

AMBAG

Board of Directors Meeting

August 14, 2024



Item #1: Call To Order



Item #2: Pledge of Allegiance

Item #3: AB 2449 Vote On “Just” and “Emergency” Cause

Recommended Action: Approve

Item #4: Roll Call



Item #5: Oral Communications from the Public on Items Not on the Agenda

**(A maximum of two minutes on any
subject not on the agenda)**

Item #6: Oral Communications from the Board on Items Not on the Agenda

Item #7A: Executive/Finance Committee

Recommended Action: Information

Item #7B: Monterey Bay National Marine Sanctuary (MBNMS) Advisory Council (SAC) Meeting

Recommended Action: Direct

Item #8: Executive Director's Report

Recommended Action: Information

Item #9: Consent Agenda (Items #9A – 9E)

Recommended Action: Approve

Item #10: Items Removed from Consent Calendar for Discussion and Possible Action

Item #11A: Draft Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2024-25 to 2027-28

Recommended Action: Public Hearing

Draft Monterey Bay Metropolitan Transportation Improvement Program (MTIP): FFY 2024-25 to FFY 2027-28

Will Condon
Associate Planner
August 14, 2024



Outline

- MTIP Background and Process
- MTIP Summary
- Public Participation Process
- Conduct Public Hearing
- Next Steps

MTIP Background

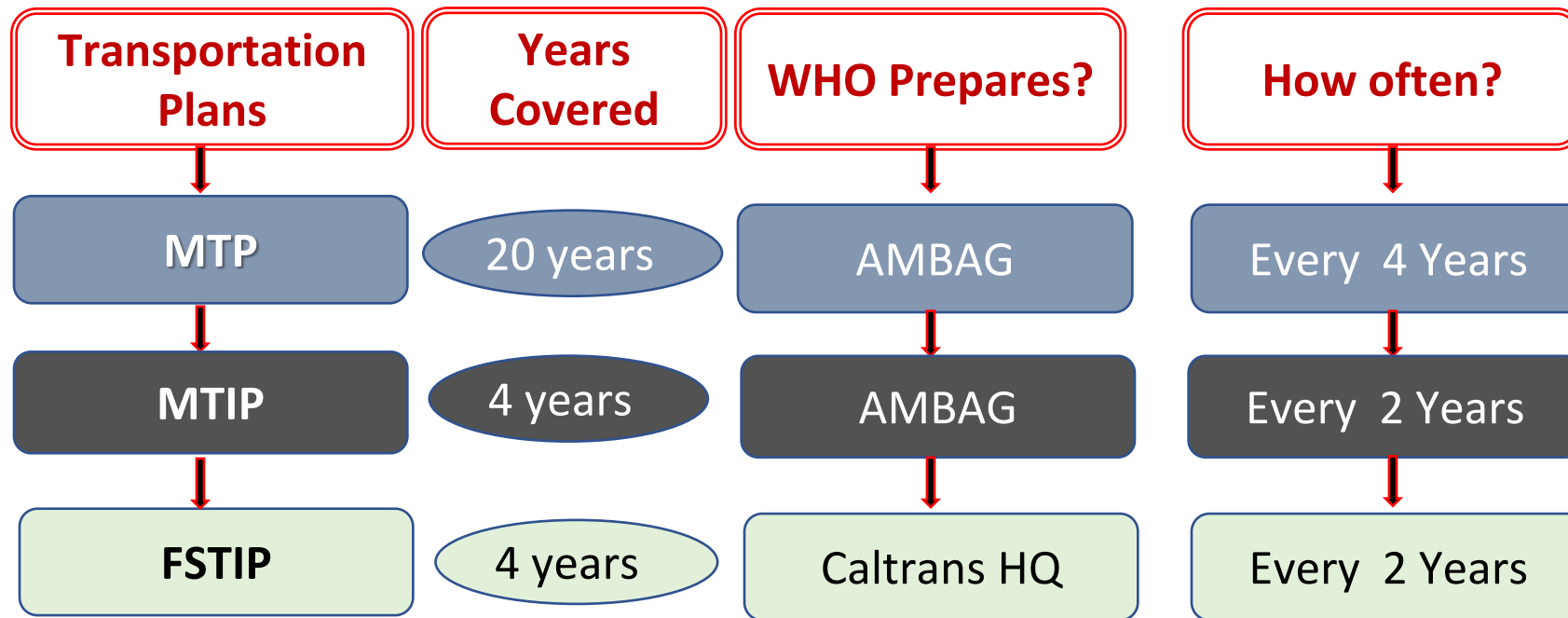
- What is the MTIP? (Required by federal and state law to receive federal and state funds)
- Short Range Transportation Improvement Program
- Covers four years, updated every 2 years and amended as needed
- Implements Region's 2045 MTP/SCS projects

MTIP Process

Developed by MPO (AMBAG) in consultation and coordination with:

- RTPAs (TAMC, SCCRTC and SBtCOG) and transit agencies (MST and METRO)
- Caltrans, FHWA and FTA
- Local agencies/project sponsors
- Transportation stakeholders and the general public

