete their housing elements?

Maura Twomey, Executive Director reported that the funds can be used for more than just the housing element. We wanted to ensure that all of our jurisdictions at least got enough to do their housing element because that is the key statutory requirement. The cost of completing a housing element is a lot greater for the larger jurisdictions. We were trying to balance the use of population only vs. some sort of stratification that provided a substantial minimum to the smallest jurisdictions in our region.

Director Goetzelt stated that she agrees with Director Wizard’s statement. The funds can be better distributed.

Director Lara stated that she also agrees with Director Wizard's statement. Director Lara suggested changing the "Jurisdiction Size" from Less an 20,000 to 20,000 – 59,999 with a max award amount of \$165,000.

Heather Adamson, Director of Planning stated that if the direction of the Board is not to approve the approach, staff can come back with options and modifications to the maximum grant amounts. This would mean that the jurisdictions of Watsonville, Unincorporated Monterey County, Unincorporated Santa Cruz County, and the City of Salinas maximum grant amounts would decrease substantially. Also the cities of Marina, Monterey, Seaside, and Soledad would be affected. Staff would bring this item back for approval in August 2020, however, would not be able to issue a request for funds to the local jurisdictions until the Fall 2020. Brief discussion followed.

Motion made by Director Smith, seconded by Director Medina to approve the approach for the allocation of the AMBAG Regional Housing Planning Funding. Motion passed unanimously.

B. Central Coast Highway 1 Climate Resiliency Study

Heather Adamson, Director of Planning, gave an overview of the Central Coast Highway 1 Climate Resiliency Study. The Study was funding by Caltrans SB 1 Adaptation Planning Grant and State Rail funds with local match. The study will develop a transportation corridor concept and sea level rise adaptation approaches that 1) improve transportation safety and efficiency; 2) promote healthy coastal habitats; and 3) provide economic security and benefits to the community. The Steering Committee is made up of 1) AMBAG; 2) Caltrans; 3) The Nature Conservancy; 4) Environmental Science Associates; 5) TAMC; 6) Center for the Blue Economy; 7) County of Monterey; 8) Ocean Protection Council; 9) California Coastal Commission; 10) Elkhorn Slough Foundation; 11) Elkhorn Slough National Estuarine Research Reserve; 12) U.S. Fish & Wildlife; 13) Central Coast Wetlands Group; 14) Coastal Conservancy; and 15) Moss Landing Harbor District. Public workshops were held in August 2019 and February 2020. The Steering Committee identified existing conditions, developed adaptation concepts and scenarios, and evaluated the adaptation scenarios and benefit-cost analysis. The No Action Scenario shows 1) flood projections show inundation of the Moss Landing Harbor, Highway 1, rail corridor and adjacent areas; 2) without action, we will lose ~50% of marsh and mudflat; and 3) without action, transportation infrastructure will be severely impacted. The proposed railway improvements and adaptation actions are 1) elevating the rail corridor on trestle; 2) the railway would be single track through the Slough; 3) the marsh restoration to support marsh habitat as sea level rises; and 4) existing railway embankment maintained to encourage sediment retention. The key transportation findings are 1) with a 4-lane Highway 1 there will be less vehicle and freight delay, congestion relief, improved safety, and has the most multimodal trips. This will negatively impact natural resources and farmland; 2) with 2-lane Highway 1, there will be high congestion and the least multimodal trips; and 3) with a G12 corridor it won't serve disadvantaged communities. It will also negatively impact natural resources and farmland. The habitat key findings are 1) no action or delays will result in habitat loss (~85% of estuarine marsh); 2) the benefit of restoration is greater if it occurs before habitat conversion (~2030s); 3) the marsh restoration east of railway and ecotone creation at Highway 1 slow the rate of habitat loss; and 4) transportation adaptation is one of the several strategies needed to maintain habitat in the face of sea level rise. Without restoration, estuarine marsh converts to mudflat habitat, becoming permanently submerged by 2100. With marsh restoration the restored areas persist until the end of the century,

producing and additional 290 acres of estuarine marsh habitat at 2100. The cost benefit analysis key findings are 1) the no action scenario costs far exceed benefits; 2) the only 4-lane Highway 1 marsh restoration has benefits that exceed costs; 3) traffic delay and safety costs of 2-lane Highway 1 or G12 widening result in a negative net present value; 4) the benefits of reducing delays in 4-lane option offset the costs of marsh restoration; and 5) beginning implementation by early 2040s will avoid negative impacts from sea level rise. Ms. Adamson reported that the draft study report was released for public comment and the comment period ends on June 11, 2020. The report will be brought back to the August AMBAG Board of Directors meeting. Brief discussion followed.

10. ADJOURNMENT

The Board of Directors meeting adjourned at 7:27 p.m.

Steve McShane, President

Maura F. Twomey, Executive Director

DRAFT
AMBAG BOARD OF DIRECTORS MEETING ATTENDANCE & VOTING RECORD
BOARD MEETING DATE: June 10, 2020

Attendance (Y= Present; AB= Absent) Voting (Y= Yes; N=No; A=Abstain)				
MEMBER	AMBAG REP	Attendance	Item# 7	Item# 9.A
Capitola	Kristen Petersen	Y	Y	Y
Carmel-by-the-Sea	Bobby Richards	Y	Y	Y
Del Rey Oaks	Louise Goetzelt	Y	Y	Y
Gonzales	Scott Funk	Y	Y	Y
Greenfield	Lance Walker	Y	Y	Y
Hollister	Carol Lenoir	Y	Y	Y
King City	Carlos Victoria	Y	Y	Y
Marina	Lisa Berkley	AB	N/A	N/A
Monterey	Ed Smith	Y	Y	Y
Pacific Grove	Jenny McAdams	Y	Y	Y
Salinas	Steve McShane	Y	Y	Y
San Juan Bautista	John Freeman	Y	Y	Y
Sand City	Mary Ann Carbone	AB	N/A	N/A
Santa Cruz	Justin Cummings	Y	Y	Y
Scotts Valley	Derek Timm	AB	N/A	N/A
Seaside	Jon Wizard	Y	Y	Y
Soledad	Marisela Lara	Y	Y	Y
Watsonville	Felipe Hernandez	Y	Y	Y
County-Monterey	Mary Adams	Y	Y	Y
County-Monterey	John Phillips	Y	N/A	N/A
County-Santa Cruz	Bruce McPherson	Y	Y	Y
County-Santa Cruz	Greg Caput	Y	Y	Y
County-San Benito	Jim Gillio	Y	Y	Y
County-San Benito	Mark Medina	Y	Y	Y

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



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Will Condon, Planner

SUBJECT: AMBAG Regional Clearinghouse Monthly Newsletter

MEETING DATE: August 12, 2020

RECOMMENDATION:

It is recommended that the Board of Directors accept the June-July 2020 Clearinghouse monthly newsletter.

BACKGROUND/DISCUSSION:

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

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

FINANCIAL IMPACT:

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

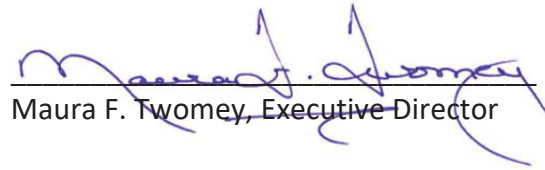
COORDINATION:

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

ATTACHMENT:

1. Monthly Newsletter - Clearinghouse items June 1 – July 31, 2020.

APPROVED BY:



Maura F. Twomey, Executive Director

Attachment 1

AMBAG REGIONAL CLEARINGHOUSE

The AMBAG Board of Directors will review these items on 8/12/2020

Association of Monterey Bay Area Governments P.O. Box 2453, Seaside, CA 93955 / 831.883.3750

ENVIRONMENTAL DOCUMENTS

20200603 – Aviza Site General Plan Amendment and Zone Change
City of Scotts Valley Taylor Bateman 831-440-5630
Notice of Intent (NOI) Environmental Impact Report (EIR)
The proposed project is a General Plan Amendment and Zone Change for the site at 440 Kings Village Road, formerly occupied by Aviza Technologies and before that, the Watkins Johnson Company. The proposal is to change the use of the site from industrial to residential use. There are no specific development plans associated with the proposed project.
Project is located in Santa Cruz County Parcel: 02222101
https://us02web.zoom.us/j/85000838612
Public review period ends: Wednesday, June 17, 2020
20200702 – Potential Acquisition of Monterey Water System and District Boundary Adjustment Project
Monterey Peninsula Water Management District David Stoldt 831-658-5600
Notice of Availability Environmental Impact Report (EIR)
As instructed by the voters pursuant to Measure J, the District is proposing to acquire the Monterey Water System, referred to as the MWS, that serves the Monterey Peninsula and outlying areas within unincorporated Monterey County and within the District’s jurisdiction; the acquisition and subsequent operation of this water supply system by the District represents the proposed project. The existing system is currently owned and operated by California American Water Company (CalAm), a subsidiary of the publicly-traded company, American Water Works Company, Inc. The District’s proposed acquisition of the MWS would include all associated assets (i.e., real, intangible, and personal property) including, but not limited to: water systems and production wells; utility plants; water rights; water supply contracts; and records, books, and accounts.
Project is located in Monterey County
Public review period ends: Monday, August 3, 2020

20200701 – Airfield Safety Enhancement Project
Monterey County Regional Airport Chris Morello 831-648-7000
Finding of No Significant Impact (FON) Environmental Assessment (EA)
The FONSI documents FAA approval to an update to the Monterey Regional Airport, Airport Layout Plan, to construct a multi-phased Airfield Safety Enhancement Project at the Monterey Regional Airport. The Airfield Safety Enhancement Project includes relocating an approximately 1,850-linear-foot portion of Taxiway "A" to the south by 52.5 feet. The demolition and relocation of several buildings, including the existing passenger terminal, aircraft rescue and firefighting building, and several general aviation hangars, is necessary to relocate Taxiway "A." The project is proposed to be constructed in four phases over an approximately nine year time period.
Project is located in Monterey County Parcel: 01322102000
Public hearing information: N/A
Public review period ends: N/A

20200802 – City of Scotts Valley General Plan Update
City of Scotts Valley, Community Development Department Taylor Bateman 831-440-5630
Notice of Preparation (NOP) Environmental Impact Report (EIR)
The City of Scotts Valley is in the process of preparing an update to its existing General Plan. The update will guide the City's development and conservation for the next 20 + years. The General Plan Update addresses the current needs and preferences of the community and identifies and prioritizes opportunities to preserve the character of the community, conserve natural resources, and direct land use policies that enable sustainable growth in and around Scotts Valley. The General Plan is the long-range plan or roadmap for the City as a whole. Updates to the General Plan include changes to various policies directing land use amendments, addressing land use compatibility and development intensities, establishing impact thresholds for future development projects, and implementing various programs that will help meet its goals.
Project is located in Santa Cruz County
Public hearing information: N/A
Public review period ends: Monday, August 17, 2020

20200703 – 45 Cannabis Project Sites
County of Monterey Craig Spencer 831-755-5025
Notice of Intent (NOI) Mitigated Negative Declaration (MND)
The 45 proposed project sites contain existing greenhouses that were previously used for various agricultural production, including herbs, crops, and cut flowers. The project sites would require commercial cannabis permits to convert and reuse the existing greenhouses and industrial structures for cannabis cultivation, manufacturing, post-harvest production, and distribution. A large portion of the proposed project sites (31) are currently utilizing the existing greenhouses and other structures on the sites for cannabis production. In addition to the 31 sites with existing operational greenhouses, 14 sites would convert existing greenhouses to cannabis production uses. The project would not require demolition of existing facilities or construction of new facilities, as the cannabis operations would use existing greenhouses or buildings. Should any sites require demolition or rebuilding in the future, additional CEQA review may be required when such activities are proposed.
Project is located in Monterey County
Public Hearing Information: TBD
Public review period ends: Friday, July 17, 2020

20200704 – Rancho Cañada Village Subdivision Project
Monterey County Resource Management Agency Carl P. Holm 831-755-5103
Notice of Availability Draft Environmental Impact Report (EIR)
The Proposed Project would develop an approximately 76-acre area within the former West Course at Rancho Cañada Golf Club. The project site would be comprised of a mix of residential and recreational uses, including an approximately 25-acre, 130-unit residential neighborhood; approximately 40 acres of permanent open space; and approximately 11 acres of common areas within the 76-plus acres. The Project is proposed as a planned unit development (PUD) providing a compact, pedestrian-friendly development with a variety of housing types and recreational uses within the residential community. The elements of the design include a mix of smart growth and traditional neighborhood elements that involve the incorporation of established shopping facilities, schools, open space, and churches. The Project would also include an extension of Rio Road through a network of local neighborhood streets to allow safe ingress and egress for residents and the public through Rio Road west. Entitlements include amending the Carmel Valley Master Plan (part of the 2010 General Plan), rezoning from Public/Quasi-Public to Medium Density Residential, Vesting Tentative Standard Subdivision, and Use Permits (development in the floodplain, tree removal).
Project is located in Monterey County Parcel: 015162016000
Public Hearing Information: TBD
Public review period ends: Tuesday, August 11, 2020

20200705 – Draft Central Area Specific Plan
City of Salinas Jill Miller (831) 758-7206
Notice of Availability Draft Environmental Impact Report (DEIR)
The Central Area Specific Plan will establish the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations and design standards, for the approximately 760-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying-and adding greater specificity to-the goals, policies and concepts of the General Plan for that area.
Project is located in Monterey County Parcel: N/A
Public Hearing Information: TBD
Public review period ends: Tuesday, August 11, 2020

