



AMBAG Board of Directors Agenda

Association of Monterey Bay Area Governments

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

Phone: (831) 883-3750

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Email: info@ambag.org

Voting members must attend the physical meeting to count toward quorum.

DATE: February 14, 2024

Time: 6:00 PM

**LOCATION: Monterey Bay Air Resources District , Board Room, 3rd Floor
24580 Silver Cloud Court
Monterey, CA 93940**

**Members of the public and non-voting members may use the following link to join the
AMBAG Board of Directors meeting online:**

https://us06web.zoom.us/j/85383835455?pwd=hVtgKYT3suh_aScsd3UZ1HMgMalxfA.7z9X-zauJWCnMnbe

Or Telephone: US: +1 669 900 6833

Webinar ID: 853 8383 5455

Passcode: 654324

On September 13, 2022, California Governor Gavin Newsom signed into law Assembly Bill (AB) 2449 (Rubio). The new amendments to the Brown Act go into effect on January 1, 2023. AB 2449 provides alternative teleconference procedures to allow members of the AMBAG Board of Directors to participate remotely under very limited circumstances.

Persons who wish to address the AMBAG Board of Directors on an item to be considered at this meeting are encouraged to submit comments in writing at info@ambag.org by Tuesday, February 13, 2024 at 5 PM. The subject line should read "Public Comment for the February 14, 2024 Board of Directors Meeting." The agency clerk will read up to 3 minutes of any public comment submitted. If you have any questions, please contact Ana Flores, Clerk of the Board at aflores@ambag.org or at 831-883-3750 Ext. 300.

AMBAG Board Member(s) Meeting Remotely:

Karen Ferlito	End of 12th 3 E of Junipero, Carmel, CA 93921	831-595-6458
Manu Koenig:	5200 Soquel Avenue, Santa Cruz, CA 95062	831-234-3922
Rick Perez:	453 7 th Street, Hollister, CA 95023	831-524-2275

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. AB 2449 VOTE ON “JUST “ AND “EMERGENCY” CAUSE

Recommended Action: APPROVE

- Maura Twomey, Executive Director

Receive oral report.

4. ROLL CALL

5. PRESENTATIONS

A. Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2022-2023

Recommended Action: INFORMATION

- Diane C. Eidam, Retired Annuitant

Receive presentation from Autumn Rossi, CPA and Audit Principal with Clifton Larson Allen, LLP on AMBAG’s ACFR for FY 2022 - 2023. (Page 5)

6. 2024 BOARD AND COMMITTEE APPOINTMENTS

Recommended Action: APPROVE

- President Carbone

Approve the 2024 Board and Committee appointments. The 2024 Board and Committee appointments will be provided at the meeting.

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

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

9. COMMITTEE REPORTS

A. Executive/Finance Committee

Recommended Action: INFORMATION

- President Carbone

Receive oral report.

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- B. Monterey Bay National Marine Sanctuary (MBNMS) Advisory Council (SAC) Meeting**
Recommended Action: DIRECT
- Maura Twomey, Executive Director

The next meeting is scheduled on February 16, 2024. (Page 11)

- 10. EXECUTIVE DIRECTOR'S REPORT**
Recommended Action: INFORMATION
- Maura Twomey, Executive Director

Receive an report from Maura Twomey, Executive Director.

- 11. 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 January 10, 2024 AMBAG Board of Directors Meeting**
- Ana Flores, Clerk of the Board

Approve the draft minutes of the January 10, 2024 AMBAG Board of Directors meeting. (Page 13)

- B. AMBAG Regional Clearinghouse Monthly Newsletter**
- Regina Valentine, Senior Planner

Accept the clearinghouse monthly newsletter. (Page 19)

- C. AMBAG Sustainability Program Update**
- Amaury Berteaud, Sustainability Program Manager

Accept the AMBAG Sustainability Program update. (Page 29)

- D. 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 33)

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

13. PLANNING

A. AMBAG’s Draft Complete Streets Policy
Recommended Action: INFORMATION

- Regina Valentine, Senior Planner

Staff will provide an overview of AMBAG’s Draft Complete Streets Policy, which has been released for public comment and review until March 15, 2024. The Final Complete Streets Policy is scheduled to be adopted by the Board of Directors in May 2024. (Page 39)

B. Carbon Reduction Program (CRP) Draft Project Selection Criteria Adoption
Recommended Action: APPROVE

- Will Condon, Associate Planner

The Board of Directors is asked to approve the draft Carbon Reduction Program project selection criteria for use in project selection for CRP and authorize AMBAG staff to issue a call for projects. (Page 57)

14. ADJOURNMENT

REFERENCE ITEMS:

- A. 2024 AMBAG Meeting Schedule (Page 65)
- B. Acronym Guide (Page 67)

NEXT MEETING:

Date: March 13, 2024

Location: MBARD Board Room, 24580 Silver Cloud Court, Monterey, CA 93940

Executive/Finance Committee Meeting: 5:00 PM

Board of Directors Meeting: 6:00 PM

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



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Diane C. Eidam, Retired Annuitant

SUBJECT: Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2022-2023

MEETING DATE: February 14, 2024

RECOMMENDATION:

Receive a presentation from Autumn Rossi, CPA and Audit Principal with Clifton Larson Allen, LLP on AMBAG's Annual Comprehensive Financial Report (ACFR) for FY 2022-2023.

BACKGROUND/ DISCUSSION:

Pursuant to AMBAG's by-laws, an independent audit firm performs an annual financial audit and an opinion is issued on AMBAG's financial position as of June 30 of each year. The Annual Comprehensive Financial Report (ACFR) for the period ended June 30, 2023 is separately enclosed. AMBAG received an unmodified (clean) opinion.

The AMBAG ACFR is comprised of several sections:

- **Introductory** – this section includes a letter of transmittal, which is an executive summary introducing the financial statements along with other required information.
- **Financial Section and Basic Financial Statements** – these sections have the independent auditors' report from Clifton Larson Allen, LLP; Management's Discussion and Analysis (MD&A), which is management's overview of AMBAG's financial position; identification of any major issues and projections for the future; the actual financial statements and note disclosures.
- **Required Supplementary Information** – this section includes budgetary comparison schedules for the general fund and for each major fund that has a

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legally adopted annual budget. This section also includes additional schedules and reporting requirements for Governmental Accounting Standards Board (GASB) Statements No. 45, 68, and 82.

- **Supplementary Information** – this section contains Consolidated Planning Grant (CPG) financial information and schedules regarding direct, indirect, and unallowable costs under AMBAG’s grant awards.
- **Statistical Section** – this section contains various unaudited demographic and financial information for the AMBAG region.
- **Single Audit Section** – this section is a requirement for agencies that have federal grants exceeding \$750,000 and includes the auditor’s report on their findings and any questioned costs, as it relates to federal grant programs. There were no single audit findings.

FINANCIAL IMPACT:

Management’s Discussion and Analysis section of the ACFR discloses management’s perspective on the financial position of AMBAG and its nonprofit arm, Regional Analysis and Planning Services, Inc. (RAPS) for FY 2022-2023. AMBAG had a positive change in financial position of \$177,130. For the FY 2022-2023, AMBAG had a positive change in fund balance of \$280,536 and RAPS had a positive change in fund balance of \$9,081.

Preparation of the ACFR was funded in part through grants from the Federal Highway Administration and Federal Transit Administration.

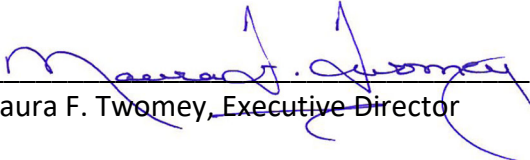
COORDINATION:

Autumn Ross, CPA from Clifton Larson Allen, LLP will provide an overview presentation of the Annual Comprehensive Financial Report for FY 2022-2023 at the February 14, 2024 Board of Directors meeting.

ATTACHMENTS:

1. Clifton Larson Allen, LLP Letter to the AMBAG Board of Directors
2. Annual Comprehensive Financial Report (ACFR) for FY 2022 -2023 (separately enclosed)

APPROVED BY:


Maura F. Twomey, Executive Director



Board of Directors
Association of Monterey Bay Area Governments
Monterey, California

We have audited the financial statements of the governmental activities and each major fund of the Association of Monterey Bay Area Governments as of and for the year ended June 30, 2023, and have issued our report thereon dated January 11, 2024. We have previously communicated to you information about our responsibilities under auditing standards generally accepted in the United States of America, *Government Auditing Standards*, and Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), as well as certain information related to the planned scope and timing of our audit in our statement of work dated May 16, 2023. Professional standards also require that we communicate to you the following information related to our audit.

Significant audit findings or issues

Qualitative aspects of accounting practices

Accounting policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Association of Monterey Bay Area Governments are described in Note 1 to the financial statements.

As described in Note 1, the Association changed accounting policies related to subscription-based information technology arrangements by adopting Statement of Governmental Accounting Standards Board (GASB Statement) No. 96, *Subscription-Based Information Technology Arrangements*, during fiscal year 2023. The implementation of this statement had no impact on the accompanying financial statements.

We noted no transactions entered into by the Association during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

- The actuarially required contribution, pension expense, net pension liability, and corresponding deferred outflows of resources and deferred inflows of resources for the Association's public defined benefit plan with CalPERS are based on an actuarial valuation provided by CalPERS and prepared by an outside consultant.

- The actuarially determined contribution, OPEB expense, net OPEB liability, and corresponding deferred outflows of resources and deferred inflows of resources for the Association's OPEB plan are based on certain actuarial assumptions and methods prepared by an outside consultant.

We evaluated the key factors and assumptions used to develop these estimates in determining that they were reasonable in relation to the financial statements taken as a whole.

Financial statement disclosures

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There were no particularly sensitive financial statement disclosures.

The financial statement disclosures are neutral, consistent, and clear.

Significant unusual transactions

We identified no significant unusual transactions.

Difficulties encountered in performing the audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Uncorrected misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management did not identify, and we did not notify them of any uncorrected financial statement misstatements.

Corrected misstatements

Management did not identify, and we did not notify them of any financial statement misstatements detected as a result of audit procedures.

Disagreements with management

For purposes of this communication, a disagreement with management is a disagreement on a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditors' report. No such disagreements arose during our audit.

Management representations

We have requested certain representations from management that are included in the management representation letter dated January 1, 2024.

Management consultations with other independent accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to the entity’s financial statements or a determination of the type of auditors’ opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Significant issues discussed with management prior to engagement

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to engagement as the entity’s auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our engagement.

Required supplementary information

With respect to the required supplementary information (RSI) accompanying the financial statements, we made certain inquiries of management about the methods of preparing the RSI, including whether the RSI has been measured and presented in accordance with prescribed guidelines, whether the methods of measurement and preparation have been changed from the prior period and the reasons for any such changes, and whether there were any significant assumptions or interpretations underlying the measurement or presentation of the RSI. We compared the RSI for consistency with management’s responses to the foregoing inquiries, the basic financial statements, and other knowledge obtained during the audit of the basic financial statements. Because these limited procedures do not provide sufficient evidence, we did not express an opinion or provide any assurance on the RSI.

Supplementary information in relation to the financial statements as a whole

With respect to the schedule of expenditures of federal awards (SEFA) accompanying the financial statements, on which we were engaged to report in relation to the financial statements as a whole, we made certain inquiries of management and evaluated the form, content, and methods of preparing the SEFA to determine that the SEFA complies with the requirements of the Uniform Guidance, the method of preparing it has not changed from the prior period or the reasons for such changes, and the SEFA is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the SEFA to the underlying accounting records used to prepare the financial statements or to the financial statements themselves. We have issued our report thereon dated January 1, 2024.

