



# AMBAG Board of Directors Agenda

Association of Monterey Bay Area Governments

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## Meeting Via GoToWebinar

**DATE: April 13, 2022**

**TIME: 6:00 PM**

**Please register for the AMBAG Board of Directors meeting at**

<https://attendee.gotowebinar.com/register/7550946003674320651>

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 2022-7 adopted by the AMBAG Board of Directors on April 6, 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](mailto:info@ambag.org) by Tuesday, April 12, 2022. The subject line should read "Public Comment for the April 13, 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 April 13, 2022 AMBAG Board of Directors meeting using the following link: <https://attendee.gotowebinar.com/register/7550946003674320651>

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](mailto: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 BrownReceive oral report.
  - B. **Monterey Bay National Marine Sanctuary (MBNMS) Advisory Council (SAC) Meeting**  
**Recommended Action: DIRECT**
    - Director McAdamsThe next meeting is scheduled on April 15, 2022. The agenda will be provided at the meeting.
6. **EXECUTIVE DIRECTOR'S REPORT**  
**Recommended Action: INFORMATION**
  - Maura Twomey, Executive DirectorReceive 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 March 9, 2022 AMBAG Board of Directors Meeting**
    - Ana Flores, Clerk of the BoardApprove the draft minutes of the March 9, 2022 AMBAG Board of Directors meeting. (Page 5)
  - B. **AMBAG Regional Clearinghouse Monthly Newsletter**
    - Miranda Taylor, PlannerAccept the clearinghouse monthly newsletter. (Page 11)
  - C. **AMBAG Sustainability Program Update**
    - Amaury Berteaud, Special Projects ManagerAccept the AMBAG Sustainability Program update. (Page 17)

- D. Sustainable Agricultural Lands Conservation Program Grant Agreement**
- Amaury Berteaud, Special Projects Manager
- Approve the Sustainable Agricultural Lands Conservation Program Grant Agreement. (Page 21)
- E. 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 2022-8 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 55)
- F. Formal Amendment No. 9 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2020-21 to FFY 2023-24**
- Will Condon, Planner
- Approve Formal Amendment No. 9 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2020-21 to FFY 2023-24 by adopting Resolution No. 2022-9. (Page 57)
- G. Draft Amendment No. 3 to the FY 2021-22 Monterey Bay Region Overall Work Program (OWP) and Budget**
- Bhupendra Patel, Ph.D., Director of Modeling
- Approve Draft Amendment No. 3 to the FY 2021-22 OWP and Budget. (Page 69)
- H. Delegation of Authority to Amend Agreement for Legal Services with Sohagi Law Group**
- Heather Adamson, Director of Planning
- Authorize the Executive Director to amend the existing agreement with the Sohagi Law Group for an additional \$10,000 for legal services related to the preparation of the Regional Housing Needs Allocation. (Page 71)
- I. Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy: Summary of Public Comments and Proposed Changes**
- Heather Adamson, Director of Planning
- Approve the proposed changes to the Draft 2045 MTP/SCS and direct staff to prepare the Final 2045 MTP/SCS and Final EIR. (Page 73)
- J. Revised Employee Handbook and Personnel Policies**
- Diane Eidam, Retired Annuitant
- Adopt the Employee Handbook and Personnel Policies. (Page 89)

**K. 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 91)

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

**9. PLANNING**

**A. 6<sup>th</sup> Cycle Regional Housing Needs Allocation Methodology**

**Recommended Action: PUBLIC HEARING /APPROVE**

- Heather Adamson, Director of Planning

Conduct a public hearing to receive public comment on the final RHNA methodology for allocation of housing need to the region’s jurisdictions consistent with the requirements of Government Code § 65584(d). Approve the final RHNA methodology and authorize AMBAG staff to issue the draft RHNA Plan for a 45-day public review period. (Page 97)

**B. Regional Early Action Planning Grants 2.0 Program**

**Recommended Action: INFORMATION**

- Heather Adamson, Director of Planning

Staff will provide an update on the Regional Early Action Program (REAP) 2.0 Program. (Page 121)

**10. ADJOURNMENT**

**REFERENCE ITEMS:**

- A. 2022 Calendar of Meetings (Page 125)
- B. Acronym Guide (Page 127)

**NEXT MEETING:**

**Date: May 11, 2022**

**Location: GoToWebinar**

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

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

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

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

**March 9, 2022**

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**1. CALL TO ORDER**

The Board of Directors of the Association of Monterey Bay Area Governments, President, Kristen Brown presiding, convened at 6:03 p.m. Wednesday, March 9, 2022 via GoToWebinar.

**2. ROLL CALL**

<b><u>AMBAG Board of Directors</u></b>			
<b>PRESENT:</b>			
<b>Agency</b>	<b>Representative</b>	<b>Agency</b>	<b>Representative</b>
Capitola	Kristen Brown	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	Betsy Dirks
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	<b><u>Ex-Officio Members:</u></b>	
Marina	Lisa Berkley	3CE	Catherine Stedman
Monterey	Ed Smith	Caltrans, District 5	Scott Eades
Pacific Grove	Jenny McAdams	MBARD	Richard Stedman
Salinas	Steve McShane	MPAD	LisAnne Swahney
San Juan Bautista	John Freeman	MST	Lisa Rheinheimer
Sand City	Mary Ann Carbone	SBtCOG	Mary Gilbert
Santa Cruz	Justin Cummings	TAMC	Todd Muck
Scotts Valley	Derek Timm		
Seaside	Alexis Garcia-Arrazola		
Soledad	Anna Velazquez (6:08)		
Watsonville	Lowell Hurst		
<b>ABSENT:</b>			
County of San Benito	Bea Gonzales	<b><u>Ex-Officio Members:</u></b>	
		SCCRTC	Guy Prestion
		SC Metro	Alex Clifford

**Others Present:** John Baker, CPUC; David Dean; Michael Pisano; William Sabo; Amaury Berteaud, Special Projects Manager; Bhupendra Patel, Director of Modeling; Gina Schmidt, GIS Coordinator; Cynthia Pina, Office Assistant; 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. COMMITTEE REPORTS**

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

President Brown reported that the Executive/Finance Committee approved the consent agenda that included 1) Resolution 2022-3 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 February 9, 2022 meeting; 3) list of warrants as of December 31, 2021; and 4) accounts receivable as of December 31, 2021. Maura Twomey, Executive Director gave an report on the financials.

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

Director McAdams reported that she was sworn in at the at the February 18, 2022 meeting and will have further to report after the April 2022 meeting.

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

Maura Twomey, Executive Director reported that 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 6<sup>th</sup> 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.

#### **7. CONSENT AGENDA**

##### **A. Draft Minutes of the February 9, 2022 AMBAG Board of Directors Meeting**

The draft minutes of the February 9, 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 2022-6 was adopted.

## **E. Financial Update Report**

The financial update report was accepted.

**Motion made by Director McShane seconded by Director Adams to approve the consent agenda. The motion passed unanimously.**

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

None.

## **9. ADMINISTRATION**

### **A. Draft FY 2022-23 Monterey Bay Region Overall Work Program (OWP) and Budget**

Dr. Bhupendra Patel, Director of Modeling gave a presentation on the draft FY 2022-23 OWP and Budget. The FY 2022-23 OWP is 1) a federally required document to receive federal funds; 2) covers all AMBAG work programs and activities; 3) used as a project management tool by staff; 4) implements 2021 Federal Planning Emphasis Areas; and 5) implements the AMBAG Board adopted priorities; a) Modeling and Research, b) Planning and Forecasts; c) Sustainable Development Strategies; and d) Collaborative Planning and Implementation. The FY 2022-23 OWP highlights include 1) Development and management OWP; 2) Regional coordination and consultation for transportation planning activities; 3) update Public Participation Plan; 4) GIS data collection, Census 2020 data analysis, and member services for GIS/Data requests; 5) development of next generation of AMBAG Regional Travel Demand Model for the next MTP/SCS; 6) development of Land Use Modeling tool for AMBAG and four other partnering MPOs; 7) Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study; 8) greenhouse gas inventories for local communities; 9) continue providing technical assistance under RAPS, Inc.; 10) Regional Early Action Planning (REAP) support grant program for housing; 11) monitoring and reporting Transportation Performance Management (TPM); 12) implementation of 2045 MTP/SCS and start work for next round of MTP/SCS 13) management of current MTIP and development of FFY 2022-23 to FFY 2025-26 MTIP; and 14) highway and transit corridor planning and management studies. Dr. Patel gave an overview of the draft FY 2022-23 Budget. The funding highlights are 1) it's a balanced budget pursuant to the AMBAG By-Laws; 2) there is no change to total member dues; and 3) revenue by source a) Federal: \$ 2,766,855; b) State: \$16,390,632; c) Local: \$395,868. The expenditure highlights are 1) staff level is maintained equivalent to current year; 2) includes a 4% COLA; 3) there is an increase in professional services due to REAP and new grant projects; 4) the General Fund expenditures include costs that are not eligible for federal reimbursement, such as, interest, fees, and cash match to meet federal/state grant requirements; and 5) use of toll credits preserves the General Funds. The FY 2022-23 OWP and budget will be brought back to the May 11, 2022 AMBAG Board of Directors meeting for adoption. Brief discussion followed.

## **10. PLANNING**

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

Heather Adamson, Director of Planning gave a presentation on the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) summary of public comment and

proposed changes. The MTP/SCS 1) is a long range plan for transportation investments; 2) is required by federal and state law to be prepared every four years; 3) must provide a 20+ year horizon planning period; and 4) is scheduled for adoption in 2022. Ms. Adamson reported that AMBAG released the Draft 2045 MTP/SCS on November 22, 2021 for its public comment period. Comments were due on January 31, 2022. Staff held four public workshops/public hearings and received more than 50 comments from more than eight individuals and/or organizations. Public comment included 1) support for/opposition to transportation modes and specific projects; 2) comments on the MTP/SCS document and figures; 3) comments on the project list; and 4) comments on sustainability and climate change issues. The draft EIR was released for public comment in November 2021. Comments from nine individuals/organizations were submitted. The environmental project team is preparing responses to the comments received and will be provided in the final EIR. The proposed changes for the Final 2045 MTP/SCS include 1) refinements to project costs, project descriptions and revenues that are consistent with requests from the RTPAs; 2) additions/modifications to document text to provide greater clarification and additional discussion; 3) revised figures and maps. Ms. Adamson stated that none of the proposed changes would trigger recirculation of the MTP/SCS or EIR. Next steps include 1) approve the proposed changes to the 2045 MTP/SCS and direct staff to prepare the Final 2045 MTP/SCS and Final EIR at their April 2022 meeting; 2) the AMBAG Board certifies the Final EIR and adopts Final 2045 MTP/SCS at their June 8, 2022 meeting; and 3) submit adopted 2045 MTP/SCS to CARB for SCS review. Brief discussion followed.

## **11. ADJOURNMENT**

The Board of Directors meeting adjourned at 6:54 PM.

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Kristen Brown, President

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Maura F. Twomey, Executive Director



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

<b>Attendance (X= Present; AB= Absent)</b> <b>Voting (Y= Yes; N=No; A=Abstain)</b>			
<b>MEMBER</b>	<b>AMBAG REP</b>	<b>Attendance</b>	<b>Item #7</b>
Capitola	Kristen Brown	X	Y
Carmel-by-the-Sea	Karen Ferlito	X	Y
Del Rey Oaks	Kim Shirley	X	Y
Gonzales	Scott Funk	X	Y
Greenfield	Lance Walker	X	Y
Hollister	Rick Perez	X	Y
King City	Carlos Victoria	X	Y
Marina	Lisa Berkley	X	Y
Monterey	Ed Smith	X	Y
Pacific Grove	Jenny McAdams	X	Y
Salinas	Steve McShane	X	Y
San Juan Bautista	John Freeman	X	Y
Sand City	Mary Ann Carbone	X	Y
Santa Cruz	Justin Cummings	X	Y
Scotts Valley	Derek Timm	X	Y
Seaside	Alexis Garcia-Arrazola	X	Y
Soledad	Anna Velazquez	X	Y
Watsonville	Lowell Hurst	X	Y
County-Monterey	Mary Adams	X	Y
County-Monterey	John Phillips	X	Y
County-Santa Cruz	Manu Koenig	X	Y
County-Santa Cruz	Greg Caput	X	Y
County-San Benito	Betsy Dirks	X	Y
County-San Benito	Bea Gonzales	AB	n/a

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

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

**RECOMMENDED BY:** Miranda Taylor, Planner

**SUBJECT:** AMBAG Regional Clearinghouse Monthly Newsletter

**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

It is recommended that the Board of Directors accept the March 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.

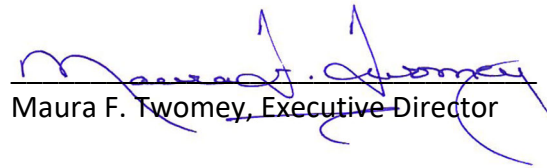
**COORDINATION:**

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 March 1– March 31, 2022.

**APPROVED BY:**



Maura F. Twomey, Executive Director

**Attachment 1**

**AMBAG REGIONAL CLEARINGHOUSE**

**The AMBAG Board of Directors will review these items on 04/13/2022**

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

**ENVIRONMENTAL DOCUMENTS**

<b>20220301- 9041 Soquel Drive, Aptos</b>
Santa Cruz County Lezanne Jeffs (831) 454-2480
Notice of Intent (NOI) / Mitigated Negative Declaration (MND)
This is a proposal to construct an approximately 10,981 square foot mixed-use building with a 1,929 square foot basement, 2,889 square feet of office space on the first floor with a covered carport for 5 vehicles, and three residential apartment units on the second floor, located in the PA (Professional-Administrative Office) district. This requires a Commercial Development permit including a Master Occupancy Permit for the two tenant spaces on the ground floor, and a Riparian Exception to allow for a portion of the parking lot and an associated retaining wall, that encroach into the riparian corridor within the arroyo along Valencia Creek. Valencia Creek crosses the northern edge of the parcel approximately 100 feet south of the proposed development site.
Project is located in Santa Cruz County Parcel: 04114156
Public hearing information: Online
Public review period ends: Friday, April 15, 2022

<b>20220302- County of Monterey (Various Owners) [ North County Cannabis Projects Initial Study]</b>
Monterey County Craig Spencer (831) 755-5233
Initial Study / Negative Declaration (Neg)
Initial Study for five (5) cannabis sites on properties containing existing greenhouses in North Monterey County area. The five properties include:1) 735 A, B, C & D San Juan Road, Royal Oaks (PLN170282) [Assessor's Parcel Number 117-401-021-000] 2) 723 A, B, C, D & E San Juan Road, Royal Oaks (PLN170263) [Assessor's Parcel Number 117-401-004-000] 3) 35, 35 A, 35 B, 35 C Kortright Lane, Aromas (PLN170225) [Assessor's Parcel Number 267-012-009-000] 4) 250 Lewis Road, Royal Oaks (PLN170321) [Assessor's Parcel Number 117-231-010-000] and 214 Lewis Road, Royal Oaks [Assessor's Parcel Number 117-231-021-000] and 248 Lewis Road, Royal Oaks [Assessor's Parcel Number 117-231-025-000] 5) 37 A, B, C, D, E, F, G, H, I, J, K & L McGinnis Road, Royal Oaks (PLN180109) [Assessor's Parcel Number 181-022-

005-000]
Project is located in Monterey County Parcel: 117401021000
Public hearing information: Online
Public review period ends: Tuesday, April 14, 2022

<b>20220303- Desalinization Ordinance Update</b>
Monterey County Erik Lundquist (831) 755-5154
Negative Declaration (NEG)
Chapter 10.72 of the Monterey County Code (MCC) outlines the requirements for obtaining a permit to construct and operate water desalinization treatment facilities within the county. Section 10.72.030(B) of the existing code requires that “each facility will be owned and operated by a public entity.” The project would revise Section 10.72.030 to remove this requirement, allowing both public and private ownership and operation of water desalinization treatment facilities within the county. All other requirements of Chapter 10.72 would remain in effect. Regardless of the type of operator, all future desalinization projects within the county would be subject to the same federal, state, regional, and local regulations regarding development and environmental protection.
Project is located in Monterey County Parcel: N/A
Public hearing information: TBD
Public review period ends: Wednesday, April 16, 2022

<b>20220304- Air District Fee Rule Revisions and Public Meeting Schedule</b>
Monterey Bay Air Resources District Amy Clymo (831) 718-8013
Notice of Availability
A public workshop and Board meetings will be held by the Monterey Bay Air Resources District (MBARD) to consider the Fiscal Year (FY) 2022-2023 Budget and fee rules. MBARD is considering a fee increase of 4.2% which is the San Francisco Area Consumer Price Index (CPI). We request your input on the draft FYL 2022-2023 budget and fee rules. Copies of the budget items will be available on the website ( <a href="http://www.mbard.org">www.mbard.org</a> ) or upon request beginning on March 28, 2022. Any changes to MBARD fees would be effective on July 1, 2022. These proposed _regulatory actions are categorically exempt from the requirements of Public resources Code Section 21000 et seq., under the CEQA Guidelines, California Code of Regulations, Title ,14, Chapter 3, Section 15308, for Class 8 exemptions. Since there are no new control standards being proposed, the proposed regulatory action described herein is exempt from California Health and Safety Code (HSC) Section 40727.2, which requires that a comparative alternative analysis of any new control standard be performed.
Project is located in Monterey County

Parcel: N/A
Public hearing information: Zoom Date: 4/12/2022   Time: 11:00AM
Public review period ends: Wednesday, June 15, 2022

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

**RECOMMENDED BY:** Amaury Berteaud, Special Projects Manager

**SUBJECT:** AMBAG Sustainability Program Update

**MEETING DATE:** April 13, 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 years 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.

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. A motion for the creation of the RuralREN as well as the RuralREN 2023-2031 strategic business plan was submitted to the CPUC on March 4, 2022. On March 17, Chief Administrative Law Judge Simon issued a decision for the RuralREN Motion and strategic business plan to be considered as part of a new application proceeding being created to consider the 2024-2031 strategic business plans for all existing energy efficiency portfolio administrators. As part of this new proceeding comments on all strategic business plans are due by April 15, 2022 and

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reply comments are due by April 25, 2022. RHTR partners are continuing to engage with CPUC staff, parties to the proceeding, and members of the public, to file comments and reply comments as necessary, as well as to answer data requests relating the RuralREN strategic business plan.

### **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 is working with eight 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.