20200803 – American Tin Cannery Hotel and Commercial Project
City of Pacific Grove Rob Mullane 805-227-4359
Notice of Availability Draft Environmental Impact Report (EIR)
The project is a proposal to replace an existing 165,000 square feet of “factory outlet” and related commercial uses with a new hotel and retail use. The hotel and commercial uses would provide 225 guest rooms in two primary guest wings (Family/Group Wing and Executive Wing) with a restaurant and lounge areas, meeting and gathering spaces, spa and fitness center and approximately 20,000 square feet of street retail uses along the Ocean View Boulevard and Eardley Avenue frontages. These street retail uses would retain and incorporate portions of the existing industrial factory structure.
Project is located in Monterey County Parcel: 006231001
Public Hearing Information: TBD
Public review period ends: Monday, September 14, 2020

20200801 – Steppe Stephen M & Sara R Trs
County of Monterey Jaime Scott Guthrie 831-755-5025
Notice of Intent (NOI) Mitigated Negative Declaration (MND)
Demolition of an existing 449 square foot garage and construction of an 1,165 square foot addition (approximately 689 square feet to the main level and 475 square feet to the basement) to an existing 1,414 square foot single family dwelling and basement resulting in a 2,577 square foot one-story structure, including an attached garage and the basement addition, within 750 feet of known archaeological resources.
Project is located in Monterey County Parcel: 009412004000
Public Hearing Information: Zoom Meeting
Public review period ends: Monday, August 24, 2020

PUBLIC HEARINGS:

20200706 – District Boundary Adjustment Project
Monterey Peninsula Water Management District David Stoldt 831-658-5600
Notice of Public Hearing
As instructed by the voters pursuant to Measure J, the District is proposing to acquire the MWS, that serves the Monterey Peninsula and outlying areas within unincorporated Monterey County and within the District’s jurisdiction; the acquisition and subsequent operation of this water supply system by the District represents the proposed project. The existing system is currently owned and operated by CalAm, a subsidiary of the publicly traded company, American Water Works Company, Inc. The District’s proposed acquisition of the MWS would include all associated assets (i.e., real, intangible, and personal property) including, but not limited to: Water systems and production wells, utility plants, water rights, water supply contracts, and records, books, and accounts.
The project is located in Monterey County Parcel: N/A
Public Hearing Information: https://zoom.us/j/97514055058
Public review period ends: Monday, August 3, 2020

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, Special Projects Manager

SUBJECT: AMBAG Sustainability Program Update

MEETING DATE: August 12, 2020

RECOMMENDATION:

It is recommended the Board of Directors accept this report.

BACKGROUND/ DISCUSSION:

Sustainability Program History

The AMBAG Sustainability Program first emerged with the creation of the Energy Watch program in 2006. The Energy Watch program was designed to serve the energy efficiency needs of the AMBAG region as well as to help foster a commitment to sustainability in every AMBAG jurisdiction. The AMBAG Energy Watch Program was awarded funding by the California Public Utilities Commission, (CPUC), during seven funding cycles; the 2006-08 cycle, the 2009 cycle, the 2010-12 cycle, the 2013-14 cycle, the 2015 cycle, the 2016-18 cycle and most recently, the 2019-2020 cycle.

The program elements funded by the AMBAG Energy Watch program materialized out of a collaborative working process with the AMBAG Energy Advisory Committee. This committee included staff from all AMBAG member jurisdictions, business interest groups, non-profit organizations, community groups, PG&E representatives, and AMBAG staff. The program elements were developed to support the specific energy efficiency needs of jurisdictions in two main areas; serving jurisdictional businesses, schools, and non-profits and in directly supporting the jurisdiction's own energy efficiency sustainability efforts. As such, the Energy Watch program played a major role in completing jurisdiction-level greenhouse gas inventories and providing baseline data to assist with development of energy and climate action plans for the region's jurisdictions.

During this fiscal year, AMBAG staff will focus the sustainability program on developing the climate and sustainability elements of the Sustainable Communities Strategy and on providing

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continuing support to jurisdictions in order to assist in the completion of both Climate Action and Climate Adaptation Plans and other climate sustainability initiatives.

AMBAG Sustainability Program Elements

School Districts

The State of California, over five years, has been releasing funding through the Proposition 39: California Clean Energy Jobs Act to help schools implement energy efficiency and conservation. To receive this funding, the school districts must comply with the Proposition 39: California Clean Energy Jobs Act – 2013 Program Implementation Guidelines. These guidelines include requirements such as completing energy benchmarks of school facilities, identifying potential energy projects, creating efficiency metrics related to the projects, submitting a funding application to the California Energy Commission called an Energy Expenditure Plan, completing annual reports, and submitting a final project completion report. On May 13, 2020, the California Energy Commission extended the Proposition 39 program by one year as a result of the ongoing COVID-19 pandemic. The deadline to complete projects was extended to June 30, 2021, and the deadline to complete the final project completion reports was extended to June 30, 2022.

In the past two months AMBAG staff worked with seven school districts and five charter schools to submit amendments for their Proposition 39 Energy Expenditure Plans. As per the California Energy Commission guidelines school districts and charter schools have to amend their plans when the costs or scope of projects change by more than fifteen percent. AMBAG worked with staff at Alianza Charter School, Bradley Union Elementary School District, Diamond Technology Institute, International School of Monterey, King City Union School District, Linscott Charter School, Monterey Peninsula Unified School District, North Monterey County Unified School District, San Benito County office of Education, Soledad Unified School District, Washington Union Elementary School District, and Watsonville Charter School of The Arts.

As part of the Proposition 39 program requirements each school district using proposition 39 funds has to complete an annual report detailing the status of projects as well as how funds were spent in the past fiscal year. The reporting period starts at the end of the fiscal year on June 30th and ends on September 30th when all the annual reports are due. Since the beginning of the proposition 39 program AMBAG Energy Watch has been assisting school districts with these annual reporting requirements. Since some school districts submitted more than one proposition 39 energy expenditure plan to the California Energy Commission AMBAG has been managing the proposition 39 reporting process for over 40 plans.

In the past month AMBAG Energy Watch staff has been working with 31 school districts to gather the necessary invoices and project narratives in order to complete the reporting. Staff has also been working with California Energy Commission staff to fill out the reports on the Proposition 39 online platform and obtain approval. To date 30 annual reports have been submitted to the California Energy Commission.

Greenhouse Gas Inventories and Climate Action Planning

AMBAG staff works to complete Greenhouse Gas (GHG) Inventories for all AMBAG Jurisdictions. Staff completed Community-wide GHG Inventories for all jurisdictions in 2005, 2009, 2010 and 2015 as well as a baseline Municipal GHG Inventories for all AMBAG jurisdictions in 2005. AMBAG staff has also been able to use the inventories to create a regional roll-up inventory and assist jurisdictions with climate action planning activities.

As part of an MOU with Monterey Bay Community Power (MBCP), MBCP has allocated funding for AMBAG to develop 2018, 2019, and 2020 Community-wide GHG Inventories for all MBCP member jurisdictions over the next three years. This will allow AMBAG to continue providing GHG inventories to our jurisdictions and enable continued climate action on the central coast.

As Part of an MOU with the San Luis Obispo Air Pollution Control District (SLOAPCD) and the San Luis Obispo Council of Governments (SLOCOG), SLOAPCD and SLOCOG have allocated funding for AMBAG to prepare 2018 Community-wide GHG Inventories for the cities of Arroyo Grande, Atascadero, Grover Beach, Paso Robles and the County of San Luis Obispo.

AMBAG staff is currently preparing 2018 GHG inventories for all jurisdictions in Monterey, Santa Cruz, San Benito and San Luis Obispo Counties which are being funded under the energy watch program, the AMBAG MBCP MOU and the AMBAG, SLOAPCD and SLOCOG MOU. AMBAG staff is also providing technical assistance to the County of Santa Barbara to prepare 2018 GHG inventories for all the jurisdictions in Santa Barbara County.

ALTERNATIVES:

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

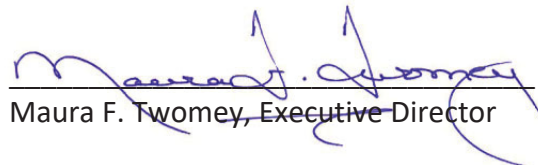
FINANCIAL IMPACT:

The budget is fully funded under the 2019 Energy Watch contract with PG&E, the AMBAG MBCP MOU, the AMBAG, SLOAPCD and SLOCOG MOU, a technical services agreement with the County of Santa Barbara and SB1 Planning Funds. All funding is programmed in the FY 2020-21 Overall Work Program and Budget.

COORDINATION:

AMBAG staff is coordinating with the Pacific Gas & Electric Company, MBCP, SLOAPCD, SLOCOG as well as 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: Sasha Tepedelenova, Associate Planner

SUBJECT: Formal Amendment No. 15 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2018-19 to FFY 2021-22

MEETING DATE: August 12, 2020

RECOMMENDATION:

Approve Formal Amendment No. 15 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2018-19 to FFY 2021-22 by adopting Resolution No. 2020-5 (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 2018-19 to FFY 2021-22 was adopted by the AMBAG Board at their September 26, 2018 meeting. It received state approval on November 2, 2018 and joint approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on December 17, 2018. Upon the MTIP: FFY 2018-19 to FFY 2021-22 receiving federal approval, it was included in the 2019 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. 15 to the MTIP: FFY 2018-19 to FFY 2021-22 updates five (5) projects, as listed in **Attachment 2**, Summary of Changes. The complete project listing included in Formal Amendment No. 15 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. 15 is financially constrained to reasonably available resources. Projects included in Formal Amendment No. 15 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 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 2040 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. 15 to the MTIP: FFY 2018-19 to FFY 2021-22. In this case, work on the projects included in this formal amendment could be put on hold.

FINANCIAL IMPACT:

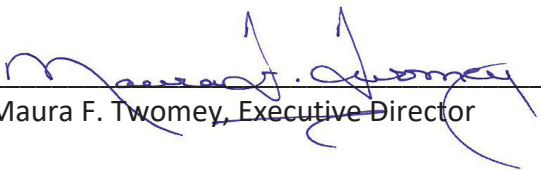
This is a federally funded activity. Staff time to carry out the formal amendment process as well as cost for publication of the public notice in the local newspapers for public review and comment is programmed in the adopted FY 2019-20 Monterey Bay Region Overall Work Program (OWP) and Budget.

COORDINATION:

Formal Amendment No. 15 to the MTIP: FFY 2018-19 to FFY 2021-22 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. 2020-5
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. 15 TO THE MONTEREY BAY METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
FFY 2018-19 to FFY 2021-22**

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 *2040 Metropolitan Transportation Plan/Sustainable Communities Strategy*, the *2020 State Transportation Improvement Program*, the *2020 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. 15 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. 15 to the *Monterey Bay Metropolitan Transportation Improvement Program FFY 2018-19 to FY 2021-22* to the appropriate Federal and State agencies.

PASSED AND ADOPTED this 12th day of August 2020.

Steve McShane, President

Maura F. Twomey, Executive Director

**Attachment 2
Summary of Changes**

**MTIP FFY 2018-19 to FFY 2021-22
Formal Amendment No. 15**

Project Number	Project Name	Change	Prior \$ (\$1,000)	New \$ (\$1,000)	% Change
CT101M	US 101 South County Freeway Conversions	RIP funds, PE: Reduce \$5,000K in FFY 2020-21, add \$8,611K in FFY 2021-22. Local funds, PE: Update FFY 2018-19 funds, add \$185K (was \$255K).	\$5,255	\$9,051	72%
MTD09SC	CNG Bus Replacement and Rehabilitation	Add six (6) new replacement CNG buses; Update project description; Add \$4,200K PTMISEA in FFY 2019/20, CON.	\$4,429	\$8,629	95%
MTD12SC	Paratransit Vans Replacement Project	New project	\$0	\$827	100%
TAMC006	Regional Way find: Bicycle & Ped. Improvement Projects	Add \$724K LTF funds, FFY 2019-20, CON. Add \$724K State Local Partnership funds, FFY 2019-20, CON.	\$483	\$1,931	300%
TAM17M	Rail Extension to Monterey County Package 2	New project	\$0	\$20,606	100%

Attachment 3
Project Programming Pages
MTIP FFY 2018-19 to FFY 2021-22
Formal Amendment No. 15

MPO ID: CT101M

CTIPS ID: 101-0000-0427

TITLE: US 101 South County Freeway Conversions

DESCRIPTION: In and near Chualar and Salinas, from Main Street to Airport Boulevard.
 Construct safety and operational improvements.

COUNTY: Monterey County

IMPLEMENTING AGENCY: Caltrans

Dollars in Thousands

Fund Category: RIP

Fund Type: State Cash

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$8,611	\$0	\$8,611
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$0	\$0	\$0	\$0	\$8,611	\$0	\$8,611

Fund Category: Local Funds

Fund Type: Local Transportation Funds

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$3,600	\$440	\$0	\$0	\$0	\$0	\$4,040
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$3,600	\$440	\$0	\$0	\$0	\$0	\$4,040

Project Total:

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$3,600	\$440	\$0	\$0	\$8,611	\$0	\$12,651
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$3,600	\$440	\$0	\$0	\$8,611	\$0	\$12,651

MPO ID: MTD09SC

CTIPS ID: 201-0000-0555

TITLE: CNG Bus Replacement and Rehabilitation

DESCRIPTION: Refurbish three and purchase up to 12 CNG replacement buses for Santa Cruz County local fixed-route service.