With respect to the schedule of direct, indirect and unallowable expenditures for the general fund and the schedule of expenditures for the consolidated planning grant (collectively, the supplementary information) accompanying the financial statements, on which we were engaged to report in relation to the financial statements as a whole, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period or the reasons for such changes, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves. We have issued our report thereon dated January 1, 2024.

Other information included in annual reports

Other information (financial or nonfinancial information other than the financial statements and our auditors' report thereon) is being included in your annual report and is comprised of the introductory and statistical sections. Our responsibility for other information included in your annual report does not extend beyond the financial information identified in our opinion on the financial statements. We have no responsibility for determining whether such other information is properly stated and do not have an obligation to perform any procedures to corroborate other information contained in your annual report. We are required by professional standards to read the other information included in your annual report and consider whether a material inconsistency exists between the other information and the financial statements because the credibility of the financial statements and our auditors' report thereon may be undermined by material inconsistencies between the audited financial statements and other information. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report. Our auditors' report on the financial statements includes a separate section, "Other Information," which states we do not express an opinion or any form of assurance on the other information included in the annual report. We did not identify any material inconsistencies between the other information and the audited financial statements.

This communication is intended solely for the information and use of the board of directors and management of Association of Monterey Bay Area Governments and is not intended to be, and should not be, used by anyone other than these specified parties.



CliftonLarsonAllen LLP

Salinas, California
January 1, 2024

Monterey Bay National Marine Sanctuary Advisory Council
DRAFT Meeting Agenda
Friday, February 16, 2024

Monterey Bay Aquarium Harborview Conference Room
Heritage Harbor Office Park
Monterey, CA
*****All times are estimates*****

8:30 AM	Coffee and Check-in Technology check	
9:00 AM	Call to Order <ul style="list-style-type: none"> ● Welcome ● Community Group Intro from Pamela Neeb Wade ● Swear In New Members ● Roll Call ● Approval of November 2023 meeting minutes 	<i>Lisa Wooninck, MBNMS</i> <i>Pamela Neeb Wade, Chair</i> <i>Sarah Lopez, Secretary</i>
9:30 AM	Standing Item: Superintendents Reports A report on important or newsworthy activities conducted by staff since the last AC meeting.	<i>Lisa Wooninck, MBNMS</i> <i>Maria Brown, GFNMS</i>
10:15 AM	Information Item: Education and Outreach Team Update	<i>Amity Wood, MBNMS</i>
10:45 AM	Public Comment for Items <u>Not</u> on the Agenda	<i>Pamela Neeb Wade, Chair</i>
11:00 AM	BREAK (15 min)	
11:15 AM	Rapid Session: Pacific Fisheries Management Council	<i>Lisa Wooninck, MBNMS</i>
11:30 AM	Information Item: CA Marine Sanctuary Foundation Update	<i>Robert Mazurek, CSF</i>
12:15 AM	Lunch (45 min)	
1:00 PM	Information Item: Closed Session DEI Presentation	<i>Dr. Linet Mera and Alexis Krohn, The Unconscious Bias Project</i>
2:15 PM	BREAK (15 min)	
2:30 PM	Information Item: Kelp Overview and Update AC receives an update on working groups	<i>Andrew DeVogelaere</i>
3:00 PM	Information Item: Update on Pacific Fishery Management Council process for Deep Sea Coral Restoration Areas How to provide comment on PFMC's process	<i>Karen Grimmer, MBNMS</i>
3:30 PM	Member Announcements and Working Group Reports Each seat will be provided 3 min for reporting, 5 min for working groups	<i>All</i>
4:30 PM	Adjourn	

*****All times are estimates*****

- Public comment on agenda items will be heard prior to AC discussion/deliberation.
- Materials corresponding to items on this agenda are available at <http://montereybay.noaa.gov/sac/sacma.html> or contact haven.parker@noaa.gov

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

January 10, 2024

1. CALL TO ORDER

The Board of Directors of the Association of Monterey Bay Area Governments, President John Freeman presiding, convened at 6:01 p.m. Wednesday, January 10, 2024 at the MBARD Board Room, 24580 Silver Cloud Court, Monterey, CA 93940.

2. PLEDGE OF ALLEGIANCE

3. AB 2449 VOTE ON ‘EMERGENCY’ CAUSE

None.

4. ROLL CALL

<u>AMBAG Board of Directors</u>			
PRESENT:			
Agency	Representative	Agency	Representative
Carmel	Karen Ferlito	County of Monterey	Mary Adams
Del Rey Oaks	John Uy	County of Monterey	Glenn Church
Gonzales	Scott Funk	County of San Benito	Kollin Kosmicki
Greenfield	Robert White	County of San Benito	Dom Zanger
King City	Carlos Victoria		
Monterey	Alan Haffa	<u>Ex-Officio Members:</u>	
Pacific Grove	Luke Coletti	MBARD	Richard Stedman
Salinas	Steve McShane	MPAD	Carl Miller
San Juan Bautista	John Freeman	SCCRTC	Mitch Weiss
Scotts Valley	Derek Timm	TAMC	Todd Muck
Seaside	Alex Miller		
ABSENT:			
Capitola	Kristen Brown	<u>Ex-Officio Members:</u>	
Hollister	Rick Perez	3CE	Catherine Stedman
Marina	Brian McCarthy	Caltrans, District 5	Orchid Monroy-Ochoa
Sand City	Mary Ann Carbone	MST	Lisa Rheinheimer
Santa Cruz	Sandy Brown	SBtCOG	Binu Abraham
Soledad	Anna Velazquez	SC Metro	Michael Tree
Watsonville	Eduardo Montesino		
County of Santa Cruz	Felipe Hernandez		
County of Santa Cruz	Manu Koenig		

Others Present: Beth Jarosz, Population Reference Bureau; John Thurston, Caltrans; Amaury Berteaud, Sustainability Program Manager; Heather Adamson, Director of Planning; Bhupendra Patel, Director of Modeling; Errol Osteraa, Director of Finance & Administration; Jessica Lu, Planner; Elizabeth Lippa, Administrative Assistant; Will Condon, Associate Planner; Regina Valentine, Senior Planner; Diane Eidam, Retired Annuitant; Gina Schmidt, GIS Coordinator; Paul Hierling, Senior Planner; Ana Flores, Clerk of the Board; and Maura Twomey, Executive Director.

5. ELECTION OF 2024 AMBAG OFFICERS

President Freeman reported that the Nomination Committee nominated Director Carbone as President, Director Timm as 1st Vice President, and Director McCarthy as 2nd Vice President.

Motion made by Director McShane, seconded by Director Haffa to appoint Director Carbone as President, Director Timm as 1st Vice President, and Director McCarthy as 2nd Vice President.

Motion passed unanimously.

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

None.

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

None.

8. COMMITTEE REPORTS

A. Executive/Finance Committee

President Freeman reported that the Executive/Finance Committee approved the consent agenda that included 1) Minutes of the November 8, 2023 meeting 2) list of warrants as of November 30, 2023; and 3) accounts receivable as of November 30, 2023. The Executive/Finance Committee also received a report on the financials from Maura Twomey, Executive Director.

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

Maura Twomey, Executive Director reported that the next SAC meeting is scheduled on February 16, 2024.

9. EXECUTIVE DIRECTOR'S REPORT

Maura Twomey, Executive Director gave a report on the 2024 Goals for the Executive Director. Ms. Twomey reported that the Governor released his proposed FY 2024/14 state budget which includes a \$300 million cut to the REAP 2.0 funding. Based on a briefing provided by the California Department of Housing and Community Development, this represents a 50% cut to the REAP 2.0 Program and will result in a 50% cut to all REAP 2.0 awards. This is a proposed budget and budget discussions will continue over the next few months, AMBAG staff will be advising all regional REAP 2.0 grantees to not spend more than 50% of their awards. In addition, we will recommend that grantees do not begin work on any awarded projects that cannot be completed with only 50% of the REAP 2.0 funding. AMBAG staff will continue to participate in the budget discussions and advocate for full REAP 2.0 funding. We will keep the Board apprised as we receive more information. A revised budget will be released in May and the final budget will be approved in June 2024. Ms. Twomey announced that AMBAG is hosting an Active Transportation Program Workshop on January 16th from 1:00 pm to 3:00 pm in the MBARD boardroom. Staff from the California Transportation Commission will present information on the ATP program and answer questions regarding funding, applications, and eligible projects.

Motion made by Director McShane, seconded by Director Haffa to approve the 2024 goals for the Executive Director. Motion passed unanimously.

10. CONSENT AGENDA

A. Draft Minutes of the November 8, 2023 AMBAG Board of Directors Meeting

The draft minutes of the November 8, 2023 AMBAG Board of Directors meeting were approved.

B. AMBAG Regional Clearinghouse Monthly Newsletter

The AMBAG Clearinghouse monthly newsletter was accepted.

C. AMBAG Sustainability Program Update

The Sustainability Program update was accepted.

D. AMBAG Line of Credit Renewal and Extension

The request to renew the \$100,000 line of credit was extended.

E. Financial Update Report

The financial update report was accepted.

Director Church requested a revision to Item 10.A Draft minutes of the November 8, 2023 Board of Directors meeting. He is listed as being absent when he was in attendance.

Motion made by Director Haffa, seconded by Director Timm to approve the consent agenda with the revision to Item 10.A draft minutes of the November 8, 2023 AMBAG Board of Directors meeting. The motion passed unanimously.

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

None.

12. PLANNING

A. Final Draft 2026 Regional Growth Forecast

Heather Adamson, Director of Planning presented the final draft 2026 Regional Growth Forecast. The final draft forecast assumptions for Population are 1) birth rates continue to fall for younger ages and rise for older ages; 2) death rates decline slightly; and 3) domestic out-migration eases (slightly more than in the revised draft) as housing supply grows. The final draft forecast assumptions for Jobs are 1) some industries will continue to grow: agriculture-related jobs, healthcare, and social assistance; 2) some industries might shrink: retail, information; and 3) the ratio of retail and self-employment jobs per capita trends slightly downward as the population ages. The final draft forecast assumptions for Housing are 1) aging population leads to smaller household sizes; 2) construction and policies begin to ease overcrowding; and 3) vacancy rates slowly return to normal. Next steps include 1)

begin subregional allocation in January 2024; 2) draft subregional growth forecast in Spring 2024; and 3) AMBAG Board of Directors is scheduled to adopt the Final 2026 Regional Growth Forecast, including the subregional allocation in the Fall 2024. Ms. Adamson referred to the public comment that was received by AMBAG on Tuesday, January 9, 2024.

Motion made by Director Haffa, seconded by Director Uy to approve the tri-county final draft regional growth forecast for planning purposes and direct staff to begin subregional allocation forecast. Motion passed unanimously.

B. Carbon Reduction Program Draft Project Selection Criteria

Will Condon, Associate Planner gave a presentation on the Carbon Reduction Program (CRP) Draft project selection criteria. The Bipartisan Infrastructure Law (BIL) establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. The State is expected to receive a total of \$550 million over five years. The draft Project Selection Criteria includes 1) Section A – Carbon Reduction Program Goal Alignment is worth 50 points total; 2) Section B – Project Readiness and Cost Effectiveness is worth 25 points total; and 3) Section C – Project Information and Regional Significance is worth 25 points total. Next steps include 1) development of project selection criteria in December 2023; 2) consultation with partner agencies in October – December 2023; 3) draft CRP project selection criteria for AMBAG Board approval in February 2024; 4) call for projects, review and selection in Spring 2024; 5) Draft CRP projects recommendation for AMBAG Board approval in June 2024; 6) MTIP Programming in September 2024; 7) Obligation (E76) deadline is September 30, 2025; and expenditure deadline is September 30, 2030. Brief discussion followed. Supervisor Church commented on the proposed project selection criteria and recommended revisions on how the points are awarded.