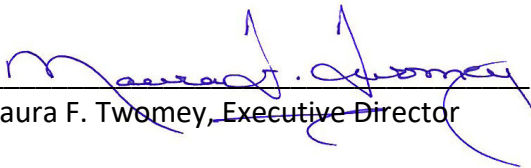
**FINANCIAL IMPACT:**

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:**

  
Maura F. Twomey, Executive Director

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

**RECOMMENDED BY:** Amaury Berteaud, Special Projects Manager

**SUBJECT:** Sustainable Agricultural Lands Conservation Program Grant Agreement

**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

It is recommended that the Board Approve the Sustainable Agricultural Lands Conservation Program Grant Agreement.

**BACKGROUND/DISCUSSION:**

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

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

Since receiving the award letter AMBAG staff has been working with department of conservation staff to draft a grant agreement. Once the grant agreement is approved and executed AMBAG staff will start the consultant procurement process for this project.

**ALTERNATIVES:**

AMBAG could choose not to approve the grant agreement. Staff does not recommend this alternative as this project cannot proceed without a grant agreement.

**FINANCIAL IMPACT:**

The funding to conduct the work is budgeted in the FY 2021/2022 OWP and Budget.

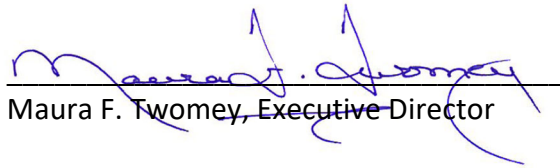
**COORDINATION:**

AMBAG staff is coordinating with California Department of Conservation staff.

**ATTACHMENT:**

1. SALC Grant Agreement

**APPROVED BY:**



Maura F. Twomey, Executive Director

**Attachment 1**

State of California - Department of  
Conservation **GRANT AGREEMENT DOC6**  
**(revised 12/18)**

GRANT AGREEMENT NUMBER:

**3021-923**

FI\$Cal NUMBER:

1. This Grant Agreement is entered into by and between the Department of Conservation ("Department") and Association of Monterey Bay Area Governments ("Grantee").

2. The Grant Agreement Term is: From April 15, 2022 through July 31, 2024  
(Or upon execution of this Grant Agreement by both parties, whichever is later)

3. The maximum amount of this Grant Agreement is: \$250,000

4. Signing this Grant Agreement means that Grantee agrees to comply with the terms and conditions of the following exhibits which are part of the Grant Agreement:

Exhibit A, Scope of Work	4 Pages
Attachment 1: Authorized Signatory Form	1 Page
Attachment 2: Work Plan	1 Page
Attachment 3: Final Report	1 Page
Exhibit B, Budget Detail and Payment Provisions	3 Pages
Attachment 4: Budget Detail Worksheet	1 Page
Attachment 5: Invoice	5 Pages
Attachment 6: Invoice Dispute Notification Template	1 Page
Exhibit C, General Terms and Conditions	3 Pages
Exhibit D, Special Terms and Conditions	6 Pages
Exhibit E, Award Letter	1 Page
Exhibit F, Guidelines	99 Pages

**IN WITNESS WHEREOF, this Grant Agreement has been executed by the Parties hereto.**

**GRANTEE**

GRANTEE'S NAME

Association of Monterey Bay Area Governments

BY (*Authorized Signature*)

DATE SIGNED

PRINTED NAME AND TITLE OF PERSON SIGNING

Maura Twomey, Executive Director

ADDRESS 24580 Silver Cloud Court Monterey , CA, 93940

**STATE OF CALIFORNIA**

Agency Name: Department of Conservation

BY (*Authorized Signature*)

DATE SIGNED

PRINTED NAME AND TITLE OF PERSON SIGNING

David Shabazian, Department Director

ADDRESS

715 P Street, 1904, Sacramento, CA 95814

## **Exhibit A, Scope of Work**

### **1. Program Background**

The Sustainable Agricultural Lands Conservation Program (SALC), a component of the Strategic Growth Council's (Council) Affordable Housing and Sustainable Communities Program, supports the California's greenhouse gas (GHG) emission reduction goals by making strategic investments to protect agricultural lands from conversion to more GHG intensive uses. Protecting critical agricultural lands from conversion to urban or rural residential development promotes smart growth within existing jurisdictions, ensures open space remains available, and supports a healthy agricultural economy and resulting food security. A healthy and resilient agricultural sector is becoming increasingly important in meeting the challenges occurring and anticipated as a result of climate change. Auction revenues from the Cap-and-Trade Program are deposited into the Greenhouse Gas Reduction Fund (GGRF), which the Legislature and Governor appropriate to a variety of programs such as the SALC and which operate under the umbrella of California Climate Investments. All projects funded by GGRF monies must reduce or avoid greenhouse gas emissions.

Agricultural Land Conservation Planning grants provide funds to cities and counties in collaboration with local stakeholders to develop and implement plans for the protection of agricultural land at risk of conversion to non-agricultural uses. This component of the program incentivizes local governments to work closely with local stakeholders to develop local and regional land use policies and implementation activities that integrate agricultural land conservation in a way that reduces greenhouse gas emissions, supports job creation, and benefits priority populations.

The Council identified the California Department of Conservation (Department) in conjunction with the Natural Resources Agency (Agency) to administer SALC. The Strategic Growth Council approved the roles of the Department and the Agency at its July 10, 2014 meeting. In addition, SALC has been developed in consultation with the California Department of Food and Agriculture.

### **2. The Project is Defined by the Application and Award Letter**

The Strategic Growth Council approved the Sustainable Agricultural Lands Conservation Program Grant Guidelines & Applications on April 29, 2021 ([Exhibit E](#)) (Guidelines). In accordance with the Guidelines, Grantee applied and was awarded a grant to fund the project described in the application. This project is focused on the creation of a Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study. The project is subject to any conditions contained within the Award Letter ([Exhibit E](#)). This will be referred to as the "Project" throughout this Agreement.



### 3. Authorized Signers

The Department Director or designee is authorized to sign this Grant Agreement and grant-related documents on behalf of the Department.

Grantee's Authorized Signatory or designee is authorized to sign this Grant Agreement and grant-related documents as shown in the Authorized Signatory Form (Attachment 1).

Grantee must keep Authorized Signatory Forms up to date. Within seven (7) working days of any change to the authorized signatory or to the delegated authorized signatory, Grantee shall notify the Department in writing of the change. The written notice shall be sent as an electronic mail (email) attachment to be filed with the Grant Agreement.

### 4. Project Representatives

The project representatives are the contact people for the Department and Grantee. The project representatives during the term of this Grant Agreement are:

Department

Name	Title	Phone Number	Email
Melinda Kelley	Grant Manager*	(916) 858-9691	Melinda.kelley@conservation.ca.gov

\* Unless otherwise stated within this Grant Agreement, all correspondence and documents to the Department of Conservation will be sent to the Grant Manager as described in Document Submission ([Exhibit A, Section 6](#)).

Grantee

Name	Title	Phone Number	Email
Amaury Berteaud	Special Projects Manager	831-264-5089	aberteaud@ambag.org

Department and Grantee must keep the Project Representative(s) up to date. Any changes to the Project Representatives by either Grantee or Department shall be made by providing seven (7) working days advance written notice to the other party. The written notice shall be sent as an electronic mail (email) attachment to be filed with the Grant Agreement.

### 5. Grantee Responsibilities

Grantee is responsible for:

- A. Using grant funds only as intended for the Project.
- B. Completing work on time and within budget. This includes meeting all milestones and deliverables, as described in the Work Plan ([Attachment 2](#)) and in accordance with the Budget Detail Worksheet ([Attachment 4](#)), unless otherwise agreed to by all parties through the amendment process described in Exhibit B, Section 7.
- C. Submitting invoices for reimbursement using the Invoice ([Attachment 5](#)) template, including any supporting documents.
- D. Submitting a final report with the last invoice, using the Final Report template ([Attachment 3](#)).
- E. Complying with all terms and conditions of this Grant Agreement, including all incorporated documents.
- F. Complying with statutes, rules, and regulations applicable to this Grant Agreement.
- G. Maintaining an accounting system that accurately reflects all fiscal transactions and provides accounting information, retaining all records and required documents as specified in [Exhibit C, Section 4](#), and providing all required documents during an audit, as specified in [Exhibit C, Section 5](#).

## **6. Document Submission**

- A. Electronic Mail

When this Grant Agreement requires Grantee to give invoices, reports, or other documents to the Department, Grantee must use email unless this Grant Agreement specifically requires that the document be sent by mail. All email must contain the Grant Agreement number and Grantee's name in the subject line.

- B. Correspondence

Correspondence and documents must be submitted via email to: [Insert Grant Manager Email]

## **7. Reporting Requirements**

When the Project is completed, Grantee must submit a Final Report with the last invoice. To complete and submit the Final Report:

- A. Submit the Final Report with the last invoice. If Grantee does not submit the Final Report with the last invoice, then the last invoice will be considered incomplete and returned following process specified in [Exhibit D, Section 5](#).
- B. Use the Final Report Template, which is attached as [Attachment 3](#).

- C. Make sure the Final Report is signed by the person authorized to sign on the most current Authorized Signatory Form ([Attachment 1](#)).
- D. Put enough detail in the Final Report to show that Grantee fulfilled the terms of the Grant Agreement and should be paid for completing the project.

**Attachment 1: Authorized Signatory Form**

I hereby verify that I am an authorized Grantee representative and signatory and, as such, can sign and/or delegate authorization to sign and bind Grantee as it relates to the above-referenced Grant Agreement and grant related documents.

---

**Grantee Authorized Signatory:**

**Name:** Maura Twomey

**Title:** Executive Director

**Signature:**

**Date:**

**Delegated Authorized Signatories:**

**Name:** Amaury Berteaud  
Manager

**Title:** Special Projects

**Signature:**

**Date:**

**Document(s) Authorized to sign:**  All Grant Related Documents **or**  Grant Agreement  Grant Amendments  Budget Amendments  Reports  Invoices  Other \_\_\_\_\_

---

**Name:**

**Title:**

**Signature:**

**Date:**

**Document(s) Authorized to sign:**  All Grant Related Documents **or**  Grant Agreement  Grant Amendments  Budget Amendments  Reports  Invoices  Other \_\_\_\_\_

### Attachment 2: Work Plan

		California Department of Conservation Sustainable agricultural lands Conservation Planning Grant																											
		AMBAG Project Title: Monterey Bay Natural and Working Lands Climate Mitigation and Resili																											
		FY 2022/23												FY 2023/24															
Task Number		A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	Deliverables
<b>Task 1</b>	<b>Consultant Procurement and Project Administration</b>																												
1.1	Consultant Procurement																											Develop and solicit RFP, Consultant Selection and Signed Contract	
1.2	Project Administration: Monthly Meetings, Reporting, and Invoicing																											Submit Monthly Invoice Package, Meeting Notes, and reports to the Department of Conservation	
1.3	Project Kick off Meeting																											Project Kick-Off Meeting, Agenda and Public Outreach Materials	
<b>Task 2</b>	<b>Creation of A Monterey Bay Natural and Working Lands Carbon Stock Inventory</b>																												
2.1	Research and Recommendation of Carbon Model based on Suitability and Integration capabilities																											Comparative analysis report of existing carbon modelling tools in use for climate change and land use planning. Recommendations for Carbon modelling platform.	
2.2	Identification Existing Data Conditions																											Existing conditions data and GAP report	
2.3	Collection, Compilation, Standardization, Analysis, and Validation of Data																											Processed Standardized and Validated GIS data	
2.4	Development of carbon stock inventory																											Development of carbon stock inventory	
<b>Task 3</b>	<b>Develop interface or module to integrate the carbon stock Inventory with AMBAG's land use model framework</b>																												
3.2	Integration of carbon stock inventory with land use model and Regional Travel Demand Model																											Integration of carbon stock inventory withland use model and Regional Transportation Demand Model	
<b>Task 4</b>	<b>Conduct forecasts to study the evolution of the carbon stock under different climate change, land use patterns, climate mitigation, and climate adaptation scenarios</b>																												
4.1	Identify climate change scenarios and associated impacts																											Identified climate change impacts such as sea level rise and temperature increase	
4.2	Identify climate change adaptation and mitigation measures to be included in different scenarios																											Identified natural and working lands mitigation and adaptation measures	
4.3	Run carbon modelling forecasts based on land use patterns, climate impacts, and climate adaptation and mitigation measures																											Carbon modelling model output for each scenario and horizon year.	
<b>Task 5</b>	<b>Public/Stakeholder Participation</b>																												
5.1	Stakeholder Meetings, including agenda materials and presentations																											Public/Stakeholder Participation Meetings	
5.2	Conduct Workshops																											Host Workshops	
<b>Task 6</b>	<b>Publish the Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study</b>																												
6.1	Release draft Study																											Prepare draft study	
6.2	Receive public comments																											Compile list of public comments and respons	
6.3	Publish final study																											Publish final study	

**Attachment 3: Final Report**

Final Report	Date Submitted:
Grantee Name:	Grant Number:
Project Name:	

1. Based on your experiences with this grant program, please provide feedback about how the Department can improve future grant programs.
2. Briefly summarize the Project's results and outcomes, including how the goals and objectives were accomplished, findings or conclusions, and planned or potential future projects that may result from the Project. Include a list of other sources of funding that were secured, directly or indirectly, through this Project.
3. Describe and explain any differences between the planned results, as listed in the Work Plan ([Attachment 2 to the Grant Agreement](#)), and the actual results. Include a discussion of any problems, barriers, or issues that occurred during the Project, corrective actions taken, and the outcomes.
4. Explain any plans to continue funding for the Project, and/or to expand, modify, or replicate the Project.
5. Attach any relevant documents to this report. If the documents cannot be sent electronically, notify the Grant Manager.

I certify that this Final Report is accurate and that this project complies with the Agreement. I further certify that any expenditure discussed in this report is allowed under the Agreement and that all funds were expended for the purposes of this Project.

Agreement and that all funds were expended for the purposes of this Project.

**Name:**

**Title:**

**Signature:**

**Date:**

## **Exhibit B, Budget Detail and Payment Provisions**

### **1. Payment**

- A. To receive payments of grant funds, Grantee must submit an invoice. Advance payments are not permitted under this Grant Agreement.
- B. Upon receipt and approval of an itemized invoice and required supporting documentation, the Department agrees to reimburse Grantee for actual expenditures for work completed, in accordance with the rates specified in the Budget Detail Worksheet ([Attachment 4](#)).
- C. The Department may withhold final payment until all terms of the Grant Agreement have been satisfied.
- D. Payment shall be made within forty-five (45) days upon receipt and approval of an invoice. Failure to comply with requirements may result in non-payment or delayed payment.
- E. For cost principles, see [Exhibit B, Section 5](#).

### **2. How to Submit Invoices**

- A. Send the invoices to the Grant Manager by email. Include the Grant Agreement number and Grantee's name in the subject line.
- B. Send invoices regularly, to keep getting paid. Grantee shall submit invoices no more frequently than monthly, in arrears, to the Grant Manager.
- C. A request for payment shall consist of:
- D. The Invoice ([Attachment 5](#)) on official letterhead and signed by the Authorized Signatory, or authorized designee on file with the Department ([Exhibit A, Section 3](#)), certifying the expenditures are for actual expenses for the tasks performed under this Grant Agreement.
- E. Each cost category and task must correspond to a cost category and task identified in the Budget Detail Worksheet ([Attachment 4](#)).
- F. Supporting documentation for reimbursement of funds.
- G. Supporting documentation (e.g., timesheets, activity logs, cancelled checks) for matching funds does not need to be submitted to the Department but should be retained by Grantee in the event of an audit ([Exhibit C, Section 5](#)).
- H. At any time, the Department may request hard copies of invoices, reports, supporting documentation, and evidence of progress.

### **3. Invoice Dispute**

In the event of an invoice dispute, see [Exhibit D, Section 5](#).

### **4. Budget Contingency Clause**

- A. If the Budget Act of the current year and/or any subsequent years covered under this Grant Agreement does not appropriate sufficient funds for the program, this Grant Agreement shall have no further force

nor effect. In this event, the Department shall have no liability to pay any funds whatsoever to Grantee or to furnish any other considerations under this Grant Agreement, and Grantee shall not be obligated to perform any provisions of this Grant Agreement.

- B. If funding for any fiscal year is reduced or deleted by the Budget Act for purposes of this program, the Department shall have the option to either cancel this Grant Agreement with no liability occurring to the Department or offer an amendment to reflect the reduced amount.

### **5. Cost Principles**

- A. All costs to be reimbursed must be consistent with the Guidelines ([Exhibit E](#)).
- B. All costs to be reimbursed must be reasonable, as defined in the Guidelines ([Exhibit F](#)).

### **6. Travel Reimbursement**

- A. Travel may not be reimbursed in accordance with the Guidelines.

### **7. Budget Modifications**

- A. Grantee must keep the [Budget Detail Worksheet](#) up to date.
- B. Changes up to twenty percent (20%) between tasks shall be made by providing written notice with or before submission of an invoice. If submitted before the invoice, the written notice shall be sent as an electronic mail (email) attachment to be filed with the Grant Agreement.
- C. Changes of more than twenty percent (20%) between tasks shall follow the amendment process, specified in [Exhibit B, Section 8](#).

### **8. Amendments**

- A. This section applies to any changes to this Grant Agreement, excluding the following:
  - i. Changes to the Authorized Signatory Form ([Attachment 1](#)). For changes to the Authorized Signatory Form see [Exhibit A, Section 3](#).
  - ii. Changes to project representatives, see [Exhibit A, Section 4](#).
  - iii. Changes to the Budget Detail Worksheet of up to twenty percent (20%) between tasks, see [Exhibit B, Section 7](#).
- B. Except as otherwise specified, Grantee must request and obtain prior written approval before any change (amendment) to this Grant Agreement is valid.
- C. Request for amendments must:
  - i. Be prepared, in writing, on official letterhead and signed by the Authorized Signatory or designee on file with the Department.



- ii. Be submitted to the Grant Manager at least two (2) months prior to when the amendment is needed.
  - iii. Include the Grant Agreement number, a detailed explanation of the proposed amendment, reason for the amendment, and the effect of not approving the request.
  - iv. Include a copy of the document(s) requested for amendment that shows the requested changes.
- D. The Grant Manager will respond in writing within fifteen (15) working days from receipt of request to approve or deny the request for amendment, including the reason for the decision.
- E. The Grant Manager will process amendments within thirty (30) days of the approval date. The amendment will not be in effect until both parties have signed the Grant Agreement amendment.