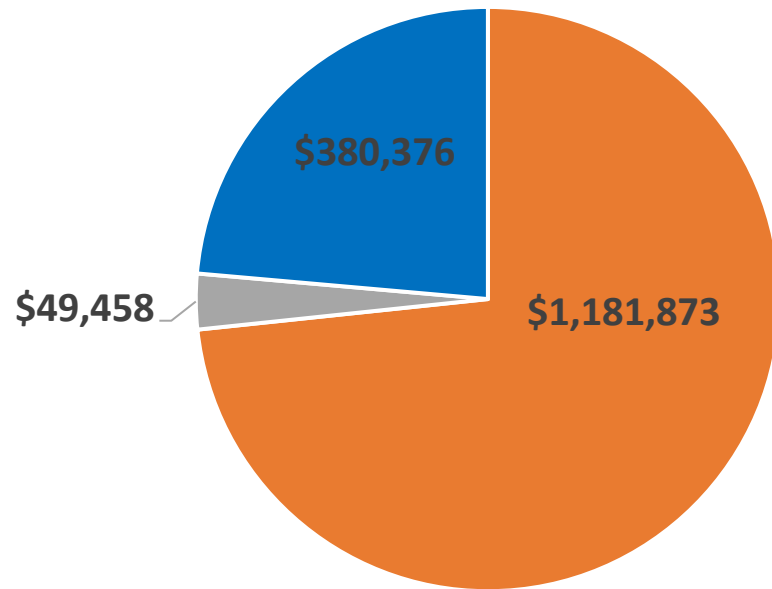
MTIP Process (cont.)



MTIP Summary

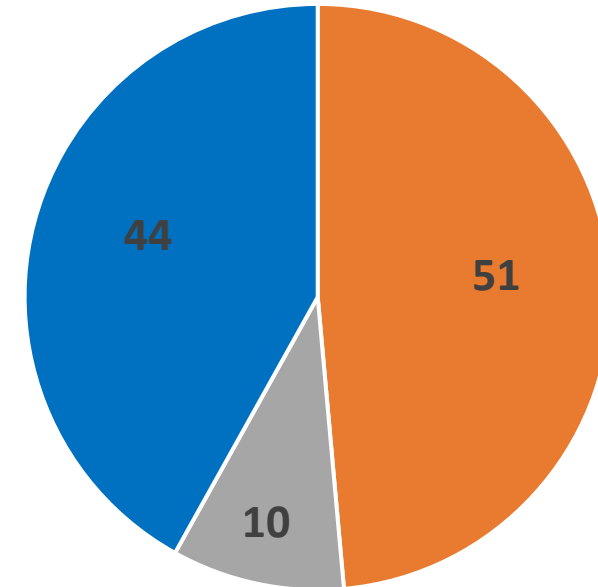
Summary of total funds by County (in \$1,000)

Total Investment: \$1.61 Billion



Number of Projects by County

105 Total Projects



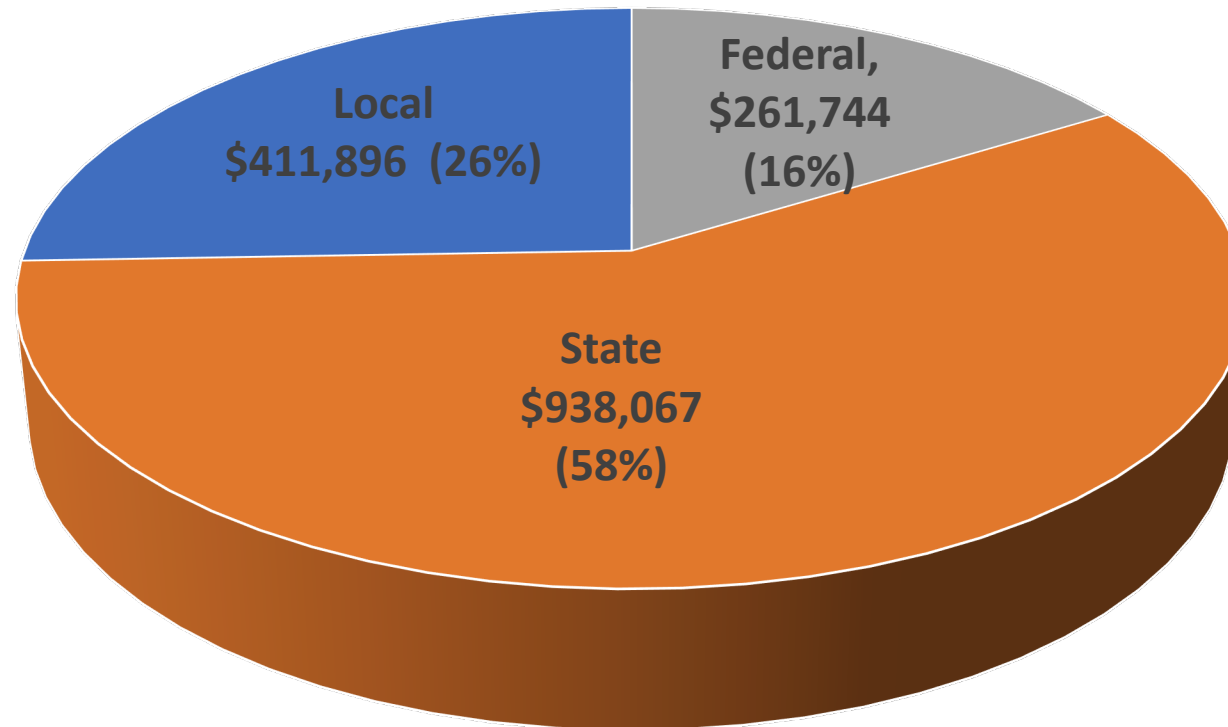
Monterey County San Benito County Santa Cruz County

Monterey County San Benito County Santa Cruz County

MTIP Summary (cont.)