13. CLOSED SESSION

As permitted by Government Code Section 54956 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters.

Government Code Section 54956.9 – Potential Litigation (1 matter)

14. RECONVENE FROM CLOSED SESSION

President Freeman stated that there was no reportable action taken.

15. ADJOURNMENT

The Board of Directors meeting adjourned at 7:15 PM.

Mary Ann Carbone, President

Maura F. Twomey, Executive Director

AMBAG BOARD OF DIRECTORS MEETING ATTENDANCE & VOTING RECORD
BOARD MEETING DATE: January 10, 2024

Attendance (X= Present; AB= Absent) Voting (Y= Yes; N=No; A=Abstain)						
MEMBER	AMBAG REP	Attendance	Item 5	Item 9	Item 10	Item 12.A
Capitola	Kristen Brown	AB	N/A	N/A	N/A	N/A
Carmel-by-the-Sea	Karen Ferlito	X	Y	Y	Y	Y
Del Rey Oaks	John Uy	X	Y	Y	Y	Y
Gonzales	Scott Funk	X	Y	Y	Y	Y
Greenfield	Robert White	X	Y	Y	Y	Y
Hollister	Rick Perez	AB	N/A	N/A	N/A	N/A
King City	Carlos Victoria	X	Y	Y	Y	Y
Marina	Brian McCarthy	AB	N/A	N/A	N/A	N/A
Monterey	Alan Haffa	X	Y	Y	Y	Y
Pacific Grove	Luke Coletti	X	Y	Y	Y	Y
Salinas	Steve McShane	X	Y	Y	Y	Y
San Juan Bautista	John Freeman	X	Y	Y	Y	Y
Sand City	Mary Ann Carbone	AB	N/A	N/A	N/A	N/A
Santa Cruz	Sandy Brown	AB	N/A	N/A	N/A	N/A
Scotts Valley	Derek Timm	X	Y	Y	Y	Y
Seaside	Alex Miller	X	Y	Y	Y	Y
Soledad	Anna Velazquez	AB	N/A	N/A	N/A	N/A
Watsonville	Eduardo Montesino	AB	N/A	N/A	N/A	N/A
County Monterey	Mary Adams	X	Y	Y	Y	Y
County Monterey	Glenn Church	X	Y	Y	Y	Y
County Santa Cruz	Manu Koenig	AB	N/A	N/A	N/A	N/A
County Santa Cruz	Felipe Hernandez	AB	N/A	N/A	N/A	N/A
County San Benito	Kollin Kosmicki	X	Y	Y	Y	Y
County San Benito	Dom Zanger	X	Y	Y	Y	Y

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

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Regina Valentine, Senior Planner

SUBJECT: AMBAG Regional Clearinghouse Monthly Newsletter

MEETING DATE: February 14, 2024

RECOMMENDATION:

It is recommended that the Board of Directors accept the January 2024 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.

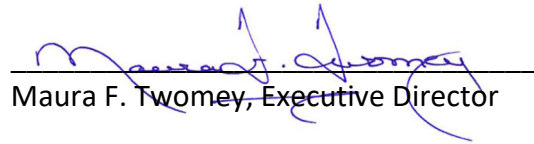
COORDINATION:

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 January 1 – 31, 2024.

APPROVED BY:



Maura F. Twomey, Executive Director

Attachment 1

AMBAG REGIONAL CLEARINGHOUSE

The AMBAG Board of Directors will review these items on 2/14/2024

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

ENVIRONMENTAL DOCUMENTS

20240107 **2050 MTP/SCS and 2050 RTPs for San Benito, Santa Cruz, and Monterey Counties**

Association of Monterey Bay
Heather Adamson
(831) 883-3750

Notice of Preparation (NOP)

As the metropolitan planning organization for the tri-county region of Monterey, San Benito, and Santa Cruz counties, the Association of Monterey Bay Area Governments (AMBAG) is charged with developing a 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The 2050 MTP/SCS is both a metropolitan long-range transportation plan and Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz counties. The Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC) are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP), which will be evaluated in this EIR.

The 2050 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and state officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2050 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2050 MTP/SCS also documents the financial resources needed to implement the plan. Additionally, pursuant to SB 375, AMBAG (as the regional MPO) must prepare an SCS that demonstrates how the region will meet its greenhouse gas reduction target (6% reduction by 2035) through integrated land use, housing, and transportation planning.

Project Location:

Regionwide

Parcel: N/A

Public hearing information:

https://us06web.zoom.us/webinar/register/WN_6DzIGH3AQ1SPuhJzO9fGgw , Webinar ID: 861 8365 3590

2/22/2024 6:00 PM

Public review period ends **Tuesday, March 5, 2024**

Monterey Peninsula Unified S

Denise Duffy
(831) 373-4341

Mitigated Negative Declaration (MND)

The proposed project involves various improvements to the athletic fields at Marina High School. The proposed project includes the installation of up to seven (7) MUSCO-designed light emitting diode (LED) ranging from 46,500 to 160,000 lumens in strength and ranging from 70 to 99-feet in height to allow for nighttime sporting events and practices. Use of the field lighting would be limited to the months of August through March, with events and practices scheduled to end at 8pm, with the exception of six (6) football games a year where events would be scheduled to conclude by 10:30pm. The proposed project also includes new 686-seat bleachers (with Public Address system) at the north edge of the athletic fields and 213-seat bleachers on the southern corner of the athletic fields. A pair of scoreboards would be installed; one above one (1) above the sound booth on the northern bleachers for football and soccer, and one (1) at the southeast side of the site for baseball. The proposed project would also include improvements to the existing baseball field, including new olive core in-field (a sustainable alternative to traditional rubber surfaces, primarily consisting of shredded olive pits mixed with sand), installation of artificial turf, moveable outfield fencing, batting cage, and reconfigured dugouts, bullpens, and storage areas. The proposed project also includes installation of moveable field goals for football and goal posts for soccer to replace existing goal posts, new rubber track surfacing along the north and west boundaries of the athletic fields (including four (4) lanes for the 100-yard dash), new sun sails located at the northeastern corner of the existing athletic fields, and dedicated storage units for track and field, lacrosse/field hockey, football, and soccer at the north side of the site, as well as a dedicated storage unit for baseball on the southwestern side of the site. In addition, the proposed project includes the reconfiguration of the existing parking lot and addition of a new parking lot with new ADA and electric vehicle parking to the east of the lower athletic fields, construction of new stormwater treatment facilities, and a new plaza to the east of the existing athletic fields, including a flagpole, wrap around bench, and decorative inlaid lettering, replacing a portion of the existing upper parking lot currently in this area.

Project Location:

Monterey County

Marina

Parcel: 031021006000

Public hearing information:

N/A

Public review period ends **Thursday, February 1, 2024**

California Department of Transportation

Julia Mousavi
(805) 441-0007

Final Document (Final)

The California Department of Transportation (Caltrans), in association with the Santa Cruz County Regional Transportation Commission and the County of Santa Cruz (County), proposes improvements along State Route 1 and the Santa Cruz Branch Line railroad right-of-way, within an unincorporated area of the County. Improvements under consideration include the construction of auxiliary lanes, implementation of bus-on-shoulder operations, widening and replacement of bridges, construction of Segment 12 of the Coastal Rail Trail, and the installation of sound walls and retaining walls.

Project Location:

Santa Cruz County

Aptos

Parcel: N/A

Public hearing information:

N/A

Public review period ends N/A

City of Salinas
Thomas Wiles
(831) 758-7206

Mitigated Negative Declaration (MND)

The Applicant (CHISPA Incorporated) is requesting to construct a three-story, 36-unit, 36-foot high, one (1) bedroom multi-family residential use affordable 100% senior housing project on a 0.85-acre vacant eastern portion of a 2.3-acre property.

General Plan Amendment 2023-001 (GPA 2023-001); Request to change the General Plan designation of a 0.85-acre portion of a 2.3-acre lot from "Public/Semipublic" to "Residential High Density";

Rezone 2023-001 (RZ 2023-001); Request to rezone the same above referenced 0.85-acre portion of a 2.3-acre lot from "Public/Semipublic (PS)" to "Residential High Density (R-H-2.1)";

Conditional Use Permit 2022-059 (CUP 2022-059); Request to construct a three-story, 36-unit, 36-foot high, one (1) bedroom multi-family residential use, 100% affordable senior housing project (St. Georges Senior Apartments) with a 100% density bonus, a manager's unit, 31 off-street parking spaces with a five (5) space (14%) Parking Reduction, concession and waiver requests for usable open space, density, and off-street parking, and alternative means of compliance for landscaping along the east property line;

Resubdivision 2022-006 (RS 2022-006); Request for a parcel map (vesting tentative parcel map) to subdivide a 2.3-acre lot into two (2) lots of 1.45 and 0.85 acres each; and

Minor Modification to Conditional Use Permit 1977-031 (MM 2022-019); Request to delete the terms and conditions of Conditional Use Permit 1977-031 (CUP 1977-031), from the proposed 0.85-acre lot, which currently applies the entire 2.3-acre lot. The project site is currently developed with an existing religious assembly use and a rectory (St. George's Episcopal Church) which was approved by Conditional Use Permit 1977-031 (CUP 1977-031).

Project Location:

Monterey County
Salinas

Parcel: 261661011000

Public hearing information:

Salinas City Hall Chambers, 200 Lincoln Avenue, Salinas CA 93901

2/21/2024 3:30 PM

Public review period ends **Friday, February 9, 2024**

PUBLIC HEARINGS

20240104

Sandraya Heights Land Division

City of Scotts Valley

Jonathan Kwan

(831) 438-2793

Mitigated Negative Declaration (MND)

The proposed Sandraya Height Land Division (the project) is a land division to create nine single-family residential lots, on an existing 5.88-acre lot (the project site). The project site is located within the R-1-20 Single Family Residential Zoning District, which requires a minimum lot size of 20,000 square feet. The residential lots would range in size from 20,053 sf to 22,852 sf. Six of the proposed lots would accessed via a new access road that would connect to Grace Way and Casa Way and would include a cul de sac and concrete driveway aprons. The remaining three lots would be accessed from a new cul de sac at the end of San Augustin Way.

Project Location:

Santa Cruz County

Scotts Valley

Parcel: 02311336

Public hearing information:

City Council Chambers, City Hall, 1 Civic Center Drive, Scotts Valley, CA 95066

1/17/2024 6:30 PM

Public review period ends **Wednesday, January 17, 2024**

City of Hollister

Erica Fraser

(831) 636-4360

Finding of No Significant Impact (FON)

Eden Housing propose to acquire real property and develop the West of Fairview Affordable Apartments on a 4.61-acre site (APN 057-860-046-000), Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez, San Benito County, California 95023. The site is currently vacant and will be developed with one hundred affordable apartments. The project will construct five three-story buildings and one one-story community building. The unit mix will be thirty-four one-bedroom units, thirty-three two-bedroom units and thirty-three three-bedroom units for a total of one hundred apartments. A total of 192 parking spaces will be provided on-site. Residential buildings are organized around a central community hub for outdoor recreation and activity areas, anchored by a community building which houses indoor recreation spaces such as community rooms, fitness centers, and after-school activity areas in addition to leasing and management offices and various resident-serving facilities. Outdoor recreation amenities include tot-lots and various play areas, a pickleball court, BBQ's and communal gathering spaces, open activity areas, as well shaded seating pockets. The project will serve low- and extremely low-income families and agricultural workers earning between 30-60% area median income (AMI). The project has been awarded 22 Project-Based Section 8 Vouchers by the Housing Authority of the County of Santa Cruz. The total cost is estimated to be \$60,000,000.

