



AMBAG Board of Directors Agenda

Association of Monterey Bay Area Governments

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

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Email: info@ambag.org

Meeting Via GoToWebinar

DATE: March 9, 2022

TIME: 6:00 PM

Please register for the AMBAG Board of Directors meeting at

<https://attendee.gotowebinar.com/register/1791009205573267216>

On September 16, 2021, Governor Newsom signed AB 361 into law. The provisions enacted by AB 361 provide flexibility to meet remotely during a proclaimed emergency and will sunset on January 1, 2024. The AMBAG Board of Directors meeting will be conducted via GoToWebinar as established by Resolution 2022-3 adopted by the AMBAG Board of Directors on February 9, 2022. The AMBAG Board of Directors will participate in the meeting from individual remote locations. Members of the public will need to attend the meeting remotely via GoToWebinar. We apologize in advance for any technical difficulties.

Persons who wish to address the AMBAG Board of Directors on an item to be considered at this meeting are encouraged to submit comments in writing at info@ambag.org by Tuesday, March 8, 2022. The subject line should read "Public Comment for the March 9, 2022 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 March 9, 2022 AMBAG Board of Directors meeting using the following link: <https://attendee.gotowebinar.com/register/1791009205573267216>

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

If you have any questions, please contact Ana Flores, Clerk of the Board at aflores@ambag.org or at 831-883-3750 Ext. 300.

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. **COMMITTEE REPORTS**
 - A. **Executive/Finance Committee**
Recommended Action: INFORMATION
 - President Petersen

Receive oral report.
 - B. **Monterey Bay National Marine Sanctuary (MBNMS) Advisory Council (SAC) Meeting**
Recommended Action: DIRECT
 - Director McAdams

Receive a report on the February 18, 2022. The next meeting is scheduled on April 15, 2022.
6. **EXECUTIVE DIRECTOR'S REPORT**
Recommended Action: INFORMATION
 - Maura Twomey, Executive Director

Receive a report from Maura Twomey, Executive Director.
7. **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 February 9, 2022 AMBAG Board of Directors Meeting**
 - Ana Flores, Clerk of the Board

Approve the draft minutes of the February 9, 2022 AMBAG Board of Directors meeting. (Page 5)
 - B. **AMBAG Regional Clearinghouse Monthly Newsletter**
 - Miranda Taylor, Planner

Accept the clearinghouse monthly newsletter. (Page 11)

C. AMBAG Sustainability Program Update

- Amaury Berteaud, Special Projects Manager

Accept the AMBAG Sustainability Program update. (Page 15)

D. Resolution in accordance with AB 361 regarding the Ralph M. Brown Act and Finding of Imminent Risk to Health and Safety of In-Person Meetings as a Result of the Continuing COVID-19 Pandemic State of Emergency Declared by Governor Newsom

- Maura Twomey, Executive Director

Adopt a resolution in accordance with AB 361 regarding the Ralph M. Brown Act and finding of imminent risk to health and safety of in-person meetings as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom. (Page 19)

E. 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 21)

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

9. ADMINISTRATION

**A. Draft FY 2022-23 Monterey Bay Region Overall Work Program (OWP) and Budget
Recommended Action: INFORMATION**

- Bhupendra Patel, Director of Modeling

The Draft FY 2022-23 Monterey Bay Region OWP and Budget is provided for Board review and comments. (Page 27)

10. PLANNING

**A. Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy: Summary of Public Comment and Proposed Changes
Recommended Action: INFORMATION**

- Heather Adamson, Director of Planning

The Board of Directors is asked to discuss the summary of public comment and proposed changes to the Draft 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS). (Page 29)

11. ADJOURNMENT

REFERENCE ITEMS:

- A. 2022 Calendar of Meetings (Page 45)
- B. Acronym Guide (Page 47)

NEXT MEETING:

Date: April 13, 2022

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.

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

February 9, 2022

1. CALL TO ORDER

The Board of Directors of the Association of Monterey Bay Area Governments, President, Kristen Petersen presiding, convened at 6:01 p.m. Wednesday, February 9, 2022 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	Karen Ferlito	County of Monterey	John Phillips
Del Rey Oaks	Kim Shirley	County of San Benito	Bea Gonzales
Gonzales	Scott Funk	County of Santa Cruz	Greg Caput
Greenfield	Lance Walker	County of Santa Cruz	Manu Koenig
Hollister	Rick Perez		
King City	Carlos Victoria	<u>Ex-Officio Members:</u>	
Marina	Lisa Berkley	3CE	Catherine Stedman
Monterey	Ed Smith	Caltrans, District 5	Scott Eades
Pacific Grove	Jenny McAdams	MBARD	David Frisby
Salinas	Steve McShane	MPAD	LisAnne Swahney
San Juan Bautista	John Freeman	TAMC	Todd Muck
Sand City	Mary Ann Carbone		
Santa Cruz	Justin Cummings		
Scotts Valley	Derek Timm		
Soledad	Anna Velazquez		
Watsonville	Eduardo Montesino		
ABSENT:			
Seaside	Jon Wizard	<u>Ex-Officio Members:</u>	
County of San Benito	Betsy Dirks	MST	Lisa Rheinheimer
		SBtCOG	Mary Gilbert
		SCCRTC	Guy Prestion
		SC Metro	John Urgo

Others Present: Autumn Rossi, Hayashi & Wayland; Colleen Courtney, County of Monterey; Lowell Hurst, City of Watsonville; Lennies Gutierrez, Comcast; Dawn Hayes, MBNMS; Michael Pisano; Amaury Berteaud, Special Projects Manager; Miranda Taylor, Planner; Maura Twomey, Executive Director; and Ana Flores, Clerk of the Board.

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

There were no oral communications from the public.

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

There were no oral communications from the Board.

5. PRESENTATIONS

A. Annual Comprehensive Financial Report (ACFR) for Fiscal Year (FY) 2020-2021

Autumn Rossi, Hayashi & Wayland gave an overview of the draft CAFR for FY 2020-2021. Ms. Rossi stated that AMBAG received a unmodified opinion on the financial statements and a clean single audit with no findings. Ms. Rossi also reported that no management letter was issued. Brief discussion followed.

B. AMBAG Rural Regional Energy Network Participation

Amaury Berteaud, Special Projects Manager gave a report of the AMBAG Rural Regional Energy Network Participation. Regional Energy Networks (RENs) were first envisioned as an innovative framework for local governments to design and administer energy efficiency programs. In 2021 the California Public Utilities (CPUC) allowed two RENs to begin operations as pilot programs. The goal was for the RENs to serve customers not currently served by other energy efficiency programs. By launching new programs, RENs bring energy efficiency incentives and increased technical support to previously underserved communities. REN's are allowed to design innovative programs which focus on serving communities in ways traditional energy efficiency programs do not. In 2018 and 2019, the CPUC issued decisions opening the way for the creation of new RENs and making the two pilot RENs permanent. In order to create a new REN 1) a presentation first has to be made to the California Energy Efficiency Coordinating Committee (CAEECC); and 2) a detailed business plan must then be submitted to the CPUC that demonstrates how the new REN provides a new and unique value towards meeting California's energy, climate, and equity goals. AMBAG partnered with rural energy efficiency implementers throughout California to form a Rural and Hard to Reach Working Group. This group began by participating in the CPUC regulatory process to represent the rural regions of California. In order to have more direct impact, six partners decided to start the process of developing a REN. The RuralREN governance consists of 1) a signed memorandum of understanding to define and formalize the working relationship among each RuralREN participating partners; 2) the Redwood Coast Energy Authority will act as the administration for the RuralREN and file regulatory submissions and reporting documents to the CPUC and provide RuralREN budget oversight; 3) the Leadership Team will be formed with one representative from each partner agency, each holding one equal vote; and 4) the Leadership Team will act as the RuralREN's Board of Directors and will be responsible for making high level administrative, organizational, portfolio level strategy, operational, and policy decisions. The Rural and Hard To Reach partners pooled resources and expertise to design energy efficiency programs and draft a strategic 2023-2031 business plan. A presentation will be made to the CAEECC and the business plan is set to be submitted to the CPUC by March 4, 2022. The CPUC is scheduled to issue a decision in late 2022. The RuralREN proposed budget and programs were 1) created as part of the business plan being submitted to the CPUC; 2) the proposed budget for year 1 is \$11.5 million, rising to \$21.5 million in five years; and 3) staff will be implementing five RuralREN programs, and staff will manage an implementation budget of \$1.5 million in year one, rising to \$2 million in year five. The

RuralREN Residential Program will 1) target low to moderate income rural service workers and retirees since they often face a high energy cost burden; 2) seek to raise awareness on energy efficiency and clean energy issues within our communities; 3) offer basic energy efficiency “toolkits” containing simple energy efficiency and conservation education material as well as easy to install energy efficiency equipment such as LED lightbulbs and power strips; and 4) offer in person and virtual energy efficiency audits which will also include no cost energy efficiency equipment and provide actionable energy efficiency and electrification project recommendations. The RuralREN Public Program will 1) be a complement to existing PG&E local government partnerships as well as the existing Willdan GK-12 program; 2) in San Benito and Santa Cruz Counties, the program will offer no cost services such as benchmarking, audits, and infrastructure reports; 3) provide technical assistance in order for public agencies to obtain energy efficiency incentives and funding; and 4) seek to promote the tracking and reporting of energy efficiency and electrification project benefits wherever feasible. The RuralREN Workforce Education and Training Program will 1) offer three pathways for community members to participate in the green economy; 2) the clean energy academy will bring free energy efficiency career training to underserved populations; 3) the climate careers employment and training pathway will target 15 to 22 year olds and train them to act as part of the residential program; and 4) the connectivity pathway will seek to connect graduates of the Clean Energy Academy and climate careers pathway and place them in programs that provide needed certifications to start working at a prevailing wage. The RuralREN Codes and Standards Program will 1) support code enforcement agencies as well as the building design and construction community to better understand and implement California’s Building Energy Efficiency Standards (Title 24); 2) provide building professionals with topic specific code trainings as well as support to facilitate the transition to new codes, in particular ZNE-Ready reach codes; and 3) include an Energy Codes Coach service, which will provide on-demand technical assistance for public agencies or contractors to ask issue specific questions that arise as part of the permitting process. The RuralREN Finance Program will 1) provide guidance and support to customers during their participation in energy efficiency related funding and financing offerings; 2) operate a short-term bridge loan offering for small businesses and local government agencies to cover energy efficiency project costs during construction; and 3) operate a residential loan offering which will offer zero percent interest medium term financing for energy efficiency upgrades and appliance electrification projects. The benefits of the RuralREN are 1) brings five highly innovative energy efficiency programs to the AMBAG region; 2) builds internal staff capacity and creates further opportunities to collaborate with AMBAG jurisdictions on sustainability issues; 3) helps educate the community about energy issues and provide resources for community members to join the green economy; and 4) opens the door to future collaboration opportunities relating to vehicle and building electrification. Brief discussion followed.

6. 2022 BOARD AND COMMITTEE APPOINTMENTS

The 2022 Board and Committee appointments were approved.

Motion made by Caput, seconded by Phillips to approve the 2022 Board and Committee appointments. Motion passed with Director Berkley abstaining.

7. COMMITTEE REPORTS

A. Executive/Finance Committee

President McShane reported that the Executive/Finance Committee approved the consent agenda that included 1) Resolution 2022-2 regarding the Ralph M. Brown Act and finding of imminent risk to health and safety of in-person meetings as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom; 2) the minutes of the January 12, 2021 meeting; 3) list of warrants as of November 30, 2021; and 4) accounts receivable as of November 30, 2021.

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

President Petersen reported that agenda for the February 18, 2022 meeting includes two action items. The first action item is to approve the draft 2022 work plan and the second is to approve a Charter Amendment. Staff will also give an update on the major accomplishments of the NBNMS Research team.