### Attachment 4, Budget Detail Worksheet

<b>Association of Monterey Bay Area Governments (AMBAG)</b>					
<b>TABLE 1: BUDGET BY PROJECT TASK</b>					
Budget Item	Units <i>(if applicable)</i>	Rate <i>(if applicable)</i>	Program Reimbursement Request	Grantee Match	Grand Total
<b>Task 1: Consultant Procurement and Project Administration</b>					
Consultant <i>(not to exceed)</i>	<i>*Per RFP</i>		\$ 8,181.82	\$ 818.18	\$ 9,000
AMBAG Staff <i>(See rate information below in Table 2)</i>	<i>**Varies. See rates below.</i>		\$ 1,818.18	\$ 181.82	\$ 2,000
Materials	<i>Varies</i>		\$ 909.09	\$ 90.91	\$ 1,000
Subtotal			\$ 10,909.09	\$ 1,090.91	\$ 12,000
<b>Task 2: Create Monterey Bay Natural and Working Lands Carbon Stock Inventory</b>					
Consultant <i>(not to exceed)</i>	<i>*Per RFP</i>		\$ 81,818.18	\$ 8,181.82	\$ 90,000
AMBAG Staff <i>(See rate information below in Table 2)</i>	<i>**Varies. See rates below.</i>		\$ 9,090.91	\$ 909.09	\$ 10,000
Subtotal			\$ 90,909.09	\$ 9,090.91	\$ 100,000
<b>Task 3: Develop interface with AMBAG's land use model framework</b>					
Consultant <i>(not to exceed)</i>	<i>*Per RFP</i>		\$ 32,727.28	\$ 3,272.72	\$ 36,000
AMBAG Staff <i>(See rate information below in Table 2)</i>	<i>**Varies. See rates below.</i>		\$ 3,636.36	\$ 363.64	\$ 4,000
Subtotal			\$ 36,363.64	\$ 3,636.36	\$ 40,000
<b>Task 4: Conduct Forecasts</b>					
Consultant <i>(not to exceed)</i>	<i>*Per RFP</i>		\$ 57,272.73	\$ 5,727.27	\$ 63,000
AMBAG Staff <i>(See rate information below in Table 2)</i>	<i>**Varies. See rates below.</i>		\$ 6,363.64	\$ 636.36	\$ 7,000
Subtotal			\$ 63,636.37	\$ 6,363.63	\$ 70,000
<b>Task 5: Public/Stakeholder Participation</b>					
Consultant <i>(not to exceed)</i>	<i>*Per RFP</i>		\$ 26,363.64	\$ 2,636.36	\$ 29,000
AMBAG Staff <i>(See rate information below in Table 2)</i>	<i>**Varies. See rates below.</i>		\$ 3,636.36	\$ 363.64	\$ 4,000
Materials	<i>Varies</i>		\$ 909.09	\$ 90.91	\$ 1,000
Subtotal			\$ 30,909.09	\$ 3,090.91	\$ 34,000
<b>Task 6: Publish Study</b>					
Consultant <i>(not to exceed)</i>	<i>*Per RFP</i>		\$ 13,636.36	\$ 1,363.64	\$ 15,000
AMBAG Staff <i>(See rate information below in Table 2)</i>	<i>**Varies. See rates below.</i>		\$ 2,727.27	\$ 272.73	\$ 3,000
Materials	<i>Varies</i>		\$ 909.09	\$ 90.91	\$ 1,000
Subtotal			\$ 17,272.72	\$ 1,727.28	\$ 19,000
<b>Grand Total</b>			<b>\$ 250,000</b>	<b>\$ 25,000</b>	<b>\$ 275,000</b>

<b>TABLE 2: RATES DETAIL</b>		
Title	Rate (\$/hour)	Notes
<b>AMBAG staff</b>		<i>**Hours will vary by position. Amount for reimbursement not to exceed amount stipulated and allocated by workplan phases.</i>
Special Projects Manager	\$116.00	
Sustainability Program Manager	\$116.00	
GIS coordinator	\$114.00	
Planner	\$79.00	
<b>Consultant</b>		<i>*Request for Proposals will be created and circulated with a rate not to exceed that which is listed in this budget component of the grant agreement.</i>

**Attachment 5, Invoice**



Date: \_\_\_\_\_

**Department of Conservation**  
**Division of Land Resource Protection**  
**Email required invoice documents to:**  
 Melinda Kelley, Grant Manager,  
 (Melinda.Kelley@conservation.ca.gov)

Invoice Number:	
Grant Number: 3021- 923	
Project Name:	
Invoice Period	Start: _____ End: _____

Cost Category	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Total
Consultant							\$0.00
AMBAG Staff Total (See Invoice Detail A for details)							\$0.00
Materials							
Current Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Previous Invoices							\$0.00
Cumulative Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Allocated Total	\$10,909.08	\$90,909.09	\$36,363.64	\$63,636.37	\$30,909.09	\$17,272.73	\$250,000.00

Cost Category	Total
<b>Current Total</b>	<b>\$0.00</b>
Total Previous Invoices	\$0.00
Cumulative Total	\$0.00
Allocated Total	\$250,000.00



Work Plan Task #	Description of Work Completed
Task 1 -Consultant Procurement and Project Administration	<p><b>Subtask 1.1- Consultant Procurement</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 1.2- Project Administration: Monthly Meetings, Reporting, and Invoicing</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 1.3 - Project Kick off Meeting</b>  <i>[Insert description of work towards this subtask]</i></p>
Task 2 - Creation of A Monterey Bay Natural and Working Lands Carbon Stock Inventory	<p><b>Subtask 2.1 -Research and Recommendation of Carbon Model based on Suitability and Integration capabilities</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 2.2 - Identification Existing Data Conditions</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 2.3 -Collection, Compilation, Standardization, Analysis, and Validation of Data</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 2.4 -Development of carbon stock inventory</b>  <i>[Insert description of work towards this subtask]</i></p>
Task 3- Develop interface or module	<p><b>SubTask 3.2 - Integration of carbon stock inventory in land use model and Regional Travel Demand Model</b></p>



<p>to integrate the carbon stock Inventory with AMBAG's land use model framework</p>	<p>[Insert description of work towards this subtask]</p>
<p>Task 4 - Conduct Climate Change forecasts of the carbon stock under different climate change, land use patterns, climate mitigation, and climate adaptation scenarios</p>	<p><b>Subtask 4.1 - Identify climate change scenarios and associated impacts</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 4.2 - Identify climate change adaptation and mitigation measures to be included in different scenarios</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 4.3 - Run carbon modelling forecasts based on land use patterns, climate impacts, and climate adaptation and mitigation measures</b>  <i>[Insert description of work towards this subtask]</i></p>
<p>Task 5 - Public/Stakeholder Participation</p>	<p><b>Subtask 5.1 - Stakeholder Meetings, including agenda materials and presentations</b>  <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 5.2 - Conduct Workshops</b>  <i>[Insert description of work towards this subtask]</i></p>
<p>Task 6 - Publish the Monterey Bay Natural</p>	<p><b>Subtask 6.1 - Release draft Study</b>  <i>[Insert description of work towards this subtask]</i></p>



<p>and Working Lands Climate Mitigation and Resiliency Study</p>	<p><b>Subtask 6.2 - Receive public comments</b> <i>[Insert description of work towards this subtask]</i></p> <p><b>Subtask 6.3 - Publish final study</b> <i>[Insert description of work towards this subtask]</i></p>
--	---



Status Update			
Work Plan Task #	On Schedule (Y/N)	Within Budget (Y/N)	Corrective Plan or Action, if needed
Task 1			
Task 2			
Task 3			
Task 4			
Task 5			
Task 6			

**CERTIFICATION:** By my signature below, I certify that I have full authority to execute this payment request on behalf of Grantee. I declare under penalty of perjury, under the laws of the State of California, that this invoice for reimbursement, and any accompanying supporting documents, are true and correct to the best of my knowledge, and all disbursements have been made for the purposes and conditions as outlined in the Grant Agreement.

Print Name:	Print Title:
Signature:	Date:



**Attachment 6, Invoice Dispute Notification**

<b>GRANTEE ADDRESS</b> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>	INVOICE DATE <hr/> INVOICE NUMBER <hr/> INVOICE AMOUNT \$ <hr/> DATE INVOICE RECEIVED <hr/> GRANT AGREEMENT NUMBER <hr/>
--	--

The invoice referenced above is disputed for the following reasons:

- |  |  |
|--|--|
| <input type="checkbox"/> Request reimbursement for expenses not in the Budget Detail | <input type="checkbox"/> Invoiced for indirect cost reimbursement                  |
| <input type="checkbox"/> Invoiced for incidental costs or travel costs outside of CA | <input type="checkbox"/> Work performed prior to the Grant start or end date       |
| <input type="checkbox"/> Insufficient evidence of progress made or task completion   | <input type="checkbox"/> Invoice submitted without using required templates        |
| <input type="checkbox"/> Insufficient supporting document for reimbursement          | <input type="checkbox"/> Progress Report or Final Report not included with invoice |
| <input type="checkbox"/> Invoice not submitted by 5:00 p.m. on the required due date | <input type="checkbox"/> Request reimbursement through another funding source      |
| <input type="checkbox"/> Other not listed above:                                     |  |

Comments:

**THIS NOTIFICATION IS A FOLLOW UP TO A PHONE CONVERSATION WITH THE GRANTEE OR DESIGNEE WHOSE NAME APPEARS BELOW.**

NAME	DATE OF CONVERSATION
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**IF YOU HAVE ANY QUESTIONS REGARDING THIS DISPUTE, CONTACT:**

NAME	TELEPHONE NUMBER (include Area Code)
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RETURN A COPY OF THIS NOTIFICATOIN WITH THE CORRECTED INVOICE TO:	<b>STATE OF CALIFORNIA USE ONLY</b>	
	DATE DISPUTE RESOLVED	INITIALS
	RESOLUTION	

## **Exhibit C, General Terms and Conditions**

### **1. Approval**

This Grant Agreement is of no force or effect until signed by both parties. Grantee may not commence performance until such approval has been obtained.

### **2. Amendment**

No change to this Grant Agreement shall be valid unless made in accordance with [Exhibit A, Section 3 or 4](#), or [Exhibit B, Section 7](#). No oral understanding or change not incorporated in this Grant Agreement is binding on any of the parties.

### **3. Assignment**

This Grant Agreement is not assignable by Grantee, either in whole or in part, without the consent of the Department in the form of an amendment.

### **4. Records Retention**

- A. Grantee shall establish an official file containing adequate documentation of all actions taken with respect to the Project, including copies of the Grant Agreement, changes, amendments, letters, email correspondence, financial records, and required reports for a minimum of four (4) years following the final payment of funds or until completion of any action and resolution of all issues which may arise as a result of an audit, whichever is later.
- B. Grantee shall adequately protect all records, physical and electronic, from loss, damage, or destruction during the four (4) year retention period.

### **5. Audit**

- A. Grant funded projects are subject to audit by the State of California during the grant term and for up to four years following the termination of the grant agreement. Grantee agrees that the Department, Department of Finance, Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Grant Agreement. The audit may consist of examining and auditing pertinent books, documents, papers, and records including financial transactions and supporting documents, general accounting systems, internal controls, management practices, policies, and procedures pertaining to the performance of this Grant Agreement.
- B. At any time, the Department, Department of Finance, Bureau of State Audits, or their designated representative may request to review Grantee's records to ensure proper grant management. Grantee shall be given advance notice when the grant-funded Project is selected for an audit or review by the Department, Department of Finance, Bureau of

State Audits, or their designated representative. Grantee agrees to allow the auditor(s) access to such records during normal business hours, excluding State of California holidays, and to allow interviews of any employees who might reasonably have information related to such records. Further, Grantee agrees to include a similar right of the Department to audit records and interview staff in any subcontract related to performance of this Grant Agreement in accordance with Government Code section 8546.7. Grantee shall comply with the above and be aware of the penalties for violations of fraud and for obstruction of investigation as set forth in Public Contract Code section 10115.10.

#### **6. Indemnification**

Grantee agrees to indemnify, defend, and hold harmless the State of California, its officers, agents, and employees from any and all claims and losses accruing or resulting to any and all Grantees, partners, subcontractors, suppliers, laborers, and any other person, firm, or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Grant Agreement, and from any and all claims and losses accruing or resulting to any person, firm, or corporation who may be injured or damaged by Grantee in the performance of this Grant Agreement.

#### **7. Disputes**

Grantee shall continue with the responsibilities under this Grant Agreement during any dispute.

#### **8. Independent Grantee**

Grantee, and the agents and employees of Grantee, in the performance of this Grant Agreement, shall act in an independent capacity and not as officers, employees, or agents of the Department.

#### **9. Non-Discrimination Clause**

During the performance of this Grant Agreement, Grantee and its subcontractors shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of race, color, ancestry, national origin, religion, creed, age (over 40), mental disability, physical disability, sex, gender (including pregnancy, childbirth, breastfeeding, or related medical conditions), sexual orientation, gender identity, gender expression, medical condition, genetic information, marital status, and military and veteran status. Grantee and subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Grantee and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code § 12990 (a-f) et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of

the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Grant Agreement by reference and made a part hereof as if set forth in full. Grantee and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Grant Agreement.

Grantee shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under this Grant Agreement.

### **10. Timeliness**

Time is of the essence in this Grant Agreement. The Department and Grantee will work collaboratively to ensure this Grant Agreement is administered in a timely fashion.

### **11. Governing Law**

This Grant Agreement is governed by and shall be interpreted in accordance with the laws of the State of California.

### **12. Unenforceable Provision**

If any provision of this Grant Agreement is unenforceable or held to be unenforceable, then the parties agree that all other provisions of this Grant Agreement have force and effect and shall not be affected thereby.

## **Exhibit D, Special Terms and Conditions**

### **1. Compliance with Laws and Regulations**

By signing this Grant Agreement, Grantee certifies that it shall comply fully with all applicable federal, state, and local laws, ordinances, regulations, and permits and shall secure any new permits required by authorities having jurisdiction over the Project(s) and maintain all presently required permits. Grantee shall ensure that any applicable requirements of the California Environmental Quality Act are met in order to carry out the terms of this Grant Agreement.

### **2. Subcontractors**

The Department's contractual relationship is with Grantee, and not any of its subcontractors. Grantee is entitled to make use of its own staff and subcontractors, as identified in the Budget Detail Worksheet ([Attachment 4](#)), and will comply with its own competitive bidding and sole sourcing requirements for subcontracts that arise out of or in connection with this Grant Agreement. Grantee shall manage, monitor, and accept responsibility for the performance of its own staff and subcontractors, and will conduct Project activities and services consistent with professional standards for the industry and type of work being performed under this Grant Agreement.

Nothing contained in this Grant Agreement or otherwise, shall create any contractual relation between the Department and any subcontractors, and no subcontract shall relieve Grantee of its responsibilities and obligations hereunder. Grantee agrees to be as fully responsible to the Department for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by Grantee. Grantee's obligation to pay its subcontractors is an independent obligation from the Department's obligation to make payments to Grantee. As a result, the Department shall have no obligation to pay or to enforce the payment of any moneys to any subcontractor.

### **3. No Third-Party Beneficiaries**

This Grant Agreement is not intended for the benefit of any person or entity other than the parties, and no one other than the parties themselves may enforce any of the rights or obligations created by this Grant Agreement.

### **4. Project Monitoring and Oversight**

Project monitoring and oversight is essential to ensure the Project stays within scope and is completed on schedule and within budget in accordance with this Grant Agreement.

## **5. Dispute Resolution**

### A. Invoice Disputes

- i. In the event of an invoice dispute, the Grant Manager will notify Grantee by phone and follow up in writing using the Invoice Dispute Notification Template ([Attachment 6](#)) within ten (10) working days of receipt of the disputed invoice.
- ii. During the dispute, both parties shall deal in good faith to resolve the dispute. Grantee shall continue to meet its responsibilities and obligations under the terms of this Grant Agreement.
- iii. If Grantee contests the decision made by the Grant Manager, Grantee shall submit a written "Notice of Dispute" on official letterhead, according to Subsection C below.

### B. General Disputes

- i. In the event of a dispute unrelated to the dispute of an invoice, Grantee shall first attempt to resolve the dispute with the Grant Manager.
- ii. Both parties shall deal in good faith and attempt to resolve the dispute informally.
- iii. Grantee shall continue to meet its responsibilities and obligations under the terms of this Grant Agreement during a dispute.
- iv. If Grantee contests the decision made by the Grant Manager, Grantee shall submit a written "Notice of Dispute" on official letterhead, according to Subsection C below.

### C. Contesting a Dispute Decision

- i. If Grantee contests a decision made by the Grant Manager, Grantee may submit a written "Notice of Dispute" on official letterhead. The "Notice of Dispute" shall include:
  - The Grant Agreement number
  - A complete description of the basis for the dispute
  - Legal authority or pertinent facts, supporting arguments and documentation
  - Action requested for resolution

The "Notice of Dispute" shall be sent to:

Department of Conservation  
Division of Land Resource Protection  
Attn: Division Director  
715 P Street, MS 1904  
Sacramento, CA 95814

- ii. Within 30 days after receipt of the "Notice of Dispute," the Division Director shall review the dispute and submit a written decision to Grantee, which shall include:
  - The decision made
  - An explanation for the decision
  - Whether the decision shall be conclusive and binding or can be appealed and the steps to take to appeal the decision

## **6. Termination**

- A. Completion of Project. This Grant Agreement shall terminate upon completion of the project and payment of the last invoice.
- B. Early Termination. Either Party may terminate this Grant Agreement upon thirty (30) days advance written notice by certified mail to the other Party. The notice shall specify the reason for early termination and may permit Grantee or Department to rectify any deficiency(ies) prior to the early termination date.

## **7. Waiver of Rights**

- A. Grantee waives any and all rights to any type of express or implied indemnity or right of contribution from the Department, its officers, agents, or employees for any liability arising from, growing out of, or in any way connected with this Grant Agreement.
- B. Grantee waives all claims and recourses against the Department, including the right to contribution for loss or damage to persons or property arising from, growing out of, or in any way connected with or incident to this Grant Agreement, except claims arising from the gross negligence of the Department, its officers, agents, and employees.
- C. None of the provisions of this Grant Agreement shall be deemed waived unless expressly waived in writing.