MTIP Funding by Source (in \$1,000)

Total Investment: \$1.61 Billion



MTIP Public Participation Process

- 30-day public review and comment period: August 1 to August 30, 2024
- Public hearing: August 14, 2024 at AMBAG Board meeting
- Website posting: AMBAG, RTPAs and transit agency websites
- Public notices in local newspapers: August 1, 2024

Recommendation

- Conduct a Public Hearing (Federally required)
- Opportunity for public and stakeholders to review, comment, and provide input

Next Steps

- Public review period: August 1 to August 30, 2024
- AMBAG Board approval: September 11, 2024
- State approval: November 15, 2024
- Federal approval: December 16, 2024

Input/Questions

Will Condon

wcondon@ambag.org

(831) 264-5105

Item #11B: Regional Early Action Planning Grants 2.0 Program Update

Recommended Action: Approve

Regional Early Action Planning Grants 2.0 Program Update

Paul Hierling

August 14, 2024

REAP 2.0 Program Background

- REAP 2.0 provided \$600 million to MPOs statewide to accelerate equitable affordable housing, implement housing elements and promote infill development
- In 2022, \$10,133,742 was allocated to AMBAG for REAP 2.0
- Throughout 2022 AMBAG coordinated with the Board and HCD to identify a program that would meet AMBAG and HCD goals
- In November 2022, the Board approved a program to suballocate the majority of funds to cities, counties and eligible applicants in the AMBAG region

REAP 2.0 Program Background

1. Regional Competitive Grant Program (~60%)
 - Predevelopment costs to move affordable development projects to construction
 - Awards made to the Cities of Monterey, Salinas, Scotts Valley, and one award to Santa Cruz Metropolitan Transit District for affordable housing in Watsonville
2. Local Suballocation Grant Program (~25%)
 - All cities and counties in AMBAG region awarded between \$80,000 - \$180,000
3. Sustainable Communities Strategy Implementation, Technical Assistance and Administration (~15%)
 - Technical assistance, program support and implementation

REAP 2.0 and FY 24-25 State Budget Cuts

- In January 2024, the Governor proposed a 50% cut to REAP 2.0 as a larger package of statewide cuts to balance the FY 24-25 budget
- AMBAG coordinated with regional partners and participated in state budget subcommittees to advocate for retaining REAP 2.0 funding
- In June 2024, the Governor and lawmakers approved a 5.9% reduction to REAP 2.0 funding
- In July 2024, HCD notified AMBAG that our REAP 2.0 grant budget would be reduced 5.9% from \$10,133,742.41 to \$9,537,639.92

City and County Feedback

- In June 2024, the 5.9% State reduction to REAP 2.0 was presented to AMBAG's Planning Directors Forum for discussion
 - Cities and Counties indicated that a 5.9% cut to all AMBAG REAP 2.0 programs and awards was preferred to equitably absorb State cuts
- AMBAG has been in contact with all local jurisdictions and confirmed that all projects could be completed with a 5.9% cut to grant awards

Proposed REAP 2.0 Program with State Cuts

Regional Competitive Grant Program

~~\$6,000,000~~ → \$5,646,000

Local Suballocation Grant Program

~~\$2,625,000~~ → \$2,470,125

Regional SCS Implementation, Admin, Technical Assistance ~~\$1,508,742~~ → \$1,421,514

Next Steps

- If approved, AMBAG will amend agreements with our suballocation grantees including cities and counties
- AMBAG will also update our contract with HCD to reflect the program budget reduction

Recommendation

- The Board of Directors is asked to approve a budget reduction for AMBAG's Regional Early Action Planning Grants of 2021 (REAP 2.0) spending program to equitably absorb a 5.9% program budget reduction mandated in the FY 2024-25 California State budget and direct staff to amend the necessary agreements.

Questions?

Item #11C: California Central Coast Sustainable Freight Study

Recommended Action: Information



CAMBRIDGE
SYSTEMATICS

Think  Forward

California Central Coast Sustainable Freight Study

presented to

AMBAG Board of Directors

presented by

AMBAG with Cambridge Systemics

August 14, 2024

Study Overview

- Megaregional freight study last updated in 2016: Need to reevaluate freight demand, logistics, and long-range freight investment strategies
- The study will serve as the long-term freight plan and investment plan for the Central Coast
- The freight transportation network supports the Central Coast's economic vitality and quality of life



Outreach

- Monthly coordination with Caltrans, SCCRTC, TAMC, SBtCOG, SBCAG and SLOCOG
- Engaged with regional industry representatives
- Presented at Technical Advisory Committees in each county
 - » Jurisdictions and the public had opportunities to comment
- Input from the AMBAG Planning Directors Forum



Vision and Goals

VISION

A freight network that is:

- Innovative
- Economically-competitive
- Efficient, reliable, modern, integrated, resilient, safe, and sustainable
- Supports equity, healthy communities and a thriving environment