8. EXECUTIVE DIRECTOR'S REPORT

Maura Twomey, Executive Director reported that 1) AMBAG was awarded a \$250,000 Department of Conservation Sustainable Agricultural Lands Conservation Program Planning Grant to create a Monterey Bay natural and Working Lands Climate Mitigation and Resiliency Study. The study will empower the Monterey Bay region to consider the carbon stored in natural and working lands as part of long-range land use planning as well as provide future opportunities for cities and counties to include natural and working land GHG mitigation and adaptation strategies as part of their climate action planning process; and 2) AMBAG and the California Department of Housing and Community Development staff will be hosting a virtual webinar for local elected officials and local jurisdiction planning and housing staff on the 6th Cycle Housing Elements. The webinar is scheduled for Tuesday, March 29, 2022 from 1 pm – 3 pm. All local elected officials and local jurisdiction staff are encouraged to attend. Please save the date and additional webinar information will be sent out soon.

9. CONSENT AGENDA

A. Draft Minutes of the January 12, 2022 AMBAG Board of Directors Meeting

The draft minutes of the January 12, 2022 AMBAG Board of Directors meeting were approved.

B. AMBAG Regional Clearinghouse Monthly Newsletter

The AMBAG Clearinghouse monthly newsletter was accepted.

C. AMBAG Sustainability Program Update

The Sustainability Program update was accepted.

D. Resolution in accordance with AB 361 regarding the Ralph M. Brown Act and Finding of Imminent Risk to Health and Safety of In-Person Meetings as a Result of the Continuing COVID-19 Pandemic State of Emergency Declared by Governor Newsom

Resolution 2022-3 was adopted.

F. Formal Amendment No. 7 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2020-21 to FFY 2023-24

The Formal Amendment No. 7 to the MTIP FFY 2020-21 to FFY 2023-24 was approved.

G. Integrated Land Use Model and Development Monitoring Framework Tool Consultant Agreement

The Integrated Land Use Model and Development Monitoring Framework Tool Consultant Agreement was approved.

H. AMBAG Line of Credit Renewal and Extension

The request for renewal of a \$100,000 line of credit was approved.

I. Financial Update Report

The financial update report was accepted.

Motion made by Director Phillips seconded by Director Cummings to approve the consent agenda. The motion passed unanimously.

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

None.

11. ADJOURNMENT

The Board of Directors meeting adjourned at 7:08 PM.

Kristen Petersen, President

Maura F. Twomey, Executive Director

DRAFT AMBAG BOARD OF DIRECTORS MEETING ATTENDANCE & VOTING RECORD
BOARD MEETING DATE: February 9, 2022

Attendance (X= Present; AB= Absent) Voting (Y= Yes; N=No; A=Abstain)				
MEMBER	AMBAG REP	Attendance	Item #6	Item #9
Capitola	Kristen Petersen	X	Y	Y
Carmel-by-the-Sea	Karen Ferlito	X	Y	Y
Del Rey Oaks	Kim Shirley	X	Y	Y
Gonzales	Scott Funk	X	Y	Y
Greenfield	Lance Walker	X	Y	Y
Hollister	Rick Perez	X	Y	Y
King City	Carlos Victoria	X	Y	Y
Marina	Lisa Berkley	X	A	Y
Monterey	Ed Smith	X	Y	Y
Pacific Grove	Jenny McAdams	X	Y	Y
Salinas	Steve McShane	X	Y	Y
San Juan Bautista	John Freeman	X	Y	Y
Sand City	Mary Ann Carbone	X	Y	Y
Santa Cruz	Justin Cummings	X	Y	Y
Scotts Valley	Derek Timm	X	Y	Y
Seaside	Jon Wizard	AB	N/A	N/A
Soledad	Anna Velazquez	X	Y	Y
Watsonville	Eduardo Montesino	X	Y	Y
County-Monterey	Mary Adams	X	Y	Y
County-Monterey	John Phillips	X	Y	Y
County-Santa Cruz	Manu Koenig	X	Y	Y
County-Santa Cruz	Greg Caput	X	Y	Y
County-San Benito	Betsy Dirks	AB	N/A	N/A
County-San Benito	Bea Gonzales	X	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: Miranda Taylor, Planner

SUBJECT: AMBAG Regional Clearinghouse Monthly Newsletter

MEETING DATE: March 9, 2022

RECOMMENDATION:

It is recommended that the Board of Directors accept the February 2022 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.

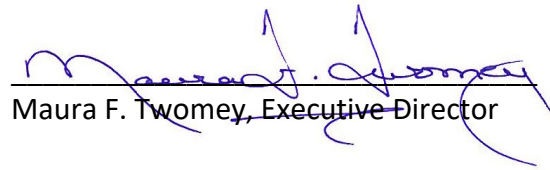
COORDINATION:

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 February 1– February 28, 2022.

APPROVED BY:



Maura F. Twomey, Executive Director

Attachment 1

AMBAG REGIONAL CLEARINGHOUSE

The AMBAG Board of Directors will review these items on 03/09/2021

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

ENVIRONMENTAL DOCUMENTS

20220201- California State University Monterey Bay Master Plan
Board of Trustees of the California State University Anya Spear (831) 582-3530
Notice of Availability / Draft Environmental Impact Report (DEIR)
<p>The proposed Master Plan provides the basis for the physical development of the CSUMB campus through 2035. Implementation of the Project would provide space and facility needs to support an on-campus enrollment of 12,700 full-time-equivalent students (FTES) and 1,776 FTE faculty and staff by the year 2035. Overall, the proposed Master Plan would include approximately 2.6 million gross square feet of net new building space for academics, administration, student life, athletic and recreational uses, institutional partnership facilities, and housing. On-campus housing would be constructed sufficient to continue to accommodate 60 percent of FTES and existing housing would accommodate 65 percent of FTE faculty and staff, with a projected increase of 3,820 student beds and 757 converted residential units for faculty and staff. The Project also would accommodate redevelopment and growth in outdoor athletics and recreation facilities to serve campus needs. The proposed Master Plan includes Project Design Features (PDFs) that address various topics including open space, transportation, water and wastewater systems, energy systems and greenhouse gas reduction, and design. For example, transportation PDFs will enhance and expand the campus' existing Transportation Demand Management (TDM) program in order to further reduce vehicle trips and prioritize pedestrian and bicycle movement.</p> <p>The Project includes specific development components identified in the proposed Master Plan and expected to be constructed in the next 10 years; these Project components are referred to throughout this EIR as "near-term development components." These near-term development components include: Student Housing Phase III (600 student housing beds); Academic IV (95,000 GSF of classroom/instructional space); Student Recreation Center (70,000 GSF of recreation space); Student Housing Phase IIB (400 student housing beds); and Academic V (76,700 GSF of classroom/instructional space).</p>
Project is located in Monterey County Parcel: multiple
Public hearing information: TBD
Public review period ends: Monday, March, 2022

20220202- Monterey Bay Aquarium Research Institute
Monterey County Phil Angelo (831) 784-5731
Notice of Intent (NOI) / Mitigated Negative Declaration (MND)
Combined Development Permit consisting of: 1) Coastal Development Permit to allow the demolition of an existing 16,740 square foot restaurant and marine research facility building, and the construction of a two-story 32,900 square foot marine research facility building; 2) a Coastal Development Permit for development within 100 feet of environmentally sensitive habitat, (coastal dune); and 3) a Coastal Development Permit for reduction in parking standards.
Project is located in Monterey County Parcel: 133232001000
Public hearing information: TBD
Public review period ends: Monday, March 14, 2022



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: March 9, 2022

RECOMMENDATION:

It is recommended the Board of Directors accept this report.

BACKGROUND/DISCUSSION:

AMBAG Sustainability Program Elements

Energy Efficiency Program Development

AMBAG is a founding member of the Rural and Hard to Reach (RHTR) working group, which was created in 2015 to promote the deployment of energy efficiency resources to California's rural communities. In the past two year AMBAG staff has been working with other RHTR members to create a Regional Energy Network (REN). Regional Energy Networks are entities which submit business plans to the California Public Utilities Commission (CPUC) to obtain ratepayer funds and implement energy efficiency programs. The RHTR working group created such a business plan in order to implement programs as a new Regional Energy Network, the RuralREN. If approved by the CPUC, the RuralREN would bring resources to the region, assisting residents, businesses, and the public agencies in completing energy efficiency projects and creating new sustainability initiatives.

In June 2021, RHTR partners executed a memorandum of understanding for the development of the RuralREN and started the process of writing a strategic energy efficiency business plan. On February 16, 2022 RHTR partners organized a workshop of the California Energy Efficiency Coordinating Council (CAEECC) to present the concept of the RuralREN and gather feedback on the business plan. The RuralREN business plan was submitted to the CPUC on March 4, 2022. If approved by the CPUC, the RuralREN will start operating on January 1, 2023 until December 31, 2031.

Planning Excellence!

Central California Energy Watch Program implementation in Monterey County

The AMBAG Sustainability Program is acting as a sub consultant to the San Joaquin Valley Clean Energy Organization (SJVCEO) to implement the Central California Energy Watch (CCEW) program in Monterey County. AMBAG staff is conducting outreach to public sector agencies and school districts to inform them about the program, drive program enrollment, and provide energy efficiency technical assistance services. Current efforts are focused on enrolling public agencies and working with jurisdictions as well as school districts to support energy benchmarking.

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 district 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.

AMBAG staff has been working with sixteen school districts to complete their final project completion reports. As part of this process AMBAG staff is gathering benchmarking data and creating the necessary reports to obtain California Energy Commission staff approval.

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, 2015, 2018, and 2019, 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 MOU with AMBAG, Central Coast Community Energy has allocated funding for AMBAG to develop 2018, 2019, and 2020 Community-wide GHG Inventories for all its member jurisdictions in calendar year 2020, 2021, and 2022. This has allowed AMBAG to continue providing GHG inventories to our jurisdictions and enabled continued climate action on the central coast. In the past month AMBAG staff has been continuing to gather data for the 2020 Community-wide GHG inventories.

ALTERNATIVES:

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

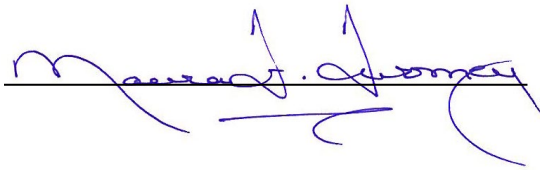
FINANCIAL IMPACT:

The budget is fully funded under the AMBAG-3CE MOU, a sub consultant agreement with the SJVCEO, and SB1 Planning Funds. All funding is programmed in the FY 2021-22 Overall Work Program and Budget.

COORDINATION:

AMBAG staff is coordinating with 3CE, the SJVCEO, as well as local jurisdictions and local community stakeholders.

APPROVED BY:

A handwritten signature in blue ink is written over a horizontal line. The signature is cursive and appears to read "M. J. Quinlan". There are two small upward-pointing arrows above the signature, one above the 'M' and one above the 'Q'. A horizontal line is drawn through the signature.