COUNTY: Santa Cruz County

IMPLEMENTING AGENCY: Santa Cruz Metropolitan Transit District

Dollars in Thousands

Fund Category: FTA Funds

Fund Type: Bus and Bus Facilities Program - FTA 5339

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$1,663	\$1,088	\$0	\$0	\$0	\$2,751
Total:	\$0	\$1,663	\$1,088	\$0	\$0	\$0	\$2,751

Fund Category: Other State

Fund Type: STA Transit Assist

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$1,405	\$0	\$0	\$0	\$0	\$1,405
Total:	\$0	\$1,405	\$0	\$0	\$0	\$0	\$1,405

Fund Category: Local Funds

Fund Type: Measure D - 2016 Transportation Improvement Plan

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$272	\$0	\$0	\$0	\$272
Total:	\$0	\$0	\$272	\$0	\$0	\$0	\$272

Fund Category: Other State

Fund Type: Public Transportation Account

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$4,200	\$0	\$0	\$0	\$4,200
Total:	\$0	\$0	\$4,200	\$0	\$0	\$0	\$4,200

Project Total:

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$3,068	\$5,560	\$0	\$0	\$0	\$8,628
Total:	\$0	\$3,068	\$5,560	\$0	\$0	\$0	\$8,628

MPO ID: MTD12SC
CTIPS ID: 201-0000-0572
TITLE: Paratransit Vans Replacement Project
DESCRIPTION: Replace 10 paratransit vehicles
COUNTY: Santa Cruz County
IMPLEMENTING AGENCY: Santa Cruz Metropolitan Transit District

Dollars in Thousands

Fund Category: RSTP

Fund Type: STP Local

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$200	\$0	\$0	\$0	\$200
Total:	\$0	\$0	\$200	\$0	\$0	\$0	\$200

Fund Category: Local Funds

Fund Type: Measure D - 2016 Transportation Improvement Plan

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$325	\$0	\$0	\$0	\$325
Total:	\$0	\$0	\$325	\$0	\$0	\$0	\$325

Fund Category: State SB1

Fund Type: Road Repair and Accountability Act of 2017

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$302	\$0	\$0	\$0	\$302
Total:	\$0	\$0	\$302	\$0	\$0	\$0	\$302

Project Total:

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$827	\$0	\$0	\$0	\$827
Total:	\$0	\$0	\$827	\$0	\$0	\$0	\$827

MPO ID: TAMC006

CTIPS ID: 201-0000-0565

TITLE: Regional Way find: Bicycle & Ped. Improvement Projects

DESCRIPTION: The Project connects all major communities across Monterey County with a signed network of 369 miles of regional bicycle and pedestrian routes serving schools (K-12 and colleges), parks and open space (National Monterey Bay Marine Sanctuary, Fort Ord National Monument, Pinnacles National Park), employment centers and downtown areas. The project will install approx. 920 directional wayfinding, distance and confirmation signs to promote the use of 369 miles of safe routes by bicycles and pedestrians. In addition to signing existing paved paths and bicycle lanes, the project will add 124.7 miles of newly-identified Class III bike routes.

COUNTY: Monterey County

IMPLEMENTING AGENCY: Transportation Agency For Monterey County

Dollars in Thousands

Fund Category: Local Funds

Fund Type: Local Transportation Funds

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$320	\$0	\$0	\$0	\$0	\$320
CON	\$0	\$0	\$724	\$0	\$0	\$0	\$724
Total:	\$0	\$320	\$724	\$0	\$0	\$0	\$1,044

Fund Category: Other State

Fund Type: State Local Partnership

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$163	\$724	\$0	\$0	\$0	\$887
Total:	\$0	\$163	\$724	\$0	\$0	\$0	\$887

Project Total:

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$320	\$0	\$0	\$0	\$0	\$320
CON	\$0	\$163	\$1,448	\$0	\$0	\$0	\$1,611
Total:	\$0	\$483	\$1,448	\$0	\$0	\$0	\$1,931

MPO ID: TAM017M

CTIPS ID: 201-0000-0571

TITLE: Rail Extension to Monterey County Package 2

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

COUNTY: Monterey County

IMPLEMENTING AGENCY: Transportation Agency For Monterey County

Dollars in Thousands

Fund Category: RIP

Fund Type: Public Transportation Account

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$12,573	\$0	\$12,573
Total:	\$0	\$0	\$0	\$0	\$12,573	\$0	\$12,573

Fund Category: Other State

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

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$8,033	\$0	\$8,033
Total:	\$0	\$0	\$0	\$0	\$8,033	\$0	\$8,033

Fund Category: Local Funds

Fund Type: Traffic Congestion Relief Fund

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$16,500	\$0	\$16,500
Total:	\$0	\$0	\$0	\$0	\$16,500	\$0	\$16,500

Project Total:

	PRIOR	18/19	19/20	20/21	21/22	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$37,106	\$0	\$37,106
Total:	\$0	\$0	\$0	\$0	\$37,106	\$0	\$37,106



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Paul Hierling, Senior Planner

SUBJECT: Delegation of Authority to Disburse Regional Early Action Planning Grants

MEETING DATE: August 12, 2020

RECOMMENDATION:

Approve resolution 2020-6 and authorize the Executive Director to enter into agreements with cities, counties, and Council of Governments in the Central Coast Housing Working Group in order to disburse Regional Early Action Planning (REAP) grant funding.

BACKGROUND/DISCUSSION:

The adopted FY 2019-20 California Budget (AB 74) and associated housing trailer bill (AB 101) established the Regional Early Action Planning (REAP) grant program and authorized the California Department of Housing and Community Development (HCD) to make \$7,931,311 available to the California Central Coast region for housing planning and administration activities to help jurisdictions to meet the 6th Cycle of the Regional Housing Needs Assessment (RHNA). The REAP program requires that funds be used for specific activities, including suballocation directly and equitably to jurisdictions or other subregional entities for housing related planning, to improve the methodology used by Councils of Governments (COGs) for the distribution of the Sixth Cycle of the Regional Housing Needs Allocation (RHNA) and for administering the grant program.

To receive and disburse REAP funding, AMBAG participates in the Central Coast Housing Working Group (CCHWG). The CCHWG is made up of 15 elected members; three representatives from each of the five Central Coast Counties of Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara (Central Coast Counties). AMBAG serves as the fiscal agent of the CCHWG and is responsible for overseeing the disbursement of REAP funds to jurisdictions throughout the California Central Coast.

On April 24, 2020, the CCHWG approved the suballocation of REAP funding to Councils of Government (COGs) in the California Coast: AMBAG, the San Benito County Council of Governments (SBtCOG), San Luis Obispo Council of Governments (SLOCOG), and the Santa Barbara County

Association of Governments (SBCAG). These Central Coast COGs are coordinating with AMBAG to implement approaches to equitably suballocate a majority of funds to their city and county jurisdictions. As the CCHWG designated fiscal agent for the REAP grant, AMBAG plans to enter into agreements with up to 38 local city and county jurisdictions throughout the Central Coast to disburse REAP funds. The agreements with the jurisdictions will be in accordance with the REAP distribution plans approved by each of the four Central Coast COG Boards. The AMBAG Board approved the REAP distribution plan for the jurisdictions in Santa Cruz and Monterey counties at its June 10, 2020 meeting.

To expedite the disbursement of funding to local jurisdictions, staff recommends that the Board authorize the Executive Director to solely execute agreements and amendments, as needed, pertaining to implementation of the suballocation of REAP funding. While the Executive Director of AMBAG currently has authority to enter into grant agreements, the Board President must sign all agreements. However, since AMBAG will be entering into REAP agreements with up to 38 jurisdictions throughout the Central Coast on a rolling basis, and due to the difficulty in obtaining signatures during the current COVID-19 sheltering requirements, requiring the Board President to sign all REAP agreements would be an undue burden and may significantly slow down the disbursement of REAP funds to Central Coast recipients.

Next Steps

AMBAG will execute agreements in cooperation with the Central Coast COGs and local jurisdictions to distribute REAP funding. AMBAG, acting as fiscal agent, will perform all work with HCD to secure and disburse funding.

ALTERNATIVES:

The Board of Directors may choose not to authorize the Executive Director to solely execute agreements related to REAP disbursements in the Central Coast. This would require the Board President to approve each individual grant application agreement from up to 38 jurisdictions within the Central Coast. Staff does not recommend this option because it may slow the disbursement of housing planning funds to local jurisdictions by requiring the Board President's approval of each application and would duplicate efforts that will be performed by AMBAG in reviewing and approving applications.

FINANCIAL IMPACT:

The REAP grant will make \$7,931,311 available to Councils of Governments and jurisdictions throughout the California Central Coast for housing planning activities and administration. The REAP funding is included in the FY21 Overall Work Program and Budget.

COORDINATION:

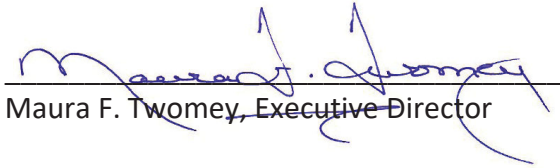
AMBAG coordinated with the Central Coast Housing Working Group, San Benito County Council of Governments, San Luis Obispo Council of Governments, and the Santa Barbara County Association

of Governments to identify feasible approaches for the allocation of regional housing planning funds throughout the Central Coast.

ATTACHMENTS:

1. Resolution No. 2020-6

APPROVED BY:



Maura F. Twomey, Executive Director

**A RESOLUTION
OF THE BOARD OF DIRECTORS OF THE
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS
TO APPROVE AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO
REGIONAL EARLY ACTION PLANNING GRANT AGREEMENTS**

WHEREAS, Governor Gavin Newsom signed Assembly Bill 101 in September 2019, which established the Local Government Planning Support Grants Program which allocates \$125 million in housing planning funds to regional entities throughout the state; and

WHEREAS, the California Department of Housing and Community Development (HCD) has been assigned as the state agency overseeing this program; and

WHEREAS, the provisions of AB 101 require the California Central Coast's Councils of Governments form a multiagency group comprising three representatives from each of the region's five counties to administer \$7,931,311 in Regional Early Action Planning (REAP) housing planning funds dedicated to the Central Coast region; and

WHEREAS, the Central Coast Housing Working Group (CCHWG) has been established as the multiagency working group to administer these funds pursuant to AB 101; and

WHEREAS, the Association of Monterey Bay Area Governments (AMBAG) serves as the fiscal agent of the CCHWG and will staff the group; and

WHEREAS, the CCHWG approved the suballocation of a portion of Regional Early Action Planning Grant funds to the Central Coast COGs on April 24, 2020; and

WHEREAS, under the direction of the CCHWG, AMBAG will allocate REAP housing planning funds to the four COGs in the Central Coast area: AMBAG, the San Luis Obispo Council of Governments, the Santa Barbara County Association of Governments, and the Council of San Benito County Governments; and

WHEREAS, the amounts allocated to each COG will be based on the allocation method approved by the CCHWG; and

WHEREAS, the Central Coast COGs Boards of Directors are proceeding with implementing approaches to equitably suballocate these REAP grant funds to the municipal and county jurisdictions within each COG jurisdiction; and

WHEREAS, AMBAG will coordinate with Central Coast COGs on reviewing and approving REAP funding for local municipal and county jurisdictions to assure recipients are

compliant with the funding disbursement approach approved by the COGs Boards of Directors; and

WHEREAS, AMBAG, acting as fiscal agent, will coordinate with HCD to secure and disburse funding; and

WHEREAS, AMBAG will enter into agreements between the Central Coast COGs and municipal and county jurisdictions within the California Central Coast to disburse REAP funding; and

WHEREAS, the Board of Directors of AMBAG wishes to delegate authorization to execute any agreements and amendments thereto to the AMBAG Executive Director as it pertains to approving the suballocation of REAP funding to municipal and county jurisdictions within the California Central Coast;

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

1. Authorizes the AMBAG Executive Director or their designee to enter into agreements for REAP grants suballocated to Councils of Governments, municipalities and county jurisdictions within the California Central Coast, and

2. Authorizes the Executive Director or their designee to take further actions as may be necessary to give effect to this resolution, such as executing amendments and approving funding applications.

3. This authorization shall end on March 31, 2025.

Steve McShane
President, Board of Directors
Association of Monterey Bay Area Governments

Maura F. Twomey
Executive Director
Association of Monterey Bay Area Governments

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Errol Osteraa, Director of Finance and Administration

SUBJECT: Financial Update Report

MEETING DATE: August 12, 2020

RECOMMENDATION:

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

BACKGROUND/ DISCUSSION:

The enclosed financial reports are for the 2019-2020 Fiscal Year (FY) and are presented as a consent item. The attached reports contain the cumulative effect of operations through June 30, 2020 as well as a budget-to-actual comparison. Amounts in the Financial Update Report are unaudited.

FINANCIAL IMPACT:

The Balance Sheet for June 30, 2020 reflects a cash balance of \$772,031.66. The accounts and contractors receivable balance is \$473,002.30, while the current liabilities balance is \$210,121.17. AMBAG has sufficient current assets on hand to pay all known current obligations.

Due to the implementation of Governmental Accounting Standards Board (GASB) Statement No. 68 in FY 2014-2015 and a restatement to Net Position for GASB Statement No. 82, AMBAG has a deficit Net Position in the amount of \$200,986.58. Although AMBAG's Balance Sheet as of June 30, 2020 reflects a deficit Net Position, AMBAG's Profit and Loss Statement reflects an excess of revenue over expense of \$2,938.51. As we make efforts to pay the outstanding pension liability, AMBAG's Net Position will continue to improve.

Planning Excellence!

The following table highlights key Budget to Actual financial data:

Budget to Actual Financial Highlights
For Period July 1, 2019 through June 30, 2020

Expenditures	Budget Through June 2020	Actual Through June 2020	Difference
Salaries & Fringe Benefits	\$ 3,351,829.00	\$ 2,218,198.90	\$ 1,133,630.10
Professional Services	\$ 8,158,664.00	\$ 839,532.03	\$ 7,319,131.97
Lease/Rentals	\$ 91,000.00	\$ 81,053.62	\$ 9,946.38
Communications	\$ 24,800.00	\$ 17,766.61	\$ 7,033.39
Supplies	\$ 108,900.00	\$ 24,160.74	\$ 84,739.26
Printing	\$ 9,050.00	\$ 3,529.44	\$ 5,520.56
Travel	\$ 91,750.00	\$ 25,259.70	\$ 66,490.30
Other Charges	\$ 309,699.00	\$ 296,391.51	\$ 13,307.49
Total	\$ 12,145,692.00	\$ 3,505,892.60	\$ 8,639,799.45
Revenue			
Federal/State/Local Revenue	\$ 12,181,272.00	\$ 3,508,831.11	\$ 8,672,440.89

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.