GOALS

Multimodal
Mobility

Sustainability

Economic
Prosperity

Environmental
Stewardship

Healthy
Communities

Equity

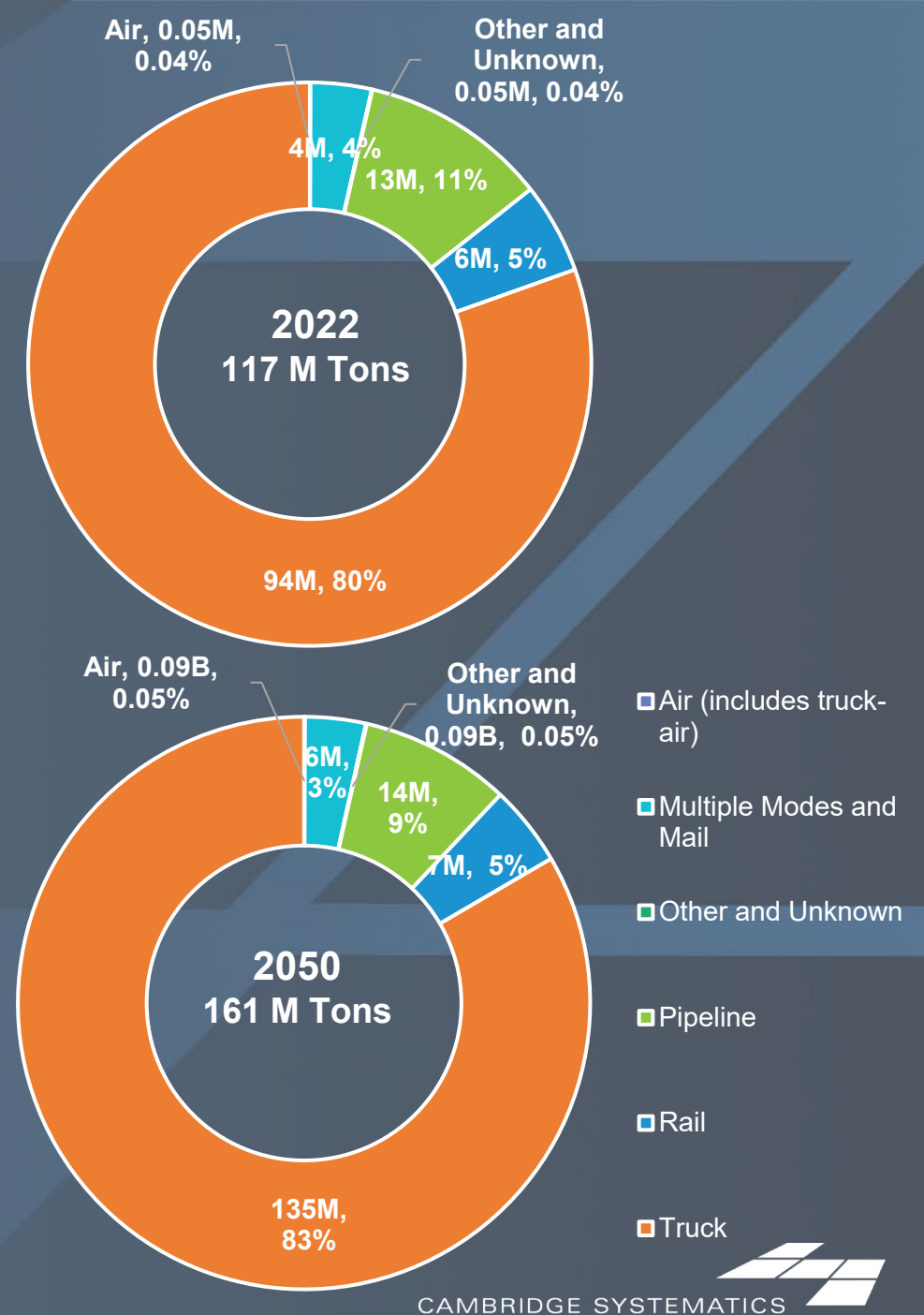
Safety and
Resiliency

Asset
Management

Connectivity
and
Accessibility

Freight Volumes 2022 and 2050

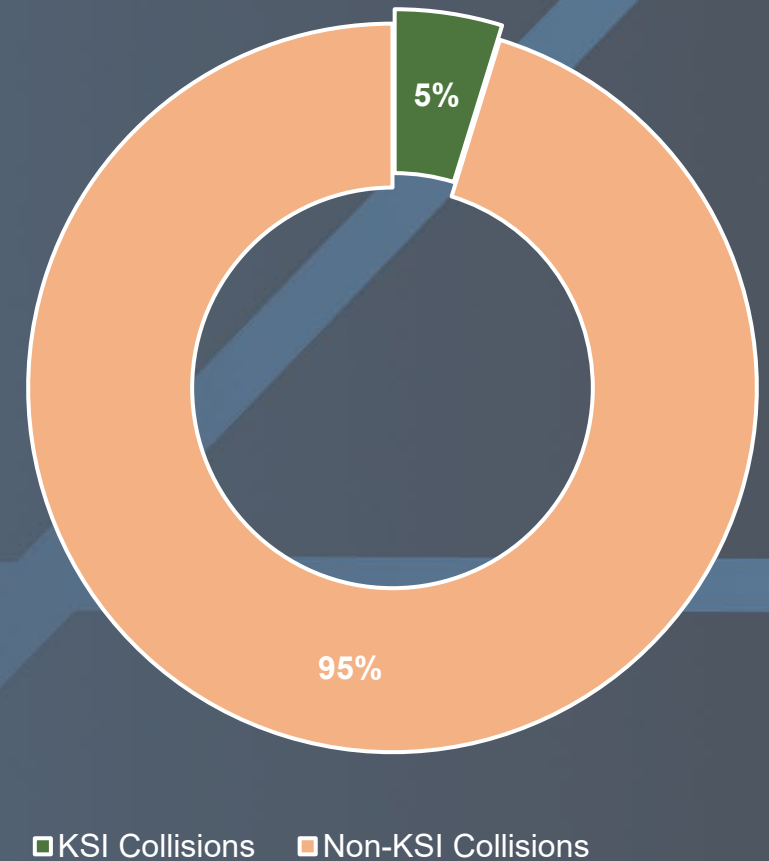