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A RESOLUTION

OF THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS BOARD OF DIRECTORS ADOPTING A RESOLUTION REGARDING THE RALPH M BROWN ACT AND FINDING OF IMMINENT RISK TO HEALTH AND SAFETY OF IN-PERSON MEETING AS A RESULT OF THE CONTINUING COVID-19 PANDEMIC STATE OF EMERGENCY DECLARED BY GOVERNOR NEWSOM

WHEREAS, on March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic; and,

WHEREAS, the proclaimed state of emergency remains in effect; and,

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government code Section 54950 et seq. (the “Brown Act”), provided certain requirements were met and followed; and,

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and,

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 that provides that a legislative body subject to the Brown Act may continue to meet without fully complying with the teleconferencing rules in the Brown Act provided the legislative body determines that meeting in person would present imminent risk to the health and safety of attendees, and further requires that certain findings be made by the legislative body every (30) days; and,

WHEREAS, California Department of Public Health (“CDPH”) and the federal Centers for Disease Control and Prevention (“CDC”) caution that the Delta and Omicron variants of COVID-19, currently the dominant strains of COVID-19 in the country, are more transmissible than prior variants of the virus, may cause severe illness, and that even fully vaccinated individuals can spread the virus, may cause more severe alarming rates of COVID-19 cases and hospitalizations (<https://cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and,

WHEREAS, other variants of COVID-19 exist, and it is unknown at this time whether other variants may result in a new surge in COVID-19 cases; and,

WHEREAS, the CDC has established a “Community Transmission” metric with 4 tiers designated to reflect a community’s COVID-19 case rate and percent positivity; and,

WHEREAS, Monterey County, San Benito County, and Santa Cruz County currently have a Community Transmission metric of “high” which is the most serious of the tiers; and,

WHEREAS, the Board of Directors for the Association of Monterey Bay Area Governments (AMBAG) is empowered to take actions necessary to protect public, health, welfare and safety within the region; and,

WHEREAS, AMBAG has an important governmental interest in protecting the health, safety and welfare of those who participate in meetings of AMBAG’s various legislative bodies subject to the Brown Act; and,

WHEREAS, in the interest of the public health and safety, as affected by the emergency cause by the spread of COVID-19, the AMBAG Board of Directors deems it necessary to find that meeting in person for meetings of all AMBAG related legislative bodies as well as subcommittees of the board of Directors subject to the Ralph M. Brown Act, would present imminent risk to the health or safety of attendees, and thus intends to invoke the provisions of AB 361 related to teleconferencing as provided in subdivisions (e) of Government Code section 54953; and,

WHEREAS, all teleconference meetings of the AMBAG Board of Directors, AMBAG Executive/Finance Committee, as well as all subcommittees of the Board of Directors shall comply with the requirements to provide the public with access to meetings as prescribed in paragraph (2) of subdivision (e) of Government Code section 54953;

NOW, THEREFORE, BE IT RESOLVED that the AMBAG Board of Directors does hereby approve as follows:

1. The AMBAG Board of Directors finds that meeting in person for meeting of all AMBAG related legislative bodies subject to the Ralph M. Brown Act would present imminent risk to the health or safety of attendees.
2. This finding applies to all AMBAG related legislative bodies subject to the Brown Act, including but not limited to, the AMBAG Board of Directors meeting; the AMBAG Executive/Finance Committee; the RAPS, Inc. Board of Directors meeting, and any other standing committees.
3. Staff is directed to return to the Board of Directors no later than thirty (30) days after the adoption of this resolution, or by next Board of Directors meeting (whichever comes first), with an item for the Board to consider making the findings required by AB361 in order to continue meeting under its provisions.
4. The AMBAG Executive Director and AMBAG Counsel are directed to take such other necessary or appropriate actions to implement the intent and purposes of this resolution.

PASSED AND ADOPTED this 9th day of March 2022.

Kristen Petersen, President

Maura F. Twomey, Executive Director



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Errol Osteraa, Director of Finance and Administration

SUBJECT: Financial Update Report

MEETING DATE: March 9, 2022

RECOMMENDATION:

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

BACKGROUND/ DISCUSSION:

The enclosed financial reports are for the 2021-2022 Fiscal Year (FY) and are presented as a consent item. The attached reports contain the cumulative effect of operations through December 31, 2021, as well as a budget-to-actual comparison. Amounts in the Financial Update Report are unaudited.

FINANCIAL IMPACT:

The Balance Sheet for December 31, 2021, reflects a cash balance of \$3,135,121.91. The accounts receivable balance is \$734,605.13, while the current liabilities balance is \$621,425.36. AMBAG has sufficient current assets on hand to pay all known current obligations.

AMBAG's Balance Sheet as of December 31, 2021, reflects a positive Net Position of \$5,786.97. This is due to the Profit and Loss Statement reflecting an excess of revenue over expense of \$160,470.88. Changes in Net Position are to be expected throughout the fiscal year (FY), particularly at the beginning due to collection of member dues which are received in July and the timing of various year-end adjustments required after our financial audit.

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The following table highlights key Budget to Actual financial data:

Budget to Actual Financial Highlights
For Period July 1, 2021 through December 31, 2021

Expenditures	Budget Through December 2021	Actual Through December 2021	Difference
Salaries & Fringe Benefits	\$ 1,224,127.00	\$ 1,110,457.22	\$ 113,669.78
Professional Services	\$ 3,800,531.00	\$ 1,008,910.94	\$ 2,791,620.06
Lease/Rentals	\$ 45,500.00	\$ 40,536.47	\$ 4,963.53
Communications	\$ 12,400.00	\$ 8,804.58	\$ 3,595.42
Supplies	\$ 55,700.00	\$ 12,270.30	\$ 43,429.70
Printing	\$ 8,350.00	\$ 1,191.20	\$ 7,158.80
Travel	\$ 35,100.00	\$ (65.99)	\$ 35,165.99
Other Charges	\$ 171,519.00	\$ 182,623.47	\$ (11,104.47)
Total	\$ 5,353,227.00	\$ 2,364,728.19	\$ 2,988,498.81
Revenue			
Federal/State/Local Revenue	\$ 5,382,331.00	\$ 2,525,199.07	\$ 2,857,131.93
Note: AMBAG is projecting a surplus, therefore budgeted revenues do not equal expenses.			

Revenues/Expenses (Budget to Actual Comparison):

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

Professional Services are under budget primarily due to the timing of work on projects performed by contractors. Work is progressing on the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). This work is not performed in a linear fashion while the budget reflects linear programming. In addition, the Regional Early Action Planning Housing Program (REAP) provides \$7,931,330 in funding of which a large portion will pass through to partner agencies. It is in its early stages.

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

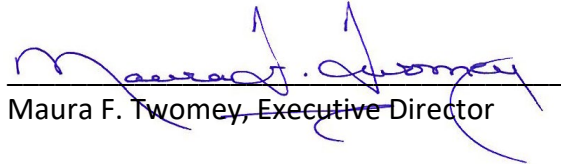
COORDINATION:

N/A

ATTACHMENTS:

1. Balance Sheet as of December 31, 2021
2. Profit and Loss: July 1, 2021 – December 31, 2021
3. Cash Activity for January 2022

APPROVED BY:



Maura F. Twomey, Executive Director

Balance Sheet - Attachment 1

As of December 31, 2021

	December 31, 2021	December 31, 2021
Assets		
Current Assets		
Cash and Cash Equivalents		
Mechanics Bank - Special Reserve	300,619.73	497,953.28
Mechanics Bank - Checking	109,292.22	123,472.08
Mechanics Bank - REAP Checking	2,721,024.99	0.00
Petty Cash	500.00	
LAIF Account	3,684.97	
Total Cash and Cash Equivalents	3,135,121.91	
Accounts Receivable		
Accounts Receivable	734,605.13	
Total Accounts Receivable	734,605.13	
Other Current Assets		
Due from PRWFPA/RAPS	261.00	
Prepaid Items	22,424.95	
Total Other Current Assets	22,685.95	
Total Current Assets	3,892,412.99	
Long-Term Assets		
Net OPEB Asset	96,473.00	
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	969,018.88	
Capital Assets		
Capital Assets	319,089.93	(154,683.91)
Accumulated Depreciation	(184,381.37)	160,470.88
Total Capital Assets	134,708.56	5,786.97
Total Assets	4,996,140.43	4,996,140.43
Liabilities & Net Position		
Liabilities		
Current Liabilities		
Accounts Payable		497,953.28
Employee Benefits		123,472.08
Mechanics Bank - Line of Credit		0.00
Total Current Liabilities		621,425.36
Long-Term Liabilities		
Deferred Inflows - Actuarial		258,986.95
Net Pension Liability (GASB 68)		1,888,153.69
OPEB Liability		10,571.64
Deferred Revenue		2,211,215.82
Total Long-Term Liabilities		4,368,928.10
Total Liabilities		4,990,353.46
Net Position		
Beginning Net Position		(154,683.91)
Net Income/(Loss)		160,470.88
Total Ending Net Position		5,786.97
Total Liabilities & Net Position		4,996,140.43

AMBAG

Profit & Loss - Attachment 2

July - December 2021

	July - December 2021	July - December 2021
Income		
AMBAG Revenue		174,272.28
Cash Contributions		169,490.84
Grant Revenue		2,072,869.28
Non-Federal Local Match		108,566.67
Total Income		2,525,199.07
Expense		
Salaries		706,376.31
Fringe Benefits		404,080.91
Professional Services		1,008,910.94
Lease/Rentals		40,536.47
Communications		8,804.58
Supplies		12,270.30
Printing		1,191.20
Travel		(65.99)
Other Charges:		
BOD Allowances	5,050.00	
Workshops/Training	1,259.97	
GIS Licensing/CCJDC Support	11,700.00	
REAP Travel/Classes/Events	2,608.83	
SB1/MTIP/MTP/SCS/OWP/Public Participation Expenses	7,827.46	
Recruiting	489.95	
Model Expenses	217.12	
Dues & Subscriptions	9,896.32	
Depreciation Expense	15,456.34	
Maintenance/Utilities	384.54	
Insurance	19,160.88	
Interest/Fees/Tax Expense	5.39	
Total Other Charges		74,056.80
Non-Federal Local Match		108,566.67
Total Expense		2,364,728.19
Net Income/(Loss)		160,470.88

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Cash Activity - Attachment 3
For January 2022

Monthly Cash Activity	July-21	August-21	September-21	October-21	November-21	December-21	January-22	February-22	March-22	April-22	May-22	June-22	TOTAL
1. CASH ON HAND													
[Beginning of month]	4,140,366.44	4,161,723.11	3,647,705.41	3,625,765.50	3,443,520.63	3,425,278.73	3,135,121.91	0.00	0.00	0.00	0.00	0.00	
2. CASH RECEIPTS													
(a) AMBAG Revenue	108,597.78	107,565.48	14,000.18	61,432.23	707,415.96	6,068.12	41,911.38	0.00	0.00	0.00	0.00	0.00	1,046,991.13
(b) Grant Revenue	180,907.52	21,585.44	193,707.79	0.00	0.00	0.00	378,169.08	0.00	0.00	0.00	0.00	0.00	774,369.83
(c) REAP Advance Payment	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	289,505.30	129,150.92	207,707.97	61,432.23	707,415.96	6,068.12	420,080.46	0.00	0.00	0.00	0.00	0.00	1,821,360.96
4. TOTAL CASH AVAILABLE	4,429,871.74	4,290,874.03	3,855,413.38	3,687,197.73	4,150,936.59	3,431,346.85	3,555,202.37	0.00	0.00	0.00	0.00	0.00	
5. CASH PAID OUT													
(a) Payroll & Related *	185,064.62	189,829.59	172,248.66	197,590.98	179,470.13	213,078.25	161,573.75	0.00	0.00	0.00	0.00	0.00	1,298,855.98
(b) Professional Services	18,658.78	334,934.61	32,380.92	30,636.83	531,139.86	65,623.12	17,797.55	0.00	0.00	0.00	0.00	0.00	1,031,171.67
(c) Capital Outlay	0.00	77,185.31	10,389.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87,574.44
(d) Lease/Rentals	12,500.53	6,550.66	6,942.40	7,112.08	6,642.99	6,326.00	979.73	0.00	0.00	0.00	0.00	0.00	47,054.39
(e) Communications	1,922.95	1,378.55	1,376.91	1,610.99	1,389.15	1,170.80	1,608.83	0.00	0.00	0.00	0.00	0.00	10,458.18
(f) Supplies	145.65	881.31	4,507.02	4,732.31	435.45	1,158.52	986.17	0.00	0.00	0.00	0.00	0.00	12,846.43
(g) Printing	0.00	0.00	0.00	0.00	0.00	1,191.20	0.00	0.00	0.00	0.00	0.00	0.00	1,191.20
(h) Travel	38.04	0.00	138.80	289.85	0.00	66.94	50.17	0.00	0.00	0.00	0.00	0.00	583.80
(i) Other Charges	49,818.06	32,408.59	1,664.04	1,704.06	6,580.28	7,610.11	3,957.24	0.00	0.00	0.00	0.00	0.00	103,742.38
(j) Loan Repayment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6. TOTAL CASH PAID OUT	268,148.63	643,168.62	229,647.88	243,677.10	725,657.86	296,224.94	186,953.44	0.00	0.00	0.00	0.00	0.00	2,593,478.47
7. CASH POSITION	4,161,723.11	3,647,705.41	3,625,765.50	3,443,520.63	3,425,278.73	3,135,121.91	3,368,248.93	0.00	0.00	0.00	0.00	0.00	



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Bhupendra Patel, Director of Modeling

SUBJECT: Draft FY 2022-23 Monterey Bay Region Overall Work Program (OWP) and Budget

MEETING DATE: March 9, 2022

RECOMMENDATION:

The Draft FY 2022-23 Monterey Bay Region Overall Work Program (OWP) and Budget is provided for Board review and comments.