Project Location:

San Benito County

Hollister

Parcel: 057860046000

Public hearing information:

City Hall, 375 5th Street, Hollister CA 95023

2/20/2024 6:30 PM

Public review period ends **Wednesday, February 14, 2024**

City of Scotts Valley

Susie Pineda

(408) 331-7987

Negative Declaration (Neg)

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf) on the project site. The proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross square feet (sf) building. The building would include 10,465 net sf of professional and administrative office space, and 42,357 net sf of storage for up to 227 user spaces. The project would provide 54 parking spaces to the north and south extents of the project site and along a central corridor which would also include loading spaces.

Project Location:

Santa Cruz County

Scotts Valley

Parcel: 02310215

Public hearing information:

Council Chambers, 1 Civic Center Drive, Scotts Valley, CA 95066 or Zoom Videoconference

1/25/2024 6:00 PM

Public review period ends

Generated: 1/31/2024 2:51:01 By: Regina Valentine, Senior Planner

More detailed information on these projects is available by calling the contact person for each project or through AMBAG at (831) 883-3750. Comments will be considered by the AMBAG Board of Directors in its review. All comments will be forwarded to the applicants for response and inclusion in the project application. If substantial coordination or conflict issues arise, the Clearinghouse can arrange meetings between concerned agencies and applicants.

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Amaury Berteaud, Sustainability Program Manager

SUBJECT: AMBAG Sustainability Program Update

MEETING DATE: February 14, 2024

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 RHTR partners to create a Regional Energy Network (REN). RENs 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. RHTR partners submitted a motion for the creation of the RuralREN as well as the RuralREN 2023-2031 strategic business plan to the CPUC in March 2022. In June 2022, Commissioner Shiroma issued a ruling which determined that the RuralREN motion should be considered on the same timeline, and in the same proceeding as the 2024-2031 business plans from existing energy efficiency portfolio administrators. On June 29, 2023, the CPUC issued Decision D.23.06.055 which included approval of RuralREN, and its business plan, with a 2024-2027 budget of \$84 million and an 2028-2031 preliminary budget of \$93 million. AMBAG is working with RuralREN partners to engage in the regulatory process and clarify the governance structure of the RuralREN. Once this process is completed AMBAG will work with partners to launch RuralREN programs which are expected to launch in fall 2024.

Planning Excellence!

Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study

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.

In the past month AMBAG staff worked with Ascent Environmental Inc. to refine sequestration and climate adaptation strategies and draft the Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study.

Monterey Bay Electric Vehicle Climate Adaptation and Resiliency Framework (Monterey Bay EV CAR Framework)

On August 31, 2023, the California Department of Transportation awarded AMBAG and Ecology Action a \$750,000 Sustainable Transportation Planning Grant (STPG) climate adaptation planning grant to fund the creation of a Monterey Bay Electric Vehicle Climate Adaptation and Resiliency Framework.

The Monterey Bay EV CAR Framework will create a roadmap in the Monterey Bay Area for assessing current charging infrastructure vulnerability to climate change and create strategies that ensure the build-out of EV charging infrastructure increases equity and resiliency in the face of climate change. This project will empower the Monterey Bay region to integrate climate and equity considerations as part of long-range EV infrastructure planning.

In the past month AMBAG staff worked with Ecology Action staff to start the procurement process for the equity and outreach consultant. AMBAG staff also gathered initial data necessary to create the Monterey Bay EV CAR Framework.

ALTERNATIVES:

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

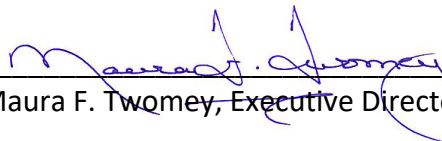
FINANCIAL IMPACT:

The budget is fully funded under a SALC planning grant, SB1 Planning Funds, and a Caltrans Climate Adaptation Planning Grant. All funding is programmed in the FY 2023-24 Overall Work Program and Budget.

COORDINATION:

AMBAG staff is coordinating with the RuralREN partners, local jurisdictions, and local community stakeholders.

APPROVED BY:



Maura F. Twomey, Executive Director

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Errol Osteraa, Director of Finance and Administration

SUBJECT: Financial Update Report

MEETING DATE: February 14, 2024

RECOMMENDATION:

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

BACKGROUND/ DISCUSSION:

The enclosed financial reports are for the 2023-2024 Fiscal Year (FY) and are presented as a consent item. The attached reports contain the cumulative effect of operations through December 31, 2023, as well as a budget-to-actual comparison. Amounts in the Financial Update Report are unaudited.

FINANCIAL IMPACT:

The Balance Sheet for December 31, 2023, reflects a cash balance of \$2,167,894.66. The accounts receivable balance is \$667,972.16, while the current liabilities balance is \$694,469.80. AMBAG has sufficient current assets on hand to pay all known current obligations.

AMBAG's Balance Sheet as of December 31, 2023, reflects a positive Net Position in the amount of \$423,740.10. This is due to the Profit and Loss Statement reflecting an excess of revenue over expense of \$240,481.47. Changes in Net Position are to be expected throughout the fiscal year (FY), particularly at the beginning due to the collection of member dues which are received in July and the timing of various year-end adjustments required after our financial audit.

Planning Excellence!

The following table highlights key Budget to Actual financial data:

Budget to Actual Financial Highlights
For Period July 1, 2023 through December 31, 2023

Expenditures	Budget Through December 2023	Actual Through December 2023	Difference
Salaries & Fringe Benefits	\$ 1,454,550.00	\$ 1,293,963.14	\$ 160,586.86
Professional Services	\$ 6,509,452.00	\$ 1,282,050.41	\$ 5,227,401.59
Lease/Rentals	\$ 41,250.00	\$ 38,393.09	\$ 2,856.91
Communications	\$ 13,900.00	\$ 10,526.54	\$ 3,373.46
Supplies	\$ 73,082.00	\$ 20,598.83	\$ 52,483.17
Printing	\$ 6,000.00	\$ 839.05	\$ 5,160.95
Travel	\$ 36,550.00	\$ 6,998.46	\$ 29,551.54
Other Charges	\$ 182,126.00	\$ 218,875.59	\$ (36,749.59)
Total	\$ 8,316,909.00	\$ 2,872,245.11	\$ 5,444,664.89
Revenue			
Federal/State/Local Revenue	\$ 8,367,419.00	\$ 3,112,726.58	\$ 5,254,692.42

Note: AMBAG is projecting a surplus, therefore budgeted revenues do not equal expenses.

Revenues/Expenses (Budget to Actual Comparison):

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

Professional Services are under budget primarily due to the timing of work on projects performed by contractors. Projects early in their implementation are Integrated Land Use Model and Development Monitoring Framework Tool, Monterey Bay Natural and Working Lands Climate Mitigation and Resiliency Study, California Central Coast Sustainable Freight Study, and Complete Streets. 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 \$7,931,311 in funding of which a large portion will pass through to partner agencies. This program is approximately 87% completed. The current budget includes a proportionate share of \$10,133,742 in funding for the REAP 2.0 program. It is in its early stages.

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

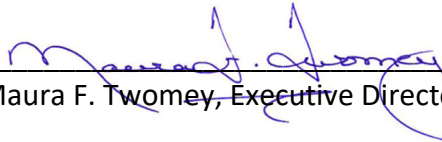
COORDINATION:

N/A

ATTACHMENTS:

1. Balance Sheet as of December 31, 2023
2. Profit and Loss: July 1, 2023 – December 31, 2023
3. Cash Activity for January 2024

APPROVED BY:



Maura F. Twomey, Executive Director

AMBAG

Balance Sheet - Attachment 1

As of December 31, 2023

		<u>December 31, 2023</u>
Assets		
Current Assets		
Cash and Cash Equivalents		
Mechanics Bank - Special Reserve	819,081.58	530,058.35
Mechanics Bank - Checking	351,214.98	164,411.45
Mechanics Bank - REAP Checking	538,088.57	0.00
Mechanics Bank - REAP 2.0 Checking	455,191.94	694,469.80
Petty Cash	500.00	
LAI Account	3,817.59	
Total Cash and Cash Equivalents	<u>2,167,894.66</u>	
Accounts Receivable		
Accounts Receivable	667,972.16	258,986.95
Total Accounts Receivable	<u>667,972.16</u>	1,888,153.69
Other Current Assets		
Due from PRWFPA/RAPS	234.82	11,399.76
Prepaid Items	25,060.69	555,055.54
Total Other Current Asset	<u>25,295.51</u>	2,713,595.94
Total Current Assets	<u>2,861,162.33</u>	
Long-Term Assets		
Net OPEB Asset	96,473.00	3,408,065.74
Deferred Outflows - Actuarial	533,833.49	
Deferred Outflows - PERS Contribution	272,963.59	
Total Long-Term Assets	<u>903,270.08</u>	
Capital Assets		
Capital Assets	319,089.93	183,258.63
Accumulated Depreciation	(251,716.50)	240,481.47
Total Capital Assets	<u>67,373.43</u>	423,740.10
Total Assets	<u>3,831,805.84</u>	<u>3,831,805.84</u>
Liabilities & Net Position		
Liabilities		
Current Liabilities		
Accounts Payable		530,058.35
Employee Benefits		164,411.45
Mechanics Bank - Line of Credit		0.00
Total Current Liabilities		<u>694,469.80</u>
Long-Term Liabilities		
Deferred Inflows - Actuarial		258,986.95
Net Pension Liability (GASB 68)		1,888,153.69
OPEB Liability		11,399.76
Deferred Revenue		555,055.54
Total Long-Term Liabilities		<u>2,713,595.94</u>
Total Liability		<u>3,408,065.74</u>
Net Position		
Beginning Net Position		183,258.63
Net Income/(Loss)		240,481.47
Total Ending Net Position		<u>423,740.10</u>
Total Liabilities & Net Position		<u>3,831,805.84</u>

AMBAG

Profit & Loss - Attachment 2

July - December 2023

	July - December 2023	July - December 2023
Income		
AMBAG Revenue	186,309.35	
Cash Contributions	55,298.39	
Grant Revenue	2,728,232.09	
Non-Federal Local Match	142,886.75	
Total Income	3,112,726.58	
Expense		
Salaries	796,393.82	
Fringe Benefits	497,569.32	
Professional Services	1,282,050.41	
Lease/Rentals	38,393.09	
Communications	10,526.54	
Supplies	20,598.83	
Printing	839.05	
Travel	6,998.46	
Other Charges:		
BOD Allowances	3,700.00	
BOD Refreshments/Travel/Nameplates/Dinner/Other	820.90	
Workshops/Training	3,269.20	
GIS Licensing/CCJDC Support	8,470.00	
Energy Watch Travel/Classes/Events/Recruitment/Otl	875.00	
SB1/MTIP/MTP/SCS/OWP/Public Participation Expense	7,329.12	
Recruiting	1,655.32	
Model Expenses	1,500.00	
Dues & Subscriptions	12,880.02	
Depreciation Expense	15,425.16	
Maintenance/Utilities	943.46	
Insurance	19,110.66	
Interest/Fees/Tax Expense	10.00	
Total Other Charges	75,988.84	
Non-Federal Local Match	142,886.75	
Total Expense	2,872,245.11	
Net Income/(Loss)	240,481.47	