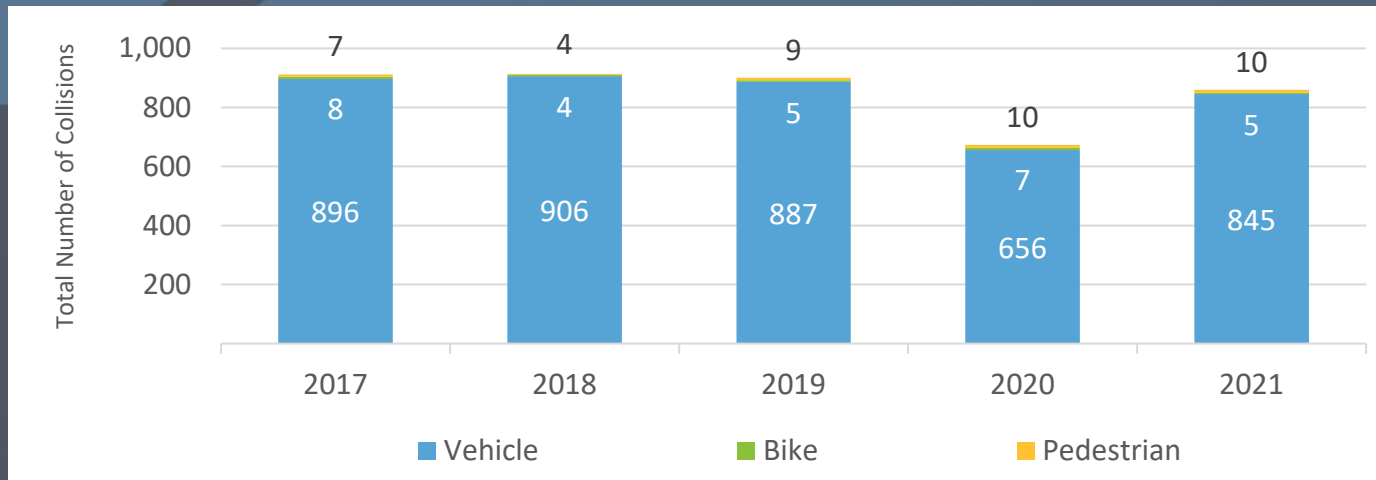
- In 2022, 117 million tons of goods worth \$146 billion were transported to, from, and within the region.
- By 2050, freight activity will reach 161 million tons valued at \$239 billion – an increase of 38% by weight and 64% by value.