BACKGROUND/ DISCUSSION:

The Fixing America's Surface Transportation (FAST) Act calls for the development of the Overall Work Program (OWP) and Budget by the federally designated Metropolitan Planning Organization (MPO). The Association of Monterey Bay Area Governments (AMBAG), as the federally designated MPO for the tri-county (Monterey, San Benito and Santa Cruz Counties) Monterey Bay Region, annually develops and maintains the OWP and Budget. The AMBAG OWP and the Budget are linked documents.

The Draft FY 2022-23 OWP is developed in consultation and coordination with the Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and region's Regional Transportation Planning Agencies (RTPA) and transit operators. The Draft FY 2022-23 OWP includes metropolitan transportation and air quality related planning projects/activities proposed for the Monterey Bay Region for the state fiscal year starting July 1, 2022 and ending June 30, 2023.

The separately enclosed Draft FY 2022-23 OWP is the same draft that was provided to Federal and State agencies for their early review and comments on March 1, 2022. Staff is expecting to receive their comments by March 31, 2022. The final FY 2022-23 OWP and Budget is scheduled for adoption at the May 11, 2022 AMBAG Board of Directors meeting.

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Draft FY 2022-23 AMBAG Budget

Generally, the Overall Work Program (OWP) and the AMBAG Budget are linked documents. The AMBAG Draft FY 2022-23 Budget mirrors the activities and funding as programmed in the Draft FY 2022-23 OWP. Staff will provide a detailed presentation on the Draft FY 2022-23 AMBAG OWP and Budget at the March 9, 2022 Executive/Finance Committee and AMBAG Board of Directors meetings.

AMBAG staff, in consultation with state and federal partners, will work together to incorporate the comments received from FHWA, FTA, Caltrans and the AMBAG Board of Directors, as appropriate, and will present the AMBAG Board of Directors a final Draft FY 2022-23 OWP and Budget at the May 11, 2022 AMBAG Executive/Finance Committee and AMBAG Board of Directors meetings for adoption.

ALTERNATIVES:

None.

FINANCIAL IMPACT:

Staff time to carry out draft OWP and Budget activities is funded through FHWA PL, FTA 5303, other state and local funds, as programmed in the approved FY 2021-22 OWP.

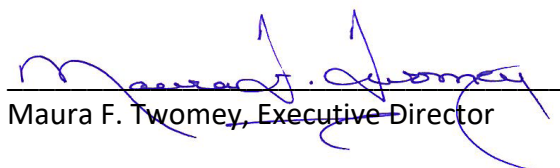
COORDINATION:

Preparation of the Draft FY 2022-23 OWP has been coordinated with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Department of Transportation (Caltrans), Council of San Benito County Governments (SBtCOG), Monterey-Salinas Transit (MST), Santa Cruz County Regional Transportation Commission (SCCRTC), Santa Cruz Metropolitan Transit District (SCMTD) and Transportation Agency for Monterey County (TAMC).

ATTACHMENT:

1. Draft FY 2022-23 Overall Work Program and Budget (separately enclosed)

APPROVED BY:


Maura F. Twomey, Executive Director



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Heather Adamson Director of Planning

SUBJECT: Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy: Summary of Public Comment and Proposed Changes

MEETING DATE: March 9, 2022

RECOMMENDATION:

The Board of Directors is asked to discuss the summary of public comment and proposed changes to the Draft 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS).

BACKGROUND:

The Draft 2045 MTP/SCS is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability and offers more mobility options for people and goods. The MTP/SCS is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2045. The 2045 MTP/SCS is a technical update of the 2040 MTP/SCS.

On November 22, 2021, the Draft 2045 MTP/SCS and the Draft Environmental Impact Report (EIR) was released for public review and comment. Four public workshops/public hearings were held in January 2022 to facilitate public comment on the Draft 2045 MTP/SCS and Draft EIR. The public comment period ended on January 31, 2022.

DISCUSSION:

Draft 2045 MTP/SCS Public Comments

The close of the public comment period for the Draft 2045 MTP/SCS and Draft EIR was January 31, 2022. AMBAG received 57 comments on the Draft 2045 MTP/SCS from over

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eight different commentors. These comments were submitted at the public workshops and public hearings and also via e-mail and letters. Comments also were received on the Draft EIR. Responses to the Draft EIR comments will be provided with the Final EIR and presented to the Board of Directors at its June 8, 2022, meeting.

Generally, the comments received on the Draft 2045 MTP/SCS covered the following broad issues:

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

Minor edits to various tables and figures to clarify or expand explanations of the projects, programs, services and actions will be made in the Final 2045 MTP/SCS. Additional text and discussion will also be added to the Plan's chapters and appendices to address various comments received on the Draft 2045 MTP/SCS. The proposed changes for the Final 2045 MTP/SCS will also include minor project changes and revised revenue estimates that were requested by the San Benito County Council of Governments, Santa Cruz County Regional Transportation Commission and Transportation Agency for Monterey County. None of the changes proposed would trigger recirculation of the MTP/SCS or the EIR under federal or state law.

Anticipated major milestones include:

- **April 13, 2022** – Approve proposed changes to the 2045 MTP/SCS and direct staff to prepare the Final 2045 MTP/SCS and Final EIR
- **June 8, 2022:** - AMBAG Board certifies the Final EIR and adopts Final 2045 MTP/SCS

ALTERNATIVES:

N/A

FINANCIAL IMPACT:

Planning activities for the 2045 MTP/SCS are funded with FHWA PL, FTA 5303 and SB 1 planning funds and are programmed in the FY 2021-22 Overall Work Program and Budget.

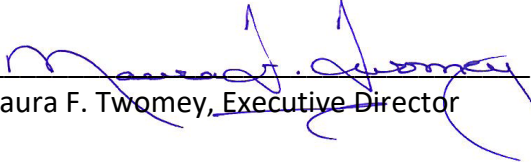
COORDINATION:

All MTP/SCS planning activities are coordinated with the MTP/SCS Executive Steering Committee and Staff Working Group which includes participation from Caltrans District 5, Monterey Salinas Transit, Santa Cruz Metropolitan Transit District, Santa Cruz County Regional Transportation Commission, San Benito County Council of Governments, and the Transportation Agency for Monterey County, as well as the Planning Directors Forum and the RTPAs Technical Advisory Committees which includes the local jurisdictions.

ATTACHMENT:

1. Draft 2045 MTP/SCS Public Comments and Draft Responses Received During the Public Comment Period

APPROVED BY:


Maura F. Twomey, Executive Director

Attachment 1

Draft 2045 MTP/SCS Public Comments and Draft Responses Received During the Public Comment Period

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
1	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>I was wondering if you would be so kind as to support a Bus Stop at The Enterprise Technology Center (ETC) in Scotts Valley? I don't know if the MTP/SCS is the proper place for this large ask. Unless adding funding for a Santa Cruz County Multi-Lateral Bus Stop Commission would be appropriate?</p> <p>Background: The ETC has about 1000 cars a day parking in its parking lots. I currently work at the UC Scotts Valley Center at the ETC, and I am asking for support as a Local Citizen. The nearest bus stop to the ETC is by the Kaiser on Scotts Valley Drive - which is an unlit 15-minute hilly walk and deters many from using our Metro to get to the ETC. Your support would be very much appreciated. The Metro counters all ideas with a No. The Metro found a savings of \$94,000 a month by removing two bus routes in Scotts Valley for five students to use. The Felton Fair private property time point bus stop was removed saving between 5to10 minutes in travel time on bus route 35. The very much appreciated Metro Route 35 addition now traverses Scotts Valley drive in both directions to help lower commute times to Live Oak to the ETC from 3-hours to 2.5hrs (by car is ~10 minutes). This bus stop may add 5to10 minutes of time but will reduce a commute by a half-hour from 2.5hrs to 2hrs (from 3hrs to 2hrs - a whole hour saved to be with family sooner). To my understanding, the UC has ~100 students that work at the ETC, and they work less than 20hrs a week. The cost of a Metro On-Demand service at \$8 a day would be \$40 a week. Over the last 5-years we have had many attempts with a Metro approval for a bus stop at the ETC, but budgets cuts, waiting for Measure D & SB1 voter approval, limited drivers, bus drivers fear of missing the Santas Village exit to turn around on Hwy17 all have delayed this much-needed bus stop. We need an answer to help lower our carbon footprint for our County. I think there needs to be a committee brought together of stakeholders consisting of: AMBAG, the Metro, RTC, E&DTAC, ITAC, Caltrans, the City of Scotts Valley, ETC, UCSC, MAC, and the Santa Cruz County Board of Supervisors to help quickly add a bus stop at the ETC, and add pedestrian safety. So by the time we figure out and implement a solution to add a bus stop at the ETC - We will have the Metro drivers trained to use for a bus stop at the ETC. I understand this is a heavy lift, but many solutions are available. Thank you for your time.</p>	<p>Thank you for your comments. Your comments will be shared with SCCRTC staff as they are responsible for updating the project list.</p>	Email	11/18/2021
2	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>I am asking AMBAG to add the following to the 2045 MTP/SCS;</p> <ol style="list-style-type: none"> 1. Overhead Crosswalk Lighting – especially needed on Hwy 9 pedestrian crossings – Solar Powered - (LED Overhead Pedestrian Crossing). 2. In pavement lighting fixtures – to help keep pedestrians safe at crosswalks - (Pedestrian information). 3. In Road Warning Lights - (Pedestrian information). 4. Bollards Sensor Activation - (Pedestrian information). 5. More Time Cards – for adding more time for crossing in long crosswalks - (Green Man +). 6. Bike Ramp for Stairs - (Bike Ramp). <p>Please add the proper funding to allow these 6-safety-items to be installed & maintained in Santa Cruz County.</p> <p>#1. LED Overhead Pedestrian Crossing; To overly brighten the crosswalk for a safe crossing: https://carmanah.com/overhead-lighting-crosswalks/ https://www.trafficechnologytoday.com/news/vulnerable-road-users/crosswalk-night-time-safety-system-launched-at-atssa-expo.html https://www.ledpedestriancrossing.com/?gclid=CjwKCAIAt9z-BRBCeIwA_bWv-ANRVy3ZjeEPnY95NnEWifRo-AHhBw4oJRl3JletC7wNes6HX3WCHdhoC2XkQAVD_BwE</p>	<p>Thank you for your comments. Your comments will be shared with SCCRTC staff as they are responsible for updating the project list.</p>	Email	11/18/2021