Salaries and fringe benefits are under budget primarily due to positions that were vacant for portions of the fiscal year. In addition, planning funds provided by the Regional Early Action Planning Housing Program (REAP) were authorized and encumbered during the fiscal year but will be expended in the next three fiscal years.

Professional Services are under budget primarily due to the timing of work on projects performed by contractors, including work on the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). In addition, this category includes funding of \$7,931,311 from the Regional Early Action Planning Housing Program (REAP), most of which will be passed through to partner agencies in the Central Coast Housing Working Group over the next three fiscal years.

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.

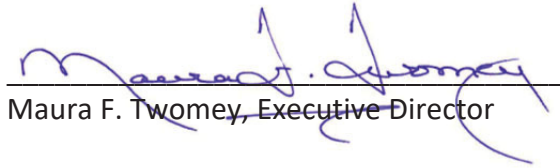
COORDINATION:

N/A

ATTACHMENTS:

1. Balance Sheet as of June 30, 2020
2. Profit and Loss: July 1, 2019 – June 30, 2020
3. Cash Activity for June, 2020

APPROVED BY:



Maura F. Twomey, Executive Director

AMBAG

Balance Sheet - Attachment 1

As of June 30, 2020

	<u>June 30, 2020</u>	<u>June 30, 2020</u>
Assets		
Current Assets		
Cash and Cash Equivalents		
Mechanics Bank - Special Reserve	300,387.65	21,995.49
Mechanics Bank - Checking	467,381.88	86,915.93
Mechanics Bank - REAP Checking	100.00	101,209.75
Petty Cash	500.00	0.00
LAIF Account	3,662.13	210,121.17
Total Cash and Cash Equivalents	<u>772,031.66</u>	
Accounts Receivable		
Accounts Receivable	386,086.37	
Contractors Receivable	86,915.93	258,986.95
Total Accounts and Contractors Receivable	<u>473,002.30</u>	1,888,153.69
Other Current Assets		
Due from PRWFPA/RAPS	45.76	(1,722.36)
Prepaid Items	414.50	1,531.56
Total Other Current Assets	<u>460.26</u>	88,698.00
Total Current Assets	<u>1,245,494.22</u>	<u>2,235,647.84</u>
Long-Term Assets		
Net OPEB Asset	96,473.00	2,445,769.01
FY 2002-2003 Housing Mandate Receivable	82,186.00	
Allowance for Doubtful Accounts	(16,437.20)	
Deferred Outflows - Actuarial	533,833.49	
Deferred Outflows - PERS Contribution	272,963.59	
Total Long-Term Assets	<u>969,018.88</u>	
Capital Assets		
Capital Assets	188,031.36	(203,925.09)
Accumulated Depreciation	(157,762.03)	2,938.51
Total Capital Assets	<u>30,269.33</u>	<u>(200,986.58)</u>
Total Assets	<u>2,244,782.43</u>	<u>2,244,782.43</u>
Liabilities & Net Position		
Liabilities		
Current Liabilities		
Accounts Payable		21,995.49
Contractors Payable		86,915.93
Employee Benefits		101,209.75
Mechanics Bank - Line of Credit		0.00
Total Current Liabilities		<u>210,121.17</u>
Long-Term Liabilities		
Deferred Inflows - Actuarial		258,986.95
Net Pension Liability (GASB 68)		1,888,153.69
OPEB Liability		(1,722.36)
Retainage Payable		1,531.56
Deferred Revenue		88,698.00
Total Long-Term Liabilities		<u>2,235,647.84</u>
Total Liabilities		<u>2,445,769.01</u>
Net Position		
Beginning Net Position		(203,925.09)
Net Income/(Loss)		2,938.51
Total Ending Net Position		<u>(200,986.58)</u>
Total Liabilities & Net Position		<u>2,244,782.43</u>

Profit & Loss - Attachment 2

July 2019 - June 2020

	<u>July 2019 - June 2020</u>
Income	
AMBAG Revenue	175,720.27
Cash Contributions	53,400.74
Grant Revenue	3,103,938.89
Non-Federal Local Match	175,771.21
Total Income	<u>3,508,831.11</u>
Expense	
Salaries	1,456,654.44
Fringe Benefits	761,544.46
Professional Services	839,532.03
Lease/Rentals	81,053.62
Communications	17,766.61
Supplies	24,160.74
Printing	3,529.44
Travel	25,259.70
Other Charges:	
BOD Allowances	7,700.00
BOD Refreshments/Travel/Nameplates/Dinner/Other	2,361.69
Workshops/Training	6,402.41
GIS Licensing/CCJDC Support	9,583.96
Energy Watch Travel/Classes/Events/Recruitment	1,608.57
SB1/MTIP/MTP/SCS/OWP/Public Participation Expenses	19,584.81
Recruiting	774.79
Climate Resiliency Study	615.39
Dues & Subscriptions	21,444.80
Depreciation Expense	15,760.33
Maintenance/Utilities	769.08
Insurance	33,744.47
Interest/Fees/Tax Expense	270.00
Total Other Charges	<u>120,620.30</u>
Non-Federal Local Match	<u>175,771.21</u>
Total Expense	<u>3,505,892.60</u>
Net Income/(Loss)	<u><u>2,938.51</u></u>

AMBAG
Cash Activity - Attachment 3
For June 2020

Unaudited

Monthly Cash Activity
AMBAG

	July-19	August-19	September-19	October-19	November-19	December-19	January-20	February-20	March-20	April-20	May-20	June-20	TOTAL
1. CASH ON HAND													
[Beginning of month]	750,647.47	814,801.68	879,766.34	647,829.65	671,561.67	792,515.31	782,788.58	745,828.24	714,657.12	739,544.26	716,696.75	743,970.92	
2. CASH RECEIPTS													
(a) AMBAG Revenue	174,298.77	10,033.84	11,434.86	1,699.19	1,624.86	27.83	7,997.94	14,756.46	30.88	44.99	7,729.00	2,533.46	232,212.08
(b) Grant Revenue	212,552.01	286,567.88	0.00	294,532.12	370,064.55	269,229.07	245,870.68	223,120.63	318,886.30	258,305.97	306,927.55	322,126.55	3,108,183.31
(c) Non-Federal Local Matcl	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) 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	386,850.78	296,601.72	11,434.86	296,231.31	371,689.41	269,256.90	253,868.62	237,877.09	318,917.18	258,350.96	314,656.55	324,660.01	3,340,395.39
4. TOTAL CASH AVAILABLE	1,137,498.25	1,111,403.40	891,201.20	944,060.96	1,043,251.08	1,061,772.21	1,036,657.20	983,705.33	1,033,574.30	997,895.22	1,031,353.30	1,068,630.93	
5. CASH PAID OUT													
(a) Payroll & Related *	253,898.83	176,987.84	178,879.35	200,519.92	180,487.53	184,368.61	225,372.71	175,224.34	189,437.54	196,511.69	178,026.96	150,210.90	2,289,926.22
(b) Professional Services	51,087.32	32,343.11	48,648.66	53,610.90	53,519.78	77,722.21	41,087.46	76,554.75	89,428.51	63,226.46	93,489.34	135,273.83	845,992.33
(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	7,046.80	6,313.23	6,513.39	6,768.61	6,745.74	7,090.90	6,700.82	6,688.26	7,390.19	6,468.69	6,343.70	6,882.36	80,952.69
(e) Communications	2,267.51	1,813.13	1,075.58	1,839.15	649.27	1,898.67	2,242.83	1,101.41	1,200.00	1,814.30	996.69	1,231.27	18,129.81
(f) Supplies	2,366.56	1,212.45	915.14	3,555.06	560.92	1,203.91	1,093.87	558.74	1,819.37	7,342.32	1,122.26	1,732.51	23,483.11
(g) Printing	5.38	0.00	40.91	0.00	500.00	2,183.19	104.74	0.00	0.00	400.00	0.00	300.60	3,534.82
(h) Travel	2,275.72	2,854.74	2,121.67	1,731.51	4,958.08	3,083.90	1,969.10	3,003.86	2,046.54	2,612.95	0.00	35.71	26,693.78
(i) Other Charges	3,748.45	10,112.56	5,176.85	4,474.14	3,314.45	1,432.24	12,257.43	5,916.85	2,707.89	2,822.06	7,403.43	932.09	60,298.44
(j) Non-Federal Local Matcl	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
(k) 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	322,696.57	231,637.06	243,371.55	272,499.29	250,735.77	278,983.63	290,828.96	269,048.21	294,030.04	281,198.47	287,382.38	296,599.27	3,319,011.20
7. CASH POSITION	814,801.68	879,766.34	647,829.65	671,561.67	792,515.31	782,788.58	745,828.24	714,657.12	739,544.26	716,696.75	743,970.92	772,031.66	

Payroll & Related *



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Heather Adamson, Director of Planning

SUBJECT: Revised Draft 2022 Regional Growth Forecast Update

MEETING DATE: August 12, 2020

RECOMMENDATION:

Staff will provide an update on the revised draft 2022 Regional Growth Forecast including subregional allocations. The Board of Directors is asked to discuss the revised draft regional and subregional growth forecast numbers.

BACKGROUND/DISCUSSION:

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

The regional growth forecast projects the region's population, employment and housing numbers for the tri-county area of Monterey County, San Benito County and Santa Cruz County. The purpose of the regional growth forecast is to show likely changes in employment, population and housing in the region between 2015 and 2045, based on the most current information available. As growth patterns change over time, the forecast is updated on a regular basis to reflect the most current and accurate information available.

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

In the 2022 RGF for the AMBAG region, employment is expected to grow at a rate slightly lower than the rate predicted in the 2018 RGF, and population is expected to grow more slowly. Overall, the draft 2022 housing forecast is lower than the prior forecast, reflecting recent changes in demographic trends.

Recent Updates

In March 2020, the Board accepted a preliminary draft RGF for planning purposes and directed staff to begin the disaggregation at the jurisdiction level. Since that time, the California Department of Finance issued revised population and housing estimates. The updated estimates, which now provide data through 2020, resulted in a reduction in regional population relative to the base-year inputs that had been used in the RGF accepted in March.

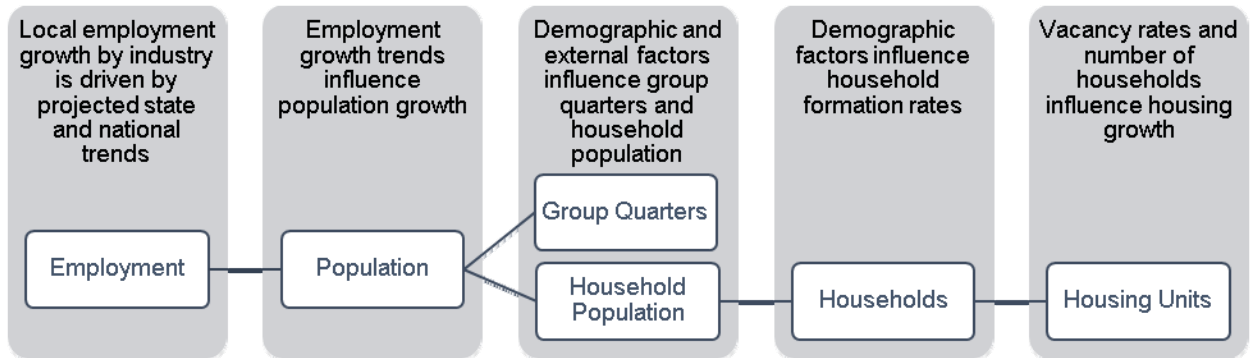
In addition, local review found a discrepancy whereby employment in Soledad at the Salinas Valley State Prison and Correctional Training Facility in Soledad was dramatically underreported in the source data. At the request of the City of Soledad staff, AMBAG staff investigated the discrepancy and found that a correction should be made—adding 2,325 jobs to the city and the region in the base year.

To accommodate this new information, AMBAG and the consultant produced a revised regional growth forecast and subregional allocation that incorporates the revised data.

Methodology

As shown in the flow chart below, the forecast is based on a methodology that predicts employment growth using a model based on local data as well as state and national trends. Population growth is then driven by employment growth. Household and housing growth are driven by population growth, demographic factors, and external factors (explained below). This approach was vetted and approved by the AMBAG Board of Directors in 2014 for use in the 2035 MTP/SCS, and again in 2018 for use in the 2040 MTP/SCS. While the methodology for the Draft 2022 RGF remains the same as the prior two forecasts, the models have been updated to include current data, a revised base year of 2015 and a new horizon year of 2045.

Regional Forecast Process



Employment: Employment growth by industry is driven by projected national and statewide trends for all industries in the region using a shift-share model.

Population: Employment growth trends influence population growth. The forecast of total population is based on historical trends in the ratio of population to employment in the AMBAG region.

Projections of demographic characteristics (i.e., population by age, sex, and race/ethnicity) in the 2022 RGF rely on a proportional approach based on demographic projections from the California Department of Finance (DOF).

Household Population and Households: Demographic factors such as age, sex, and race/ethnicity, and external factors such as major group quarters facilities like colleges and universities, and correctional facilities, influence the household population and household formation rates (i.e., the number of people per household).