## **8. Insurance Requirements**

- A. Grantee that is a governmental organization may provide evidence of self-insurance to satisfy this requirement.
- B. If Grantee is not a governmental organization or is a governmental organization that is unable to provide evidence of self-insurance, then it shall obtain and keep in force for the term of this Agreement the following insurance policies that cover any acts or omissions of Grantee, its subcontractors, or its employees engaged in the provision of service specified in this Agreement:
  - i. Workers' Compensation Insurance in an amount of not less than \$1,000,000 in accordance with the statutory requirement of the State of California (California Labor Code § 3700 et seq.).

- ii. Commercial general liability insurance in an amount of not less than \$1,000,000 per occurrence for bodily injury and property damage combined.
  - iii. Motor vehicle liability insurance in an amount not less than \$1,000,000 per accident for bodily injury and property damage combined. Such insurance shall cover liability arising out of any motor vehicle including owned or hired, and non-owned motor vehicles.
- C. The State of California, its officers, agents, and employees are included as additional insured, but only with respect to work performed for the State of California under this Grant Agreement. The additional insured endorsement must accompany the certificate of insurance.
- D. Grantee shall submit proof of insurance documents referencing this Grant Agreement number to the Department electronically within thirty (30) days of signing this Grant Agreement.
- E. Grantee shall notify Department in writing within five (5) working days of any cancellation, non-renewal, or material change that affects required insurance coverage.
- F. Grantee shall submit proof of new or updated policy based on insurance requirements within thirty (30) days of policy cancellation or substantial policy change. Failure to provide proof of insurance may result in termination of this Grant Agreement.

## **9. Stop Work**

If it is determined, at the sole discretion of the Department, that Grantee is not meeting the terms and conditions of this Grant Agreement, immediately upon receiving a written notice through certified mail from the Department to stop work, Grantee shall cease all work under this Grant Agreement. The Department has the sole discretion to determine that Grantee meets the terms and conditions after a stop work order, and to send through certified mail a written notice to Grantee to resume work under this Grant Agreement.

## **10. Publicity**

Grantee agrees that it will acknowledge the Department's support whenever activities or projects funded, in whole or in part, by this Grant Agreement are publicized in any news media, brochures, articles, seminars, websites, or other type of promotional material.

Grantee shall also include in any publication resulting from work performed under this grant an acknowledgment substantially as follows:

"The work upon which this publication is based was funded in whole or in part through a grant awarded by the California Department of Conservation."



Media: Grantee is required to identify a point of contact for all press inquiries and communications needs related to the Project and provide the name, phone number, and email address of this individual to the Department. All press releases must be approved by the Department prior to distribution, and the Department must be alerted and invited to participate in all press conferences related to the grant.

Social Media: Grantee is encouraged to use social media to inform and share with the public activities under this Grant Agreement. Furthermore, the Department should be tagged on all posts related to activities under this Grant Agreement.

All publicity must comply with the Publicity and Confidentiality requirements set forth in the Guidelines ([Exhibit F](#)).

### **11. Drug-Free Workplace Certification**

In signing this Grant Agreement, Grantee certifies that it will comply with the requirements of the Drug-Free Workplace Act of 1990 and will provide a drug-free workplace by taking the following actions:

- A. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations.
- B. Establish a Drug-Free Awareness Program to inform employees about:
  - i. The dangers of drug abuse in the workplace.
  - ii. The person's or organization's policy of maintaining a drug-free workplace.
  - iii. Any available counseling, rehabilitation, and employee assistance programs.
  - iv. Penalties that may be imposed upon employees for drug abuse violations.
- C. Every employee who works on this Grant Agreement will:
  - i. Receive a copy of the organization's drug-free workplace policy statement.
  - ii. Agree to abide by the terms of the organization's statement as a condition of employment on this Grant Agreement.

Failure to comply with these requirements may result in suspension of payments under this Grant Agreement or termination of this Grant Agreement or both, and Grantee may be ineligible for award of any future State of California agreements if the Department determines that any of the following has occurred: Grantee has made false certification, or violated the certification by failing to carry out the requirements as noted above (Gov. Code §8350 et seq.).

### **12. Americans with Disabilities Act**

Grantee assures the Department that it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA (42 U.S.C. 12101 et seq.).

### **13. Air/Water Pollution Violation Certification**

Under State of California laws, Grantee shall not be: (1) in violation of any order or resolution not subject to review promulgated by the California Air Resources Board or an air pollution control district; (2) subject to cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or (3) finally determined to be in violation of provisions of federal law relating to air or water pollution.

### **14. Payee Data Record Form - STD 204**

This form must be completed by all Grantees that are not another state agency or other governmental entity.

## Exhibit E, Award Letter

DocuSign Envelope ID: 5596731B-1824-4399-84C8-B40943A8ECE1



California  
**Department of Conservation**  
Division of Land Resource Protection

Gavin Newsom, Governor  
David Shabazian, Director

December 6, 2021

Amaury Berteaud  
Association of Monterey Bay Area Governments  
Via Email to: [Aberteaud@ambag.org](mailto:Aberteaud@ambag.org),

Re: Planning Grant Application for Sustainable Agricultural Lands Conservation Program Funding

Dear Mr. Berteaud,

Thank you for your planning grant application to the Sustainable Agricultural Lands Conservation Program solicitation. The Department of Conservation received applications requesting a total of \$1.9 million in planning grant funding this round. We are pleased to have received so many quality proposals this round, demonstrating a strong commitment to local and regional planning efforts that protect and restore agricultural lands at risk of conversion to other uses.

It is my pleasure to inform you that your proposal has been awarded \$250,000 in project funding.

Department of Conservation staff will work with you to complete the draft grant agreement. Staff will also work with you to update the budget, work plan, or other elements of your grant proposal as appropriate. The grant agreement must be fully executed before expenses can be incurred.

We look forward to working with you and wish you success in implementing your work plan. Should you have any questions, please contact Melinda Kelley grant manager, via email at [Melinda.Kelley@conservation.ca.gov](mailto:Melinda.Kelley@conservation.ca.gov).

Thank you for your interest in our program!

Sincerely,

Keali'i Bright  
Director, Division of Land Resource Protection

## **Exhibit F, Guidelines**

The round seven Sustainable Agricultural Lands Conservation Program final grant guidelines are available on the California Department of Conservation's website at the following web address:

<https://www.conservation.ca.gov/dlrp/grant-programs/SALCP/Pages/Prior%20Year%20Program%20Materials.aspx>

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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 (<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 “low” which is the least serious of the tiers; and,

**WHEREAS**, due to the current pandemic situation, the CDC recommends that all persons, regardless of vaccination status, wear a mask based on your personal preference, informed by your personal level of risk. The public may choose to wear a mask or respirator that offers greater protection in certain situations, such as when you are with people at higher risk for severe illness, or if you are at higher risk for severe illness; 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 AB 361 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 13<sup>th</sup> day of April 2022.

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Kristen Brown, President

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Maura F. Twomey, Executive Director





**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

**RECOMMENDED BY:** William Condon, Planner

**SUBJECT:** Formal Amendment No. 9 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2020-21 to FFY 2023-24

**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

Approve Formal Amendment No. 9 to the Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2020-21 to FFY 2023-24 by adopting Resolution No. 2022-9 (Attachment 1).

**BACKGROUND/ DISCUSSION:**

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

AMBAG, as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay Region, prepares and adopts the MTIP at least once every two years. The MTIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred to as “programmed”) must not exceed the amount of dollars estimated to be available. The MTIP: FFY 2020-21 to FFY 2023-24 was adopted by the AMBAG Board at their February 10, 2021 meeting. It received state approval on April 1, 2021 and joint approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on April 16, 2021. Upon the MTIP: FFY 2020-21 to FFY 2023-24 receiving federal approval, it was included in the 2021 Federal Statewide Transportation Improvement Program (FSTIP).

*Planning Excellence!*

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

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

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

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

Formal Amendment No. 9 to the MTIP: FFY 2020-21 to FFY 2023-24 updates three (3) projects, as listed in **Attachment 2**, Summary of Changes. The complete project listing included in Formal Amendment No. 9 is also enclosed with the agenda (**Attachment 3**) and can be viewed/downloaded using the AMBAG website link ([www.ambag.org](http://www.ambag.org)).

In accordance with the current federal regulations, the proposed Formal Amendment No. 9 is financially constrained to reasonably available resources. The projects included in Formal Amendment No. 9 have been developed in accordance with all applicable transportation planning requirements per 23 CFR Part 450 and are expected to support the establishment and achievement of performance management targets. The projects included in this Formal Amendment No. 9 also meet the following general requirements for a project to be approved by the U.S. Department of Transportation as a part of the MTIP:

- 1) Projects must be consistent with AMBAG's adopted 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS);
- 2) Projects must be financially constrained, and;

3) Projects must satisfy public review/comments requirements.

**ALTERNATIVES:**

The Board could take an action not to approve Formal Amendment No. 9 to the MTIP: FFY 2020-21 to FFY 2023-24. In this case, work on the project included in this formal amendment could be put on hold.

**FINANCIAL IMPACT:**

This is a federally funded activity. Staff time to carry out the formal amendment process as well as cost for publication of the public notice in the local newspapers for public review and comment is programmed in the adopted FY 2021-22 Monterey Bay Region Overall Work Program (OWP) and Budget.

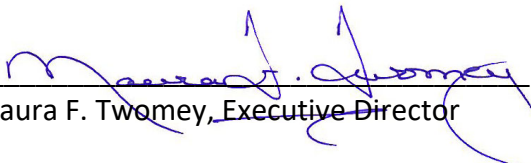
**COORDINATION:**

Formal Amendment No. 9 to the MTIP: FFY 2020-21 to FFY 2023-24 was prepared in coordination and consultation with the California Department of Transportation (Caltrans), Council of San Benito County Governments (SBtCOG), Monterey-Salinas Transit (MST), Santa Cruz County Regional Transportation Commission (SCCRTC), Santa Cruz Metropolitan Transit District (SCMTD) and Transportation Agency for Monterey County (TAMC).

**ATTACHMENTS:**

1. Resolution No. 2022-9
2. Summary of Changes
3. Project Programming Pages

**APPROVED BY:**

  
Maura F. Twomey, Executive Director

**A RESOLUTION  
OF THE BOARD OF DIRECTORS OF THE  
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS  
ADOPTING FORMAL AMENDMENT NO. 9 TO THE MONTEREY BAY METROPOLITAN  
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)  
FFY 2020-21 to FFY 2023-24**

**WHEREAS**, the Association of Monterey Bay Area Governments has been designated by the Governor of the State of California as the Metropolitan Planning Organization (MPO) for the Monterey Bay area; and

**WHEREAS**, Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613, require that in each urbanized area, as a condition to the receipt of Federal capital or operating assistance, the MPO carries out, in cooperation with State, local agencies and publicly owned operators of mass transportation services, a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) calls for the development of at least a four-year Transportation Improvement Program (TIP), under direction of the MPO in cooperation with State and local officials, regional and local transit operators, and other affected transportation and regional planning and implementing agencies; and

**WHEREAS**, AMBAG has developed a four-year program of projects, consistent with AMBAG's *2040 Metropolitan Transportation Plan/Sustainable Communities Strategy*, the *2021 State Transportation Improvement Program*, the *2021 State Highway Operation and Protection Program*, and the area's Regional Transportation Improvement Programs and Short Range Transit Plans; and

**WHEREAS**, this document is financially constrained and prioritized by funding year, adding only those projects for which funding has been identified and committed in accordance with 23 CFR 450; and

**WHEREAS**, projects in Formal Amendment No. 9 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 and are expected to support the establishment and achievement of performance management targets; and

**WHEREAS**, consultation with cognizant agencies was undertaken and the MTIP was considered with adequate opportunity for public review and comment, in accordance with 23 CFR 450:

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Association of Monterey Bay Area Governments does hereby approve and authorize the submission of Formal Amendment No. 9 to the *Monterey Bay Metropolitan Transportation Improvement Program FFY 2020-21 to FY 2023-24* to the appropriate Federal and State agencies.

**PASSED AND ADOPTED** this 13<sup>th</sup> day of April 2022.

Attachment 2  
Summary of Changes

MTIP FFY 2020-21 to FFY 2023-24  
Formal Amendment No. 9

Project Number	Project Name	Change	Prior \$ (\$1,000)	New \$ (\$1,000)	% Change
PRR01GP	Grouped Projects for Roadway Rehabilitation and Resurfacing	New grouped project listing	\$0	\$10,018	100%
MTD09SC	CNG Bus Replacement and Rehabilitation	Increase scope to 34 CNG replacement buses. STA Transit Assist, CON: Add \$300K in FFY 2022/23 (was \$0K), add \$400K in FFY 2023/24 (was \$0K). Measure D-2016 Transportation Improvement Plan funds, CON: Add \$500K in FFY 2022/23 (was \$0K), add \$600K in FFY 2023/24 (was \$0K). FTA5307 Urbanized Area Formula Grant funds, CON: Add \$12,000K in FFY 2022-23 (was \$0K) and add \$13,000K in FFY 2023-24 (was \$0K) FTA State of Good Repair Formula Grants, CON: Add \$1,000K in FFY 2023/24 (was \$0K).	\$3,720	\$31,520	747%
MTD25SC	SC METRO Revenue Vehicle Replacements	Add \$5,000K Local Transportation Funds in FFY 2022/23, CON (was \$0K) Add \$2,000K Local Transportation Funds in FFY 2023/24, CON (was \$0K) Add \$5,000K Local Measure D Funds in FFY 2023/24, CON (was \$0K)	\$2,500	\$14,500	480%

**MTIP FFY 2020-21 to FFY 2023-24  
Formal Amendment No. 9**

**MPO ID:** PRR01GP

**CTIPS ID:** 201-0000-0577

**TITLE:** Grouped Projects for Pavement Resurfacing and/or Rehabilitation

**DESCRIPTION:** Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories -Pavement resurfacing and/or rehabilitation

**COUNTY:** Various Counties

**SYSTEM:** Local Highway System

**IMPLEMENTING AGENCY:** Various Agencies

Dollars in Thousands

Fund Category:Other Fed

Fund Type:Highway Infrastructure Program (HIP)

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$505	\$0	\$0	\$0	\$505
Total:	\$0	\$0	\$505	\$0	\$0	\$0	\$505

Fund Category:Other Fed

Fund Type:Coronavirus Response and Relief Supplemental Appro

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$1,266	\$0	\$0	\$0	\$1,266
Total:	\$0	\$0	\$1,266	\$0	\$0	\$0	\$1,266

Fund Category:RIP

Fund Type:

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$1,550	\$1,645	\$0	\$0	\$3,195
Total:	\$0	\$0	\$1,550	\$1,645	\$0	\$0	\$3,195

Fund Category:Local Funds

Fund Type:Local Transportation Funds

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$3,245	\$263	\$0	\$0	\$3,508
Total:	\$0	\$0	\$3,245	\$263	\$0	\$0	\$3,508

Fund Category:RIP

Fund Type:COVID Relief Funds - STIP

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
Total:	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000

Fund Category:Other State

Fund Type:STPL State Exchange

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$99	\$445	\$0	\$0	\$544
Total:	\$0	\$0	\$99	\$445	\$0	\$0	\$544

Project Total:

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$7,665	\$2,353	\$0	\$0	\$10,018
Total:	\$0	\$0	\$7,665	\$2,353	\$0	\$0	\$10,018

Project Title: Grouped Projects for Pavement Resurfacing and/or Rehabilitation

MPO ID: PRR01GP

CTIPS ID: 201-0000-0577

Prg. Year	County	EA #	PPNO#	ROUTE	Implementing Agency	Project Title	Project Description	PE	ROW	CON	TOTAL
FFY21/22	SCR	HIPL-5936(150)	3087	Alba Rd & Jamison Creek Rd	County of Santa Cruz	Emergency Routes Resurfacing; Alba & Jamison Creek Roads	Near Ben Lomond and Bonny Doon on Alba Road (Empire Grade to SR9) and Jamison Creek Rd (Empire Grade to SR236), road resurfacing			\$1,870,000	\$1,870,000
FY22/23	SCR	TBD	3088	San Andreas Rd	County of Santa Cruz	San Andreas Rd, Manresa Beach-Sunset Beach Rd, resurface	San Andreas Rd, Manresa Beach-Sunset Beach Rd, resurface			\$1,863,000	\$1,863,000
FY21/22	SCR	TBD	3090	Chestnut St	City of Santa Cruz	Chesnut St, Laurel St-Green St, rehab/bike&ped	In city of Santa Cruz on Chestnut St from Laurel St to Green St, paving rehab and bike/ped safety improvements and storm drain	\$15,000		\$2,150,000	\$2,165,000
FY21/22	SCR	TBD	2825	Freedom Blvd	City of Watsonville	Freedom Blvd, Alta Vista Av-Davis Av, reconstruct	In city of Watsonville on Freedom Blvd from Alta Vista to Green Valley Rd, reconstruction	\$362,000		\$3,268,000	\$3,630,000
FY22/23	SCR	TBD	na	Holohan Rd	County of Santa Cruz	Holohan Road Resurfacing	Near Freedom/Watsonville on Holohan Rd from Green Vally Rd to Hwy 152, roadway resurfacing			\$490,468	\$490,468
Total								\$377,000	\$0	\$9,641,468	\$10,018,468



**MPO ID:** MTD09SC

**CTIPS ID:** 201-0000-0555

**TITLE:** CNG Bus Replacement and Rehabilitation

**DESCRIPTION:** Refurbish three and purchase up to 34 CNG replacement buses for Santa Cruz County local fixed-route service.

**COUNTY:** Santa Cruz County

**IMPLEMENTING AGENCY:** Santa Cruz Metropolitan Transit District

**PRJ MGR:** Eddie Benson

**PHONE:** (831) 420-2590

Dollars in Thousands

Fund Category:FTA Funds

Fund Type:Bus and Bus Facilities Program - FTA 5339

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$2,752	\$0	\$1,840	\$0	\$0	\$0	\$4,592
Total:	\$2,752	\$0	\$1,840	\$0	\$0	\$0	\$4,592

Fund Category:Other State

Fund Type:STA Transit Assist

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,405	\$0	\$0	\$300	\$400	\$500	\$2,605
Total:	\$1,405	\$0	\$0	\$300	\$400	\$500	\$2,605

Fund Category:Local Funds

Fund Type:Measure D - 2016 Transportation Improvement Plan

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$272	\$0	\$460	\$500	\$600	\$700	\$2,532
Total:	\$272	\$0	\$460	\$500	\$600	\$700	\$2,532

Fund Category:FTA Funds

Fund Type:FTA5307 - Urbanized Area Formula Program

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$4,200	\$0	\$0	\$12,000	\$13,000	\$0	\$29,200
Total:	\$4,200	\$0	\$0	\$12,000	\$13,000	\$0	\$29,200

Fund Category:State Bond

Fund Type:Public Transportation Modernization Improvement

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CON	\$0	\$0	\$420	\$0	\$0	\$0	\$420
Total:	\$0	\$0	\$420	\$0	\$0	\$0	\$420

Fund Category:FTA Funds

Fund Type:State of Good Repair Formula Grants

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$1,000	\$1,000	\$2,000	\$4,000
Total:	\$0	\$0	\$0	\$1,000	\$1,000	\$2,000	\$4,000

Project Total:

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$8,629	\$0	\$2,720	\$13,800	\$15,000	\$3,200	\$43,349
Total:	\$8,629	\$0	\$2,720	\$13,800	\$15,000	\$3,200	\$43,349

**MPO ID:** MTD25SC

**CTIPS ID:** 101-0000-0573

**TITLE:** SC METRO Revenue Vehicle Replacements

**DESCRIPTION:** The project will enable METRO to replace ten (10), 40-foot old buses with ten (10), 40-foot Zero Emission Buses (ZEB) to serve Santa Cruz and Santa Clara Counties.