AMBAG
Cash Activity - Attachment 3
For January 2024

Monthly Cash Activity	July-23	August-23	September-23	October-23	November-23	December-23	January-24	February-24	March-24	April-24	May-24	June-24	TOTAL
1. CASH ON HAND													
[Beginning of month]	3,485,673.92	3,623,604.37	2,981,151.06	2,876,887.37	2,820,945.79	2,349,153.26	2,167,894.66	0.00	0.00	0.00	0.00	0.00	0.00
2. CASH RECEIPTS													
(a) AMBAG Revenue	122,393.92	39,335.97	36,362.67	11,572.10	7,924.10	20,520.51	7,887.71	0.00	0.00	0.00	0.00	0.00	245,996.98
(b) Grant Revenue	321,324.61	500,755.13	226,665.54	251,418.16	490,551.54	235,752.42	232,391.56	0.00	0.00	0.00	0.00	0.00	2,258,858.96
(c) REAP Advance Payme	0.00	0.00	0.00	0.00	0.00	0.00	720,000.00	0.00	0.00	0.00	0.00	0.00	720,000.00
(d) Borrowing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3. TOTAL CASH RECEIPTS	443,718.53	540,091.10	263,028.21	262,990.26	498,475.64	256,272.93	960,279.27	0.00	0.00	0.00	0.00	0.00	3,224,855.94
AVAILABLE													
	3,929,392.45	4,163,695.47	3,244,179.27	3,139,877.63	3,319,421.43	2,605,426.19	3,128,173.93	0.00	0.00	0.00	0.00	0.00	0.00
5. CASH PAID OUT													
(a) Payroll & Related	226,595.24	206,279.10	215,964.87	221,730.16	227,634.13	245,033.18	224,953.03	0.00	0.00	0.00	0.00	0.00	1,568,189.71
(b) Professional Service	46,858.21	947,109.20	136,956.62	76,138.24	724,329.25	179,301.14	345,764.96	0.00	0.00	0.00	0.00	0.00	2,456,457.62
(c) Capital Outlay	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(d) Lease/Rental	12,157.40	6,603.40	6,579.38	6,217.41	6,217.41	6,568.08	6,466.82	0.00	0.00	0.00	0.00	0.00	50,809.90
(e) Communications	2,057.70	1,795.48	1,326.43	1,895.75	2,405.60	852.76	2,574.85	0.00	0.00	0.00	0.00	0.00	12,908.57
(f) Supplies	828.27	1,754.13	1,685.39	6,243.48	2,665.15	1,206.16	7,195.51	0.00	0.00	0.00	0.00	0.00	21,578.09
(g) Printing	0.00	0.00	245.30	0.00	0.00	593.75	0.00	0.00	0.00	0.00	0.00	0.00	839.05
(h) Travel	584.62	1,479.85	1,749.05	2,093.37	1,827.96	814.49	135.72	0.00	0.00	0.00	0.00	0.00	8,685.06
(i) Other Charge:	16,706.64	17,523.25	2,784.86	4,613.43	5,188.67	3,161.97	4,174.00	0.00	0.00	0.00	0.00	0.00	54,152.82
(j) Loan Repayment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6. TOTAL CASH PAID OUT	305,788.08	1,182,544.41	367,291.90	318,931.84	970,268.17	437,531.53	591,264.89	0.00	0.00	0.00	0.00	0.00	4,173,620.82
7. CASH POSITION													
	3,623,604.37	2,981,151.06	2,876,887.37	2,820,945.79	2,349,153.26	2,167,894.66	2,536,909.04	0.00	0.00	0.00	0.00	0.00	0.00



MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Regina Valentine, Senior Planner

SUBJECT: AMBAG's Draft Complete Streets Policy

MEETING DATE: February 14, 2024

RECOMMENDATION:

Staff will provide an overview of AMBAG's Draft Complete Streets Policy, which has been released for public comment and review until March 15, 2024. The Final Complete Streets Policy is scheduled to be adopted by the Board of Directors in May 2024.

BACKGROUND/DISCUSSION:

With the passing of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) of 2021, the Association of Monterey Bay Area Governments (AMBAG), as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, is required to set aside a portion of the agency's Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL funds) allocation to conduct complete streets planning. Complete streets prioritize the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As identified in the Overall Work Program, staff developed a Draft Complete Streets Policy in coordination with AMBAG's member agencies. Although this is a new federal requirement, complete streets planning has been a priority historically for AMBAG and the jurisdictions in the Monterey Bay region. As an example, AMBAG prepared a *Monterey Bay Area Complete Streets Guidebook* in August 2013. For this reason, this Complete Streets Policy serves more to memorialize the transportation planning work already being conducted in the region.

Key sections of AMBAG’s Draft Complete Streets Policy are listed and described below:

- **Introduction:** Introduction to the policy
- **Purpose and Need:** Why the policy was prepared
- **Complete Streets Definition:** AMBAG’s definition of complete streets
- **Complete Streets Vision:** AMBAG’s complete streets vision for the region
- **Complete Streets Goals:** The goals of the policy
- **Principles of Complete Streets:** The key policy principles and considerations
- **Complete Streets Policy:** AMBAG’s commitment to complete streets during, “...the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring.”
- **Consistency with Regulations:** The policy’s consistency with federal, state, and local regulations
- **Scope of Complete Streets Policy:** When the policy applies
- **Exceptions:** When the policy does not apply
- **Design Guidance:** Sources for design guidance, standards, and recommendations
- **Context Sensitivity:** AMBAG’s recognition that complete streets projects should be context-sensitive to a community’s physical, economic, and social setting
- **Evaluation and Performance Measures:** Suggested performance measures to evaluate the implementation of complete streets
- **Implementation and Reporting:** How AMBAG will implement and report progress on the policy
- **References:** Links to design guidance and regional complete streets initiatives

Below are upcoming key dates for developing AMBAG’s Complete Streets Policy:

- **February 2024:** Present the AMBAG Draft Complete Streets Policy to regional Advisory Committees, Planning Directors Forum, and to the AMBAG Board of Directors
- **February 1, 2024 – March 15, 2024:** Public Comment Period
- **March 2024:** Prepare the AMBAG Final Complete Streets Policy
- **April 2024:** Present the AMBAG Final Complete Streets Policy to regional Advisory Committees and Planning Directors Forum
- **May 8, 2024:** AMBAG Board of Directors will be asked to adopt the AMBAG Final Complete Streets Policy for eventual incorporated into the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy

The AMBAG Draft Complete Streets Policy is included as Attachment 1. Comments on the draft policy should be emailed to Regina Valentine at rvalentine@ambag.org by March 15, 2024.

ALTERNATIVES:

N/A

FINANCIAL IMPACT:

Planning activities for the Complete Streets Policy are funded with FHWA PL and are programmed in the FY 2023-24 Overall Work Program and Budget.

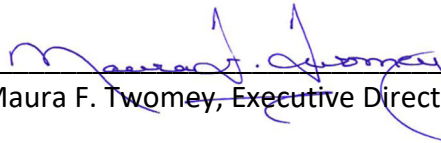
COORDINATION:

The Draft Complete Streets Policy was prepared in coordination with the Planning Directors Forum and the RTPAs Technical Advisory Committees, which includes the local jurisdictions.

ATTACHMENT:

1. *AMBAG Draft Complete Streets Policy*

APPROVED BY:



Maura F. Twomey, Executive Director



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS COMPLETE STREETS POLICY

Draft – February 2024

Table of Contents

Introduction	1
Purpose and Need.....	1
Complete Streets Definition.....	2
Complete Streets Vision.....	3
Complete Streets Goals.....	3
Principles of Complete Streets.....	3
Complete Streets Policy	4
Consistency with Regulations	5
Scope of Complete Streets Policy	6
Exceptions	6
Design Guidance	7
Context Sensitivity.....	7
Evaluation and Performance Measures	8
Implementation and Reporting.....	9
References.....	10

Association of Monterey Bay Area Governments Complete Streets Policy

Introduction

The Association of Monterey Bay Area Governments (AMBAG) has recognized the importance of multimodal streets to improve accessibility, safety, and equity for all users of the transportation system. In August 2013, AMBAG adopted its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible

active transportation network in the Monterey Bay region to meet the needs of all travel modes, ages, and abilities. Additionally, AMBAG recognizes their partner agencies and local jurisdictions have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities.

AMBAG's Complete Streets Policy will build upon these previous efforts by promoting a transportation system that is designed to be multimodal to safely and comfortably accommodate users of all ages and abilities, including, but not limited to, pedestrians, bicyclists, shared and micromobility users, motorists, transit and school bus riders, persons with disabilities, freight and commercial providers, emergency responders, and adjacent land users.

Research has shown that complete streets enhance job growth, promote economic development, improve safety, public health, and fitness, decrease vehicle emissions, and reduce the overall demand on roadways by allowing people to replace motor vehicle trips with active transportation and transit options. Furthermore, as communities integrate sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of a project, they spare the expense and complications of retrofits implemented at a later date. Proactively planning for a multimodal transportation system can promote its integration with land use policies to encourage sustainable development.

Purpose and Need

Federal, state, and local policies have emphasized the need to accommodate all users of the roadway. The metropolitan planning process specifically includes direction to increase the safety of the transportation system for motorized and non-motorized users. This requires that AMBAG plan, prioritize, promote, and implement measures to accomplish this goal. One way to do so is through adopting a complete streets policy as directed by the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) of 2021. Using the complete streets concept, AMBAG is supporting the paradigm shift from "moving cars quickly" to "providing safe access for users of all modes." This work is needed as demonstrated by the 35% increase in pedestrian

fatalities and serious injuries in the tri-county region (Monterey, San Benito, and Santa Cruz) between 2019 and 2022.¹

The adopted approach will result in the Monterey Bay region’s roadways being safer and more accessible for bicycles and pedestrians, while also being realistic and reasonable to implement. As the final approval of roadway designs to achieve safe and efficient operations of the transportation system lies with the licensed traffic engineers, this policy is not too specific regarding street design. Instead, this policy is to provide direction to the design engineers and other decision makers as to what, at a minimum, shall be required to help achieve safe mobility for all roadway users. When doing so, it supports the development of a comprehensive, multimodal transportation system and promotes integration with sustainable land use development. For this reason, AMBAG’s Complete Streets Policy is consistent with regional goals and objectives established in the adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Complete Streets Definition

The term “complete streets” describes a transportation network that is routinely planned, designed, operated, and maintained to prioritize safety, comfort, and access to destinations for all people who use the facility. Complete streets increase the level of service for all users, rather than focusing solely on automobiles. This includes older adults, persons living with disabilities, people who walk and bike for transportation, and people who do not have access to a vehicle. Complete streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, move actively with assistive devices, and operate commercial and emergency vehicles efficiently. They also allow buses to run on time and make it safe for people to walk or move actively to and from transit hubs. This work is needed as demonstrated by a May 2023 Monterey-Salinas Transit (MST) passenger survey that found 91% of respondents walked, biked, scooted, or used a mobility aid to get to a bus stop.²

When implemented, the complete streets approach to planning streets and roads results in a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance and operations work, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

As communities have different context, needs, and characteristics, complete streets planning and design should be flexible and comprehensive. There is no specific design prescription; each street is unique, and its design reflects the context of the community and street network. Each street project is considered within the context of the overall transportation system. Some streets may be prioritized for pedestrian travel, others for transit, bicycling, motorists, or goods

¹ UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) SWITRS Summary, 2018 – 2022 Pedestrian Fatalities and Serious Injuries by County, <https://tims.berkeley.edu/summary.php>

² MST District Board of Directors Meeting Agenda Packet, September 11, 2023, https://mst.org/wp-content/media/Agenda_MST_202309-September-Final.pdf

movement. Some streets will have robust facilities that accommodate all modes; however, many streets might not contain all those features due to physical right-of-way constraints and other considerations.