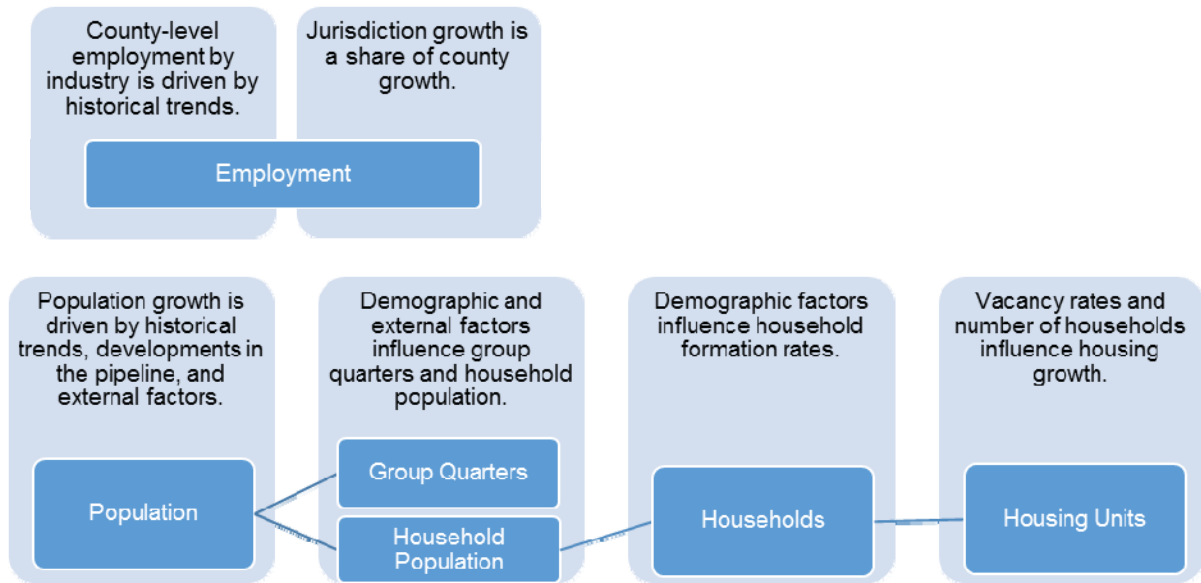
Housing Units: Housing projections are driven by the household population projection, demographic characteristics of the household population (age, sex, race/ethnicity), household formation rates, and housing vacancy rates. Vacancy rates refer to the proportion of vacant, habitable housing units divided by the number of available housing units.

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

Subregional Allocation Process

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

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



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

Population: The jurisdiction level forecast is driven by three factors:

1. Historical trends (i.e. shift-share model)
2. Anticipated future developments such as housing projects under development that are likely to be occupied within the forecast horizon
3. External factors (e.g. universities, military, correctional facilities)

Each county’s population forecast is a sum of the jurisdiction-level forecasts. All levels (county, city, unincorporated area) are constrained by the region-level forecast.

Household Population and Households: Demographic factors (e.g. age, race/ethnicity) and external factors (e.g. major group quarters facilities like colleges and universities, correctional facilities, etc.) influence the household population and household formation rates (i.e. the number of people per household).

Housing Units: Vacancy rates and the number of households influence housing growth.

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

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

To date, AMBAG staff has conducted 61 one-on-one meetings with the local jurisdictions, the Local Agency Formation Commissions and both major universities during the forecasting process. These one-on-one meetings occurred between August 2019 and July 2020. In addition, AMBAG discussed the draft regional growth forecast estimates and recent trends at the Planning Directors Forum in August 2019 and January 2020. A list of the forecast one-on-one meetings is included as Attachment 3.

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

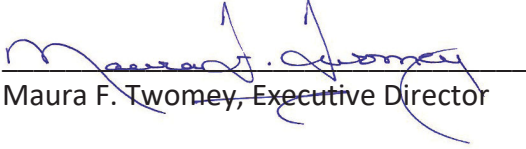
Next Steps

This fall, the Board of Directors will be asked to accept the 2022 Regional Growth Forecast, including the subregional allocations, for planning purposes as part of the continued development of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. This allows AMBAG to stay on schedule for a June 2022 adoption of the 2045 MTP/SCS. AMBAG will continue to work closely with local jurisdictions and gather information to ensure that the most current local data is incorporated into the forecast and to ensure consensus on the process. A fourth-round of one-on-one meetings will be scheduled to discuss the revised draft disaggregated forecast in the late summer/early fall.

ATTACHMENT:

1. Revised Draft 2022 Regional Growth Forecast Summary
2. Revised Draft 2022 Subregional Growth Forecast Summary
3. 2022 Regional Growth Forecast One-On-One Meetings

APPROVED BY:


Maura F. Twomey, Executive Director

**Attachment 1: Revised Draft 2022 Regional Growth Forecast Summary
Historical and Forecast Jobs, Population, and Housing, 2000-2045**

	Historical						Revised Draft 2022 Regional Growth Forecast				
	2000	2005	2010	2015	2020		2025	2030	2035	2040	2045
Jobs (total, all industries)	354,535	359,435	351,735	377,335	406,280		410,017	418,132	425,845	434,147	442,824
Agriculture (field work)	28,586	30,557	32,644	36,587	40,066		40,091	40,211	40,339	40,468	40,597
Manufacturing	22,831	19,085	16,348	17,656	19,728		19,802	19,916	20,016	20,120	20,224
Site-based Skilled Trade	39,650	41,048	33,921	38,116	42,895		43,741	44,852	45,637	46,635	47,682
Wholesale (incl. ag)	25,383	26,834	27,852	30,553	33,283		32,768	33,169	33,477	33,784	34,096
Retail (incl. farm stands)	44,257	43,481	40,613	43,261	42,080		42,205	42,530	43,018	43,509	44,009
Financial and Professional Services	42,237	38,970	35,496	35,988	37,135		37,434	38,498	39,619	40,760	41,911
Education	23,873	25,243	26,601	27,125	29,875		30,070	30,737	31,403	32,194	33,084
Health Care and Social Assistance	32,619	36,119	39,919	43,619	47,358		48,886	50,189	51,529	52,918	54,373
Other Services	55,024	55,657	54,683	61,875	68,516		69,056	71,222	73,227	75,249	77,289
Public (excl. educ. & health care)	25,798	26,630	27,199	26,980	29,651		29,799	30,238	30,662	31,229	31,900
Self-employed	14,277	15,811	16,459	15,575	15,693		16,165	16,570	16,918	17,281	17,659
Population	710,598	719,561	732,708	762,241	774,729		796,600	818,100	833,200	846,600	856,900
Household Population	680,087	n/a	700,207	728,352	740,321		759,254	777,619	790,321	800,726	809,948
Group Quarters	30,511	n/a	32,501	33,889	34,408		37,346	40,481	42,879	45,874	46,952
Households	228,260	234,869	236,059	238,862	243,863		252,561	261,478	267,688	271,643	274,911
Avg Household Size	3.0	n/a	3.0	3.0	3.0		3.0	3.0	3.0	2.9	2.9
Housing	247,080	256,467	260,256	262,660	267,812		277,214	287,460	294,955	299,628	303,226
Vacancy Rate	7.6%	8.4%	9.3%	9.1%	8.9%		8.9%	9.0%	9.2%	9.3%	9.3%

Sources:

Jobs: Data for 2000-2019 from California Employment Development Department, InfoUSA, and AMBAG. Forecast data 2020-2045 are from AMBAG and PRB.

Population, Households, Housing: Data for 2000 and 2010 reflect decennial Census counts as of April 1 of each year. Data for 2005, 2015, and 2020 are from the California Department of Finance E-5 and E-8 population and housing estimates and reflect values as of January 1 of each year. Forecast data are from AMBAG and PRB and reflect values as of January 1 of each year.

Historical and Forecast Jobs, Population, and Housing, with Change Over Time, 2000-2045

	Revised Draft 2022 Regional Growth Forecast									
	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045
Jobs (total, all industries)	354,535	359,435	351,735	377,335	406,280	410,017	418,132	425,845	434,147	442,824
Change from Prior Period	4,900	-7,700	25,600	28,945	3,737	8,115	7,713	8,302	8,677	
Percent Change from Prior Period	1%	-2%	7%	8%	1%	2%	2%	2%	2%	2%
Population	710,598	719,561	732,708	762,241	774,729	796,600	818,100	833,200	846,600	856,900
Change from Prior Period	8,963	13,147	29,533	12,488	21,871	21,500	15,100	13,400	10,300	
Percent Change from Prior Period	1%	2%	4%	2%	3%	3%	2%	2%	1%	1%
Housing	247,080	256,467	260,256	262,660	267,812	277,214	287,460	294,955	299,628	303,226
Change from Prior Period	9,387	3,789	2,404	5,152	9,402	10,246	7,495	4,673	3,598	
Percent Change from Prior Period	4%	1%	1%	2%	4%	4%	3%	2%	1%	1%

Sources:

Jobs: California Employment Development Department, InfoUSA, and AMBAG forecast.

Population, Households, Housing: Data for 2000 and 2010 reflect decennial Census counts as of April 1 of each year. Data for 2005, 2015, and 2020 are from the California Department of Finance E-5 and E-8 population and housing estimates and reflect values as of January 1 of each year. Forecast data are from AMBAG and PRB and reflect values as of January 1 of each year

Attachment 2
REVISED DRAFT 2022 Regional Growth Forecast
AMBAG Region and Jurisdictions

	POPULATION								Change 2015-2045	
	2010	2015	2020	2025	2030	2035	2040	2045	Numeric	%
AMBAG Region	732,708	762,241	774,729	796,600	818,100	833,200	846,600	856,900	94,659	12%
Monterey County	415,057	430,310	441,143	452,761	467,068	476,028	483,884	491,443	61,133	14%
Carmel-By-The-Sea	3,722	3,854	3,949	3,946	3,954	3,964	3,974	3,984	130	3%
Del Rey Oaks	1,624	1,663	1,662	1,693	1,734	1,859	2,330	2,650	987	59%
Gonzales	8,187	8,441	8,506	9,650	13,492	14,630	15,398	15,711	7,270	86%
Greenfield	16,330	17,172	18,284	19,342	19,734	19,961	20,202	20,433	3,261	19%
King City	12,874	13,736	14,797	15,376	16,101	16,689	16,881	17,064	3,328	24%
Marina	19,718	21,057	22,321	23,723	25,126	26,713	28,433	30,044	8,987	43%
Marina NSP	19,084	20,037	21,371	22,293	22,841	23,238	23,768	24,237	4,200	21%
CSUMB (portion)	634	1,020	950	1,430	2,285	3,475	4,665	5,807	4,787	469%
Monterey	27,810	28,086	28,170	28,044	28,650	29,032	29,342	29,639	1,553	6%
Monterey NSP	23,583	24,095	24,749	24,623	25,229	25,611	25,921	26,218	2,123	9%
DLI & Naval Postgrad	4,227	3,991	3,421	3,421	3,421	3,421	3,421	3,421	-570	-14%
Pacific Grove	15,041	15,460	15,265	15,290	15,395	15,530	15,676	15,817	357	2%
Salinas	150,441	158,059	162,222	166,226	170,459	173,393	175,358	177,128	19,069	12%
Sand City	334	361	385	430	516	756	1,012	1,198	837	232%
Seaside	33,025	33,815	33,537	34,497	35,107	35,634	36,582	38,316	4,501	13%
Seaside NSP	26,836	25,835	26,345	27,285	27,850	28,317	29,205	30,881	5,046	20%
Fort Ord (portion)	4,473	4,163	3,083	3,083	3,083	3,083	3,083	3,083	-1,080	-26%
CSUMB (portion)	1,716	3,817	4,109	4,129	4,174	4,234	4,294	4,352	535	14%
Soledad	25,738	24,597	25,301	26,112	26,824	27,697	28,419	29,133	4,536	18%
Soledad NSP	15,690	16,298	17,190	18,001	18,713	19,586	20,308	21,022	4,724	29%
SVSP & CTF	10,048	8,299	8,111	8,111	8,111	8,111	8,111	8,111	-188	-2%
Balance Of County	100,213	104,009	106,744	108,432	109,976	110,170	110,277	110,326	6,317	6%
San Benito County	55,269	58,138	62,353	65,198	66,886	68,649	69,560	70,490	12,352	21%
Hollister	34,928	37,314	40,646	41,604	42,327	42,921	43,345	43,599	6,285	17%
San Juan Bautista	1,862	1,945	2,112	2,149	2,195	2,246	2,274	2,300	355	18%
Balance Of County	18,479	18,879	19,595	21,445	22,364	23,482	23,941	24,591	5,712	30%
Santa Cruz County	262,382	273,793	271,233	278,641	284,146	288,523	293,156	294,967	21,174	8%
Capitola	9,918	10,224	10,108	10,485	10,794	10,957	11,049	11,126	902	9%
Santa Cruz	59,946	64,223	64,424	68,845	72,218	75,257	78,828	79,534	15,311	24%
Santa Cruz NSP	43,614	46,947	45,324	47,845	49,118	49,957	50,828	51,534	4,587	10%
UCSC	16,332	17,276	19,100	21,000	23,100	25,300	28,000	28,000	10,724	62%
Scotts Valley	11,580	11,946	11,693	11,718	11,837	11,867	11,868	12,010	64	1%
Watsonville	51,199	52,410	51,515	52,918	54,270	55,138	55,786	56,344	3,934	8%
Balance Of County	129,739	134,990	133,493	134,675	135,027	135,304	135,625	135,953	963	1%