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
					<p>#2, #3, #4 Pedestrian information; To automatically turn-on crossing lights; https://www.lightguardsystems.com/smart-crosswalk-in-roadway-warning-light-irwl-system/ https://xwalk.com/?gclid=CjwKCAjw7rWKbHAtEiwAJ3CWLHUbm7Cjm0Ole7bdvDDQTU-6TFHE-QRviq5JTGcPd9AU5io5Bka3uhoC1GoQAVD_BwE https://lanelight.com/products/pedestrian-crosswalk-lights/ #5 Green Man + https://www.ahtc.sg/green-man-by-lta/ https://youtu.be/OyfbRa0gLOG #6 Bike Ramp:</p>			
3	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>Pedestrian Lights on Overpass: I would like to see funding added on the Granite Creek/Hwy17 overpass pedestrian path to have pedestrian lighting added - Scotts Valley is currently approved for improving the pedestrian path & bike lane with the SCCRTC 2021 Consolidated Grant Program – Preliminary Recommendations, but no pedestrian lighting is included. Those that are walking at night from, the large employer of the Enterprise Technology Center in Scotts Valley to the bus stop located on Scotts Valley Drive cannot see where they are walking on the pedestrian path - this would be a well-spent safety upgrade. Blinking Lights on Overpass Crosswalks: I would like to see funding added for blinking lights at the crossing of overpasses. I was visiting family in Mt. View and saw these blinking lights on the Hwy 85 overpass on/off-ramp crosswalks on El Camino Real. For example; Hwy1 & 41st, and Hwy1 & Soquel Drive: The crosswalk on the on-ramp to Hwy1 from Soquel Dr is set back pretty far, and at night it is very hard to see anyone in this area - let online in the daytime. Adding blinking lights to these areas would be a well-spent safety upgrade. Thank you for your time & consideration.</p>	<p>Thank you for your comments. Your comments will be shared with SCCRTC staff as they are responsible for updating the project list.</p>	Email	11/18/2021
4	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>The Metropolitan Transportation Commission (MTC) is developing a single use pass for all transportation options for those counties connected to the San Francisco Bay. Would the MTP/SCS be interested in funding having Santa Cruz County (or our Tri-County area) join the MTC or at least allow use of the Clipper Card Fast-Pass for those using the Amtrak Hwy17 bus, or on other Metro options, Bart, Trains & VTA. To my understanding the MTC requires \$100,000 a year to join, but cheaper options should be available. With over 80,000 commuters traversing hwy 17 a day – this would help encourage alternate use of multi-modal transportation. MTC link; https://mtc.ca.gov/tools-resources/mtcabag-library Clipper info; https://mtc.ca.gov/news/clipper-sm-tops-300000-daily-boardings-mark</p>	<p>Thank you for your comments. Your comments will be shared with the regional transit operators staff as they are responsible for passenger fares and passes in the AMBAG region. In addition to the traditional farebox, MST operates an open-loop payment system where any passenger can use Visa and Mastercard contactless-enabled bank cards and mobile wallets (Apple Pay, Google Pay, Samsung Pay, and Fitbit Pay) are accepted. MST has researched participation in the Clipper Card program and it would be cost-prohibitive due to the high installation and ongoing maintenance fees and the low number of riders coming from the San Francisco Bay Area.</p>	Email	11/24/2021