Complete Streets Vision

AMBAG's Complete Streets Policy aims to enhance the quality of life in the Monterey Bay region through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment. This work will require coordination across disciplines and across jurisdictional lines, including when projects are located on California Department of Transportation (Caltrans) right-of-way.

Complete Streets Goals

The goals of this Complete Streets Policy are to:

1. Consider the needs of all road users, including the most vulnerable such as children, seniors, persons with disabilities, and persons of limited means, throughout the Monterey Bay region to the greatest extent possible and practicable.
2. Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into the project development process for surface transportation projects in the Monterey Bay region.
3. Create a safe, equitable, balanced, comprehensive, integrated, fully interconnected, functional, reliable, convenient, resilient, and visually attractive surface transportation network in the Monterey Bay region.
4. Promote the use of the latest and best complete streets design standards, principles, policies, and guidelines within the context of the community.
5. Support flexibility for different types of streets, communal areas, and users to enhance the access and mobility experience.
6. Plan, design, operate, and maintain a multimodal network of complete streets that supports sustainable development and provides livable, healthy, equitable, and prosperous communities.
7. Make active transportation and transit safer and more convenient to increase use of these modes of transportation.
8. Support transportation options that improve public health.

Principles of Complete Streets

The following are key principles of AMBAG's Complete Street Policy:

1. It is context-sensitive, considering economic, social, and environmental objectives.
2. Emphasizes transportation facility connectivity for all modes of travel.

3. Takes into account not only the presence of a facility, but also the level of comfort (including future average temperature rises due to climate change) and safety (based on national data for bicycles and pedestrians) that the facility provides for all users of that facility.
4. Ensures that the entire right-of-way is planned, designed, funded, and operated with consideration for safe access for all users of all ages and abilities and that all users and transportation modes are equally deserving of safe travel facilities.
5. Encourages the use of national best practice design standards.
6. Allows design flexibility in balancing user and stakeholder needs including maintenance needs.
7. Encourages that the purchase of operations and maintenance vehicles are well suited for current and proposed infrastructure.
8. Encourages consistency of transportation projects with current and future land use goals and policies of local land use plans.
9. Benefits all users equitably, particularly vulnerable users and in the most underinvested and underserved communities, including facility maintenance.
10. Actively works to consider how to preserve right-of-way for all users.
11. Encourages the prioritization of complete streets projects in areas that have the potential to serve high concentrations of vulnerable users.
12. Encourages collaboration and interagency coordination with all transportation planning agencies and partners including public health and housing.
13. Supports the involvement of local transit agencies to ensure that sufficient accommodation for transit vehicles and access to transit facilities is provided.

Complete Streets Policy

AMBAG encourages the above principles be used for the purpose of planning, designing, building, operating, and maintaining a safe, reliable, efficient, integrated, balanced, equitable and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. This policy is a regional commitment that future transportation projects in the Monterey Bay region will consider and value the needs of all users regardless of age, ability, income, ethnicity, or chosen mode of travel, including pedestrians, bicyclists, shared and micromobility users, motorists and transit riders, as early as practicable and throughout the transportation planning process consistent with and supportive of the surrounding communities.

AMBAG will promote the complete streets concept throughout the Monterey Bay region and, therefore, recommends that all local jurisdictions adopt comprehensive complete streets policies, consistent with the regional Complete Streets Policy. AMBAG will seek incorporation of the complete streets concept and policy into the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring. Additionally, AMBAG encourages the prioritization of funding for the implementation of complete streets projects.

Consistency with Regulations

The U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations supports the development of fully integrated active transportation system networks, which foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The policy encourages transportation agencies to go beyond the minimum requirements and to proactively provide convenient, safe, and context-sensitive facilities that accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. Furthermore, federal transit law specifies that all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station be integrated with public transportation.

The State of California has emphasized the importance of complete streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their General Plans, they identify how they will provide for the mobility needs of all users of the roadways. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in the state, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy. Caltrans Director's Policy 37 established Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Achieving the goals of these laws will require significant increases in travel by public transit, bicycling, micromobility, and walking. Strategies to achieve greenhouse gas emissions targets in support of SB 375 were adopted by AMBAG in the 2045 MTP/SCS. Additionally, AMBAG has been a champion of complete streets with the August 2013 adoption of its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible active transportation network in the Monterey Bay region. The development of this Complete Streets Policy is a continuation of the agency's commitment to supporting an integrated multimodal transportation system.

AMBAG also recognizes their partner agencies and local jurisdictions should and have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities. Within the Monterey Bay region, a number of local jurisdictions have adopted policies and resolutions or updated the circulation element of their General Plans, or in the process of doing so, to support complete streets and advance the health, safety, welfare, economic vitality, and environmental well-being of their residents. AMBAG also recognizes that complete streets is an essential component of Vision

Zero, for which many jurisdictions incorporate strategies to slow traffic speeds and eliminate all traffic fatalities and severe injuries. AMBAG views Vision Zero strategies, including lower speed limits, as complementary and can be integrated into local complete streets efforts.

Scope of Complete Streets Policy

The transportation network includes, but is not limited to, streets, bridges, intersections, sidewalks, shared-use paths, trails, lighting, street crossings such as crosswalks and median refuges, signage, accommodations for bicyclists and transit, landscaping, street furniture, and drainage facilities.

AMBAG's Complete Streets Policy shall apply to all projects at all phases including but not limited to, planning, design, right-of-way acquisition, new construction, reconstruction and retrofit, rehabilitation, repair, operation, and maintenance that will use funding under AMBAG's discretion unless otherwise exempted. Locally funded projects are encouraged to comply with this policy or a similar locally adopted complete streets policy. Accommodations for all existing modes of transportation shall be planned for and provided during construction and maintenance work.

1. This Complete Streets Policy will focus on developing a connected, integrated transportation network that serves all users.
2. Transportation projects receiving funding in the Monterey Bay region are encouraged to implement a complete streets approach.
3. AMBAG shall approach each transportation project as an opportunity to create safer, more accessible facilities for all users.
4. AMBAG does not subscribe to one singular design prescription for complete streets; each street is different in function and context. Roadways that are planned and designed using a complete streets approach may include a wide variety of transportation solutions.
5. This policy informs and encourages all local transportation agency representatives and consultants responsible for planning, designing, constructing, or maintaining projects within the Monterey Bay region to apply complete streets design and standards.
6. The planning or design of a project or plan within the Monterey Bay region will be supported by this policy, where appropriate.
7. AMBAG will work with local municipal, state and public agencies to educate the general public about the importance of complete streets, safe driving, bicycling, micromobility, public transit, and walking practices.

Exceptions

AMBAG's Complete Streets Policy applies to all projects at all phases within the Monterey Bay region. All exemptions should be documented with supporting data and evidence for the basis of an exemption then be made publicly available. Exemptions should only be considered if one or more of the following conditions are met:

1. Where bicyclists, pedestrians, or another particular use is prohibited by law from using a roadway. Accommodations should be made to ensure that all users can still cross these areas, so they do not become barriers.
2. Where the street or road is already designed to accommodate all users.
3. Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit. Excessively disproportionate is defined in Federal Highway Administration's (FHWA) "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" as bicycle and pedestrian facilities together exceeding twenty percent (20%) of the cost of the larger transportation project.
4. Where a project consists primarily of the installation of traffic control safety devices. All new pedestrian crossing devices must meet the most current accessibility standards for controls, signals, and placement.
5. Where lack of population or other factors indicate an absence of need under both current and future conditions. This exception should take the long view and consider probable use throughout the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
6. Where roadway standards or bicycle and pedestrian standards cannot be met due to constraints excessively difficult to mitigate. The feasibility of alternative routes of similar or better quality to accommodate all users and connect to the transportation network should be studied.
7. Where all improvements would be very likely removed in the near future due to projects in the same area.
8. Where transit service is non-existent and not planned as confirmed by the local transit agencies, therefore there is no need for direct public transit accommodations.
9. Where fire and safety specification conflicts and environmental concerns, such as abutting conservation land or severe topological constraints, exist.

Design Guidance

AMBAG promotes the adoption of the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and to always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, as well as considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and connectivity. Design criteria should not be purely prescriptive but should be based on the thoughtful application of engineering, architectural, and urban design principles. A non-exhaustive list of complete streets resources is provided in the References section of this policy.

Context Sensitivity

AMBAG recognizes that there is no singular design for complete streets, therefore this Complete Streets Policy is flexible to allow consideration of other appropriate design standards to accommodate the needs of many users and sensitive to the local context, provided that a comparable level of safety for all future users is achieved. The development and

implementation of current and future projects should be context-sensitive to the community's existing and planned physical, economic, and social setting, and consider community input and the lived experience of residents. This context-sensitive approach to process and design includes a range of goals that gives significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, neighborhood character, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

Evaluation and Performance Measures

AMBAG promotes the establishment of publicly shared performance measures to evaluate the implementation of complete streets. Performance measures that contribute to complete streets goals could include, but are not limited to:

1. Number of locally adopted complete streets policies
2. Number of people within a 30-minute walk, bike, or transit trip to key locations
3. Percent of people taking transit, walking, and bicycling
4. Walk and Bike Scores
5. California Healthy Place Index Scores
6. Multimodal Level of Service (MMLOS)
7. Expansion of a comfortable, low-stress transportation network for non-motorized traffic, as measured by an appropriate Level of Traffic Stress (LTS) analysis
8. With an emphasis in underserved or underinvested communities, decrease in rate of crashes, injuries and fatalities by mode, including using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) as a suggested tool
9. Transit travel time reliability (consistency in the time required to travel the roadway segment during a given time of day)
10. Average transit travel speed relative to automobile travel speed
11. Transit delay (the additional time riders spend on a given segment relative to the time required during free-flow travel conditions)
12. Transit passenger delay weighted by the number of passengers experiencing the delay
13. Miles of bicycle facilities, including but not limited to on-street bike lanes, signed routes, and separated multi-use paths
14. Number of new bike racks installed, both public and private
15. Miles of new or reconstructed sidewalk
16. Number of new or reconstructed curb ramps
17. Number of new or repainted crosswalks
18. Miles of new non-motorized traffic facilities added to roads within ¼ mile of transit routes
19. Number of new streetscape amenities such as street trees, lighting, etc.
20. Percentage completion of bicycle and pedestrian networks as envisioned in plans and programs
21. Number of completed transportation projects that demonstrate how they are meeting current land use plan goals

22. Number of complete streets projects in underserved or underinvested communities
23. Progress of community ADA Transition Plans
24. Project-specific road audits and public surveys
25. Metrics included in the most recently adopted California Transportation Commission Active Transportation Program Guidelines

Implementation and Reporting

AMBAG encourages implementation of this Complete Streets Policy to be carried out cooperatively among all transportation partners and local jurisdictions within the Monterey Bay region to the greatest extent possible. AMBAG will incorporate complete streets principles into its plans and programs as well as encourage incorporation of this Complete Streets Policy into all planning and design documents in the Monterey Bay region.