**COUNTY:** Santa Cruz County

**IMPLEMENTING AGENCY:** Santa Cruz Metropolitan Transit District

**PRJ MGR:** Eddie Benson

**PHONE:** (831) 420-2590

Dollars in Thousands

Fund Category:RIP

Fund Type:STIP Advance Construction

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$870	\$0	\$0	\$0	\$0	\$0	\$870
Total:	\$870	\$0	\$0	\$0	\$0	\$0	\$870

Fund Category:State SB1 LPP

Fund Type:Local Partnership Program - Formula distribution

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$155	\$0	\$0	\$0	\$0	\$0	\$155
Total:	\$155	\$0	\$0	\$0	\$0	\$0	\$155

Fund Category:State SB1 LPP

Fund Type:Local Partnership Program - Formula distribution

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$631	\$0	\$0	\$0	\$0	\$0	\$631
Total:	\$631	\$0	\$0	\$0	\$0	\$0	\$631

Fund Category:Local Funds

Fund Type:Local Transportation Funds

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$300	\$0	\$0	\$5,000	\$2,000	\$1,000	\$8,300
Total:	\$300	\$0	\$0	\$5,000	\$2,000	\$1,000	\$8,300

Fund Category:Local Funds

Fund Type:Measure D - 2016 Transportation Improvement Plan

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0

RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$2,500	\$5,000	\$0	\$7,500
Total:	\$0	\$0	\$0	\$2,500	\$5,000	\$0	\$7,500

Fund Category:FTA Funds

Fund Type:Bus and Bus Facilities Program - FTA 5339

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$12,500	\$12,500
Total:	\$0	\$0	\$0	\$0	\$0	\$12,500	\$12,500

Project Total:

	PRIOR	20/21	21/22	22/23	23/24	FUTURE	TOTAL
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$1,956	\$0	\$0	\$7,500	\$7,000	\$13,500	\$29,956
Total:	\$1,956	\$0	\$0	\$7,500	\$7,000	\$13,500	\$29,956



**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

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

**SUBJECT:** Draft Amendment No. 3 to the FY 2021-22 Monterey Bay Region Overall Work Program (OWP) and Budget

**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

Approve Draft Amendment No. 3 to the FY 2021-22 OWP and Budget.

**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 FY 2021-22 OWP and Budget was developed in consultation and coordination with the region's Regional Transportation Planning Agencies (RTPA), transit operators, Caltrans, Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). It includes transportation and air quality related planning activities proposed for the Monterey Bay Region for the fiscal year July 1, 2021 to June 30, 2022.

The FY 2021-22 OWP and Budget was approved by the AMBAG Board of Directors at their May 12, 2021 meeting and the FY 2021-22 OWP was jointly approved by FHWA and FTA on June 17, 2021.

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

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proposed Draft Amendment No.3 to the FY 2021-22 OWP and Budget accounts for the following changes:

- Adjusts appropriate Budget/line items for multiple work elements to program final FHWA PL and FTA 5303 funds received for AMBAG in March 2022.
- Add Work Element 333, Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study due to AMBAG receiving a Sustainable Agricultural lands conservation (SALC) planning grant to conduct the Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study.
- WE 332 Central California Energy Watch technical services: Programing additional funding as per the subconsultant Agreement amendment No. 1 with the Central California Energy Watch (CCEW).

For your reference, the Draft Amendment No. 3 to FY 2021-22 OWP and Budget is separately enclosed with the agenda (Attachment 1).

**ALTERNATIVES:**

None.

**FINANCIAL IMPACT:**

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

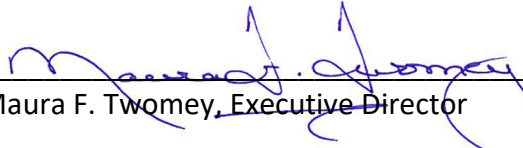
**COORDINATION:**

Preparation of Draft Amendment No. 3 to the FY 2021-22 OWP and Budget has been coordinated with transit operators, San Benito Council of Governments, Transportation Agency for Monterey County, Santa Cruz Regional Transportation Commission, California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

**ATTACHMENT:**

1. Draft Amendment No. 3 to the FY 2021-22 AMBAG OWP and Budget (separately enclosed)

**APPROVED BY:**

  
Maura F. Twomey, Executive Director



**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

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

**SUBJECT:** Delegation of Authority to Amend Agreement for Legal Services with Sohagi Law Group

**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

Authorize the Executive Director to amend the existing agreement with the Sohagi Law Group for an additional \$10,000 for legal services related to the preparation of the Regional Housing Needs Allocation.

**BACKGROUND/DISCUSSION:**

The AMBAG Procurement Policies and Procedures Manual (October 2020) authorizes the Executive Director to enter into agreement up to \$25,000. In October 2021, the Executive Director engaged the Sohagi Law Group (SLG) in the amount of \$24,750 for legal services related to the development of the Regional Housing Needs Allocation. Due to additional meetings and analysis required during the development of draft RHNA methodologies, AMBAG has expended the budget for legal services related to RHNA activities quicker than anticipated. In order to complete the development of RHNA planning process, an amendment to the existing SLG agreement is warranted.

**Next Steps**

Pending Board action, AMBAG will execute an amendment to the Sohagi Law Group contract in the amount of \$10,000.

**ALTERNATIVES:**

The Board of Directors may choose not to authorize the Executive Director to amend the Sohagi Law Group's agreement. AMBAG staff does not recommend this option because it may impact the RHNA development process.

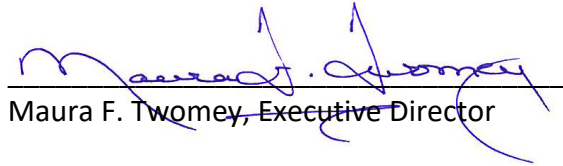
**FINANCIAL IMPACT:**

Planning activities for RHNA are funded with REAP planning funds and are programmed in the FY 2021-22 Overall Work Program and Budget.

**ATTACHMENTS:**

None.

**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:** April 13, 2022

**RECOMMENDATION:**

The Board of Directors is asked to approve the proposed changes to the Draft 2045 MTP/SCS and direct staff to prepare the Final 2045 MTP/SCS and Final EIR

**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 eight different commentors. These comments were submitted at the public workshops

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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. Staff presented the proposed changes at the March 9, 2022 Board meeting for review and discussion.

#### *Next Steps*

Pending approval of the proposed changes, AMBAG staff will prepare the Final 2045 MTP/SCS and Final EIR. The AMBAG Board is scheduled to certify the Final EIR and adopt the Final 2045 MTP/SCS on June 8, 2022.

#### **ALTERNATIVES:**

The Board could choose not to approve the proposed changes. AMBAG staff does not recommend this alternative because it would delay the adoption of the 2045 MTP/SCS and cause loss of funding to the AMBAG region.

#### **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.

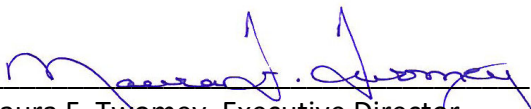
**COORDINATION:**

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.

**ATTACHMENTS:**

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 &amp; 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&amp;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"> <li>1. Overhead Crosswalk Lighting – especially needed on Hwy 9 pedestrian crossings – Solar Powered - (LED Overhead Pedestrian Crossing).</li> <li>2. In pavement lighting fixtures – to help keep pedestrians safe at crosswalks - (Pedestrian information).</li> <li>3. In Road Warning Lights - (Pedestrian information).</li> <li>4. Bollards Sensor Activation - (Pedestrian information).</li> <li>5. More Time Cards – for adding more time for crossing in long crosswalks - (Green Man +).</li> <li>6. Bike Ramp for Stairs - (Bike Ramp).</li> </ol> <p>Please add the proper funding to allow these 6-safety-items to be installed &amp; maintained in Santa Cruz County.</p> <p>#1. LED Overhead Pedestrian Crossing, To overly brighten the crosswalk for a safe crossing: <a href="https://carmanah.com/overhead-lighting-crosswalks/">https://carmanah.com/overhead-lighting-crosswalks/</a>  <a href="https://www.trafficechnologytoday.com/news/vulnerable-road-users/crosswalk-night-time-safety-system-launched-at-atssa-expo.html">https://www.trafficechnologytoday.com/news/vulnerable-road-users/crosswalk-night-time-safety-system-launched-at-atssa-expo.html</a>  <a href="https://www.ledpedestriancrossing.com/?gclid=CjwKCAIAt9z-BRBCeIwA_bWv-ANRVy3ZjeEPnY95NnEWifRo-AHhBw4oJRl3JletC7wNes6HX3WCHdhoC2XkQAVD_BwE">https://www.ledpedestriancrossing.com/?gclid=CjwKCAIAt9z-BRBCeIwA_bWv-ANRVy3ZjeEPnY95NnEWifRo-AHhBw4oJRl3JletC7wNes6HX3WCHdhoC2XkQAVD_BwE</a></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;  <a href="https://www.lightguardsystems.com/smart-crosswalk-in-roadway-warning-light-irwl-system/">https://www.lightguardsystems.com/smart-crosswalk-in-roadway-warning-light-irwl-system/</a>    <a href="https://xwalk.com/?gclid=CjwKCAjw7rWKBhAtEiwAJ3CWLHUbm7Cjm0Ole7bdvDDQTu-6TFHE-QRviq5JTGcPd9AU5io5Bka3uhoC1GoQAVD_BwE">https://xwalk.com/?gclid=CjwKCAjw7rWKBhAtEiwAJ3CWLHUbm7Cjm0Ole7bdvDDQTu-6TFHE-QRviq5JTGcPd9AU5io5Bka3uhoC1GoQAVD_BwE</a>    <a href="https://lanelight.com/products/pedestrian-crosswalk-lights/">https://lanelight.com/products/pedestrian-crosswalk-lights/</a>              #5            Green Man +  <a href="https://www.ahtc.sg/green-man-by-lta/">https://www.ahtc.sg/green-man-by-lta/</a>  <a href="https://youtu.be/OyfbRa0gLOG">https://youtu.be/OyfbRa0gLOG</a>              #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 &amp; 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 &amp; 41st, and Hwy1 &amp; 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 &amp; 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 &amp; 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; <a href="https://mtc.ca.gov/tools-resources/mtcabag-library">https://mtc.ca.gov/tools-resources/mtcabag-library</a>            Clipper info; <a href="https://mtc.ca.gov/news/clipper-sm-tops-300000-daily-boardings-mark">https://mtc.ca.gov/news/clipper-sm-tops-300000-daily-boardings-mark</a></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 &amp; 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 &amp; Monterey County should join together to help keep the viability of transportation in both Counties – like the MTC... Like; Adding a Clipper Card <a href="https://mtc.ca.gov/about-mtc/what-mtc">MTC link: https://mtc.ca.gov/about-mtc/what-mtc</a></p> <p><b>Further Info:</b>  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 &amp; High School Students. Info by Dr. Kari Edison Watkins, PhD, PE Further Information links;  <a href="https://its.ucdavis.edu/its-calendar/">https://its.ucdavis.edu/its-calendar/</a>  <a href="http://tscore.ce.gatech.edu/">http://tscore.ce.gatech.edu/</a></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 &amp; 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 &amp; 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 &amp; 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 &amp; other sustainable incentives.</p> <p>Here is an example of the closest nearby locations - <a href="https://propelfuels.com/">https://propelfuels.com/</a></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 &amp; 6am, that would stop at all the counties transit centers in Watsonville, Capitola, Scotts Valley &amp; 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	<p>Please explain how the performance measures can show identical outcomes for drive alone and carpool on Table G-1.</p>	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	<p>Please confirm that the project lists are identical to the local RTPs.</p>	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

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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>	<p>This comment refers to the Santa Cruz County Regional Transportation Commission’s Draft Regional Transportation Plan (RTP) not AMBAG’s 2045 MTP/SCS.</p>	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>	<p>This comment refers to the Santa Cruz County Regional Transportation Commission’s Draft Regional Transportation Plan (RTP) not AMBAG’s 2045 MTP/SCS.</p>	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>	<p>This comment refers to the Santa Cruz County Regional Transportation Commission’s Draft Regional Transportation Plan (RTP) not AMBAG’s 2045 MTP/SCS.</p>	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 &amp; 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 &amp; 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 &amp; 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><b>2. Climate Change Adaptation</b></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><b>3. Active Transportation and the California Coastal Trail</b></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><b>Documentation of GHG Emissions Estimates</b></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 &amp; ride in the Santa Cruz County; Please add funding to increase the Pasatiempo Park &amp; Ride to encourage alternate forms of commuting – there is adequate land near the Pasatiempo park &amp; ride to triple the current park &amp; 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 &amp; 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 &amp; 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 &amp; 41st Ave.</p> <p>FYI:  “Clean California” for grant money to beautify local areas;  Might be able to use for 41st &amp; Soquel, and to add bus shelters at the Pasatiempo Park &amp; Ride. <a href="https://cleancalifornia.dot.ca.gov/">https://cleancalifornia.dot.ca.gov/</a></p> <p>Please add funding to add (see pictures below);</p> <ol style="list-style-type: none"> <li>1. Overhead crosswalk LED lighting on all Hwy 9 crosswalk, and for crosswalk on parts of Soquel Dr.</li> <li>2. Please add funding for in-street-crosswalk safety blinkers.</li> <li>3. Please add funding to add bike ramps at outside stair cases.</li> <li>4. Please add funding for more time-card boxes to cross at large intersections – like at; <ol style="list-style-type: none"> <li>a. Hwy 9 &amp; Hwy 1 at River St.</li> <li>b. 41st &amp; Soquel Dr</li> <li>c. Ocean St &amp; Water St</li> </ol> </li> </ol> <p>Overhead crosswalk lighting; <a href="https://carmanah.com/overhead-lighting-crosswalks/">https://carmanah.com/overhead-lighting-crosswalks/</a>  <a href="https://www.traffictoday.com/news/vulnerable-road-users/crosswalk-night-time-safety-system- launched-at-atssa-expo.html">https://www.traffictoday.com/news/vulnerable-road-users/crosswalk-night-time-safety-system- launched-at-atssa-expo.html</a></p> <p>Pedestrian information; To automatically turn-on crossing lights;  <a href="https://www.lightguardsystems.com/smart-crosswalk-in-roadway-warning-light-irwl-system/">https://www.lightguardsystems.com/smart-crosswalk-in-roadway-warning-light-irwl-system/</a>  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>Comment noted.</p>	<p>Comment noted.</p>	Letter	1/28/2022
35	Caltrans District 5	Monroy-Ochoa	Orchid	Various	<p>This will be updated in the Final 2045 MTP/SCS.</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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**MEMORANDUM**

**TO:** AMBAG Board of Directors  
**FROM:** Maura F. Twomey, Executive Director  
**SUBJECT:** Revised Employee Handbook and Personnel Policies  
**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

Adopt the Revised Employee Handbook and Personnel Policies.

**BACKGROUND/DISCUSSION:**

The draft Employee Handbook and Personnel Policies are attached for Board action at this meeting. The draft Employee Handbook and Personnel Policies were updated to reflect changes in required state and federal regulations, as well as the addition of a section outlining AMBAG's Performance Management Program (Section 4.14).

**FINANCIAL IMPACT:**

None.

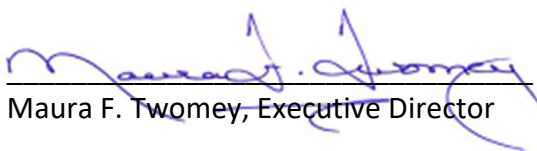
**COORDINATION:**

None.

**ATTACHMENT:**

1. AMBAG's Draft Employee Handbook and Personnel Policies (separately enclosed)

**APPROVED BY:**

  
Maura F. Twomey, Executive Director

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

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

**SUBJECT:** Financial Update Report

**MEETING DATE:** April 13, 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 January 31, 2022, as well as a budget-to-actual comparison. Amounts in the Financial Update Report are unaudited.

**FINANCIAL IMPACT:**

The Balance Sheet for January 31, 2022, reflects a cash balance of \$3,380,246.29. The accounts receivable balance is \$627,708.02, while the current liabilities balance is \$803,810.28. AMBAG has sufficient current assets on hand to pay all known current obligations.

AMBAG's Balance Sheet as of January 31, 2022, reflects a positive Net Position of \$5,500.86. This is due to the Profit and Loss Statement reflecting an excess of revenue over expense of \$160,184.77. 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.

*Planning Excellence!*

The following table highlights key Budget to Actual financial data:

**Budget to Actual Financial Highlights**  
**For Period July 1, 2021 through January 31, 2022**

<b>Expenditures</b>	<b>Budget Through January 2022</b>	<b>Actual Through January 2022</b>	<b>Difference</b>
Salaries & Fringe Benefits	\$ 1,428,148.00	\$ 1,300,957.97	\$ 127,190.03
Professional Services	\$ 4,433,953.00	\$ 1,160,889.03	\$ 3,273,063.97
Lease/Rentals	\$ 53,083.00	\$ 47,131.30	\$ 5,951.70
Communications	\$ 14,467.00	\$ 10,213.84	\$ 4,253.16
Supplies	\$ 64,983.00	\$ 13,057.58	\$ 51,925.42
Printing	\$ 9,742.00	\$ 1,191.20	\$ 8,550.80
Travel	\$ 40,950.00	\$ 14.01	\$ 40,935.99
Other Charges	\$ 200,106.00	\$ 212,246.42	\$ (12,140.42)
<b>Total</b>	<b>\$ 6,245,432.00</b>	<b>\$ 2,745,701.35</b>	<b>\$ 3,499,730.65</b>
<b>Revenue</b>			
Federal/State/Local Revenue	\$ 6,279,386.00	\$ 2,905,886.12	\$ 3,373,499.88

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.