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
5	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>The Metropolitan Transportation Commission (MTC) has joined 101 cities & nine counties to help all with the Bay Area's transportation needs. MTC directly distributes more than \$1 billion year to local public transit agencies and other recipients, and prioritizes requests from local agencies for millions more in state and federal funds.</p> <p>It seems that Santa Cruz County & Monterey County should join together to help keep the viability of transportation in both Counties – like the MTC... Like; Adding a Clipper Card MTC link: https://mtc.ca.gov/about-mtc/what-mtc</p> <p>Further Info: The transportation needs in Santa Cruz County is large, and is not very well funded. Our Metro is the best that I have experienced. Although: The Metro does not go to many large employers in our county. Our Metro is the only form of mass-transit options available in our County. Our Metro does not yet have an Automatic Vehicle Location system to help drive more use. The Metro frequency is lacking and causes many to find other means of travel. The Santa Cruz Metro pricing is ok, but should be free for certain residents; Free Ride for Jurors Free Ride for Veterans Free Ride for Seniors. Free Ride for Kids under 18. Free Ride for Middle & High School Students. Info by Dr. Kari Edison Watkins, PhD, PE Further Information links; https://its.ucdavis.edu/its-calendar/ http://tscore.ce.gatech.edu/</p>	<p>Thank you for your comments. Your comments will be shared with the regional transit operators staff as they are responsible for passenger fares and passes in the AMBAG region.</p> <p>In addition to the traditional farebox, MST operates an open-loop payment system where any passenger can use Visa and Mastercard contactless-enabled bank cards and mobile wallets (Apple Pay, Google Pay, Samsung Pay, and Fitbit Pay) are accepted.</p> <p>MST has researched participation in the Clipper Card program and it would be cost-prohibitive due to the high installation and ongoing maintenance fees and the low number of riders coming from the San Francisco Bay Area.</p>	Email	12/1/2021
6	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>I have asked many local groups, but to no avail. What can AMBAG do to influence UBERPool & LyftLine to make available this feature to Santa Cruz County (I know same name as the Metro Lift-Line)? I sometimes take the Amtrak Hwy17 bus to visit family in Mt View, CA. I then grab a Uber to Mt View from the San Jose Diridon station. I was amazed at the savings I was able to gain with UberPool in late 2019. The normal Uber ride to Mt View from San Jose was \$20.00, and if I took UberPool the ride share was \$14.00. I was further amazed: if I walked two blocks from the Diridon station to pick up a UberPool ride – my UberPool ride was \$8.00. So from \$20 to \$8 was a \$12 savings. Think of the commute savings...This is a win-win for Uber drivers & Uber riders - The riders get the ability to add money for themselves on ride they would not get, and riders save money by sharing a ride. Thank You for your time & consideration.</p>	<p>Thank you for your comments. Your comments will be shared with the regional transit operators staff as they are responsible for passenger fares and passes in the AMBAG region.</p> <p>Transit operators do not regulate or have authority over UberPool or Lyft.</p>	Email	12/15/2021
7	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>I would like to see more information on what makes a walkable city? What goals are we going to use to make are County more walkable... Some cities have robots delivering food, (like Mt. View) – do not know what this will do to delivery employees, but with the great resignation – who knows.</p> <p>I would like to see funding for a Bus Stop Committee: The Santa Cruz Metro had a Bus Stop committee, but disbanded after losing funding due to budget deficit. A bus stop committee can draw into meetings; local public works, Caltrans, etc.. to help improve or add bus stops. May have access to funding to complete projects.</p> <p>I would like to see funding for a Pedestrian Committee: The SCCRTC had a Pedestrian Committee, but it was disbanded. A Pedestrian Committee can draw into meetings; local public works, Caltrans, etc.. to help improve walkable pedestrian safety. May have access to funding to complete projects.</p> <p>Thank You for your time and consideration.</p>	<p>Thank you for your comments. Your comments will be shared with SCCRTC, Santa Cruz METRO and County of Santa Cruz staff as they are responsible agencies for implementing your suggestions.</p>	Email	1/12/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
8	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>If funding could be available for more Bike Lockers in Santa Cruz County. We are given great rebates for electric bikes, but at \$3000 needed to purchase a decent ebike with the high propensity for those ebike to be stolen.</p> <p>To add bikelink controlled bike lockers at more retail locations.</p> <p>If funding could be added to add quick EV charging stations in Soquel Village.</p> <p>If funding could be added to add quick EV charging stations at Retail locations, and at other public parking lots (or public parking garages).</p> <p>Thank You for your time and consideration.</p>	Thank you for your comments. Your comments will be shared with SCCRTC and County of Santa Cruz staff as they are responsible agencies for implementing your suggestions.	Email	1/12/2022
9	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>Add incentives to add Flex Fuel stations in Santa Cruz County:</p> <p>We have no flex fuel stations (E85) in Santa Cruz County to help lower our carbon footprint – while we wait for other changes & other sustainable incentives.</p> <p>Here is an example of the closest nearby locations - https://propelfuels.com/</p> <p>Thank You for your time and consideration.</p>	Thank you for your comments. Your comments will be shared with SCCRTC and County of Santa Cruz staff as they are responsible agencies for implementing your suggestions.	Email	1/12/2022
10	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>We have many workers that work early in the morning, and later in the evening, but we do not have a bus service during most of these times.</p> <p>Other Counties have a “All Nighter Service” to get people home safe from work. We have several work locations that start shifts at 6am, and we have many restaurants/bar that end their workday after midnight. The GO program in Downtown Santa Cruz is awesome, but it does not have the funding to fund an earlier or later Metro service. I was in manufacturing for several decades and know that I had some workers that strongly requested to only working later shifts.</p> <p>Can there be special funding, in the “Draft 2045 MTP/SCS”, to allow a special circular “All Nighter” bus service to capture all of our counties Metro stations to help get people home safe from work?</p> <p>I envision a daily hourly one-way circular bus route that travels around the county, between Midnight & 6am, that would stop at all the counties transit centers in Watsonville, Capitola, Scotts Valley & Santa Cruz (7-days a week).</p> <p>Thank You for your time and consideration.</p>	Thank you for your comments. The 2045 MTP/SCS must be a financially constrained plan so not all transportation investments and services are able to be included. <p>Your comments will be shared with SCCRTC and Santa Cruz METRO staff as they are responsible agencies for updating the project list and implementing your suggestions.</p>	Email	1/13/2022
11	Public	Downing	Rebecca	Executive Summary and Sustainable Communities Strategy (Chapter 4)	<p>My name is Rebecca Downing and I live in Seaciff Aptos and I have a comment and a recommendation. Both the Executive Summary and the Strategy section state that the plan is required to analyze where people are going and how they want to get there in order to build a transportation network that addresses the mobility and accessibility needs of the region, that's a quote from the plan.</p> <p>It continues to note associated strategies, including focusing on growth in transportation corridors and operating more travel choices, and increased efficiencies in the current transportation system, and these strategies address where people are going, but not how they want to get there. I have asked at previous RTC meetings and I think I've asked your staff possibly and made some phone calls to conduct more comprehensive outreach to determine both where and how residents wish to travel. If this work has been done throughout our region, you know, it should be included in the plan. And if not, I ask you to request inclusion and reporting of this work in the moving forward document so that it reflects the desires of those who will be affected by these transportation projects. Thank you.</p>	The AMBAG Regional Travel Demand Model (RTDM) was developed to replicate travel behavior and forecast travel behavior in the future. This is done based upon state and national household travel surveys, Census data, employment and traffic data. The RTDM utilizes innovative techniques to capture travel behavior at a more individual-based level and incorporates disaggregate level data into some of the modeling stages. Transportation projects are evaluated based on how well they meet existing and project travel demand, i.e. where people live and where they want to go (work/school/shop, etc.). <p>Mobility and accessibility are key goals when evaluating each transportation project/program/services.</p> <p>In addition, AMBAG conducted virtual workshops in spring 2021 asking participants to provide direct feedback on their priority transportation options and what they would use. A short online survey to provide feedback on potential new strategies to gather more input on housing, economic and transportation options was also available for those who were unable attend a workshop.</p>	Public Hearing	1/19/2022
12	Public	Wilshusen	Linda	Appendix G	Please explain how the performance measures can show identical outcomes for drive alone and carpool on Table G-1.	The AMBAG region does not have many carpool or high occupancy vehicle lanes. Therefore, people traveling alone and traveling in a carpool have similar travel times and other performance outcomes.	Public Hearing	1/19/2022
13	Public	Wilshusen	Linda	Appendix C	Please confirm that the project lists are identical to the local RTPs.	Yes, the project list that is in our tri-county AMBAG Metropolitan Transportation Plan for each county are the same project lists that are in at the SCCRTC's Regional Transportation Plan (RTP) Project List, TAMC's project list for their RTP, as well as San Benito's RTP.	Public Hearing	1/19/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
14	Public	Wilshusen	Linda	Sustainable Communities Strategy (Chapter 4)	Are these SCS maps consistent with the county general plans?	The SCS maps in the Draft 2045 MTP/SCS were developed based on direct input from the local jurisdictions on land use for 2020 and 2045. The SCS maps go out to the year 2045 and many of the jurisdictions, including both local cities and counties have general plans that may only go out to the horizon year of 2030 and sometimes 2035. The SCS maps are not inconsistent with the local general plans but since they have different horizon years they are not identical.	Public Hearing	1/19/2022
15	Public	Zappala	Holly	Transportation Investments (Chapter 2)	I live in one of the unincorporated Santa Cruz County Mountain communities off Highway 17 and my comments are regarding the potential interchange project, and specifically the one off of Laurel road, Sugarloaf and Glenwood cutoffs. This project is listed at the bottom of page 2 of 54 on the Regional Transportation Plan Project List. And so this is one that's been talked about for many years and I was disappointed to see that it was listed as unconstrained in the Next 23 years. Just, this project is incredibly important, and I'd like to ask that it be moved to the constrained list with funding secured. And so as traffic has increased throughout the Bay Area, Highway 17 has become increasingly dangerous to drive. And, you know, it's one of the most dangerous roads in the country. And, you know, I think, perhaps, most significantly, the thing that makes it dangerous is that, you know, it has these, these two different, these two functions that are very different. It's serving as a highway with these fast moving vehicles and then it's also a local road for, you know, there's thousands of people, like me who live along it and use it to access their driveway and their neighborhoods. And so, you know, you have these two uses that are very different, and it's just not ideal. You have all of these conflict points, where you have vehicles making left-hand turns, they're slowing down to exit, you know, getting on the freeway, they're accelerating from a complete stop to enter, and then it causes all of these unexpected changes in the traffic and it's especially significant when the traffic is heavier. So then, these conflict points create accidents and, you know, strain on first responders, stop traffic and delays for anyone using the highway. I just think that it's really important that we reduce these conflict points to allow vehicles to move more efficiently and safely. So currently around Sugarloaf, Laurel and Glenwood, there's 28 of these conflicts point, so that interchange project would reduce the number to four. And so, for those of us who live along Highway 17, it's become really, increasingly dangerous to enter and exit our homes. And in these neighborhoods, there's no commercial uses. So, we really need to get on Highway 17 to go anywhere. So, as a resident of one of these communities, I just wanted to share my comments, that, you know, I would gladly travel farther on a frontage road, in exchange for the safety and reliability of an interchange. So, just to close, this project is vital to enhancing the safety, mobility, and accessibility on Highway 17. And I hope that we can consider moving it to the constrained lists with funding secured. Thank you.	Operational improvements to Highway 17 are included in the unconstrained project list. The 2045 MTP/SCS must be a financially constrained plan so not all transportation investments and services are able to be included. Your comments will be shared with SCCRTC staff as they are responsible for updating the project list.	Public Hearing	1/24/2022
16	Santa Cruz County Friends of the Rail & Trail (Santa Cruz FORT)	Segal	Faina	General	The Friends of Rail and Trail first want to thank the Commission staff for all the work they have put into developing the Draft 2045 Regional Transportation Plan (RTP). We are, however, disappointed in the minimal attention given to our Santa Cruz Branch Rail Line (SCBRL) in the plan, the omission of updated funding sources, the disconnect between goals and projects, and the lack of vision for the fundamental changes needed to transform our transportation system into a more equitable and sustainable system. Accordingly, we offer the following comments for consideration in the final approved RTP:	Thank you for your comments.	Letter	1/31/2022
17	Santa Cruz FORT	Segal	Faina	N/A	1. How Projects Meet Goals The 2045 goals, targets and policies cited in Appendix C of the draft RTP provide an excellent overview of our hopes for a more energy-efficient and less congested future. They include state mandates to significantly reduce greenhouse gas emissions (GHG) from transportation sources to 40% below 1990 levels by 2030, and to 80% below 1990 levels by 2050. Global warming is already drastically changing our local and worldwide climate in ways that will cause social turmoil and much human suffering in the coming years. Locally, we are already familiar with multi-year droughts, horrific fires, and eroding shorelines. The science is irrefutable that GHG emissions are a primary cause of global warming and climate change. The primary approaches that are used worldwide to reduce greenhouse gas emissions from transportation include improvements in vehicle technology and reduction in the number of vehicle miles traveled (VMT), primarily via public transportation investments. Yet the transportation option that was identified in the 2021 Transit Corridor Alternative Analysis & Rail Network Integration Study (TCAA/RNIS) as producing the greatest reduction in both VMT and GHG emissions, that is, electric light rail, is not given more than a passing reference in this draft RTP. So, while our RTP goals are laudable and the challenge of global warming formidable, the draft RTP itself does not rise to the occasion. In fact, the Plan does not anywhere make the link between its extensive project list and how these projects will achieve the Plan's goals.	This comment refers to the Santa Cruz County Regional Transportation Commission's Draft Regional Transportation Plan (RTP) not AMBAG's 2045 MTP/SCS.	Letter	1/31/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
18	Santa Cruz FORT	Segal	Faina	N/A	<p>While many pages of the draft Plan include references to statewide sustainability, transit, and rail plans, our own public rail transit project on the RTC-owned coast rail line is highlighted only inasmuch as it is "on the financially-unconstrained list of projects, due to the lack of identified and likelihood of available funding to the region for a passenger rail project." (p2-13)</p> <p>It should be noted that most of the projects on the draft RTP's project list do not have funding sources identified during the project development stage. Yet, the rail transit project in particular, due to extensive analysis over the past decades, has over 60% of the estimated high-end capital cost identified as likely...quite unlike any of the Highway 1 widening projects on the Constrained Project List. Also, we're wondering how it happens, then, that NEW multi-million dollar Highway 1 projects are shown on the Constrained Project List without public discussion of total project costs or funding sources? [Hwy 1 Auxiliary Lanes and Bus on Shoulders Freedom Blvd to State Park \$102M and Hwy 1: Reconstruct Bay Ave/Porter St and 41st Avenue Interchange \$14M.]</p> <p>FORT strongly encourages the Commission to recommit to its identified goals, targets and policies in the RTP, and to include, in the future, a constrained list of projects that can show evidence they will actually get us nearer to achieving those goals.</p>	This comment refers to the Santa Cruz County Regional Transportation Commission's Draft Regional Transportation Plan (RTP) not AMBAG's 2045 MTP/SCS.	Letter	1/31/2022
19	Santa Cruz FORT	Segal	Faina	N/A	<p>2. Rail Planning In Chapter 1, the draft Plan identifies the crucial role that a planning document like the RTP serves: "planning . . . positions our community to receive funding for projects that require a well thought out plan and helps to develop collaboration on projects." Yet the Rail section in Chapter 2 includes a simple factual description of the SCBRL and the last 20 years of its acquisition and study but makes <u>no further</u> reference to future <u>planning of the branch line's use for passenger or freight service</u>. The draft Plan cites multiple references made in regional and state transportation planning documents to our SCBRL and how that planning and coordination could lead to funding. These include:</p> <p>Chapter 2 notes the inclusion of our SCBRL in the 2018 goals of the California State Rail Plan, including: "a new station in Pajaro/Watsonville, an analysis of connections between Santa Cruz, Monterey and the high-speed rail line at Gilroy, implementation planning for connecting Santa Cruz and Monterey to the statewide rail network at Gilroy, and establishment of hourly service by 2040, if recommended by the 2022 rail plan." (p2-15)</p> <p>It also notes that the Transportation Agency for Monterey County (TAMC) is "actively pursuing rail service that includes local service as well as greater regional access...local light rail service would connect the cities of Seaside and Monterey to Castroville for connections to Pajaro station and the San Francisco Bay Area and beyond." (p2-15)</p>	This comment refers to the Santa Cruz County Regional Transportation Commission's Draft Regional Transportation Plan (RTP) not AMBAG's 2045 MTP/SCS.	Letter	1/31/2022
20	Santa Cruz FORT	Segal	Faina	N/A	<p>Although not referenced in the draft Plan, our local Draft AMBAG 2045 Metropolitan Transportation Plan says in its passenger rail section, "rail projects are an important component of the regional transportation network that enhance mobility opportunities for the region's diverse population and lead to economic vitality for the region. The planned rail services complement each other and result in reducing auto trips on regional highways . . . The Transportation Agency for Monterey County (TAMC) and the Santa Cruz County Regional Transportation Commission (SCRTC) are working to bring rail service to Monterey and Santa Cruz Counties, so that residents can use rail to travel to jobs, education and entertainment." (p2-11)</p> <p>"The 2018 California State Rail Plan and the 2020 California Freight Mobility Plan stress the importance of short line railroads, including the Santa Cruz Branch Rail Line. . . . AMBAG(s) . . . U.S. 101 Central Coast California Freight study in 2016 . . . recommends upgrading the rail on the Santa Cruz Branch Line to Federal Rail Administration Class 2 rail, allowing freight train speeds of up to 25 mph on sections in Santa Cruz County in order to improve freight connectivity to other regions in California and nationwide." (p2-15)</p> <p>Given the importance of planning in being successful in competing for public project funding, the Commission should include in the RTP additional discussion of the Transit Corridor Alternatives Analysis and Rail Network Integration Study (TCAA/RNIS) evaluation of transit investment options and its selection of electric passenger rail as the locally preferred alternative for the SCBRL.</p>	The Santa Cruz County 2021 Transit Corridor Alternative Analysis and Rail Network Integration Study, as developed by the Santa Cruz County Regional Transportation Commission, identified electric passenger rail as the preferred alternative. This project is included in both SCRTC's 2045 Regional Transportation Plan and the 2045 MTP/SCS as an unconstrained project.	Letter	1/31/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
21	Santa Cruz FORT	Segal	Faina	N/A	<p>3. Funding</p> <p>The project list fails to directly connect back to goals, targets, and policies identified. This is especially true when it comes to the SCBRL. On November 15, 2021, President Biden signed the bipartisan Infrastructure Investment and Jobs Act (IIJA) that the US Federal Railroad Administration (FRA) website calls “a generational investment in America’s intermodal transportation system of which freight and intercity passenger rail are an integral part. . . will provide unprecedented federal funding for rail improvement projects in America. Over the next five years, that means greatly expanding existing FRA programs and creating new programs to enhance our nation’s rail network. The bipartisan infrastructure law includes \$102 billion in total rail funding, including \$66 billion from advanced appropriations, and \$36 billion in authorized funding.” The IIJA also includes \$27 billion just for bridge repairs. This funding will significantly change the focus on rail throughout the country and specifically in California with its current emphasis on rail through the State Rail Plan. California alone is in line to receive \$4.2 billion from the IIJA. And yet Chapter 5 of the draft RTP on funding completely down plays this dramatic new funding source, saying “as part of negotiations for a multiyear federal infrastructure plan, congress adopted a new federal transportation act (Investing in a New Vision for the Environment and Surface Transportation in America or INVEST act) which is expected to increase funding for transportation. Details on what this means for projects in Santa Cruz County will be integrated into RTP updates once available.” (p5-2.3). We also want to call to your attention that later in Chapter 5, there is an outdated discussion of federal funds for infrastructure, saying “while Congress and the President agree that the nation’s infrastructure is a priority, there has been no consensus around specific programs that would be funded or how to pay for transportation system projects.” (p5-6). The Plan’s description of Unconstrained Projects is: “projects that cannot be implemented over the next 25 years unless there are significant changes in the amount of local, state, and federal funding available for transportation.” Given the magnitude of increased funding that will be available over the next 5 years from both this new federal funding and resulting impact on state funding, we feel rail projects now definitely meet this definition of “significant changes.” We ask the Commission to revise this section to provide more current and complete description of the IIJA.</p>	This comment refers to the Santa Cruz County Regional Transportation Commission’s Draft Regional Transportation Plan (RTP) not AMBAG’s 2045 MTP/SCS.	Letter	1/31/2022