REVISED DRAFT 2022 Regional Growth Forecast AMBAG Region and Jurisdictions

	HOUSING								Change 2015-2045	
	2010	2015	2020	2025	2030	2035	2040	2045	Numeric	%
AMBAG Region	260,256	262,660	267,812	277,214	287,555	295,120	299,773	303,366	40,706	15%
Monterey County	137,910	139,177	141,764	146,716	153,852	159,120	162,637	165,368	26,191	19%
Carmel-By-The-Sea	3,417	3,417	3,437	3,437	3,442	3,450	3,453	3,459	42	1%
Del Rey Oaks	741	741	741	757	779	838	1,052	1,195	454	61%
Gonzales	1,989	1,987	1,987	2,399	3,630	4,182	4,474	4,626	2,639	133%
Greenfield	3,752	3,794	3,981	4,364	4,796	5,107	5,234	5,318	1,524	40%
King City	3,218	3,283	3,432	3,672	4,002	4,282	4,356	4,403	1,120	34%
Marina	7,200	7,334	7,784	8,277	8,837	9,265	9,521	9,693	2,359	32%
Marina NSP	7200	7334	7,784	8,277	8,832	9,205	9,445	9,617	2283	0.311
CSUMB (portion)	0	0	0	0	5	60	76	76	76	--
Monterey	13,584	13,637	13,705	13,705	13,920	14,209	14,402	14,549	912	7%
Monterey NSP	13,152	13,205	13,273	13,273	13,488	13,777	13,970	14,117	912	7%
Defence Lang. Inst. & Nav	432	432	432	432	432	432	432	432	0	0%
Pacific Grove	8,169	8,184	8,201	8,214	8,272	8,346	8,415	8,483	299	4%
Salinas	42,651	43,001	43,411	45,552	48,673	50,953	52,214	53,135	10,134	24%
Sand City	145	176	189	198	228	333	446	526	350	199%
Seaside	10,872	10,913	10,920	11,437	11,925	12,243	12,594	13,182	2,269	21%
Seaside NSP	9507	8908	8,942	9,429	9,888	10,185	10,521	11,097	2189	0.246
Fort Ord (portion)	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	0	0%
CSUMB (portion)	246	886	859	889	918	939	954	966	80	0.09
Soledad	3,876	3,927	4,137	4,433	4,733	5,024	5,240	5,426	1,499	38%
Soledad NSP	3,876	3,927	4,137	4,433	4,733	5,024	5,240	5,426	1,499	38%
SVSP & CTF	0	0	0	0	0	0	0	0	0	--
Balance Of County	38,296	38,783	39,839	40,271	40,615	40,888	41,236	41,373	2,590	7%
San Benito County	17,870	18,262	19,913	21,290	22,502	23,521	23,893	24,201	5,939	33%
Hollister	10,401	10,757	11,917	12,401	12,877	13,201	13,354	13,422	2,665	25%
San Juan Bautista	745	750	819	847	887	919	931	941	191	25%
Balance Of County	6,724	6,755	7,177	8,042	8,738	9,401	9,608	9,838	3,083	46%
Santa Cruz County	104,476	105,221	106,135	109,208	111,201	112,479	113,243	113,797	8,576	8%
Capitola	5,534	5,537	5,554	5,786	5,970	6,009	6,017	6,017	480	9%
Santa Cruz	23,316	23,535	23,954	24,988	25,578	25,974	26,295	26,525	2,990	13%
Santa Cruz NSP	23,316	23,005	23,424	24,422	24,970	25,342	25,663	25,892	2,887	13%
UCSC	0	530	530	566	608	632	632	633	103	19%
Scotts Valley	4,610	4,691	4,739	4,798	4,846	4,869	4,887	4,930	239	5%
Watsonville	14,089	14,131	14,226	14,829	15,629	16,108	16,347	16,519	2,388	17%
Balance Of County	56,927	57,327	57,662	58,807	59,178	59,519	59,697	59,806	2,479	4%

Note: Housing forecast for universities reflects housing demand unmet by dorms, not necessarily housing units on campus.

REVISED DRAFT 2022 Regional Growth Forecast AMBAG Region and Jurisdictions

	EMPLOYMENT								Change 2015-2045	
	2010	2015	2020	2025	2030	2035	2040	2045	Numeric	%
AMBAG Region Total	351,730	377,335	406,280	410,017	418,132	425,845	434,147	442,824	65,489	17%
Monterey County	209,147	225,268	243,015	245,055	249,615	253,942	258,620	263,507	38,239	17%
Carmel-By-The-Sea		3,353	3,566	3,593	3,674	3,752	3,833	3,915	562	17%
Del Rey Oaks		705	748	753	774	794	815	834	129	18%
Gonzales		5,764	6,326	6,383	6,534	6,662	6,790	6,922	1,158	20%
Greenfield		7,227	7,882	7,948	8,061	8,177	8,298	8,424	1,197	17%
King City		7,573	8,195	8,248	8,371	8,511	8,669	8,832	1,259	17%
Marina		6,107	6,548	6,621	6,765	6,899	7,055	7,217	1,110	18%
Monterey		38,133	40,989	41,527	42,506	43,457	44,470	45,515	7,382	19%
Pacific Grove		7,470	8,016	8,061	8,152	8,244	8,343	8,446	976	13%
Salinas		73,009	78,874	79,577	81,080	82,512	84,069	85,703	12,694	17%
Sand City		1,966	2,092	2,102	2,151	2,188	2,224	2,259	293	15%
Seaside		9,667	10,476	10,589	10,833	11,072	11,325	11,583	1,916	20%
Soledad		8,532	9,010	9,079	9,161	9,235	9,333	9,462	930	11%
Unincorporated Monterey		55,762	60,293	60,574	61,553	62,439	63,396	64,395	8,633	15%
San Benito County	20,260	21,631	23,263	23,571	24,201	24,778	25,398	26,038	4,407	20%
Hollister		14,428	15,492	15,728	16,207	16,655	17,121	17,613	3,185	22%
San Juan Bautista		515	557	569	580	588	603	613	98	19%
Unincorporated San Benito		6,688	7,214	7,274	7,414	7,535	7,674	7,812	1,124	17%
Santa Cruz County	122,323	130,436	140,002	141,391	144,316	147,125	150,129	153,279	22,843	18%
Capitola		11,666	12,250	12,376	12,633	12,902	13,181	13,459	1,793	15%
Santa Cruz		40,840	43,865	44,317	45,594	46,863	48,213	49,647	8,807	22%
Scotts Valley		9,458	10,109	10,185	10,345	10,489	10,637	10,797	1,339	14%
Watsonville		26,403	28,514	28,765	29,156	29,505	29,896	30,305	3,902	15%
Unincorporated Santa Cruz		42,069	45,264	45,748	46,588	47,366	48,202	49,071	7,002	17%

Important Note:

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

Data Sources:

Population and Housing: 2010 and 2015 from the California Department of Finance; 2020-2045 Draft 2022 Regional Growth Forecast from AMBAG and the Population Reference Bureau

Employment: 2010 and 2015 from AMBAG based on data from California Employment Development Department and InfoUSA; 2020-2045 Draft 2022 Regional Growth Forecast from AMBAG and the Population Reference Bureau

Attachment 3
2020 Regional Growth Forecast
One-on-One Meetings Round 1

Agency	Meeting Date	Meeting Time	AMBAG Attendees*	Other Attendees*
City of Gonzales	9/3/2019	1:30 PM	Maura Twomey, Heather Adamson and Paul Hierling	Matthew Sundt
City of Hollister	9/10/2019	1:30 PM	Maura Twomey, Heather Adamson and Paul Hierling	Abraham Prado and Jamila Saqqa
City of Marina	8/21/2019	11:00 AM	Maura Twomey, Heather Adamson and Paul Hierling	Fred Aegerter, Christy Hopper and Matt Mogensen
City of Salinas	8/28/2019	1:30 PM	Maura Twomey, Heather Adamson and Paul Hierling	Megan Hunter and Adam Garrett
City of Santa Cruz	8/23/2019	1:00 PM	Maura Twomey, Heather Adamson and Paul Hierling	Lee Butler
City of Seaside	9/10/2019	11:00 AM	Heather Adamson and Paul Hierling	Rick Medina
County of Monterey	8/7/2019	4:00 PM	Maura Twomey, Heather Adamson and Paul Hierling	Brandon Swanson and John Dugan
County of Monterey	8/12/2019	3:15 PM	Paul Hierling	Darby Marshall and Anastacia Wyatt
County of San Benito	9/4/2019	1:00 PM	Maura Twomey, Heather Adamson and Paul Hierling	Harry Mavrogenes, Taven Kinison Brown and Jamila Saqqa
County of Santa Cruz	8/23/2019	3:00 PM	Maura Twomey, Heather Adamson and Paul Hierling	Kathy Molloy and Stephanie Hansen

*All attendees were at the meeting in person unless otherwise noted.

2022 Regional Growth Forecast

One-on-One Meetings

Round 2

Agency	Meeting Date	Time	AMBAG Attendees*	Jurisdiction Attendees*
City of Capitola	2/3/2020	9:30 AM	Heather Adamson	Katie Herlihy
City of Carmel-By-The-Sea	2/5/2020	9:30 AM	Maura Twomey, Gina Schmidt, Miranda Taylor	Marnie Waffle
City of Del Rey Oaks	2/13/2020	11:00 AM	Heather Adamson and Miranda Taylor	Dino Pick and Denise Duffy
City of Gonzales	2/7/2020	2:00 PM	Heather Adamson	Matthew Sundt
City of Greenfield	3/3/2020	9:00 AM	Heather Adamson, Maura Twomey and Miranda Taylor	Paul Mugan
City of Hollister	3/10/2020	2:00 PM	Heather Adamson	Abraham Prado, Jamila Saqqa, Eva Kelly and Ambur Cameron
City of King City	3/10/2020	11:00 AM	Heather Adamson, Maura Twomey and Miranda Taylor	Doreen Liberto-Blanck and Maricruz Aguilar-Navarro
City of Marina	2/26/2020	2:30 PM	Heather Adamson, Maura Twomey and Miranda Taylor	Christy Hopper and Lisa Berkley
City of Monterey	2/4/2020	1:00 PM	Heather Adamson, Maura Twomey, Miranda Taylor	Kim Cole
City of Pacific Grove	2/5/2020	11:30 AM	Maura Twomey, Gina Schmidt, Miranda Taylor	Anastazia Aziz and Alyson Hunter
City of Salinas	3/2/2020	10:00 AM	Heather Adamson and Miranda Taylor	Megan Hunter and Tara Hullingers
City of San Juan Bautista	2/24/2020	9:00 AM	Heather Adamson	Don Reynolds and Mary Gilbert (SBtCOG)
City of Sand City	2/11/2020	3:00 PM	Heather Adamson, Maura Twomey, Miranda Taylor	Chuck Pooler and Aaron Blair
City of Santa Cruz	3/9/2020	11:00 AM	Heather Adamson	Lee Butler, Katherine Donovan and Eric Marlatt
City of Scotts Valley	2/3/2020	11:30 AM	Heather Adamson	Taylor Bateman
City of Seaside	3/3/2020	2:00 PM	Heather Adamson, Maura Twomey, Paul Hierling and Miranda Taylor	Kurt Overmeyer, Gloria Stearns and Sharon Mikesell
City of Soledad	2/24/2020	1:30 PM	Heather Adamson and Miranda Taylor	Brent Slama
City of Watsonville	2/21/2020	10:00 AM	Heather Adamson	Suzi Merriam and Justin Meek
	2/21/2020	10:00 AM	Heather Adamson	Suzi Merriam and Justin Meek
County of Monterey	3/17/2020	2:30 PM	Heather Adamson (phone) and Paul Hierling (phone)	Brandon Swanson (phone)
County of San Benito	3/4/2020	3:00 PM	Heather Adamson and Maura Twomey	Harry Mavrogenes and Taven Kinison Brown

County of Santa Cruz	3/9/2020	3:00 PM	Heather Adamson	Kathy Molloy, Paia Levine, Barbara Mason, Stephanie Hansen and Anais Schenk
CSU Monterey Bay	2/5/2020	3:00 PM	Maura Twomey, Gina Schmidt, Miranda Taylor	Anya Spear and Matt McCluney
Monterey County LAFCO	2/11/2020	1:00 PM	Heather Adamson, Maura Twomey, Miranda Taylor	Kate McKenna
Santa Cruz County LAFCO	2/21/2020	1:00 PM	Heather Adamson	Joe Serrano
UC Santa Cruz	2/25/2020	10:30 AM	Heather Adamson	Jolie Kerns and Oxo Slayer

2022 Regional Growth Forecast

One-on-One Meetings

Round 3

Agency	Meeting Date	Meeting Time	Location	AMBAG Attendees	Jurisdiction Attendees
City of Capitola	5/19/2020	1:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Katie Herlihy
City of Carmel-By-The-Sea	5/26/2020	1:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Marnie Waffle
City of Del Rey Oaks	6/17/2020	4:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Dino Pick and Denise Duffy
City of Gonzales	5/26/2020	3:00 PM	GoTo Meeting	Heather Adamson, Paul Hierling, and Miranda Taylor	Matthew Sundt
City of Greenfield	6/11/2020	11:00 AM	GoTo Meeting	Maura Twomey, Heather Adamson, and Miranda Taylor	Paul Mugan
City of Hollister	5/29/2020	10:00 AM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Abraham Prado, Jamila Saqqa, Eva Kelly and Ambur Cameron from Hollister; Mary Gilbert from SBtCOG. Additionally, various consultants for the Hollister General Plan attended this meeting.
City of King City	6/2/2020	1:00 PM	GoTo Meeting	Heather Adamson and Miranda Taylor	Doreen Liberto-Blanck and Maricruz Aguilar-Navarro
City of Marina	5/28/2020	10:00 AM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Christy Hopper and Fred Aegerter
City of Monterey	5/29/2020	1:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Kimberly Cole
City of Pacific Grove	5/19/2020	3:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Anastazia Aziz, Alyson Hunter and Terri Schaeffer
City of Salinas	6/8/2020	2:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Megan Hunter, Tara Hullinger, and Jonathan Moore
City of San Juan Bautista	6/1/2020	1:30 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Don Reynolds and Mary Gilbert from SBtCOG
City of Sand City	6/17/2020	9:00 AM	GoTo Meeting	Heather Adamson, Paul Hierling, and Miranda Taylor	Chuck Pooler and Aaron Blair
City of Santa Cruz	5/18/2020	9:00 AM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Lee Butler, Katherine Donovan, Bonnie Lipscomb, Eric Marlatt and Matt Vanhua
City of Scotts Valley	6/3/2020	1:00 PM	GoTo Meeting	Maura Twomey, HPaul Hierling, and Miranda Taylor	Taylor Bateman