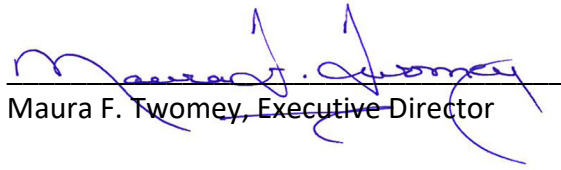
**COORDINATION:**

N/A

**ATTACHMENTS:**

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

**APPROVED BY:**



Maura F. Twomey, Executive Director

**Balance Sheet - Attachment 1**

As of January 31, 2022

	<u>January 31, 2022</u>	<u>January 31, 2022</u>
<b>Assets</b>		
<b>Current Assets</b>		
<b>Cash and Cash Equivalents</b>		
Mechanics Bank - Special Reserve	300,629.94	673,522.24
Mechanics Bank - Checking	354,404.27	130,288.04
Mechanics Bank - REAP Checking	2,721,024.99	0.00
Petty Cash	500.00	803,810.28
LAIF Account	3,687.09	
<b>Total Cash and Cash Equivalents</b>	<u>3,380,246.29</u>	
<b>Accounts Receivable</b>		
Accounts Receivable	627,708.02	258,986.95
<b>Total Accounts Receivable</b>	<u>627,708.02</u>	1,888,153.69
<b>Other Current Assets</b>		
Due from PRWFPA/RAPS	301.00	12,180.44
Prepaid Items	18,687.45	2,158,975.40
<b>Total Other Current Assets</b>	<u>18,988.45</u>	4,318,296.48
<b>Total Current Assets</b>	<u>4,026,942.76</u>	<u>5,122,106.76</u>
<b>Long-Term Assets</b>		
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	
<b>Total Long-Term Assets</b>	<u>969,018.88</u>	
<b>Capital Assets</b>		
Capital Assets	319,089.93	(154,683.91)
Accumulated Depreciation	(187,443.95)	160,184.77
<b>Total Capital Assets</b>	<u>131,645.98</u>	5,500.86
<b>Total Assets</b>	<u><b>5,127,607.62</b></u>	<u><b>5,127,607.62</b></u>
<b>Liabilities &amp; Net Position</b>		
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Accounts Payable		673,522.24
Employee Benefits		130,288.04
Mechanics Bank - Line of Credit		0.00
<b>Total Current Liabilities</b>		<u>803,810.28</u>
<b>Long-Term Liabilities</b>		
Deferred Inflows - Actuarial		258,986.95
Net Pension Liability (GASB 68)		1,888,153.69
OPEB Liability		12,180.44
Deferred Revenue		2,158,975.40
<b>Total Long-Term Liabilities</b>		<u>4,318,296.48</u>
<b>Total Liabilities</b>		<u>5,122,106.76</u>
<b>Net Position</b>		
Beginning Net Position		(154,683.91)
Net Income/(Loss)		160,184.77
<b>Total Ending Net Position</b>		<u>5,500.86</u>
<b>Total Liabilities &amp; Net Position</b>		<u><b>5,127,607.62</b></u>

**Profit & Loss - Attachment 2**

July - January 2022

	July - January 2022	July - January 2022
<b>Income</b>		
AMBAG Revenue		174,286.83
Cash Contributions		186,799.80
Grant Revenue		2,419,665.87
Non-Federal Local Match		125,133.62
<b>Total Income</b>		<b>2,905,886.12</b>
<b>Expense</b>		
Salaries		822,294.23
Fringe Benefits		478,663.74
Professional Services		1,160,889.03
Lease/Rentals		47,131.30
Communications		10,213.84
Supplies		13,057.58
Printing		1,191.20
Travel		14.01
Other Charges:		
BOD Allowances	7,200.00	
Workshops/Training	1,259.97	
GIS Licensing/CCJDC Support	11,916.00	
REAP Travel/Classes/Events	2,608.83	
SBI/MTIP/MTP/SCS/OWP/Public Participation Expenses	8,682.40	
Recruiting	784.95	
Model Expenses	217.12	
Dues & Subscriptions	13,431.13	
Depreciation Expense	18,518.92	
Maintenance/Utilities	448.63	
Insurance	22,039.46	
Interest/Fees/Tax Expense	5.39	
<b>Total Other Charges</b>		<b>87,112.80</b>
Non-Federal Local Match		125,133.62
<b>Total Expense</b>		<b>2,745,701.35</b>
<b>Net Income/(Loss)</b>		<b>160,184.77</b>

**AMBAG**  
**Cash Activity - Attachment 3**  
**For February 2022**

Unaudited

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
<b>1. CASH ON HAND</b>													
[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	3,380,246.29	0.00	0.00	0.00	0.00	0.00
<b>2. CASH RECEIPTS</b>													
(a) AMBAG Revenue	108,597.78	107,565.48	14,000.18	61,432.23	707,415.96	6,068.12	41,911.38	56,039.07	0.00	0.00	0.00	0.00	1,103,030.20
(b) Grant Revenue	180,907.52	21,585.44	193,707.79	0.00	0.00	0.00	378,169.08	309,021.44	0.00	0.00	0.00	0.00	1,083,391.27
(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
<b>3. TOTAL CASH RECEIPTS</b>	289,505.30	129,150.92	207,707.97	61,432.23	707,415.96	6,068.12	420,080.46	365,060.51	0.00	0.00	0.00	0.00	2,186,421.47
<b>4. TOTAL CASH AVAILABLE</b>	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	3,745,306.80	0.00	0.00	0.00	0.00	0.00
<b>5. CASH PAID OUT</b>													
(a) Payroll & Related *	185,064.62	189,829.59	172,248.66	197,590.98	179,470.13	213,078.25	161,573.75	188,552.45	0.00	0.00	0.00	0.00	1,487,408.43
(b) Professional Services	18,658.78	334,934.61	32,380.92	30,636.83	531,139.86	65,623.12	5,800.19	518,521.81	0.00	0.00	0.00	0.00	1,537,696.12
(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	12,913.50	0.00	0.00	0.00	0.00	59,967.89
(e) Communications	1,922.95	1,378.55	1,376.91	1,610.99	1,389.15	1,170.80	1,608.83	2,145.52	0.00	0.00	0.00	0.00	12,603.70
(f) Supplies	145.65	881.31	4,507.02	4,732.31	435.45	1,158.52	986.17	1,647.37	0.00	0.00	0.00	0.00	14,493.80
(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	80.00	0.00	0.00	0.00	0.00	663.80
(i) Other Charges	49,818.06	32,408.59	1,664.04	1,704.06	6,580.28	7,610.11	3,957.24	13,688.15	0.00	0.00	0.00	0.00	117,430.53
(j) Loan Repayment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>6. TOTAL CASH PAID OUT</b>	268,148.63	643,168.62	229,647.88	243,677.10	725,657.86	296,224.94	174,956.08	737,548.80	0.00	0.00	0.00	0.00	3,319,029.91
<b>7. CASH POSITION</b>	4,161,723.11	3,647,705.41	3,625,765.50	3,443,520.63	3,425,278.73	3,135,121.91	3,380,246.29	3,007,758.00	0.00	0.00	0.00	0.00	0.00





**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

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

**SUBJECT:** 6<sup>th</sup> Cycle Regional Housing Needs Allocation Methodology

**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

A. Hold public hearing to receive public comment on the draft 6<sup>th</sup> Cycle Regional Housing Needs Allocation (RHNA) methodology for allocation of housing need to the region's jurisdictions consistent with the objectives of Government Code § 65584(d) and factors of Government Code § 65584.04(e).

B. Approve the final RHNA methodology and authorize Association of Monterey Area Governments (AMBAG) staff to release the Draft RHNA Plan for a 45-day public review period.

**BACKGROUND:**

California State Housing Element Law governs the process for local governments to adequately plan to meet the housing needs of everyone within their communities. The RHNA process is used to determine how many new homes, and the affordability of those homes, each local government must plan for in its Housing Element to meet the housing needs of households of all income levels.

The Housing Element Law requires AMBAG, acting in the capacity of Council of Governments (COG), to develop a methodology for allocating existing and projected housing needs to local jurisdictions within the AMBAG region, located in Monterey and Santa Cruz Counties. The Housing Element Law sets forth a process, schedule, objectives, and factors to use in developing the RHNA methodology. The methodology must address

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allocation of housing units by jurisdiction, housing units by income group, and must further all five statutory objectives and include consideration of 13 factors to develop the methodology that allocates regional housing needs (Attachment 1). The Council of San Benito County Governments (SBtCOG) performs this same function for San Benito County.

RHNA is an estimate of additional housing units needed for all income levels in the region from the start until the end date of the projection period. RHNA is not a prediction of building permits, construction, or housing activity, nor is it limited due to existing land use capacity or growth. A community is not obligated to provide housing to all in need. RHNA is a distribution of housing development capacity that each city and county must zone for in a planning period and is not a construction need allocation.

As part of the RHNA process, State law (Government Code 65584 et seq.) requires AMBAG to develop a methodology to allocate a portion of the Regional Housing Need Determination (RHND) to every local government in the AMBAG Region. AMBAG received its 6th Cycle RHND of 33,274 units from HCD in late August 2021 for the planning period beginning June 30, 2023 and ending December 15, 2031.

AMBAG is responsible for developing a methodology to allocate 33,274 units amongst all the jurisdictions within the COG region. Throughout this process, the Planning Directors Forum (PDF) representatives from member jurisdictions in Monterey and Santa Cruz counties serve as a technical working group and assisted in the development of the 2023-2031 RHNA methodology and plan, similar to the process used for the 2014-2023 RHNA Plan.

RHNA methodologies are unique to every region throughout the state in response to each region's unique housing situation and needs. The AMBAG region is predominately a suburban/rural region and has unique demographic and housing issues, such as a predominance of rural jurisdictions and significant farmworker housing needs.

### ***Revised RHNA Schedule***

AMBAG has revised the RHNA schedule as shown in Figure 1.

**Figure 1: Revised RHNA Schedule**

<b>TARGET SCHEDULE</b>	<b>TASK</b>
<b>Spring - Fall 2021</b>	Discussions with Planning Directors Forum on potential RHNA methodology options and factors
<b>Summer – Fall 2021</b>	Potential RHNA methodology options discussed by AMBAG Board
<b>September 8, 2021</b>	HCD presents at AMBAG Board Meeting
<b>January 12, 2022</b>	Approval of draft RHNA methodology by AMBAG Board
<b>January – March 2022</b>	HCD reviews draft methodology
<b>April 13, 2022</b>	Approval of final RHNA methodology by AMBAG Board
<b>April 22, 2022</b>	Release Draft RHNA plan with RHNA allocations by jurisdiction
<b>April 22 – June 6, 2022</b>	Local jurisdictions and HCD may appeal RHNA allocation within 45 days of release of the draft RHNA plan/allocations
<b>May 2022</b>	AMBAG releases final 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) accommodating RHNA
<b>June 7 – July 22, 2022</b>	Local jurisdictions and HCD may comment on appeals within 45 days of the close of the appeal period <b>(if appeal(s) are received)</b>
<b>June 8, 2022</b>	Adoption of Final 2045 MTP/SCS AMBAG Board
<b>August 10, 2022</b>	Adoption of Final 2023-31 RHNA Plan with RHNA allocations by AMBAG Board <b>(if no appeal(s) are received)</b>
<b>August 10, 2022</b>	AMBAG to hold public hearing on appeals <b>(if appeals are received)</b>
<b>September 23, 2022</b>	AMBAG makes final determination that accepts, rejects, modifies appeals and issues final proposed allocation plan
<b>October 12, 2022</b>	Adoption of Final 2023-31 RHNA Plan with RHNA allocations by AMBAG Board <b>(if appeal(s) are received)</b>
<b>December 2023</b>	Jurisdiction’s 6th Cycle Housing Elements are due to HCD

***AMBAG RHNA Methodology Development Process***

The methodology used for the RHNA distribution was developed by AMBAG staff with direction from the AMBAG Board of Directors and input from local jurisdictions through the Planning Directors Forum (PDF) as well as input from the public, stakeholders and interested parties. The AMBAG Board met seven (7) times between June 2021 and January 2022 to provide direction on the RHNA methodology. AMBAG invited the region’s community development directors and planning directors to serve on the PDF to provide input on the RHNA process. The PDF met seven (7) times between May and November 2021 to advise on the RHNA methodology. HCD staff presented the Regional Housing Need Determination (RHND) on September 8, 2021 AMBAG Board meetings. In addition, AMBAG

staff met eight (8) times with HCD staff to advise on the development of the RHNA methodology and data coordination.

AMBAG also met with and/or received input from advocacy organizations Monterey Bay Regional Economic Partnership (MBEP), Santa Cruz YIMBY/YIMBY Law, and LandWatch Monterey County, who attended and participated in a number of PDF and Board meetings. In addition, AMBAG made presentations to several individual City Councils and Planning Commissions during 2021 and 2022 on the RHNA process. AMBAG diligently solicited participation in the development of the methodology and in the process of drafting and adopting the draft RHNA to achieve public participation of all economic segments of the community as well as members of protected classes. AMBAG incorporated numerous suggestions received from stakeholders and the public during the methodology development process into the draft 6<sup>th</sup> Cycle RHNA methodology.

### ***RHNA Draft Methodology***

This section describes the draft methodology that the AMBAG Board of Directors approved on January 12, 2022. Attachment 2 provides the RHNA unit and income allocation estimates based on the approved draft methodology.

To satisfy the requirements of Government Code section 65584.04(a) AMBAG, in consultation with HCD staff, elected to pursue a three-step methodology. The first and second steps allocates the total number of units for the AMBAG region. The third step allocates by income category.

#### *First Step in RHNA Methodology: 2022 Regional Growth Forecast Base Allocation*

This RHNA methodology allocates a portion of housing units (6,260) based on data for projected housing growth for the four-year RHNA planning period from the 2022 Regional Growth Forecast (RGF). The 2022 RGF was used in the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The use the 2022 RGF data is important to meeting the RHNA plan statutory objectives of protecting environmental and agricultural resources and achieving the region's greenhouse gas reduction targets. (Gov. Code, § 65584(d)(2).) Use of the 2022 RGF ensures that this RHNA methodology would be consistent with the 2045 MTP/SCS, which was released for public review and comment in November 2021.

The 2022 RGF is the most accurate growth forecast available for the region, is more granular than any other available projections, included significant quality control, was

reviewed and approved by executive planning staff in all jurisdictions for accuracy, and was accepted by the AMBAG Board. This supports the furtherance of a RHNA plan statutory objective, which focuses on promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets. (Gov. Code, § 65584.04(d)(2).)

The 2022 RGF allocation step is just one element in the RHNA methodology; jobs, jobs/housing balance, transit, resiliency, and affirmatively furthering fair housing are all used to allocate housing units, which go above and beyond existing jurisdictions' general plans. In fact, HCD's 6th Cycle RHND of 33,274 units is higher than the number of units that jurisdictions within the AMBAG region have planned for through 2050, so general plan changes will be necessary and are not precluded by using the 2022 RGF as a part of the allocation.

Data sources for this factor is described below:

- 2022 RGF: Housing growth from 4-year RHNA period from the AMBAG 2022 RGF (accepted for planning purposes by the AMBAG Board in November 2020), based on California Department of Finance (2020)
  - The full RGF can be found at the following location:  
[https://ambag.org/sites/default/files/2021-11/PDFAAppendix%20A\\_2022%20RGF.pdf](https://ambag.org/sites/default/files/2021-11/PDFAAppendix%20A_2022%20RGF.pdf) and  
<https://www.ambag.org/plans/regional-growth-forecast>

#### *Second Step in RHNA Methodology: Jobs, Jobs/Housing Balance, Transit, Resiliency, and AFFH Unit Allocation*

The second step in the RHNA methodology allocates the remaining units (27,014) for the AMBAG region by the following categories: 15% jobs (4,000 units), 31% jobs/housing (8,449 units), 4% transit (1,038 units), 8% resilience (2,075 units), and 42% Affirmatively Furthering Fair Housing (AFFH) (11,452 units). The higher weighting for jobs/housing reflects direction from both the AMBAG Board as well as suggestions from public comment and HCD staff. The methodology normalizes the resiliency factor by 2020 households. This reflects HCD's request to reduce the weight of the 2022 RGF as well as guidance from the Board and public comment to reduce allocations in the unincorporated areas.

In addition, both the California State Treasurer's Tax Credit Allocation Committee (TCAC) and Racially Concentrated Areas of Affluence (RCAA) data is used to calculate the AFFH allocation factor for incorporated jurisdictions, and TCAC alone is used for unincorporated areas. Given the size of the unincorporated areas, TCAC better reflects the diversity of high- and low-income communities within the unincorporated areas. Jurisdictions qualifying as RCAAs, partial RCAAs, or TCAC Opportunity Areas are shown in Attachment 3.

Data sources used for this second step in the RHNA methodology are described below.

- Employment: AMBAG 2022 RGF, based on InfoUSA and California Employment Development Department (2020)
  - Jobs data reflects the pre-pandemic distribution of employment opportunities throughout the AMBAG region. Future job growth in Monterey and Santa Cruz Counties is expected to be concentrated in the same areas. Since such a large share of the region's jobs are agricultural, allocating based on jobs helps the region address the housing needs of farmworkers. (Gov. Code, § 65584.04(e)(8).)
  - Focusing a significant share of the RHNA allocation on jobs helps to correct existing jobs/housing imbalances.
- Jobs-Housing Ratio: Number of jobs in 2020 divided by number of housing units, both jobs and housing data are from AMBAG 2022 RGF, based on InfoUSA and California Employment Development Department, and California Department of Finance (2020).
- Transit: Existing (2020) transit routes with 15- and 30-minutes headways, based on existing transit routes and stops from transit operators
  - While the AMBAG region does not have the kind of extensive transit system found in larger urban areas, transit access is important for the sustainability of future growth.
  - Focusing future developing in areas with the region's highest quality transit promotes infill development and encourages efficient development patterns. (Gov. Code, § 65584(d)(2).)
- Resiliency: Percent not in high fire risk or 2' sea level rise risk, CALFIRE, California Public Utilities Commission (CPUC), and National Oceanic and Atmospheric Administration (NOAA)
  - The AMBAG region includes areas at great risk due to climate change, including areas at high risk of wildfire and areas at risk of inundation due to sea level rise. These constraints to development must be considered as the region plans for climate change.