22	Santa Cruz FORT	Segal	Faina	N/A	<p>We realize the final passage of this legislation may have happened after the current draft of the RTP was completed, but it is sufficiently important to make these revisions now before the RTP is adopted. It should also specifically be mentioned in the Rail section of the Plan.</p> <p>Given the magnitude of increased funding that will be available over the next 5 years, we also ask the RTC to move the following rail projects from the unconstrained list to the constrained list.</p> <p>Public Transit on Watsonville-Santa Cruz Rail Corridor - RTC-P02 - \$825,000 unconstrained</p> <p>Rail line: Freight Service Upgrades - RTC-P41 - \$25,000 unconstrained</p> <p>Recreational Rail Infrastructure - RTC 25 - \$5,340 unconstrained</p>	This comment refers to the Santa Cruz County Regional Transportation Commission’s Draft Regional Transportation Plan (RTP) not AMBAG’s 2045 MTP/SCS.	Letter	1/31/2022
23	Santa Cruz FORT	Segal	Faina	N/A	<p>Conclusion</p> <p>We find it shortsighted for the Commission to adopt a twenty-year planning document that pays relatively little attention to one of the three key transit corridors identified in the RTC’s 2019 Unified Corridor Study - the Santa Cruz Rail Branch Line. In doing so, this Draft RTP ignores the 20 years and hundreds of thousands of dollars in planning that have gone into refining successful project outcomes in the most underutilized transportation corridor in our county.</p>	This comment refers to the Santa Cruz County Regional Transportation Commission’s Draft Regional Transportation Plan (RTP) not AMBAG’s 2045 MTP/SCS.	Letter	1/31/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
24	Santa Cruz FORT	Segal	Faina	Vision (Chapter 1) and Appendix C	<p>Please accept the Santa Cruz County Friends of the Rail & Trail (FORT) comments on the DRAFT Santa Cruz County 2045 Regional Transportation Plan as pertaining as well to the Goals and Policies, Performance Measures, and Project List in the DRAFT 2045 Metropolitan Transportation Plan & the Sustainable Communities Strategy.</p> <p>In particular, FORT would like to highlight three paragraphs early in the attached letter as they embody our key comment on the Santa Cruz County Draft RTP, which applies as well as the Draft MTP:</p> <p>Global warming is already drastically changing our local and worldwide climate in ways that will cause social turmoil and much human suffering in the coming years. Locally, we are already familiar with multi-year droughts, horrific fires, and eroding shorelines. The science is irrefutable that GHG emissions are a primary cause of global warming and climate change.</p> <p>The primary approaches that are used worldwide to reduce greenhouse gas emissions from transportation include improvements in vehicle technology and reduction in the number of vehicle miles traveled (VMT), primarily via public transportation investments. Yet the transportation option that was identified in the (Santa Cruz County) 2021 Transit Corridor Alternative Analysis & Rail Network Integration Study (TCAA/RNIS) as producing the greatest reduction in both VMT and GHG emissions, that is, electric light rail, is not given more than a passing reference in this draft RTP.</p> <p>So, while our RTP goals are laudable and the challenge of global warming formidable, the draft RTP itself does not rise to the occasion. In fact, the Plan does not anywhere make the link between its extensive project list and how these projects will achieve the Plan's goals.</p> <p>Thank you very much for your consideration of our comments.</p>	<p>The 2045 MTP/SCS achieves the regional greenhouse gas emissions reductions targets established by the California Air Resources Board (CARB).</p> <p>The Santa Cruz County 2021 Transit Corridor Alternative Analysis and Rail Network Integration Study, as developed by the Santa Cruz County Regional Transportation Commission, identified electric passenger rail as the preferred alternative. This project is included in both SCRTC's 2045 Regional Transportation Plan and the 2045 MTP/SCS as an unconstrained project.</p>	Email	1/31/2022
25	California Coastal Commission	Drake	Sean	General	<p>Thank you for the opportunity to provide comments on the Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (EIR). The Coastal Commission strongly supports many of the priorities enumerated in the Draft MPT/SCS, including thoughtfully planning future transportation projects to protect and conserve natural, agricultural, and other coastal resources; mitigating and adapting to the effects of climate change; advancing multimodal and active transportation opportunities; promoting affordable housing and visitor-serving facilities; and others. The Commission has a longstanding history of partnering with Caltrans, regional transportation agencies, and local governments to advance plans and projects that further these priorities consistent with the Coastal Act and Local Coastal Programs (LCPs). Commission staff appreciate the Draft 2045 MPT/SCS and associated Draft EIR as high-level framework documents that chart out how these shared priorities may continue to be implemented throughout the Monterey Bay region over the coming decades. With that frame in mind, our comments: (1) reiterate critical aspects of the planning and regulatory roles of the Coastal Commission and local governments under the Coastal Act and how these roles relate to transportation decisions, (2) seek clarity on the extent of climate change adaptation planning in the MTP/SCS, (3) remark on the discussion of active transportation; and (4) provide miscellaneous comments and suggested revisions of specific text.</p>	<p>Thank you for your comments.</p>	Letter	1/31/2022
26	California Coastal Commission	Drake	Sean	Sustainable Communities Strategy (Chapter 4)	<p>2. Climate Change Adaptation</p> <p>As is recognized in the Draft MTP/SCS, the effects of climate change pose a significant threat to the Monterey Bay region. The draft is thorough in its discussion of opportunities to mitigate the effects of climate change by conserving natural resources and by designing a transportation system that will minimize greenhouse gas (GHG) emissions. However, discussion of climate change adaptation is largely absent from the draft. Adaptation is not mentioned in the introductory section that characterizes the term "resilient" and summarizes AMBAG's vision for the MTP/SCS. The remainder of the document focuses on sustainability almost exclusively in terms of GHG minimization. Of the 174 pages in the draft, aside from a few cursory mentions, climate change adaptation is confined to a one-page section beginning on page 4-27.</p> <p>The Draft MTP/SCS's focus on GHG mitigation is understandable given that that was the emphasis of SB 375, the legislation motivating development of the document. However, the report's focus on climate change mitigation and cursory discussion of climate change adaptation seems problematic. From our perspective, both topics are coequal public policy objectives in climate change resiliency planning. As such, we suggest that the final MTP/SCS include a discussion that provides greater context for the relationship between mitigation and adaptation, states that mitigation is the focus of this document, and recognizes that future coordinated planning is essential to adapt the Monterey Bay region to the effects of climate change. Adaptation planning for future transportation/infrastructure projects is further necessitated by Coastal Act Section 30421 and 30270, which require state and regional agencies to avoid, minimize, and mitigate the impacts of sea level rise.</p>	<p>Additional language regarding climate change adaptation will be added to the 2045 MTP/SCS.</p>	Letter	1/31/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
27	California Coastal Commission	Drake	Sean	Transportation Investments (Chapter 2)	<p>3. Active Transportation and the California Coastal Trail</p> <p>The Coastal Commission has been a longstanding partner with Caltrans, regional transportation agencies, and local governments in promoting active transportation in California's coastal zone as a means of maximizing public access to and along the coast, reducing greenhouse gas emissions, and improving the overall livability of coastal communities for residents and visitors alike. A particular point of focus for this coordination has been continuing to promote and develop the California Coastal Trail (CCT), a continuous and interconnected public trail system along the California coastline from Oregon to Mexico. As it continues to expand, the CCT provides an increasingly critical active transportation resource that connects coastal communities to natural resources, other active transportation and public transit networks, and one another. For these reasons, the Commission has placed a high priority on developing plans and projects that continue to build out the CCT.</p> <p>Given these efforts, we are gratified to see that page 2-16 of the Draft MTP/SCS recognizes the CCT and the roles of the Coastal Commission and the State Coastal Conservancy in developing the trail. We would suggest adding to this section that the CCT's presence in the Monterey Bay region is not confined to the Monterey Bay Sanctuary Scenic Trail, and that continuing to build out segments of the CCT has the potential to provide enhanced active transportation connectivity throughout the region, including on State Parks lands and other public lands. To help readers visualize this potential, we would suggest that this section of the MTP/SCS reference the CCT Mapping Viewer, which is an interactive online map of existing CCT segments that was published by Coastal Commission and State Coastal Conservancy staff in February.1 This tool can be helpful to AMBAG and its partners for identifying gaps or improvement areas in the region's coastal active transportation network.</p> <p>California Air Resources Board (CARB) staff appreciate the opportunity to review the Association of Monterey Bay Area Governments (AMBAG) draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) known as "2045 Metropolitan Transportation Plan and the Sustainable Communities Strategy." To achieve the State's climate mandates, California needs significant and immediate changes to how we plan, fund, and build our communities and transportation systems. The SCS plays a critical role in supporting the State's climate efforts, and local objectives to create an economically vibrant region that responds to the needs of its diverse communities and provides better access to jobs and cleaner air for its residents.</p> <p>In reviewing the draft RTP/SCS, CARB staff looked to identify whether additional information would be needed to conduct the SCS GHG evaluation under the Sustainable Communities and Climate Protection Act of 2008, Senate Bill (SB) 375.1, and how the items identified during the review of AMBAG's Technical Methodology were addressed as documented in CARB's letter to AMBAG in May 2021. CARB staff will conduct its final evaluation, as outlined in the Final Sustainable Communities Strategy Program and Evaluation Guidelines (SCS Evaluation Guidelines) once AMBAG adopts its final 2022 RTP/SCS. Based on our review of the draft RTP/SCS, CARB staff requests that AMBAG provide the following additional information as part of its final 2022 RTP/SCS submittal.</p>	Additional language regarding the California Coastal Trail will be added to the 2405 MTP/SCS.	Letter	1/31/2022
28	California Air Resources Board	Kimura-Szito	Lezlie	General	<p>Documentation of GHG Emissions Estimates</p> <p>Chapter 4 of the draft RTP/SCS discusses planned GHG emission reduction strategies, and Chapter 5 and Appendix F outlines the estimated GHG emissions reductions from the SCS; however, AMBAG will need to provide additional information on how the estimates were derived for CARB staff to conduct its evaluation of the GHG estimates. Of the items identified in CARB's May 2021 letter (see attached), CARB requests particular attention to providing documentation of:</p> <p>Performance metrics in AMBAG's plan to demonstrate how they align with SCS goals to meet the 2035 GHG reduction target (for example, household vehicle ownership, mode split, and others).</p> <p>The assumptions and quantification methods used for each off-model strategy in the 2022 RTP/SCS. This documentation should include a discussion of how the potential for double counting among strategies was addressed in cases where an overlap with travel demand model quantification could occur.</p> <p>How EMFAC was applied in estimating the GHG emissions for the plan. AMBAG should use the same version of EMFAC (EMFAC 2014) and the adjustment factors used in the last SCS in accordance with SCS Evaluation Guidelines when calculating its GHG emissions estimates.</p> <p>The auto operating cost and induced travel calculations used.</p>	Thank you for your comments.	Letter	1/31/2022
29	California Air Resources Board	Kimura-Szito	Lezlie	Various	<p>The SCS Evaluation Guidelines are intended to clarify the scope of CARB's updated evaluation process and can be a helpful resource when documenting underlying SCS strategy assumptions and their quantification. As part of the final review process, CARB staff may request additional information to conduct and support our final evaluation pursuant to SB 375.</p>	Additional language regarding the GHG emission reduction strategies will be added to the 2045 MTP/SCS. AMBAG will submit the required information as documented in CARB's SCS Evaluation Guidelines as part of its SCS submittal for CARB's official review.	Letter	1/31/2022
30	California Air Resources Board	Kimura-Szito	Lezlie	General	<p>Comment noted.</p>		Letter	1/31/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
31	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>1. We only have one viable park & ride in the Santa Cruz County; Please add funding to increase the Pasatiempo Park & Ride to encourage alternate forms of commuting – there is adequate land near the Pasatiempo park & ride to triple the current park & ride size.</p> <p>2. Please add funding to allow UC Santa Cruz (UCSC) to increase the UCSC Van Pool access to other UCSC locations outside of the UCSC physical campus; like Van pools to the UCSC Scotts Valley campus, Van pools to the UCSC Delaware Campus, and Van pools to the UCSC Marine Lab campus.</p> <p>3. Please fund incentives to bring flex fuel filling stations & hydrogen fuel filling stations to Santa Cruz County – as the nearest are over-the-hill in San Jose.</p> <p>4. Please allow funding incentives for diverting bio-waste from landfills to convert to Bio-Fuels.</p> <p>5. Please allow incentives to purchase for Hybrid Vehicles – similar incentives to electric vehicles – We need a longer hybrid period before going to all electric vehicles – as the infrastructure is not here for all electric vehicles. And for safety and choices – as the recent hurricane in New Orleans only had one gas station open by generator, and electricity was off there for almost a month.</p> <p>Thank You for your time & consideration.</p>	<p>Thank you for your comments. The 2045 MTP/SCS must be a financially constrained plan so not all transportation investments and services are able to be included.</p> <p>Your comments will be shared with SCCRTC, Santa Cruz METRO and County of Santa Cruz staff as they are responsible agencies for updating the project list and implementing your suggestions.</p>	Email	1/31/2022
32	Public	Pisano	Michael	Transportation Investments (Chapter 2)	<p>It would be interesting to add a way (or machine) to deposit plastic bottles to pay for bus tickets. To increase Safety; Please add funding to add a sidewalk on both sides of Soquel Dr between Robertson St & 41st Ave.</p> <p>FYI: “Clean California” for grant money to beautify local areas; Might be able to use for 41st & Soquel, and to add bus shelters at the Pasatiempo Park & Ride. https://cleancalifornia.dot.ca.gov/</p> <p>Please add funding to add (see pictures below);</p> <ol style="list-style-type: none"> 1. Overhead crosswalk LED lighting on all Hwy 9 crosswalk, and for crosswalk on parts of Soquel Dr. 2. Please add funding for in-street-crosswalk safety blinkers. 3. Please add funding to add bike ramps at outside stair cases. 4. Please add funding for more time-card boxes to cross at large intersections – like at; <ol style="list-style-type: none"> a. Hwy 9 & Hwy 1 at River St. b. 41st & Soquel Dr c. Ocean St & Water St <p>Overhead crosswalk lighting; https://carmanah.com/overhead-lighting-crosswalks/ https://www.traffictoday.com/news/vulnerable-road-users/crosswalk-night-time-safety-system- launched-at-atssa-expo.html</p> <p>Pedestrian information; To automatically turn-on crossing lights; https://www.lightguardsystems.com/smart-crosswalk-in-roadway-warning-light-irwl-system/ More crossing time cards, or maybe something else is needed to add more time to safely cross the street;</p>	<p>Thank you for your comments. The 2045 MTP/SCS must be a financially constrained plan so not all transportation investments and services are able to be included.</p> <p>Your comments will be shared with SCCRTC, Santa Cruz METRO and County of Santa Cruz staff as they are responsible agencies for updating the project list and implementing your suggestions.</p>	Email	1/31/2022
33	Caltrans District 5	Monroy-Ochoa	Orchid	General	<p><u>General Comments:</u> Caltrans would like to commend AMBAG for providing a robust discussion of the region with a clear direction towards a sustainable future. As well as working with the other agencies in the region to come up with a comprehensive and coordinated long range plan.</p> <p>Where possible, AMBAG should ensure that specific page numbers are referenced in the RTP Checklist instead of entire chapters. This makes it easier to use the RTP checklist and ensure the corresponding requirements are met.</p> <p>All GIS maps throughout the document are showing State Route (SR) 146 within San Benito County. That segment of SR 146 is no longer in the State Highway System. It has been relinquished to the National Parks. Please add a footnote in the maps indicating that SR 146 has been relinquished.</p>	<p>Thank you for your comments.</p>	Letter	1/28/2022
34	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	<p>Where possible, AMBAG should ensure that specific page numbers are referenced in the RTP Checklist instead of entire chapters. This makes it easier to use the RTP checklist and ensure the corresponding requirements are met.</p>	<p>Comment noted.</p>	Letter	1/28/2022
35	Caltrans District 5	Monroy-Ochoa	Orchid	Various	<p>All GIS maps throughout the document are showing State Route (SR) 146 within San Benito County. That segment of SR 146 is no longer in the State Highway System. It has been relinquished to the National Parks. Please add a footnote in the maps indicating that SR 146 has been relinquished.</p>	<p>This will be updated in the Final 2045 MTP/SCS.</p>	Letter	1/28/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
36	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	<u>Consultation and Cooperation, RTP checklist, Appendix J:</u> (2) Why is this question not applicable? Will it be answered by the time the final RTP is adopted?	AMBAG had not received any comments on the Draft 2045 MTP/SCS at the time of release in November 2021. All comments received on the Draft 2045 MTP/SCS will be included in a new Appendix K for the Final 2045 MTP/SCS. The checklist in Appendix J will be updated for the Final 2045 MTP/SCS.	Letter	1/28/2022
37	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	(3; 4; 5; & 9) The pages referenced imply the proper agencies were consulted, but the specific agencies do not seem to be identified. Please provide the specifics for this question.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
38	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	(6) There is no specific reference to the California State Wildlife Action Plan. Please ensure this requirement is met.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
39	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	(12) The RTP checklist does not specify where this requirement can be found. Please add a page number to be referenced.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
40	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	(15) Why is this question not applicable? Please explain.	The checklist refers to the adopted MTP/SCS not the draft MTP/SCS. This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
41	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	<u>Title VI, RTP checklist, Appendix J:</u>	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
42	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	(1) Specific page numbers are not mentioned in the Checklist. Please provide page numbers. Modal, RTP checklist, Appendix J: (1) There is more discussion regarding this question elsewhere. Please provide additional page numbers to be referenced in the RTP Checklist.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
43	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	(4) The page referenced does not cover the entire discussion of the topic. Please revise the pages referenced to include the entire discussion on airports and aviation.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
44	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	(7) The page referenced does not cover the entire discussion of the topic. Please revise the pages referenced to include the entire discussion on the California Coastal Trail.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
45	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	Programming: RTP checklist, Appendix J (3): There is insufficient information regarding the unconstrained project list. Please include a listing of all unconstrained projects within the region.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
46	Caltrans District 5	Monroy-Ochoa	Orchid	Financial Plan (Chapter 3)	Page 3-6: Revise "State Highway Operations and Protection Program" to "State Highway Operation and Protection Program" in multiple places on page. Also suggest revising "Regional Share State Transportation Improvement Program" to "State Transportation Improvement Program" in 1st paragraph.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
47	Caltrans District 5	Monroy-Ochoa	Orchid	Financial Plan (Chapter 3)	Page 3-9: Revise "Regional Improvement Program" to "Regional Transportation Improvement Program" in 1st paragraph on page.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
48	Caltrans District 5	Monroy-Ochoa	Orchid	Financial Plan (Chapter 3)	Page 3-9, ATP: suggest updating Active Transportation Program discussion to indicate that the program is now augmented with \$100 million annually from SB-1 Road Maintenance and Rehabilitation Account (RMRA) funds.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
49	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	Financial, RTP checklist, Appendix J: (2; 7; & 8) The consistency statement is assumed but not explicitly made in the page referenced. Please revise.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
50	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix J	Environmental, RTP checklist, Appendix J: (1; 4; & 5) The reference in the checklist is unclear on where the requirement is met. Please provide specifics that make it easier to identify.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
51	Caltrans District 5	Monroy-Ochoa	Orchid	Public Participation (Chapter 6)	Public Participation: Page 6-4, 1st sentence: Revise "January 2020 and designed" to "January 2020 and was designed."	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022