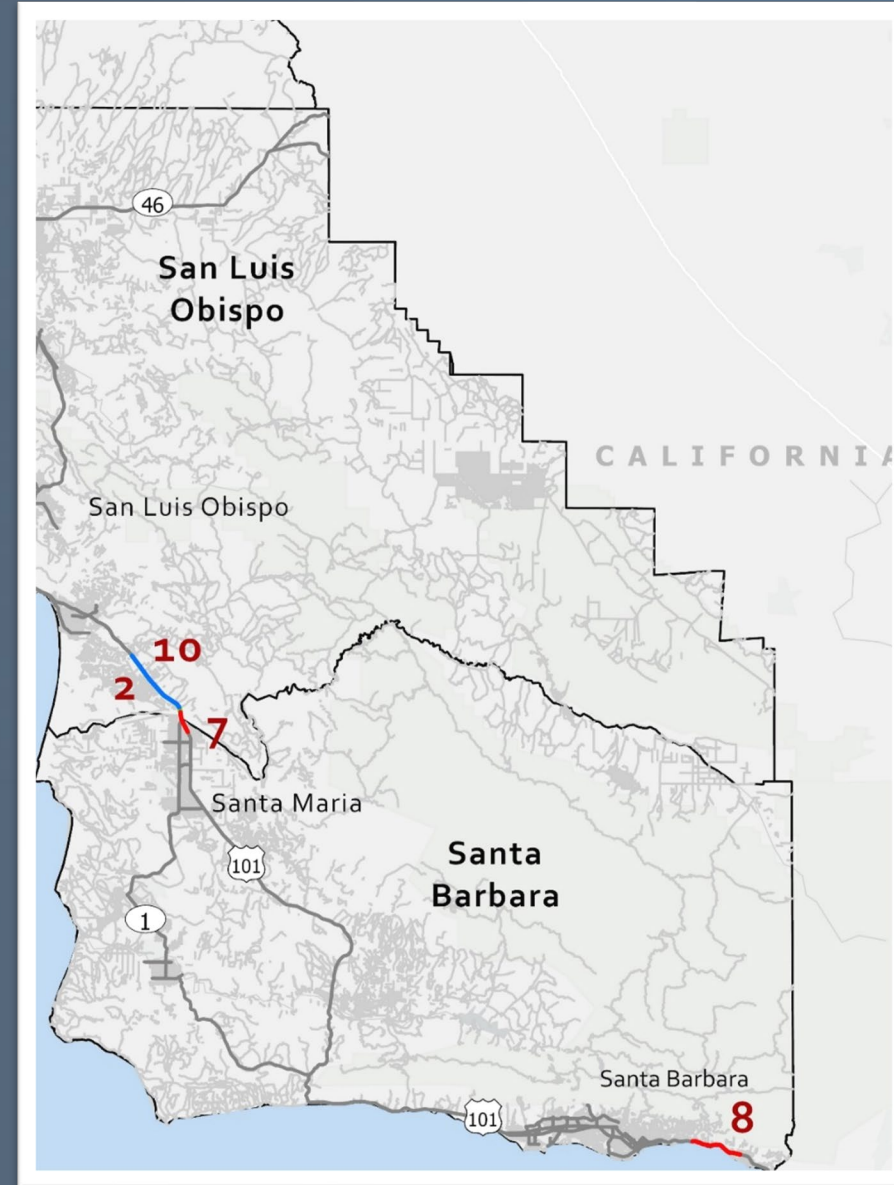
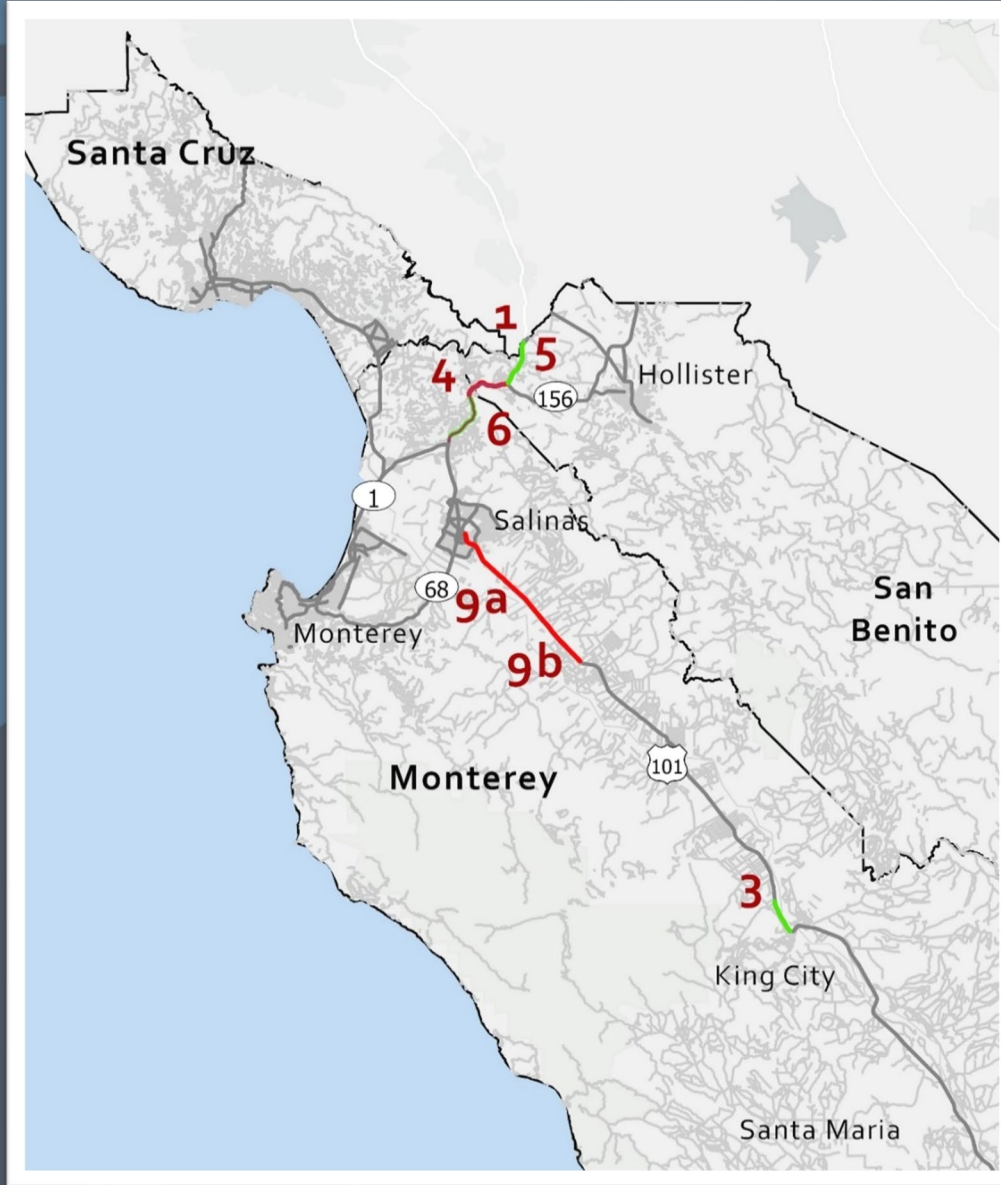
Roadway Safety

- 4,259 truck-involved collisions occurred between 2017-2021 in the megaregion
 - » Less than 2% involved bikes or pedestrians
 - » 203 truck-involved collisions resulted in victims being Killed or Severely Injured (KSI)
 - » On average, 13 people are killed each year in truck-involved collisions.

Central Coast Megaregion Truck-Involved Collisions by Year, 2017-2021



Major U.S. 101 Freight Bottlenecks



Source: National Performance Management Research Data Set.