- This factor furthers the objective of promoting infill development, protecting environmental resources, and encourages efficient development patterns. (Gov. Code, § 65584(d)(2).)
- Affirmatively Furthering Fair Housing Unit Allocation: Jurisdictions with higher than the regional average for percentage above 200% of the poverty level and percentage white are defined as RCAAs. Jurisdictions that qualify under one category receive a partial allocation. Data was utilized from the U.S. Census Bureau, American Community Survey (2015-2019) and 2020 Census. Jurisdictions are also evaluated based on their share of households in high/highest resource areas. Data was used from the TCAC Opportunity Map Database (2021) and U.S. Census Bureau, American Community Survey (2015-2019). The AFFH factor is the average of their RCAA and TCAC score for incorporated jurisdictions. For unincorporated areas the AFFH factor is the TCAC score alone and does not include RCAA. This is to address the wide diversity of communities within the unincorporated areas.

### *Third Step in RHNA Methodology: Income Allocation*

Addressing the income equity disparities of the AMBAG region's member jurisdictions was a key focus of the income allocation methodology. Though jurisdiction level disparities cannot be completely corrected within a single RHNA cycle, PDF and AMBAG Board members recommended allocating a high weight to this factor.

AMBAG developed a local measure of Racially Concentrated Areas of Affluence (RCAA), based on data from the U.S. Census Bureau and a framework described by the U.S. Department of Housing and Urban Development. Consensus from the PDF was that the RCAAs analysis better reflected the AMBAG region's areas of opportunity than the HCD/TCAC Opportunity Map data. The RHNA methodology option shifts Above Moderate units to Very Low and Moderate units to Low.

In addition to incorporating the RCAA data, the percentage of units shifted from Above Moderate/Moderate units to Low/Very Low units is 40%. This results in RCAAs getting a higher share of their RHNA in the lower income categories. Under the 40% shift, in RCAA jurisdictions, more than 50% of the RHNA allocation is Very Low or Low income. In partial RCAA jurisdictions, approximately 40% of the RHNA allocation is Very Low or Low income. The comparable share for non-RCAA jurisdictions is less than 25%.

The data source consulted for this factor is described below.

- AFFH Income Allocation: Redistribute a portion of very low and low income units out of non-RCAA jurisdictions and shift those units to RCAA jurisdictions. U.S. Census Bureau, American Community Survey (2015-2019) and 2020 Census

The City of Monterey sent a letter to the AMBAG Board of Directors on March 17, 2022 regarding an update on its immediate need for water in order to meet its RHNA allocation. (Attachment 4).

### ***HCD Review of Draft RHNA Methodology***

AMBAG staff submitted the AMBAG draft RHNA methodology and requested supporting data to HCD for its 60-day review on January 21, 2022. Additionally, AMBAG and HCD staff met on February 28, 2022 to respond to any questions regarding the methodology submittal. HCD has completed its review of the methodology and finds that the draft AMBAG RHNA Methodology furthers the statutory objectives described in Government Code 65584(d) as shown in Attachment 5.

### ***Next Steps***

Upon approval and direction from the Board of Directors, AMBAG staff will release the Draft RHNA Plan allocating shares of the regional housing need to AMBAG's member jurisdictions. The release of the Draft RHNA Plan initiates a 45-day appeal period allowing a member jurisdiction or HCD to appeal for a revision of the share of the regional housing need proposed to be allocated. (Gov. Code, § 65584.05(b).)

### **ALTERNATIVES:**

The Board of Directors may modify the final methodology, however any modifications would require to resubmit for additional HCD review. This would further delay the scheduled release of the Draft RHNA Plan and approval of the Final RHNA Plan, which in turn will reduce the amount of time local jurisdictions have to complete their 6th Cycle Housing Element, which must be completed by December 15, 2023. Any further delay to approving a final RHNA methodology puts AMBAG at serious risk of not meeting statutory deadlines for preparing a RHNA Plan.

### **FINANCIAL IMPACT:**

Planning activities for RHNA are funded with Regional Early Access Planning and Senate Bill 1 planning funds and are programmed in the Fiscal Year 2021-22 Overall Work Program and Budget.



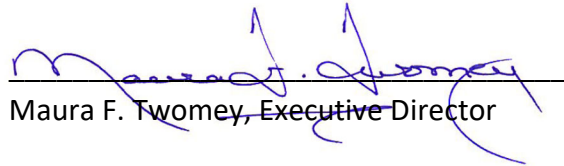
**COORDINATION:**

All RHNA planning activities are coordinated with the HCD, SBtCOG, and the Planning Directors Forum, which includes all the local jurisdictions within the AMBAG region.

**ATTACHMENTS:**

1. Regional Housing Needs Allocation Objectives and Factors
2. AMBAG Draft RHNA Methodology as approved at the January 12, 2022 Board meeting
3. Defining Racially Concentrated Areas of Affluence and Tax Credit Allocation Committee Areas for the AMBGA Region
4. City of Monterey Letter, dated March 17, 2022
5. HCD Letter, Review of Draft Regional Housing Need Allocation (RHNA) Methodology, dated March 16, 2022

**APPROVED BY:**



Maura F. Twomey, Executive Director

**ATTACHMENT 1**  
**REGIONAL HOUSING NEEDS ALLOCATION OBJECTIVES AND FACTORS (§65584.04.E)**

This section describes the Regional Housing Needs Allocation (RHNA) objectives and factors identified in state statute which AMBAG must consider. Objectives must be met in all RHNA methodologies. Factors must be considered to the extent sufficient data is available when developing its RHNA methodology.

**RHNA Plan Objectives, Government Code 65584(d)**

The regional housing needs allocation plan shall further all of the following objectives:

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very-low-income households.
2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.
3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.
4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.
5. Affirmatively furthering fair housing.

**RHNA Plan Factors, Government Code 65584(e)**

**1. Jobs and housing relationship**

*"Each member jurisdiction's existing and projected jobs and housing relationship. This shall include an estimate based on readily available data on the number of low-wage jobs within the jurisdiction and how many housing units within the jurisdiction are affordable to low-wage workers as well as an estimate based on readily available data, of projected job growth and projected household growth by income level within each member jurisdiction during the planning period." - §65584.04(e)*

## **2. Opportunities and constraints to development of additional housing (see below)**

### **2a. Capacity for sewer and water service**

*"Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period." - §65584.04(e)*

### **2b. Availability of land suitable for urban development**

*"The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding." - §65584.04(e)*

### **2c. Lands preserved or protected from urban development**

*"Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis, including land zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts conversion to non-agricultural uses." - §65584.04(e)*

### **2d. County policies to preserve prime agricultural land**

*"County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts its conversion to non-agricultural uses." - §65584.04(e)*

**3. Opportunities to maximize transit and existing transportation infrastructure**

*"The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure." - §65584.04(e)*

**4. Policies directing growth toward incorporated areas**

*"Agreements between a county and cities in a county to direct growth toward incorporated areas of the county and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of the jurisdiction that prohibits or restricts conversion to non-agricultural uses." - §65584.04(e)*

**5. Loss of units contained in assisted housing developments**

*"The loss of units contained in assisted housing developments, as defined in paragraph (9) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions." - §65584.04(e)*

**6. High housing cost burdens**

*"The percentage of existing households at each of the income levels listed in subdivision (e) of Section 65584 that are paying more than 30 percent and more than 50 percent of their income in rent."*

**7. Rate of Overcrowding**

*Factor undefined. - §65584.04(e)*

**8. Housing needs of farmworkers**

*Factor undefined. - §65584.04(e)*

**9. Housing needs of UC and Cal State students**

*"The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction." - §65584.04(e)*

**10. Individuals and families experiencing homelessness**

*Factor undefined. - §65584.04(e)*

**11. Loss of units during an emergency**

*"The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the analysis." - §65584.04(e)*

**12. SB 375 Greenhouse Gas Reduction Targets**

*"The region's greenhouse gas emissions targets provided by the State Air Resources Board pursuant to Section 65080." - §65584.04(e)*

**13. Other factors adopted by Council of Governments**

*"Any other factors adopted by the council of governments, that further the objectives listed in subdivision (d) of Section 65584, provided that the council of governments specifies which of the objectives each additional factor is necessary to further. The council of governments may include additional factors unrelated to furthering the objectives listed in subdivision (d) of Section 65584 so long as the additional factors do not undermine the objectives listed in subdivision (d) of Section 65584 and are applied equally across all household income levels as described in subdivision (f) of Section 65584 and the council of governments makes a finding that the factor is necessary to address significant health and safety conditions." - §65584.04(e)*

**AMBAG RHNA Methodology**  
Allocation Units

April 13, 2022

Region	RHNA Total 33,274		Housing 4-year Unit Change 6,260		Jobs 15%		Jobs/Housing Ratio 31%		Transit 4%		Resiliency (Wildfire & Sea Level Rise) 8%		AFFH 42%		RHNA Total 33,274						
	Units	% Reg.	Units	% Reg.	Jobs 2020	% Reg.	J/H	Jobs 2020	% Reg.	Transit Score	% Reg.	% Area Not in High Risk Zone	Normalize (% Area x Unit Chg)	% Reg.		Units	Units	TCAC	Avg. 2020 HHs)	% Reg.	Units
Monterey County	4,000		8,449							1,038		2,075		11,452							
Carmel	37	0.9%	0	0.0%	0	0.0%	1.0	0	0.0%	0	0%	0	3	0.1%	1	100%	100%	2,129	2.7%	306	349
Del Rey Oaks	8	0.2%	0	0.0%	0	0.0%	1.0	0	0.0%	1	8%	6	15	0.3%	6	100%	0%	342	0.4%	49	184
Gonzales	66	1.7%	215	2.5%	6,326	2.5%	3.2	6,326	2.5%	0	0%	272	713	13.1%	272	0%	0%	0	0.0%	0	1,266
Greenfield	82	2.1%	268	3.2%	7,882	3.2%	2.0	7,882	3.2%	0	0%	105	275	5.1%	105	0%	0%	0	0.0%	0	730
King City	86	2.1%	279	3.3%	8,195	3.3%	2.4	8,195	3.3%	0	0%	93	244	4.5%	93	0%	0%	0	0.0%	0	702
Marina	68	1.7%	0	0.0%	6,548	1.7%	0.8	0	0.0%	1	8%	135	353	6.5%	135	0%	0%	0	0.0%	0	685
Monterey	428	10.7%	1,396	16.5%	40,989	16.5%	3.0	40,989	16.5%	1	8%	48	126	2.3%	48	100%	73%	10,386	13.0%	1,493	3,654
Pacific Grove	84	2.1%	0	0.0%	8,016	2.1%	1.0	0	0.0%	0	0%	18	46	0.9%	18	100%	100%	6,779	8.5%	974	1,125
Salinas	824	20.6%	2,687	31.8%	78,874	31.8%	1.8	78,874	31.8%	2	17%	829	2,166	39.9%	829	0%	0%	0	0.0%	0	6,674
Sand City	22	0.5%	71	0.8%	2,092	0.8%	11.1	2,092	0.8%	1	8%	21	54	1.0%	21	50%	0%	36	0.0%	5	260
Seaside	109	2.7%	0	0.0%	10,476	2.7%	1.0	0	0.0%	1	8%	96	251	4.6%	96	0%	0%	0	0.0%	0	616
Soledad	94	2.4%	307	3.6%	9,010	3.6%	2.2	9,010	3.6%	0	0%	87	227	4.2%	87	0%	0%	0	0.0%	0	724
Unincorporated Monterey	629	15.7%	0	0.0%	60,293	15.7%	1.5	0	0.0%	1	8%	18	48	0.9%	18	n/a	48%	16,268	20.4%	2,337	3,326
Santa Cruz County																					
Capitola	128	3.2%	417	4.9%	12,250	4.9%	2.2	12,250	4.9%	0	0%	28	74	1.4%	28	100%	97%	4,691	5.9%	674	1,336
Santa Cruz	458	11.5%	1,494	17.7%	43,865	17.7%	1.8	43,865	17.7%	1	8%	113	296	5.5%	113	50%	23%	8,279	10.4%	1,190	3,736
Scotts Valley	106	2.6%	344	4.1%	10,109	4.1%	2.1	10,109	4.1%	1	8%	5	14	0.3%	5	100%	100%	4,522	5.7%	650	1,220
Watsonville	298	7.4%	971	11.5%	28,514	11.5%	2.0	28,514	11.5%	1	8%	185	485	8.9%	185	0%	0%	0	0.0%	0	2,053
Unincorporated Santa Cruz	473	11.8%	0	0.0%	45,264	11.8%	0.8	0	0.0%	1	8%	15	38	0.7%	15	n/a	50%	26,259	33.0%	3,774	4,634

Calculations are performed on unrounded numbers. Numbers shown here are rounded to the nearest whole number.

Jobs/housing ratio is the 2020 number of jobs divided by the 2020 number of housing units. A higher number reflects a larger imbalance between jobs and housing.

Transit Score: 1 = has transit service with 30-minute headways. 2 = has transit service with both 15- and 30-minute headways.

RCAA = Racially Concentrated Areas of Affluence.

TCAC = California Tax Credit Allocation Committee

**AMBAG RHNA Methodology**

April 13, 2022

**Income Shift: Shifts 40% Units Between Above Moderate and Very Low and Between Moderate and Low**

Region	Baseline Income Allocation			RCAA		Raw RCAA Adjustments						Rebalance to Income Group			RHNA					
	V.L.	Low	Mod.	A.M.	40%	40%	Very Low	Low	Mod.	Above Mod.	Very Low	Low	Mod.	Above Mod.	Totals	Very Low	Low	Mod.	Total	
	7,868	5,146	6,167	14,093	RCAA	Shift	8,092	5,296	6,017	-5,312	7,868	5,146	6,167	14,093	7,868	5,146	6,167	14,093	33,274	
Monterey County																				
Carmel-By-The-Sea	83	54	65	148	100%	33	116	76	43	-87	113	74	44	118	113	74	44	118	349	
Del Rey Oaks	44	28	34	78	100%	18	62	39	23	-46	60	38	24	62	60	38	24	62	184	
Gonzales	299	196	235	536	0%	-120	179	118	313	-74	173	115	321	657	173	115	321	657	1,266	
Greenfield	173	113	135	309	0%	-69	104	68	180	-43	101	66	184	379	101	66	184	379	730	
King City	166	109	130	297	0%	-66	100	65	174	-42	97	63	178	364	97	63	178	364	702	
Marina	162	106	127	290	0%	-65	97	64	169	-40	94	62	173	356	94	62	173	356	685	
Monterey	864	565	677	1,548	100%	346	1,210	791	451	-904	1,177	769	462	1,246	1,177	769	462	1,246	3,654	
Pacific Grove	266	174	209	476	100%	106	372	244	139	-279	362	237	142	384	362	237	142	384	1,125	
Salinas	1,579	1,031	1,237	2,826	0%	-632	947	619	1,649	-389	920	600	1,692	3,462	920	600	1,692	3,462	6,674	
Sand City	61	40	48	110	50%	0	61	40	48	-39	59	39	49	113	59	39	49	113	260	
Seaside	146	95	114	261	0%	-58	88	57	152	-36	86	55	156	319	86	55	156	319	616	
Soledad	171	112	134	307	0%	-68	103	67	179	-42	100	65	183	376	100	65	183	376	724	
Unincorporated Monterey	786	514	616	1,409	100%	314	1,100	720	410	-821	1,070	700	420	1,136	1,070	700	420	1,136	3,326	
Santa Cruz County																				
Capitola	316	207	248	566	100%	126	442	290	165	-331	430	282	169	455	430	282	169	455	1,336	
Santa Cruz	883	578	692	1,582	50%	0	883	578	692	-571	859	562	709	1,606	859	562	709	1,606	3,736	
Scotts Valley	288	189	226	517	100%	115	403	265	150	-301	392	257	154	417	392	257	154	417	1,220	
Watsonville	485	318	381	870	0%	-194	291	191	508	-120	283	186	521	1,063	283	186	521	1,063	2,053	
Unincorporated Santa Cruz	1,096	717	859	1,963	100%	438	1,534	1,004	572	-1,147	1,492	976	586	1,580	1,492	976	586	1,580	4,634	

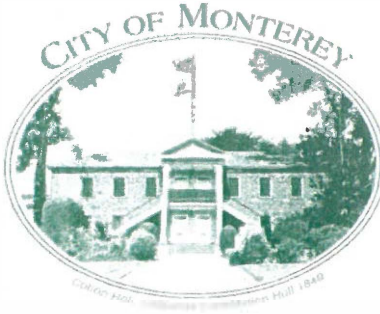
Calculations are performed on unrounded numbers. Numbers shown here are rounded to the nearest whole number.  
RCAA = Racially Concentrated Areas of Affluence.