City of Seaside	6/11/2020	4:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Kurt Overmeyer and Gloria Stearns
City of Soledad	6/16/2020	1:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Brent Slama
City of Watsonville	6/2/2020	3:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Suzi Merriam and Justin Meek
County of Monterey	6/3/2020	9:00 AM	GoTo Meeting	Maura Twomey, Paul Hierling, and Miranda Taylor	Brandon Swanson, John Dugan and Anastacia Wyatt
County of Monterey	6/29/2020	1:00 PM	GoTo Meeting	Maura Twomey, Paul Hierling, Miranda Taylor and Beth Jarosz (consultant)	Brandon Swanson, John Dugan, Craig Spencer and Anastacia Wyatt
County of San Benito	6/1/2020	9:00 AM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Harry Mavrogenes, Tave Kinison Brown and Mary Gilbert from SbtCOG
County of Santa Cruz	5/18/2020	3:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Paia Levine, Barbara Mason, Anais Schenk, Kathy Molly, Stephanie Hansen
CSU Monterey Bay	6/16/2020	3:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Anya Spear, Matt McCluney, and Kathleen Ventimiglia
CSU Monterey Bay	7/10/2020	1:00 PM	GoTo Meeting	Heather Adamson and Beth Jarosz (consultant)	Matt McCluney and Kathleen Ventimiglia
UC Santa Cruz	6/15/2020	3:00 PM	GoTo Meeting	Maura Twomey, Heather Adamson, Paul Hierling, and Miranda Taylor	Oxo Slayer



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Heather Adamson, Director of Planning

SUBJECT: Central Coast Highway 1 Climate Resiliency Study

MEETING DATE: August 12, 2020

RECOMMENDATION:

Accept the Final Central Coast Highway 1 Climate Resiliency Study Report and direct staff to close out the grant.

BACKGROUND/DISCUSSION:

The Association of Monterey Bay Area Governments (AMBAG), in conjunction with the Nature Conservancy (TNC) and the Center for the Blue Economy of the Middlebury Institute of International Studies at Monterey (CBE), is developing a climate resiliency study for the Central Coast Highway 1 corridor from State Route 183 to Salinas Road including the rail line in this corridor. This effort identified transportation improvements and sea level rise adaptation strategies to improve transportation mobility, safety and efficiency, promote healthy habitats and provide economic security and benefits to the local community.

Similar to Highway 1, railways stretch along much of California's coast. This transportation infrastructure is critical to California's population and economy. There is also critical coastal habitat immediately adjacent to these highways and rails, which without concerted adaptation may be impacted or lost with sea level rise. Projects like this provide important insight into how to simultaneously enhance the resilience of transportation infrastructure and coastal habitats.

This study evaluated and identified the transportation needs while protecting and integrating the environmental needs of this unique corridor. There is a deficiency in this critical corridor where existing demand greatly exceeds the limited capacity, causing long delays. Highway and railroad infrastructure are prone to flooding and vulnerable to sea level rise, and are adjacent to valuable wetland habitats of an estuary of noted

regional and national significance. Many of these valued habitats are also vulnerable to sea level rise. This study has an opportunity to increase the resilience of transportation infrastructure and habitat to sea level rise and climate change.

A Project Team and Steering Committee guided the development of the study. The Project Team and Steering Committee has held many meetings over the last two years to discuss various transportation and habitat adaptation strategies for both Highway 1 and the railway. The draft report was released on May 12, 2020 for a 30-day public review period. The close of the public comment period was June 11, 2020. AMBAG received more than 100 written comments on the draft report. Comments received and responses to those comments can be found in Appendix G.

Attachment 1 includes the Executive Summary from the final report. The full final report including appendices can be downloaded from: <https://ambag.org/plans/central-coast-highway-1-climate-resiliency-study>

All grant funds have been expended. With Board acceptance, AMBAG staff will work with Caltrans to close out the grant.

ALTERNATIVES:

N/A

FINANCIAL IMPACT:

Planning activities for the Central Coast Highway 1 Resiliency Study are funded with SB 1 planning funds, FHWA planning funds and non-federal local match. All funding is programmed in the FY 2020-21 Overall Work Program and Budget.

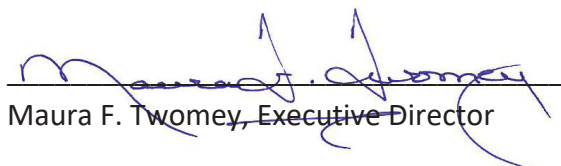
COORDINATION:

All planning activities are coordinated through the Project Team and Steering Committee.

ATTACHMENT:

1. Executive Summary – Final Central Coast Highway 1 Climate Resiliency Study Report

APPROVED BY:


Maura F. Twomey, Executive Director

CHAPTER 1

Executive Summary






















Elkhorn Slough is a major estuary located in Monterey Bay, California that provides valuable habitat area for hundreds of aquatic bird, fish, marine mammal and invertebrate species. With nearly 2,700 acres of a suite of intact habitat types, the Slough is critical to regional biodiversity. Tidal estuarine habitats within the Slough and the ecosystem services they provide are at risk to substantial degradation and losses from sea level rise. With Central California already having lost over 90% of its historical estuarine marsh habitat area (Brophy et al. 2019), every effort is needed to maintain current marsh habitat area in the face of sea level rise. Presently, Elkhorn Slough holds the third largest extent of estuarine marsh in California and is well conserved. However, largely due to the surrounding steep topography, approximately 85% of this marsh is projected to be degraded or converted to tidal flats or open water with sea level rise without concerted restoration and conservation efforts. As sea levels rise, each acre of salt marsh now becomes that much more important to conserve or restore. Ensuring that Elkhorn Slough will perpetually host healthy salt marshes into the future is a high priority for the region (Fountain et al. 2020).

Transportation assets in this region are also vulnerable to sea level rise impacts. The eight-mile stretch of Highway 1 through Elkhorn Slough is a critical transportation asset for the region and beyond. It provides local access to Moss Landing, is essential to freight movement and the economy, and is a major commuting route connecting two regionally important cities, Santa Cruz and Monterey. With 2 feet of sea level rise, major disruptions to Highway 1 transportation function are anticipated. The railway, which runs along the main stem of the Slough for five miles, is also critical to freight movement and envisioned to serve expanded passenger service to meet the needs of a growing population. Extreme tides, known as “King Tides” already cause periodic flooding and disruptions to the railway, which will increase in frequency and severity as sea levels rise.

Maintaining or enhancing both transportation function and the extent of estuarine marsh in Elkhorn Slough are important priorities for the Central Coast and beyond. The Central Coast Highway 1 Climate Resiliency Study (Study) is a unique partnership between the Association of Monterey Bay Area Governments (AMBAG), California Department of Transportation (Caltrans), The Nature Conservancy (TNC), the Center for the Blue Economy (CBE) at the Middlebury Institute of International Studies, and Environmental Science Associates (ESA) to develop and evaluate adaptation strategies for Highway 1 and the railway to improve resilience of transportation infrastructure in a manner that most benefits the surrounding ecosystems throughout Elkhorn Slough.

Integrating regional development and adoption of natural infrastructure and transportation planning can provide better outcomes for both sectors (Marcucci & Jordan, 2013) and Federal Highway Administration guidance and California policy are encouraging this integrated approach (Safeguarding California Plan: 2018 Update, 2018). The project was funded by Caltrans via a Senate Bill (SB) 1 Adaptation Planning grant, a Sustainable Communities Planning grant, with additional funding provided by AMBAG, TNC and the CBE.

The Project Team coordinated with a wide range of local, regional and state stakeholders to gather existing conditions, develop transportation and ecological adaptation concepts, develop adaptation scenarios, and refine and modify the concepts and scenarios with Steering Committee and community input. Throughout the study, an adaptation pathways approach was used in order to explore a variety of strategies that could cultivate transportation and ecological resilience over a range of time horizons (Haasnoot, 2013). A suite of near-term actions (e.g. next ten years) are identified to mitigate flooding impacts to transportation and ecology, in addition to developing long-range adaptation scenarios that could be implemented. The adaptation pathways approach yields deeper insight into what additional steps (e.g. planning, timing, funding) may be necessary to bridge near-term actions to a long-term vision. After assessing a preliminary suite of adaptation scenarios, three revised roadway and railway adaptation scenarios, which were compared against a no action scenario, were evaluated and are described below:

	2-Lane Elevated Highway 1 (C1)	Improve G12 Inland Corridor as Main Route (C2)	4-Lane Elevated Highway 1 (C3)
	Highway 1 remains 2 lanes and is elevated in place, on piles or fill, as appropriate	Through traffic re-direct inland to the G12 corridor and Highway 1 unmodified for local only access	Highway 1 expanded to 4 lanes and is elevated in place, on piles or fill, as appropriate
Road Features	 Highway 1 remains 2 lanes	 G12 Widened to 4-lane and Highway 1 traffic diverted	 Highway 1 widens to 4 lanes
	 Highway elevated on piles or fill	 Only local access to Highway 1	 Highway elevated on piles or fill
	 Road ecotone marsh planting		 Road ecotone marsh planting
	 Highway operational and access improvements		 Highway operational and access improvements
	 Express transit service		 Express transit service
	 Enhanced bicycle and pedestrian facilities	 Enhanced bicycle and pedestrian facilities	 Enhanced bicycle and pedestrian facilities
Rail Features	 Hourly rail service on elevated single track	 Hourly rail service on elevated single track	 Hourly rail service on elevated single track
	 Marsh restoration east of railway	 Marsh restoration east of railway	 Marsh restoration east of railway

The roadway and railway adaptation scenarios were evaluated using best available locally specific data to inform a series of modeling tools investigating systemic changes to hydrology, transportation, and ecology triggered by sea level rise and adaptation actions. Building upon the results of the hydrodynamic, transportation, and habitat modeling, a probabilistic benefit cost analysis was applied to the scenarios to account for the valuation of ecosystem services and transportation function, and provide perspective on which adaptation scenario provides more in gains than is given up in costs. Further, we provide an examination of when adaptation action needs to be taken to provide resilience benefits to both transportation infrastructure and surrounding ecosystems given probabilities of sea level rise. The major takeaways from each portion of the evaluation are briefly described here.

1.1 Transportation Modeling

AMBAG utilized the Regional Transportation Demand Model (RTDM) to evaluate the proposed transportation improvements in the adaptation scenarios in order to identify the most viable and effective solutions to enable needed transportation function for the study area. The results of the modeling for each scenario were compared to each other and to a no action scenario to analyze the impacts of each under a variety of performance metrics. These performance metrics are indicators of how the adaptation scenarios would perform and how effectively they would serve the needs of this critical transportation corridor with future growth and demand.

The results of the transportation modeling indicate:

- Allowing the roadway to flood (No Action Scenario) would not only increase congestion and delay in the study area, it would also limit access to transportation for disadvantaged communities within the Moss Landing and Elkhorn Slough area.
- Scenario C3 (4-Lane Elevated Highway 1) would best suit the transportation needs of the corridor, allowing for increased capacity on a road that is already overburdened by demand. Widening Highway 1 to four lanes would provide the greatest relief to congestion and delay, leading to less time spent on the roadway and greater ease of travel.
- Scenario C2 (Improve G12 Inland Corridor as Main Route) presents the same problems as a no action scenario in that it limits access for disadvantaged communities, and does not outperform Scenario C3 (4-Lane Elevated Highway 1) under any transportation metric.
- Scenario C1 (2-Lane Elevated Highway 1) does not provide relief to the demand on Highway 1 that already exists in the study area, but does present viable operational improvements that can be implemented to benefit travel time and safety through the corridor.

1.2 Flood Hazards Modeling

The Coastal Resilience Monterey Bay (CRMB) hazard mapping resource was applied to assess the extents of Highway 1 at risk to flooding, resulting in identification of four sections of Highway 1, called Reaches 1, 2, 3 and 4 (Figure 3). Reach 1 is between Struve Pond and Bennett Slough; Reach 2 is between the North Harbor and Bennett Slough; Reach 3 crosses Moro Cojo Slough, and Reach 4 crosses an historical slough, now a swale/drainage through agricultural lands. CRMB are the best available flood hazard mapping for the Monterey region and are being used by municipalities for vulnerability assessments and adaptation planning. We crosswalk CRMB sea level rise curves (2.4 ft by 2060 and 5.2 ft by 2100) with the most recent (2018) California guidance for reference and planning purposes. The CRMB (2014) maps were then updated to better account for micro-topography, overland flow and existing hydraulic control structures, resulting in revised flood water-surface elevations for each Reach for monthly and 100-year recurrence floods from coastal and river sources under existing and future climate-affected sea levels and runoff from the Reclamation Ditch - Gabilan Creek drainage. The refined flood hazard mapping indicates Highway 1 will be impacted by a 100-year flood by 2030 (less than one foot of sea level rise), and by monthly high water by 2050 (about 2 ft of sea level rise).