Resiliency

- “Resilience in the state’s freight system is needed for California to meet its growing needs for efficient freight mobility, as well as to help meet challenges presented by California’s changing climate and human threat landscape impacts.”

Climate Stressor and Impacts to Freight

Temperature

- **Hotter conditions for workers and damage to freight vehicles**

Water

- **Agricultural shortages due to drought conditions**

Wildfire

- **Road closures from damaged highways resulting in re-routed trucks**

Sea Level Rise

- **Flooding of highways, rail lines, and other freight assets**

Equity Focus Areas

- Multiple sources were used to identify disadvantaged communities impacted by the goods movement network, and to plan projects to minimize those impacts.
 - » Caltrans new Transportation Equity Index (EQI, 2024)
 - » California Office of Environmental Health Hazard Assessment CalEnviroScreen 4.0
 - » USDOT Equitable Transportation Community Explorer

Recommended Strategies

Capacity and Network Connectivity

- Provide relief to existing bottlenecks and plan for demand.

Operational Strategies, Freight Mobility and Safety

- Enhance freight operations, efficiency and safety.

Capacity, Operations, and Safety of the Freight Rail Network

- Ensure a multimodal shipping system for system resiliency and competitiveness.

New Technology

- Leverage technology to reduce freight congestion and boost efficiency.

Access to Truck Parking and Charging Infrastructure

- Improve safety for truck drivers and parking solutions.

Freight Network Resiliency

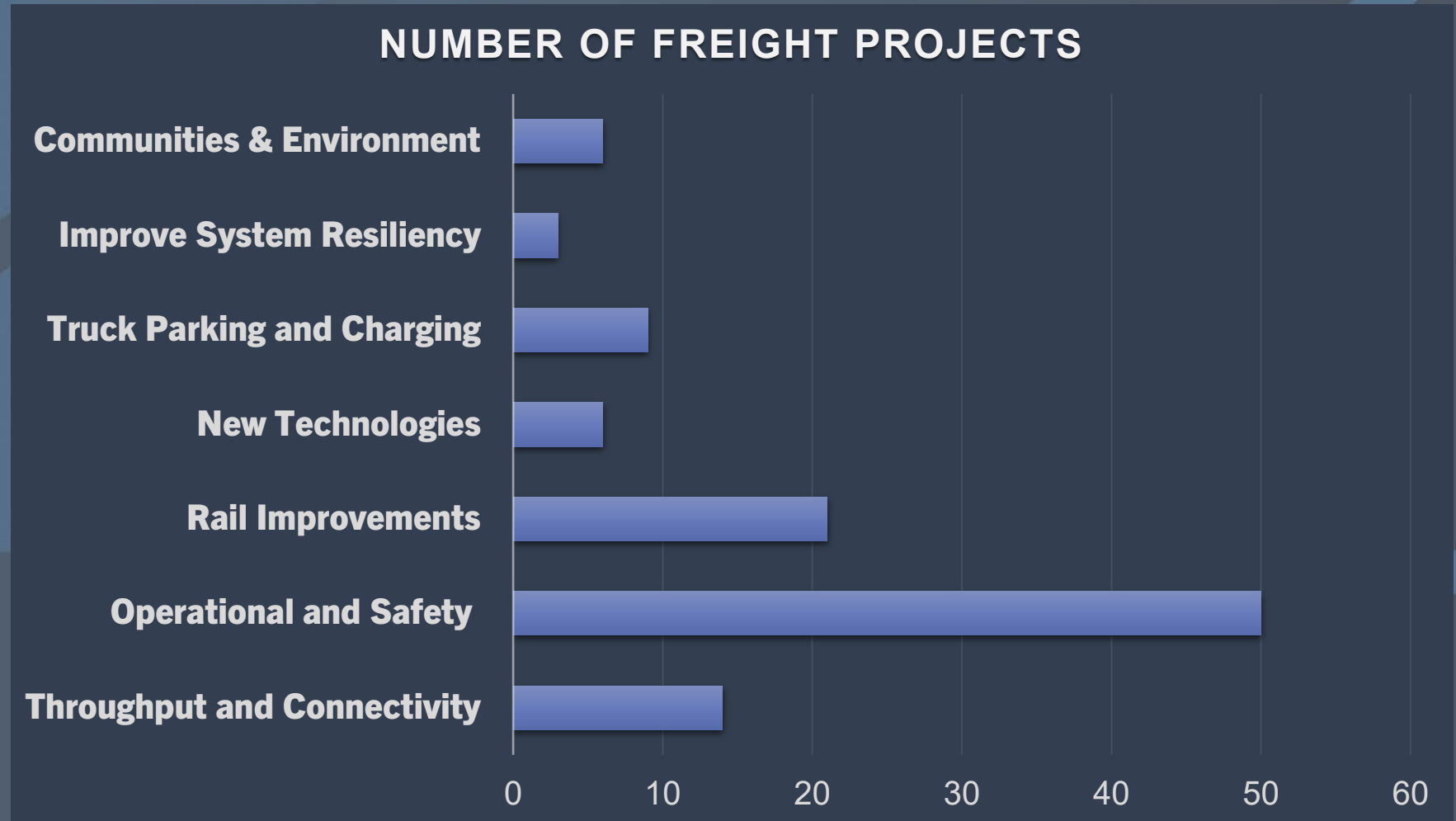
- Improve the network's ability to withstand and recover from disruptions.

Impacts on Communities and the Environment

- Mitigate the negative impacts on communities and the environment.