**Defining Racially Concentrated Areas of Affluence (RCAs) and  
Tax Credit Allocation Committee (TCAC) for the AMBAG Region**

Region	Affluent	Concentrated		RCAA	TCAC	
	% Above 200% of Poverty	Above Reg. Avg.	Above % White	Reg. Avg. & Less Diverse	% HHs in High/Highest Resource Areas (including rural)	
<b>Region</b>	<b>67%</b>		<b>37%</b>			
<b>Monterey County</b>						
Carmel-By-The-Sea	88%	yes	87%	yes	<b>full</b>	100%
Del Rey Oaks	87%	yes	68%	yes	<b>full</b>	0%
Gonzales	59%		5%			0%
Greenfield	56%		3%			0%
King City	45%		7%			0%
Marina	64%		33%			0%
Monterey	80%	yes	63%	yes	<b>full</b>	73%
Pacific Grove	85%	yes	71%	yes	<b>full</b>	100%
Salinas	58%		11%			0%
Sand City	66%		50%	yes	<b>partial</b>	0%
Seaside	65%		29%			0%
Soledad	52%		8%			0%
Uninc. Monterey	72%	yes	45%	yes	<b>full</b>	48%
<b>Santa Cruz County</b>						
Capitola	72%	yes	65%	yes	<b>full</b>	97%
Santa Cruz	66%		58%	yes	<b>partial</b>	23%
Scotts Valley	87%	yes	72%	yes	<b>full</b>	100%
Watsonville	53%		12%			0%
Uninc. Santa Cruz	79%	yes	66%	yes	<b>full</b>	50%

Data sources: U.S. Census Bureau, American Community Survey (2015-2019), 2020 Census, and California Tax Credit Allocation Committee





Attachment 4  
MAR 21 2022

Mayor:  
CLYDE ROBERSON

Councilmembers:  
DAN ALBERT  
ALAN HAFFA  
ED SMITH  
TYLLER WILLIAMSON

City Manager:  
HANS USLAR

March 17, 2022

**Association of Monterey Bay Area Governments  
Board of Directors**

Kristen Peterson, City of Capitola  
Karen Ferlito, City of Carmel-by-the-Sea  
Kim Shirley, City of Del Rey Oaks  
Scott Funk, City of Gonzales  
Lance Walker, City of Greenfield  
Rick Perez, City of Hollister  
Carlos Victoria, City of King City  
Lisa Berkley, City of Marina  
Ed Smith, City of Monterey  
Jenny McAdams, City of Pacific Grove  
Steve McShane, City of Salinas  
John Freeman, City of San Juan Bautista  
Mary Ann Carbone, City of Sand City  
Justin Cummings, City of Santa Cruz  
Derek Timm, City of Scotts Valley  
Jon Wizard, City of Seaside  
Ana Velazquez, City of Soledad  
Eduardo Montesino, City of Watsonville  
Mary Adams, County of Monterey  
John Phillips, County of Monterey  
Betsy Dirks, County of San Benito  
Bea Gonzales, County of San Benito  
Manu Koenig, County of Santa Cruz  
Greg Caput, County of Santa Cruz

RE: City of Monterey Regional Housing Needs Allocation

Dear Board of Directors,

The City of Monterey wanted to update the Association of Monterey Bay Area Governments (AMBAG) on the immediate need for water by 2023.

AMBAG recently completed its State-mandated task of designating the number of housing units that will need to be planned for in each jurisdiction from 2023 to 2031. The State's goal is for those units to be constructed during this timeframe as well.

The City of Monterey wants to build the expected housing units that are ultimately assigned by our fellow jurisdictions through the AMBAG RHNA process.

Monterey was assigned 3,654 housing units (1,177 very low income, 769 low income, 462 moderate-income, and 1,246 market-rate) to place housing closer to jobs and address equity metrics such as placing more housing in communities that are predominately white with higher incomes. The aspirational goal to address these issues is impossible without an immediate water supply.

The City has reviewed with MPWMD staff the water credits needed per residential type. The City estimates needing between **367 to 406 acre-feet by 2023** to meet the regionally and State required RHNA.

The City also wanted to update the Board on its efforts to construct housing. In terms of upcoming development, the City continues to lose out on housing development opportunities. While the City's implementation of new policies is working and have attracted experienced and solvent developers, the inability of the SWRCB to respond to requests made by the City and the Monterey Peninsula Water Management District has led to a significant reduction in the scopes of the projects. Stated differently, while the State's legislature and the Governor have repeatedly prioritized increasing the supply of affordable housing opportunities, the SWRCB remains tone-deaf to the requests expressed by the City, the Monterey Peninsula Water Management District, Senator Laird, and housing advocates.

The following example demonstrates what our rental community is losing:

The Garden Road area allows 405 new housing units. The City received applications to construct housing at four sites along Garden Road. The original anticipated unit count was 298 units if the City could obtain additional water from the Water District's reserve category. The District conditionally allocated reserve water; however, the State Water Resources Control Staff indicated it would violate the Cease and Desist Order unless the project used no more water than it did before rezoning. As a result, this opportunity was lost, and projects were reduced to 180 units consistent with the onsite water credits/use. A loss of 118 units could have housed between 300 and 400 residents.

**Table 1  
Garden Road Housing Opportunities**

Address	Original Application - # of Units	Downsized Projects due to Water	Project Status
2000 Garden Road	72	34	AR Preliminary and Final Permit Approved
2300 Garden Road	99	64	ARC Review Scheduled 3/15
2560 Garden Road	63	25	Application Incomplete 2/2022
2600 Garden Road	64	57	ARC Preliminary Review Approved
<b>Total</b>	<b>298</b>	<b>180</b>	

Source: City of Monterey Community Development Department

There is no quick fix to reverse this fate. The projects were re-scoped, and plans were redrawn. Costs borne by the developers have been incurred.

The City has also inventoried its properties for affordable housing projects. Four sites were identified for 100% affordable housing projects, and a Request for Proposal was released. The City has selected two affordable housing developers for Exclusive Negotiating Agreement (ENA) discussions. These developers can potentially build 150 units that are 100% affordable housing. However, these sites do not have adequate-sized water meters or supply for the housing to be constructed.

In sum, there have been 118 affordable housing units lost as a result of water unavailability for the Garden Road area, and 150 low-income units are in abeyance.

The City of Monterey wanted the AMBAG Board of Directors to understand from our perspective the quandary of meeting State-mandated housing requirements, being designated additional housing units to be constructed between 2023-2031, and the need for water supply to be available in 2023 to meet the City and region's housing targets. The City would appreciate the support from AMBAG in obtaining water through its various partners so that the City can build the RHNA housing allocation. The City requests that the AMBAG Board request an update from the various groups (Monterey One Water, Monterey Peninsula Water Management District, and California American Water) about the water supply and the ability for the region to obtain this water by 2023. Furthermore, the City requests that the AMBAG Board pass a resolution requesting these agencies provide this water by 2023 and that the State Water Resources Control Board immediately lift the Cease and Desist Order since the illegal diversions have ceased. If the CDO is lifted, developers could set new water meters and work within the Monterey Peninsula Water Management District credit system.

Sincerely,



Clyde Roberson,  
Mayor

cc. Maura F. Twomey, Executive Director, AMBAG ([mtwomey@ambag.org](mailto:mtwomey@ambag.org))  
Senator John Laird, 17<sup>th</sup> Senate District  
Assemblymember Mark Stone, 29<sup>th</sup> Assembly District

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500  
Sacramento, CA 95833  
(916) 263-2911 / FAX (916) 263-7453  
[www.hcd.ca.gov](http://www.hcd.ca.gov)



March 16, 2022

Maura F. Twomey, Executive Director  
Association of Monterey Bay Area Governments  
24580 Silver Cloud Court  
Monterey, CA 93940

Dear Maura F. Twomey:

**RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology**

Thank you for submitting the draft Association of Monterey Bay Area Government's (AMBAG) Sixth Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodologies to determine whether a methodology furthers the statutory objectives described in Government Code Section 65584(d).

The draft AMBAG RHNA methodology begins with the total regional determination provided by HCD of 33,274 units. The methodology first distributes 6,260 units through a base allocation to each jurisdiction based on its anticipated household growth in the RTP/SCS over a four-year planning period. Next, the methodology allocates the remaining 27,014 units by applying five factors to establish each jurisdiction's total RHNA allocation:

- **Jobs (weighted at 14.8 percent)** – This factor allocates units based on each jurisdiction's percent share of regional jobs using data from AMBAG's 2022 Regional Growth Forecast, InfoUSA, and the California Employment Development Department.
- **Jobs-housing Ratio (31.3 percent)** – Similar to the jobs factor, this factor allocates units based on a jurisdiction's percent of regional jobs. This adjustment increases the allocation for jurisdictions with jobs-housing ratios that are above the regional average.
- **Transit (3.8 percent)** – This factor upwardly adjusts allocations for jurisdictions with 30-minute headways and includes a slightly larger adjustment for jurisdictions with 15-minute headways based on existing transit routes and stops.
- **Resiliency (7.7 percent)** – This factor increases allocations to jurisdictions with the smallest percent of area that has high fire risk or two-foot sea level rise risk. This is based on data from Cal Fire, the California Public Utilities Commission and the National Oceanic and Atmospheric Administration.
- **Affirmatively Furthering Fair Housing (AFFH) (42.4 percent)** – This factor uses both HCD/TCAC Opportunity data and AMBAG's own measure of Racially Concentrated Areas of Affluence (RCAAs). This factor is used to upwardly adjust units to jurisdictions meeting RCAA criteria with areas designated as high and higher opportunity on the HCD/TCAC Opportunity Map.

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Lastly, in order to distribute each jurisdiction’s RHNA across the four income categories, the methodology uses AMBAG’s RCAA measure to apply a 40 percent income adjustment. AMBAG’s RCAA measure considers what percentage of a jurisdiction’s population is white and above 200% the poverty level. The income adjustment results in a 40 percent increase in the low- and very low-income RHNA allocated to RCAA jurisdictions. Partial RCAAs receive no upward adjustment to their lower income RHNA allocations while non-RCAAs receive a downward adjustment.

**HCD has completed its review of the methodology and finds that the draft AMBAG RHNA Methodology furthers the statutory objectives described in Government Code 65584(d).**<sup>1</sup> AMBAG’s draft methodology directs RHNA units – including more lower income units – into high income jurisdictions with lower VMT and more jobs and transit access. The draft methodology also makes adjustments that increase the number of lower income units going to RCAAs as a percentage of their total allocation. The RCAA jurisdictions align closely with the higher resourced areas identified by the HCD/TCAC Opportunity Map. HCD commends AMBAG for including factors in the draft methodology linked to the statutory objectives such as jobs-housing ratio, transit, and AFFH.

Below is a brief summary of findings related to each statutory objective described within Government Code Section 65584(d):

*1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.*

On a per household basis, the methodology generally allocates more shares of RHNA to jurisdictions with more high-income households. Additionally, due to the income adjustment, these higher income jurisdictions receive much higher lower income RHNA allocations relative to their existing share of households. Lastly, jurisdictions with higher percentages of owners and single-family units receive a higher percentage of lower income RHNA relative to their total allocation.

*2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.*

The draft methodology encourages a more efficient development pattern by including a combination of tools, such as including the RTP/SCS in the base allocation, two jobs-related factors, and a transit factor. Jurisdictions with access to more jobs via a 30-minute commute receive more RHNA both in terms of RHNA per household and total RHNA. Jurisdictions with access to more jobs via a 45-minute transit commute and lower VMT also receive more RHNA.

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<sup>1</sup> While HCD finds this methodology furthers statutory objectives, applying this methodology to another region or cycle may not necessarily further the statutory objectives as housing conditions and circumstances may differ.

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*3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.*

Most cities in AMBAG have a jobs-housing fit (lower wage jobs to lower cost housing) that is imbalanced (over 1.5 low-wage jobs for every affordable housing unit). The draft methodology allocates more total RHNA and lower income RHNA per household share to the jurisdictions with the worst imbalances (over 5.0). The draft methodology allocates slightly less RHNA relative to household share to jurisdictions with a jobs-housing fit ratio between 2.0 and 5.0, while jurisdictions with jobs housing balance ratios below 2.0 receive the smallest RHNA allocations relative to household share. The overall jobs-housing ratio (total jobs to housing units) is more balanced for the region although there are several jurisdictions with a ratio over 1.5. The methodology allocates more total RHNA and lower income RHNA per household share to the jurisdictions with the worst imbalances (jobs-housing ratio over 1.5).

*4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.*

On average, cities with a larger existing share of lower income households receive smaller allocations of low- and very low-income units as a percentage of their total RHNA. For cities with higher shares of lower income households, the average lower income allocation is 28 percent of total RHNA. The average lower income allocation for cities with smaller percentages of lower income households is 48 percent.

*5. Affirmatively furthering fair housing, which means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.*

Jurisdictions with more access to opportunity receive larger lower income RHNA allocations on a per household basis. Further, low resource jurisdictions with segregated areas of poverty receive less total RHNA and lower income RHNA per household share.

For instance, jurisdictions with low-resource and high-segregation/poverty areas receive a share of the lower income RHNA that is, on average, 99 percent of their share of households, compared to roughly 200 percent for higher resourced jurisdictions.

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HCD appreciates the active role of AMBAG staff – particularly Heather Adamson, Maura Twomey, and Paul Hierling – and Beth Jarosz in providing data and input throughout the draft AMBAG RHNA methodology development and review period.

HCD looks forward to continuing our partnership with AMBAG to help its member jurisdictions meet and exceed the planning and production of the region’s housing need. Support opportunities available for the AMBAG region this cycle include, but are not limited to:

- Regional Early Action Planning (REAP) 2.0 – \$600 million in state and federal investment to advance implementation of adopted regional plans. REAP 2.0 funding may be used for planning and implementation that accelerate infill housing development and reduce per capita vehicle miles traveled. <https://hcd.ca.gov/grants-funding/active-funding/reap2.shtml>.
- Prohousing Designation Program – Ongoing awards distributed over-the-counter to local jurisdictions with compliant Housing Elements and prohousing policies. Those awarded receive additional points or preference when applying to housing and non-housing funding programs including the Affordable Housing & Sustainable Communities (AHSC), Infill Infrastructure Grant (IIG), and Transformative Climate Communities (TCC).
- HCD also encourages all AMBAG local governments to consider the many other affordable housing and community development resources available to local governments, including the Permanent Local Housing Allocation program. HCD’s programs can be found at <https://www.hcd.ca.gov/grants-funding/nofas.shtml>.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Annelise Osterberg, Housing Policy Specialist at (916) 776-7540 or [annelise.osterberg@hcd.ca.gov](mailto:annelise.osterberg@hcd.ca.gov).

Sincerely,



Tyrone Buckley  
Assistant Deputy Director of Fair Housing

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**MEMORANDUM**

**TO:** AMBAG Board of Directors

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

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

**SUBJECT:** Regional Early Action Planning Grants 2.0 Program

**MEETING DATE:** April 13, 2022

**RECOMMENDATION:**

Staff will provide an update on the Regional Early Action Program (REAP) 2.0 Program.

**BACKGROUND/ DISCUSSION:**

Regional Early Action Planning Grants of 2021 (REAP 2.0) builds on the success of 2019's REAP program but expands the focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. REAP 2.0 is explicitly intended to meet multiple objectives – infill development, housing for all incomes, Vehicle Miles Traveled (VMT) reduction, and affirmatively furthering fair housing (AFFH) in ways that lead to transformative outcomes and accelerate the implementation of regional and local plans to achieve these goals.

The REAP 2.0 Program provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th Cycle of the housing element, including regional housing need allocations. In addition, REAP 2.0 is specifically designed to provide Metropolitan Planning Organizations (MPO) and other Eligible Entities with tools and resources to help implement and advance plans, primarily including Sustainable Communities Strategies (SCS) as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation changes. The REAP 2.0 objectives are:

- Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability
- Affirmatively Furthering Fair Housing

*Planning Excellence!*

- Coronavirus Economic Recovery
- Reducing Vehicle Miles Traveled

The REAP 2.0 Program is funded with \$500 million from the Coronavirus State and Local Fiscal Recovery Funds of 2021 (SLFRF) and \$100 million from the State General Fund. The REAP 2.0 Program will be administered by the California Department of Housing and Community Development (HCD) (Department), in collaboration with the Governor’s Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB).

Most of the funds (85 percent) will be allocated directly to the MPOs. The remaining funds are split into a set aside for non-MPO regions for smaller counties and Tribal Entities, as well as a Higher Impact Transformative Allocation for all Eligible Entities. AMBAG’s formula share of the MPO funding is \$10,133,742.41.

HCD released the [draft guidelines](#) for the REAP 2.0 for public review and comment on March 24, 2022. Public comments are due on April 15, 2022. AMBAG staff is reviewing the guidelines and will submit comments. The final guidelines and the notice of funding availability (NOFA) is expected to be released in late April/early May 2022. Unlike the REAP 1.0 Program, the REAP 2.0 Program can be used for transformative and implementation activities. After the final guidelines and NOFA have been released, AMBAG will conduct outreach to develop priorities, proposed uses, funding amounts and the appropriate blend of planning and implementation, how much AMBAG will retain versus suballocations, and various other program components. AMBAG staff is concerned that most of the funding is federal CARES Act funding and eligible uses are extremely restricted. In addition, the REAP 2.0 draft guidelines require that the funding be spent on communities negatively impacted by COVID-19 which also limits how AMBAG can spend the funding.

### ***Timeline***

#### ***REAP 2.0 Program***

- March 24, 2022 – HCD releases draft guidelines for public review and comment
- April 15, 2022 – Comments due on the draft REAP 2.0 Program Guidelines
- Late April/early May 2022 – HCD releases final guidelines and notice of funding availability
- Summer 2022 – December 2022 – AMBAG develops regional approach and submits REAP 2.0 application to HCD
- December 31, 2022 – Deadline to submit application for REAP 2.0 Program funds and include a budget, amounts retained by the regional agency and any sub-allocations, and an education and outreach strategy.
- June 30, 2024 – Deadline for REAP 2.0 recipient to encumber funds
- June 30, 2026 – Deadline for REAP 2.0 funds to be expended

**ALTERNATIVES:**

N/A

**FINANCIAL IMPACT:**

REAP 2.0 Program funds are programmed in the Draft FY 2022-23 Overall Work Program and Budget.

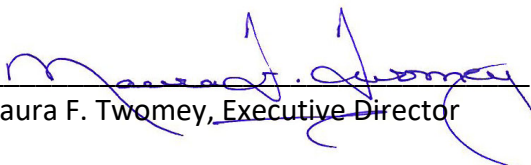
**COORDINATION:**

REAP 2.0 Program activities will be coordinated with the AMBAG 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.

**ATTACHMENTS:**

N/A

**APPROVED BY:**

  
Maura F. Twomey, Executive Director

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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

<b>May 11, 2022</b>	<b>GoToWebinar</b> Meeting Time: 6 pm
<b>June 8, 2022</b>	<b>TBD</b> Meeting Time: 6 pm
<b>July 2022</b>	<b>No Meeting Scheduled</b>
<b>August 10, 2022</b>	<b>TBD</b> Meeting Time: 6 pm
<b>September 14, 2022</b>	<b>TBD</b> Meeting Time: 6 pm
<b>October 12, 2022</b>	<b>TBD</b> Meeting Time: 6 pm
<b>November 9, 2022</b>	<b>TBD</b> Meeting Time: 6 pm
<b>December 2022</b>	<b>No Meeting Scheduled</b>

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<b>AMBAG Acronym Guide</b>	
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 <sup>st</sup> Century Act
MBARD	Monterey Bay Air Resources District
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPAD	Monterey Peninsula Airport District
MPO	Metropolitan Planning Organization
MST	Monterey-Salinas Transit
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PG&E	Pacific Gas & Electric Company
PPP	Public Participation Plan
RAPS, Inc.	Regional Analysis & Planning Services, Inc.
RFP	Request for Proposal
RHNA	Regional Housing Needs Allocation
RTDM	Regional Travel Demand Model
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
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