AMBAG's Complete Streets Policy provides network-level planning and design considerations intended to ensure that safe, comfortable, and connected transportation facilities are available to all users, regardless of age, ability, or income. AMBAG will help facilitate workshops and other training opportunities for transportation staff, community leaders, and the general public to underscore the importance of the complete streets vision. AMBAG is committed to developing and instituting better ways to measure performance and collect data on how well streets are serving all users.

Starting with the 2050 MTP/SCS, this Complete Streets Policy will help guide the development of all future AMBAG MTP/SCSs. Therefore, examining the implementation of the MTP/SCS over time will be the primary means by which the impact of this policy will be measured. Progress will be reported as part of each MTP/SCS and Metropolitan Transportation Improvement Program (MTIP) update process. At a minimum, these reports will include a description or analysis of how the MTP/SCS and MTIP advances complete streets, which may include:

1. Complete street projects completed during the previous MTIP cycle or since the last MTP/SCS update.
2. Complete street projects and their associated funding amounts expected to be completed in the next MTIP and MTP/SCS.
3. How the MTIP and MTP/SCS project prioritization process advances complete streets.

AMBAG will, at a minimum, evaluate this Complete Streets Policy and the documents associated with it periodically and in parallel with the AMBAG MTP/SCS updates. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the AMBAG Board utilizing its then current public and member involvement procedures.

References

Links to recommended complete streets design guidance are provided below. Traffic engineers and other decision makers can review these references for specific complete streets designs and elements for implementation.

1. FHWA Manual on Uniform Traffic Control Devices for Streets and Highways, <https://mutcd.fhwa.dot.gov/>
2. FHWA Road Diets, <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration>
3. FHWA Bikeway Selection Guide, https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
4. FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/re_surfacing_workbook.pdf
5. FHWA Separated Bike Lane Planning and Design Guide, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-89-101-separated-bike-lane-planning-and-design-guide>
6. FHWA Pedestrian Safety Guide and Countermeasure Selection System, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/resources-pedestrian-safety-guide-and-countermeasure>
7. FHWA Roundabout Guidance, <https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf>
8. FHWA Small Town and Rural Multimodal Networks, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
9. FHWA Guidebook for Measuring Multimodal Network Connectivity, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-10-33-guidebook-measuring-multimodal-network>
10. FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/
11. FTA Manual on Pedestrian and Bicycle Connections to Transit, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>
12. U.S. Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG), <https://www.access-board.gov/prowag/>
13. Americans with Disabilities Act (ADA) Standards for Accessible Design, <https://www.ada.gov/law-and-regs/design-standards/>
14. National Complete Streets Coalition, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
15. AASHTO A Policy on Geometric Design of Highways and Streets, <https://store.transportation.org/item/collectiondetail/180>

16. AASHTO A Guide for Achieving Flexibility in Highway Design, https://nacto.org/docs/usdg/flexibility_in_highway_design.pdf
17. AASHTO Guide for the Development of Bicycle Facilities, <https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/>
18. AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, <https://store.transportation.org/item/collectiondetail/224>
19. NACTO Urban Street Design Guide, <https://nacto.org/publication/urban-street-design-guide/>
20. NACTO City Limits: Setting Safe Speed Limits on Urban Streets, <https://nacto.org/safespeeds/>
21. NACTO Urban Bikeway Design Guide, <https://nacto.org/publication/urban-bikeway-design-guide/>
22. NACTO Transit Street Design Guide, <https://nacto.org/publication/transit-street-design-guide/>
23. NACTO Urban Street Stormwater Design Guide, <https://nacto.org/publication/urban-street-stormwater-guide/>
24. ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-036A-E>
25. ITE Traffic Calming Measures; <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>
26. ITE Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-039A>
27. California Manual on Uniform Traffic Control Devices, <https://dot.ca.gov/programs/safety-programs/camutcd>
28. Caltrans Highway Design Manual, <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
29. Caltrans Active Transportation Emphasis Area Guidance for Corridor Planning, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/20220131active-transportation-emphasis-area-guidance-final-version-v7a11y.pdf>
30. Caltrans Pedestrian Safety Countermeasures Toolbox, <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/caltrans-ped-safety-countermeasures-toolbox-a11y.pdf>
31. Caltrans Design Information Bulletin 82-6 “Pedestrian Accessibility Guidelines for Highway Projects,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib82-06-a11y.pdf>
32. Caltrans Design Information Bulletin 89-02 “Class IV Bikeway Guidance,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>
33. Caltrans Traffic Calming Guide, https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf
34. California Safe Routes to School, <http://www.casaferoutestoschool.org/>

35. Monterey Bay Area Complete Streets Guidebook, https://www.ambag.org/sites/default/files/2022-05/PDFAAppendix%20H_%20Complete%20Streets.pdf
36. Monterey-Salinas Transit (MST) Designing for Transit: A Guide for Supporting Public Transit Through Complete Streets, <https://mst.org/wp-content/media/DesigningForTransit-2020-Edition.pdf>
37. Southern California Association of Governments' Transit Priority Best Practices Report, <https://scag.ca.gov/post/transit-priority-best-practices-report-0>
38. American Planning Association Planning Advisory Service Report Number 559, "Complete Streets: Best Policy and Implementation Practices," <https://www.planning.org/publications/report/9026883/>
39. Vision Zero Network, <https://visionzeronetwork.org/>
40. Model Design Manual for Living Streets, <http://www.modelstreetdesignmanual.com/>

Sample of Complete Streets Initiatives in the Monterey Bay Region

1. Caltrans District 5 Active Transportation Plan Summary Report, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district5-finalreport-a11y.pdf>
2. City of San Juan Bautista Active Transportation and Community Connectivity Plan, https://www.san-juan-bautista.ca.us/departments/planning/active_transportation_plan.php
3. City of Seaside Broadway Avenue and Yosemite Street Complete Streets Project, <https://www.ci.seaside.ca.us/781/Broadway-Avenue-and-Yosemite-Street-Comp>
4. City of Watsonville Downtown Specific Plan, <https://www.watsonville.gov/1626/Downtown-Specific-Plan>
5. Highway 9/San Lorenzo Valley Complete Streets, <https://sccrtc.org/projects/streets-highways/hwy-9-plan/>

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MEMORANDUM

TO: AMBAG Board of Directors

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: William Condon, Associate Planner

SUBJECT: Carbon Reduction Program (CRP) Draft Project Selection Criteria Adoption

MEETING DATE: February 14, 2024

RECOMMENDATION:

The Board of Directors is asked to approve the draft Carbon Reduction Program project selection criteria for use in project selection for CRP and authorize AMBAG staff to issue a call for projects.

BACKGROUND/ DISCUSSION:

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act or IIJA) was signed into law. The BIL authorizes a new Carbon Reduction Program (CRP) federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. California receives annual apportionments of CRP over five years. The apportionments are split, with 65% as Local CRP and 35% as State CRP. Over the course of five years, California state is expected to receive approximately \$550 million apportioned to the program, with almost \$6.8 million of that total amount expected to be allocated within the AMBAG MPO planning area. Both Local and State CRP funds must be invested in alignment with the Carbon Reduction Strategy.

IIJA requires Caltrans, in partnership with the MPOs, to develop a Carbon Reduction Strategy and submit it to the Federal Highway Administration (FHWA) for approval by November 2023. ESTA submitted the final Carbon Reduction Strategy, available at the link below, to the Federal Highway Administration (FHWA) on November 15, 2023.
<https://dot.ca.gov/-/media/dot-media/programs/esta/documents/carbon-reduction/120123-final-carbon-reduction-strategy-a11y.pdf>

Although IIJA allows for a variety of projects to be funded through CRP that support the reduction of transportation emission, in accordance with California’s Transportation

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Carbon Reduction Strategy, applicant should nominate projects that support the State’s three CRP pillars, bicycle and pedestrian, rail and transit, zero-emission vehicles and infrastructure, and conversions of existing lanes to priced managed lanes.

Local CRP Funding and Process

Local CRP funding is apportioned by population throughout California based on 2020 US Census Urbanized Areas (UZA). Local CRP apportioned to UZAs within a Metropolitan Planning Organization (MPO) boundary must be programmed by the MPO and cannot be suballocated within the MPO boundary. The MPO must use a competitive, performance-driven process to select projects for CRP funds. The AMBAG region is expected to receive a total of \$6.83 Million CRP funding. The annual apportionment for FFY 2022 to FFY 2026 are as follows:

MPO	FFY 2022	FFY 2023	FFY 2024*	FFY 2025*	FFY 2026*
AMBAG	\$1,344,707	\$1,371,601	\$1,371,601	\$1,371,601	\$1,371,601

In consultation with region’s RTPAs and transit agencies, AMBAG staff is developing project selection criteria, process, and schedule for the CRP funding. Staff presented CRP overview and draft project selection criteria at your November 8, 2023, and January 10, 2024 meetings respectively for your input. After incorporating all the input received, staff has finalized the draft CRP guidelines and project selection criteria (Attachment 1) for your approval. Staff will provide a detailed presentation on the CRP funding, project selection criteria and process at your February 14, 2024 meeting.

ALTERNATIVES:

None

FINANCIAL IMPACT:

Staff time for CRP fund related activity is funded through federal funds and is programmed in the approved FY 2023-24 OWP.

COORDINATION:

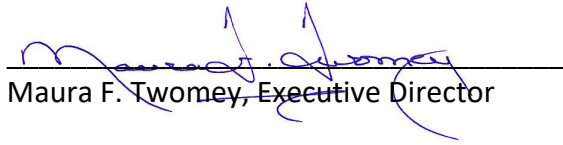
The CRP fund related activity is developed in coordination and consultation with the following partner agencies:

- California Department of Transportation (Caltrans)
- Council of San Benito County Governments
- Monterey-Salinas Transit
- Santa Cruz County Regional Transportation Commission
- Santa Cruz Metropolitan Transit District
- Transportation Agency for Monterey County

ATTACHMENT:

1. Carbon Reduction Program Guidelines and Draft Project Selection Criteria

APPROVED BY:



Maura F. Twomey, Executive Director

Attachment 1

Carbon Reduction Program Guidelines

Program Overview

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act or IIJA) was signed into law. The BIL authorizes a new Carbon Reduction Program (CRP) federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. California receives annual apportionments of CRP over five years. The apportionments are split, with 65% as Local CRP and 35% as State CRP. Both Local and State CRP funds must be invested in alignment with the Carbon Reduction Strategy. To address the diverse needs of California's communities and ensure carbon reduction projects work for the local context, projects are selected for Local CRP by MPOs and for non-MPO area by Caltrans in consultation with RTPAs. These regional agencies may select their own performance-driven project prioritization process as long as it aligns with Caltrans' Carbon Reduction Strategy. Over the course of five years, California state is expected to receive approximately \$550 million apportioned to the program, with almost \$1.4 billion of that total amount expected to be allocated within the AMBAG MPO planning area annually.

IIJA requires Caltrans, in partnership with the MPOs, to develop a Carbon Reduction Strategy and submit to the Federal Highway Administration for approval by November 2023. Caltrans submitted the final Carbon Reduction Strategy to the Federal Highway Administration (FHWA) on November 15, 2023. FHWA final review and approval is expected to take up to 90 calendar days.