Number	Agency	Last Name	First Name	Chapter	Comment	Response	Comment Format	Date
52	Caltrans District 5	Monroy-Ochoa	Orchid	Public Participation (Chapter 6)	Page 6-5, AMBAG Board of Directors, Caltrans D5 is an Ex-Officio member that was not included in the list.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
53	Caltrans District 5	Monroy-Ochoa	Orchid	Public Participation (Chapter 6)	Page 6-6, Coordinating with Partner Agencies: Revise "San Benito County Council of Governments" to "Council of San Benito County Governments" in 1st sentence.	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
54	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix B	Appendix B: Page B-6: Suggest spelling out SAFE acronym. Page B-7: Revise "State Highways Operation and Protection Program" to "State Highway Operation and Protection Program" Also under "Local Revenues," revise "SBtCOG" to "SBCOG."	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
55	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix B	Page B-8: Local Transportation Sales Tax, end of second bullet: revise "and a sales tax in San Benito County beginning in 2020" to "and Measure G (San Benito County)."	This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022
56	Caltrans District 5	Monroy-Ochoa	Orchid	Appendix B		This will be updated in the Final 2045 MTP/SCS.	Letter	1/28/2022

Draft 2045 MTP/SCS Public Comments and Draft Responses Received After the Close of the Public Comment Period

57	Public	Downing	Rebecca		<p>Both the executive summary and strategies section state that "This Plan is required to analyze where people are going and how they want to get there in order to build a transportation network that addresses the mobility and accessibility needs of the region." It continues to note associated strategies including focusing on growth in transit corridors and offering more travel choices and increased efficiencies within the current transportation system. These strategies address where people are going but not how THEY want to get there. Please include a plan to conduct more comprehensive outreach to determine both where and how residents wish to travel. Online surveys, emails and public meetings do not capture the views of those least likely to participate this way. Most residents are too busy driving to work to take the time to respond. Asking all residents where they want to go, how they want to get there, AND, to inform the 2045 work, what would get them out of their vehicle, is required to create equitable, sustainable choices for us. It must be comprehensive if you are to develop regional projects people will use. If this work has been done throughout our three counties, it should be included in the plan. If not, I ask you to for its inclusion and reporting of this work in the Moving Forward Monterey Bay 2045 plan so it reflects the desires of those who will be affected by its projects.</p>	<p>The AMBAG Regional Travel Demand Model (RTDM) was developed to replicate travel behavior and forecast travel behavior in the future. This is done based upon state and national household travel surveys, Census data, employment and traffic data. The RTDM utilizes innovative techniques to capture travel behavior at a more individual-based level and incorporates disaggregate level data into some of the modeling stages. Transportation projects are evaluated based on how well they meet existing and project travel demand, i.e. where people live and where they want to go (work/school/shop, etc.). Mobility and accessibility are key goals when evaluating each transportation project/program/services.</p> <p>In addition, AMBAG conducted virtual workshops in spring 2021 asking participants to provide direct feedback on their priority transportation options and what they would use. A short online survey to provide feedback on potential new strategies to gather more input on housing, economic and transportation options was also available for those who were unable attend a workshop.</p>	Email	2/6/2022
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The 2022 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 AB 361.

2022 AMBAG Calendar of Meetings

April 13, 2022	TBD Meeting Time: 6 pm
May 11, 2022	TBD Meeting Time: 6 pm
June 8, 2022	TBD Meeting Time: 6 pm
July 2022	No Meeting Scheduled
August 10, 2022	TBD Meeting Time: 6 pm
September 14, 2022	TBD Meeting Time: 6 pm
October 12, 2022	TBD Meeting Time: 6 pm
November 9, 2022	TBD Meeting Time: 6 pm
December 2022	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
3CE	Central Coast Community Energy
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
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
SRTP	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