1.3 Hydrodynamic Modeling

The Delft3D hydrodynamic model was applied to evaluate impacts to overall Slough hydrodynamics as a consequence of sea level rise for the proposed roadway and railway adaptation scenarios. Flood extents, water depths and velocities were analyzed at locations within the study domain to assess changes in local hydrologic conditions.

Hydrodynamic modeling results indicate that a new flood pathway east of the managed ponds in Moss Landing Wildlife Area will develop under 2 to 3 ft of sea level rise (time horizon of 2050 to 2070), with or without roadway modifications. Consequently, Struve Pond and Upper Bennett Slough will be tidally connected to the main channel of Elkhorn Slough. This indicates that improvements made to the roadway (e.g. elevating a segment on piles or fill) will have decreasing control over flooding in this part of the Slough, as sea level rises. Additionally, the model shows overtopping of Potrero Road and Moss Landing Road, resulting in bypassing of tide gates and overland flooding of the low-lying agricultural parcels by Highway 1 and Moro Cojo Slough, assuming 3 ft of sea level rise. Likely, around mid-century, maintaining farming operations in the low-lying agricultural lands near Reaches 3 and 4 will be untenable. These results support ongoing integrated, collaborative efforts around Moro Cojo Slough to plan for future land use under sea level rise.

The hydrodynamic modeling also shows that tidal velocities in the main Slough channel will increase under future sea level rise in all scenarios, which will exacerbate net sediment export and marsh loss within the system. Marsh restoration of the complexes

east of the railway (about 700 acres of intertidal areas) proposed within this project will reduce the overall increase in tidal prism associated with sea level rise, thereby reducing marsh loss.

1.4 Habitat Modeling

The Sea Level Affecting Marshes Model (SLAMM) was applied to predict wetland habitat evolution within the Slough for each roadway and railway adaptation scenarios compared to a no action scenario on decadal time steps as sea levels rise. While a majority of Elkhorn Slough is conserved for habitat values, much of the periphery of the estuary is too steep to allow the migration of its extensive marsh habitats as sea levels rise. SLAMM modeling also assessed how much additional wetland habitat could be provided from proposed marsh restoration east of the railway, compared to a no action scenario, which would strengthen habitat resilience through the Slough.

Ecotone levees were incorporated into all scenarios of adapting Highway 1 in place. An ecotone levee utilizes a much more gradual slope (up to 20H:1V) than typically used which creates intertidal habitat area as well as an “ecotone,” an area of transition between tidal habitats and upland habitats. This ecotone provides a buffer between the roadway and sensitive estuarine habitats and also provides migration space for tidal marsh habitats to move upwards into as sea levels rise thereby enhancing resilience.

Proposed grading by Reach 2 for levee ecotone creation for Scenarios C1A (2-Lane Elevated Highway 1 with Reach 2 on Piles), C1B (2-Lane Elevated Highway 1 with Reach 2 on Fill), C3A (4-Lane Elevated Highway 1 with Reach 2 on Piles) and C3B (4-Lane Elevated Highway 1 with Reach 2 on Fill) will produce between 72 to 83 acres of estuarine marsh habitat, assuming construction by mid-century. The total number of estuarine marsh habitat acreages will likely be refined and could potentially be greater than this planning study has included. Scenarios C1B (2-Lane Elevated Highway 1 with Reach 2 on Fill) and C3B (4-Lane Elevated Highway 1 with Reach 2 on Fill) result in the greatest area of estuarine marsh habitat from the associated restoration adaptation actions among the different scenarios (607 acres remaining at 2100, compared to 260 acres from the no action scenario).

Adaptation for the railway differed from adaptation of Highway 1. Because the railway is currently within the main stem of Elkhorn Slough, elevating on fill is predicted to subside. We took this as an opportunity for restoration of large extents of tidal habitat in this part of the Slough. The rail would be elevated on trestle, and the existing railway could then be used as grade control to allow elevating the marsh plain of approximately 700 acres to mean higher high water (MHHW) in year 2050 for Parsons Slough, North/Estrada Marsh and Azevedo Ponds. This approach is supported by the Elkhorn Slough Reserve’s strategy for conservation, restoration, and enhancement and was pioneered with the recent construction of Hester Marsh within Elkhorn Slough (Fountain et al. 2020).

According to SLAMM modeling, raising the marsh plain grade to future MHHW at mid-century for Parsons Slough, North/Estrada Marsh and Azevedo Ponds is predicted to have longevity over several decades. Around 290 acres of additional restored estuarine marsh habitat remain at year 2100 (5 ft of sea level rise) as a consequence of proposed marsh restoration. As much of the area of estuarine marsh habitats throughout the Slough are converted to flats and open water under sea level rise, the importance of these marsh complexes and the ecosystem services they provide to the Slough will grow. The cost and difficulty of restoring marshes to higher tidal elevations after mid-century will increase substantially, given that many habitat acres may have already converted to estuarine open water. This highlights the need for adaptation and restoration actions beginning now and by mid-century to minimize loss of marsh habitat, secure resilience and maintain the benefits these habitats provide to people and nature.

The habitat modeling results strongly support action to create and sustain estuarine marsh habitat acreages with any infrastructure adaptation and other restoration projects throughout the Slough. Habitat modeling also urges the need to deploy such adaptation and restoration before mid-century. The model results also confirm that in addition to restoration of existing wetland habitat, present and future land use planning for low-lying agricultural lands by Reaches 3 and 4 will have a significant impact on how much wetland habitat will exist in the future. Strategic land acquisition, in the context of enabling marsh migration, is a critical strategy to sustaining future marsh habitat (Heady et al. 2018). This is further supported by Fountain et al. 2020. The parcels south and southwest of Moro Cojo Slough, if allowed to convert, represent a strong opportunity to mitigate wetland habitat loss (up to 50%) experienced by Elkhorn Slough under future sea level rise.

1.5 Benefit Cost Analysis

Sea level rise presents a significant challenge to maintaining both the transportation system of Highway 1 and the ecological systems of Elkhorn Slough. A major part of that challenge is that the costs of adapting to sea level rise are likely be very large, but the costs of not adapting could be even higher. Decisions must be made about whether to adapt, and if the decision to adapt is made, then a choice must be made of which option should be selected. Benefit cost analysis is a tool to help make these choices. It can show whether the threats from sea level rise are likely sufficient to justify action, and which options have the greatest likelihood of providing more in social benefits than the social costs incurred. Equally importantly, benefit cost analysis works with a common metric of economic values that permits comparison of the changes in both transportation and the environment resulting from sea level rise and the options being considered for response.

The analysis conducted for this study considers:

- The expenditures on transportation system adaptation and wetlands enhancement/restoration
- The value of time spent in transportation for both passengers and freight
- The economic costs of highway accidents
- Expenditures on motor vehicle operations
- The value of recreation in Elkhorn Slough
- The value of ecosystem services from Elkhorn Slough other than recreation.

Costs and benefits are defined by context. Costs are defined as reductions in economic values, while benefits are defined as gains in economy valuation. Losses and gains are always measured by comparison with a reference scenario. Taking no action with respect to sea level rise risks losses of valuable time, ecosystem services, safety, etc., but saves money for use elsewhere. Adaptation, by contrast, must incur the costs of altering infrastructure and ecosystems but these costs are offset by gains in other social values measured in time, safety, etc. that would be cost. Thus, the costs and benefits of the adaptation scenarios are the inverse of the costs and benefits of taking no action.

The results of this analysis, as shown below, indicate that the option to adapt with a 4-Lane Elevated Highway 1, which includes investments in expanding and restoring wetlands (C3) is the only option whose benefits exceed its costs (adjusted to present value). The No Action and other scenarios, 2-lane elevated highway (C1) or shifting north-south traffic to inland routes (C2/Improve G12 Inland Corridor as Main Route) all show substantially more costs than benefits. The choice of whether to use fill or piles for an elevation of Highway 1 does not affect the benefit cost conclusions.

**TABLE 1
SUMMARY OF BENEFIT COST ANALYSIS**

Millions of \$		No Action	C1		C2	C3	
			On Piles	On Fill		On Piles	On Fill
TOTAL	Costs	-\$1,459.02	-\$773.91	-\$765.10	-\$899.02	-\$913.34	-\$904.54
	Benefits	\$858.86	\$234.17	\$235.87	\$149.41	\$1,008.95	\$1,012.94
Net Present Value		-\$600.17	-\$539.74	-\$529.23	-\$749.61	\$95.61	\$108.40
Cost Benefit Ratio		0.59	0.30	0.31	0.17	1.10	1.12

The analysis also examines how to deal with the large uncertainties surrounding the actual pace and extent of sea level rise in Monterey Bay. The California Ocean

Protection Council recommends using a risk averse approach to planning for sea level rise adaptation. That is, plans should be based on the expectation of large amounts of sea level rise, even if such amounts have low probabilities based on best available science. Planning for worst case (or near worst case) scenarios creates an economic dilemma: moving ahead too soon may mean large expenditures that are ultimately not needed or not needed for many years in the future. Moving ahead too late risks enduring unacceptable losses until action is taken.

Finding a point where the decision to act is more likely to result in net gains requires an analysis of the probabilities of sea level rise. This was done in the benefit cost analysis, with the result that a decision to commit large scale resources should be made no later than the early 2040s, a point at which the data indicates that sea level rise-enhanced storms are more likely than not to begin damaging Highway 1. That decision point will be followed by at least 10 years of project development, evaluation, and construction.

The benefit cost analysis also considered the sensitivity of the analysis to the discount rate (the mechanism for equating distant future benefits with near term costs). It was found that the results were sensitive to the discount rate, with net present values for C3 (4-Lane Elevated Highway 1) approach zero at about a 4% discount rate in contrast to the 3% discount rate used. This indicates that future economic evaluation of Highway 1 adaptation options should include examination of lower cost alternatives, particularly in wetlands restoration, which in the current analysis comprises a large a portion of costs.

1.6 Major Takeaways and Considerations for Future Planning

While not an exhaustive list, summarized below are key takeaways and considerations for future planning drawn from the study process, approach, methodologies and results from the analyses.

Major Takeaways:

- **Choosing not to adapt to sea level rise will result in widespread loss of coastal habitat, significant transportation impacts and economic losses.** Following a no action pathway, or delaying action on climate change adaptation, will result in widespread loss of habitat and biodiversity through the Slough (up to 85% of estuarine marsh habitat) and worsen an existing transportation function problem, to the detriment of the community, region, and the many visitors to Monterey Bay. A no action pathway is not an economically viable option for Moss Landing and Elkhorn Slough.
- **Adaptation of the highway with nature-based elements helps to reduce the loss of marsh habitat.** Marsh habitat is the most at-risk habitat type with sea level rise. Every acre of marsh habitat that can be conserved and restored will be critical to ensure Elkhorn Slough can continue to support healthy wetland habitat. The ecotone proposed for highway adaptation and the marsh restoration for Parsons

Slough, North/Estrada Marsh Complexes and Azevedo Ponds, will make significant contributions to reducing habitat loss in the Slough.

- **Adaptation needs to be in place by 2050 to ensure benefits to transportation and habitats.** The benefits of implementing adaptation actions, such as large-scale marsh restoration, are greater the earlier they happen in the century. The results of the evaluation emphasize the importance of planning for Highway 1 and railway adaptation in the early to mid-2030s and implementing a course of action well before sea levels are predicted to follow the exponential part of the curve in mid- to late- 21st century.
- **Multi-sector cooperation and planning is key.** Integrating transportation and ecosystem resilience planning from the beginning can provide better outcomes for both sectors. It is critical to have a multi-sectoral team of transportation planners, scientists, conservationists, engineers and economists together at the same table, pursuing coequal goals for transportation and ecology, and working to identify pathways to long-term adaptation to achieve multiple benefits.
- **Planning for ecosystem migration is critical to increase future habitat and overall resilience of Elkhorn Slough.** This study revealed the need to also pursue conservation and restoration strategies to ensure migration of coastal habitat with sea level rise. Habitat migration could mitigate approximately half of projected habitat losses with sea level rise.

Considerations for Future Planning (See Section 7.3 Considerations for Future Planning):

- Integrate study results into Regional, Metropolitan and State Transportation Plans and prioritize further planning for this critical transportation corridor.
- Continue planning processes that combine multi-objective and multi-benefit focus in each stage of adaptation planning.
- Future analysis should integrate best available science and modeling, including considering higher sea level rise scenarios when projections are available.
- Integration and consistency with other ongoing and future climate change adaptation planning efforts is critical, including the Moss Landing Community Plan, Local Coastal Plan and Monterey County General Plan.
- The economic benefit cost analysis developed in this project provides a framework for planners to assess when adaptation is needed and should be applied to future efforts.
- Pathways, triggers and strong partnerships must be in place now to ensure effective climate change adaptation for the Moss Landing area and Elkhorn Slough.

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The 2020 AMBAG Board of Director meeting locations are subject to change in light of Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the shelter in place directive.

2020 AMBAG Calendar of Meetings

September 9, 2020	TBD
October 14, 2020	Marina Library Community Room 190 Seaside Circle, Marina, 93933 Meeting Time: 6 pm
November 18, 2020	Seaside Community Room 220 Coe Avenue, Seaside, 93955 Dinner will be served at 5 pm Board of Directors Meeting: 6 pm *Delayed one week due to Veteran’s Day Holiday
December 2020	No Meeting Scheduled

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AMBAG Acronym Guide	
ABM	Activity Based Model
ADA	Americans Disabilities Act
ALUC	Airport Land Use Commission
AMBAG	Association of Monterey Bay Area Governments
ARRA	American Reinvestment and Recovery Act
CAAA	Clean Air Act Amendments of 1990 (Federal Legislation)
Caltrans	California Department of Transportation
CAFR	Comprehensive Annual Financial Report
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
ITS	Intelligent Transportation Systems
JPA	Joint Powers Agreement
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
MBCP	Monterey Bay Community Power
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
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
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 Trips