Although IIJA allows for a variety of projects to be funded through CRP that support the reduction of transportation emissions, in accordance with California's Transportation Carbon Reduction Strategy, applicant should nominate projects that support the State's three CRP pillars, bicycle and pedestrian, rail and transit, zero-emission vehicles and infrastructure, and conversions of existing lanes to priced managed lanes. The California Transportation Carbon Reduction Strategy can be viewed / downloaded from <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/carbon-reduction/120123-final-carbon-reduction-strategy-a11y.pdf>.

Local CRP Process

Local CRP is apportioned by population throughout California based on 2020 US Census Urbanized Areas (UZA). Local CRP apportioned to UZAs within a Metropolitan Planning Organization (MPO) boundary must be programmed by the MPO and cannot be suballocated within the MPO boundary. The MPO must use a competitive, performance-driven process to select projects for CRP funds. While each MPO may set their own process and performance metrics, their process should select projects that support bicycle and pedestrian, rail and

transit, zero-emission vehicles and infrastructure, and conversions of existing lanes to priced managed lanes, in alignment with Caltrans’ Carbon Reduction Strategy.

Once an MPO receives their apportionments, they must use an adopted, performance-driven, and region-wide process to select projects for Local CRP funding. Once projects are selected, a [Project Alignment Confirmation Form](#) must be sent to carbon.reduction@dot.ca.gov to perform an eligibility review by Caltrans. Once the form is signed, the MPO or non-MPO RTPA should proceed with their normal federal funding programming process to make amendments to the Transportation Improvement Program (TIP). (Attachment 1).

Local CRP may be spent on projects at any phase, helping to close a critical transportation funding gap for pre-construction needs. As with most federal funds, Local CRP requires a non-federal match. While the non-federal share requirement depends on the type of project, most projects must have an 11.47% non-federal funding match. Due to limited balance of toll credits statewide, toll credits may not be used as funding match for Local CRP.

Local CRP apportioned to UZAs outside an MPO boundary are programmed by Caltrans. These funds must be programmed to projects with the UZA they were apportioned to. Caltrans will work with RTPAs to identify projects that support bicycle and pedestrian, rail and transit, zero-emission vehicles and infrastructure, and conversions of existing lanes to priced managed lanes, in alignment with Caltrans’ Carbon Reduction Strategy.

MPOs manage CRP funds and project selection process. MPO solicits call for project for CRP funds and all local agencies within the MPO boundary compete for CRP funds. Caltrans HQ Division of Local Assistance performs eligibility review of projects selected by MPOs. (For local agencies in rural areas where there is no MPO, the RTPA shall serve as the MPO.)

Funding Deadlines

Project Deadlines – Per Project Appropriation Year

Federal Fiscal Year	2022	2023	2024	2025	2026
Obligation (E76) Deadline	9/30/2025	9/30/2026	9/30/2027	9/30/2028	9/30/2029
Expenditure Deadline	9/30/2030	9/30/2031	9/30/2032	9/30/2033	9/30/2034

¹Deadline to obligate (E76) is three Federal Fiscal Years after the FFY the funds were apportioned. (REF: Carbon Reduction Program Implementation Guidance, FHWA, p. 10, April 2022.)

CRP fund Apportionments for AMBAG Region

The apportionments for the AMBAG region for FFY 2022 to FFY 2026 are as follows:

AMBAG Region 5 years total funding: \$6,831,111

MPO	FFY 2022	FFY 2023	FFY 2024*	FFY 2025*	FFY 2026*
AMBAG	\$1,344,707	\$1,371,601	\$1,371,601	\$1,371,601	\$1,371,601

Call For Projects Schedule

AMBAG’s implementation of the Carbon Reduction Program funds will follow the schedule outlined below:

Carbon Reduction Program Schedule			
Tasks/Phases		Start Date	End Date
1	Call for projects	2/19/2024	3/22/2024
2	AMBAG review and selection of projects	2/19/2024	4/26/2024
3	Bring projects to AMBAG Board for adoption	5/8/2024	6/12/2024
4	AMBAG to complete CRP Project Alignment form for selected projects	5/8/2024	6/30/2024
5	Program funds in MTIP	5/8/2024	9/30/2025

Following the application deadline, applications will be selected via a competitive process. To ensure an equitable distribution of funding the maximum award for a single project will be capped at \$2.00 Million dollars. The steps in the selection process are as follow:

1. AMBAG staff reviews applications for clarity, completeness, and eligibility.
2. Applications are evaluated & ranked by the AMBAG staff based upon the following goals:
 - Project Information & Regional Significance
 - Carbon Reduction Program Goal Alignment
 - Project Readiness & Cost Effectiveness

AMBAG staff will forward the recommended Project List to the AMBAG Board with a recommendation for approval. Upon AMBAG Board’s approval, AMBAG will prepare and submit Caltrans a Project Alignment forms for each selected project for final approval.

Carbon Reduction Program Scoring Criteria

Screening Criteria

1. The project qualifies under the eligibility requirements of the Carbon Reduction Program.
2. The project is consistent with AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).
3. The proposed project will be implemented within the funding timeline and must be programmed in the adopted/current AMBAG MTIP.

Section A: Carbon Reduction Program Goal Alignment	Maximum Points Possible	Score
<i>1.) Project aligns with State's Carbon Reduction Strategy</i>	<i>10</i>	
Project fully aligns with State's Carbon Reduction Strategy		10
Project partially aligns with State's Carbon Reduction Strategy		5
Project does not align with State's Carbon Reduction Strategy		0
<i>2.) The project is expected to reduce transportation emissions</i>	<i>10</i>	
Project directly demonstrates cost effectiveness in reducing transportation emissions (CO2)		10
Project indirectly demonstrates a reduction in transportation emissions		5
Project does not demonstrate a reduction in transportation emissions		0
<i>3.) The project incorporates one of the following elements:</i>		
<i>a. The project incorporates complete streets treatments</i>		
<i>b. This project supports Zero Emissions Vehicles and/or ZEV infrastructure</i>		
<i>c. The project improves bicycle, pedestrian or transit design features</i>	<i>15</i>	
Project fully incorporates all 3 elements		15
Project fully incorporates 2 of the 3 elements		10
Project fully incorporates one of the 3 elements		5
Project does not incorporate any of the 3 elements		0
<i>4.) The project improves access and/or closes a gap for transportation in disadvantaged communities</i>	<i>20</i>	
Project directly improves access and/or closes a gap for transportation disadvantaged communities		20
Project partially or indirectly improves access and/or closes a gap for transportation disadvantaged communities		10
Project does not improve access and/or close a gap for transportation disadvantaged communities		0
Total	55	

Section B: Project Readiness and Cost Effectiveness

<i>1) Project is ready to bid within two years</i>	<i>5</i>	
Project is ready to bid within two years		5
Project is not ready to bid within two years		0
<i>2) The request for funding (including local match) will fully-fund the project</i>	<i>5</i>	
The request for funding will fully-fund the project		5
The request for funding will not fully-fund the project		0
<i>3) Project has completed the environmental phase</i>	<i>5</i>	
Project has completed the environmental phase		5
Project has not completed the environmental phase		0
<i>4) Project status for the design / right-of-way phases (Project readiness)</i>	<i>5</i>	
Project has completed the design/ROW phases		5
Project is in process of completing design/ROW phases		2

Project has not started design/ROW phases	0	
5) <i>The project has a positive benefit / cost ratio</i>	5	
Project demonstrates positive benefit/cost ratio	5	
Project demonstrates negative benefit/cost ratio	0	
Total	25	

Section C: Project Information & Regional Significance

1) <i>Project is projected to reduce AADT in corridor or project area</i>	5	
Project directly reduces AADT in project area	5	
Project may indirectly reduces AADT in project area	2	
Project does not reduce AADT in project area	0	
2) <i>The project will mitigate safety hazards for road users or transit riders</i>	5	
Project clearly mitigates safety hazards	5	
Project indirectly mitigates safety hazards	2	
Project does not mitigate safety hazards	0	
3) <i>The project serves regional travel (regionally significant)</i>	5	
Project serves regional travel	5	
Project serves local travel	2	
Project does not serve regional travel	0	
4) <i>The project benefits people with disabilities</i>	5	
The project benefits people with disabilities	5	
The project does not benefit people with disabilities	0	
Total	20	

Approved Projects and Monitoring:

To ensure the timely use of federal funds, AMBAG staff will collaborate with project implementing agencies, RTPAs, Caltrans and FHWA to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Once AMBAG Board of Directors selects projects, the Project implementing agency will be required to submit a Project Alignment Confirmation Form to AMBAG for transmittal to Caltrans. Additionally, AMBAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances. Program completion is based on statutory provisions and AMBAG expects all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Questions regarding the Carbon Reduction Program application process should be directed to:

Will Condon
Associate Planner
Association of Monterey Bay Area Governments (AMBAG)
Phone: 831-264-5105
Email: wcondon@ambag.org



2024 AMBAG Calendar of Meetings

March 13, 2024	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
April 10, 2024	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
May 8, 2024	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
June 12, 2024	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
July 2024	No Meeting Scheduled
August 14, 2024	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
September 11, 2024	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm
October 9, 2024	MBARD Board Room 24580 Silver Cloud Court, Monterey, CA 93940 Meeting Time: 6 pm

November 13, 2024

MBARD Board Room
24580 Silver Cloud Court, Monterey, CA 93940
Meeting Time: 6 pm

December 2024

No Meeting Scheduled



AMBAG Acronym Guide	
ABM	Activity Based Model
ADA	Americans Disabilities Act
ALUC	Airport Land Use Commission
AMBAG	Association of Monterey Bay Area Governments
ARRA	American Reinvestment and Recovery Act
3CE	Central Coast Community Energy
CAAA	Clean Air Act Amendments of 1990 (Federal Legislation)
Caltrans	California Department of Transportation
CAFR	Comprehensive Annual Financial Report
CalVans	California Vanpool Authority
CARB	California Air Resources Board
CCJDC	Central Coast Joint Data Committee
CEQA	California Environmental Quality Act
CHTS	California Households Travel Survey
CMAQ	Congestion Mitigation and Air Quality Improvement
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
DEIR	Draft Environmental Impact Report
DEM	Digital Elevation Model
DOF	Department of Finance (State of California)
EAC	Energy Advisory Committee
EIR	Environmental Impact Report
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas Emissions
GIS	Geographic Information System
ICAP	Indirect Cost Allocation Plan
ITS	Intelligent Transportation Systems
JPA	Joint Powers Agreement

LTA	San Benito County Local Transportation Authority
LTC	Local Transportation Commission
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MBARD	Monterey Bay Air Resources District
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPAD	Monterey Peninsula Airport District
MPO	Metropolitan Planning Organization
MST	Monterey-Salinas Transit
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
OWP	Overall Work Program
PG&E	Pacific Gas & Electric Company
PPP	Public Participation Plan
RAPS, Inc.	Regional Analysis & Planning Services, Inc.
RFP	Request for Proposal
RHNA	Regional Housing Needs Allocation
RTDM	Regional Travel Demand Model
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB 375	Senate Bill 375
SBtCOG	Council of San Benito County Governments
SCCRTC	Santa Cruz County Regional Transportation Commission
SCMTD	Santa Cruz Metropolitan Transit District
SCS	Sustainable Communities Strategy
S RTP	Short-Range Transit Plan
STIP	State Transportation Improvement Program
TAMC	Transportation Agency for Monterey County
TAZ	Traffic Analysis Zone
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
VT	Vehicle Trips