Summary of Strategies and Projects

- There are over 58 existing projects
- Over 40 new project, policy, or program needs identified by the study



Next Steps

- In September 2024, the Board will be asked to accept the final study and direct staff to close out the Caltrans grant which funded the study
- Once approved, the study will be used by Caltrans as the primary document for Caltrans District 5 to identify our region's freight priorities

Questions?

Item #11D: Revised Draft 2026 Regional Growth Forecast

Recommended Action: Information

Revised Draft 2026 Regional Growth Forecast Update

Heather Adamson, AMBAG

Beth Jarosz, Population Reference Bureau

August 14, 2024



Overview

- Background and purpose of forecast
- Regional forecast recent updates
- Subregional allocation and review
- Next steps

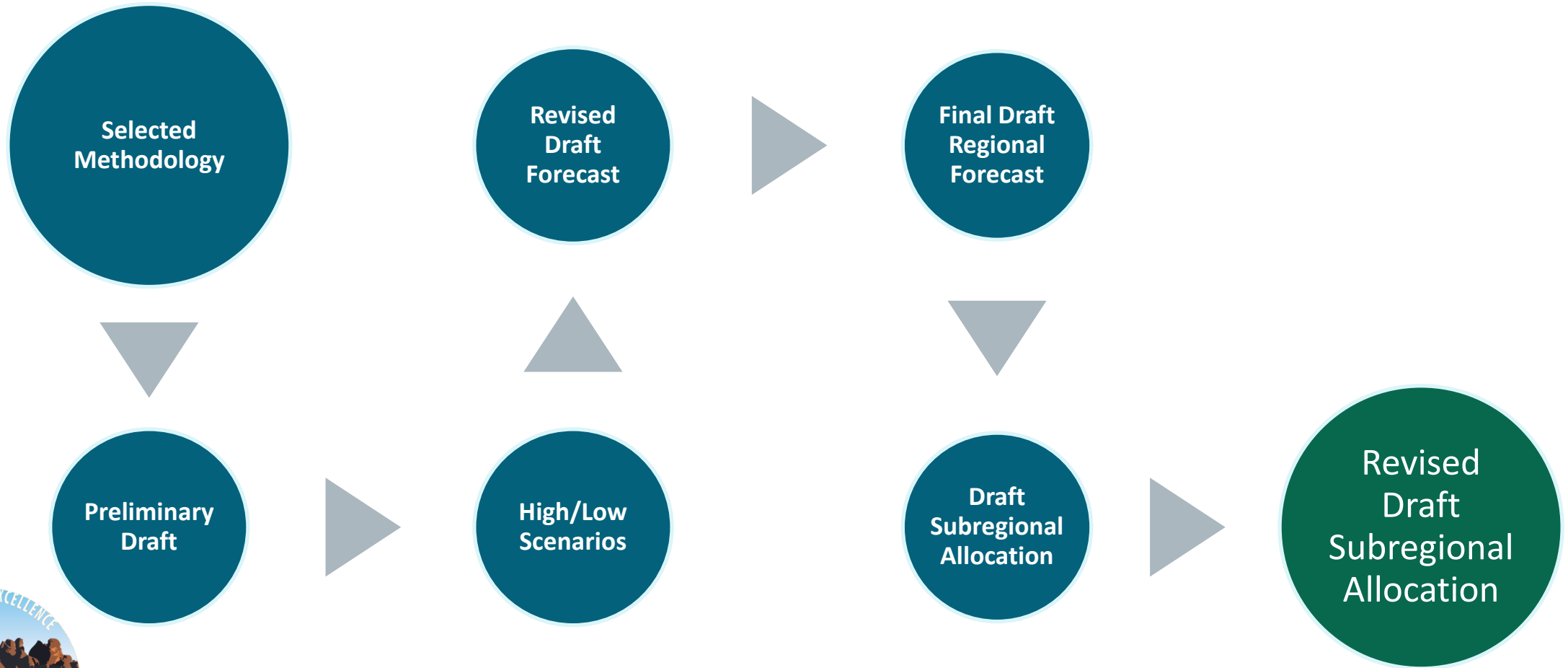
What is the Forecast?

- Forecast for tri-county area:
 - Population
 - Housing
 - Employment
- Base Year – 2020
- Horizon Year – 2050
- Basis for planning for growth in the MTP/SCS, transportation project level analysis, corridor studies, economic analysis, etc.
- Input for the Regional Travel Demand Model which forecasts travel patterns

How Does the Forecast Relate to Other Planning Efforts?

- Forecast is an expectation of growth not the same as...
 - General plan: General plan is buildout; forecast is anticipated growth by 2050
 - Regional Housing Needs Allocation (RHNA): RHNA is an assessment of and plan for addressing 8-year housing need, forecast is anticipated growth by 2050
 - Region plan shall accommodate 6th Cycle RHNA by 2050
 - Local housing elements will be considered during subregional allocation

Forecast Progress to Date



Recent Updates to the Regional Forecast

- New population and housing estimates from California Dept. of Finance through 2024 (with revised population data for 2021-2023)
- Additional "pipeline project" information from some jurisdictions/universities

Regional Forecast Summary: Final Draft

CURRENT REVISED DRAFT (July 2024)	2020	2023	2030	2040	2050	Change (#)	Change (%)
Population	774,105	762,456	784,684	802,984	813,429	39,324	5.1%
Housing	270,341	274,706	293,147	309,521	316,625	46,284	17.1%
Jobs	372,030	400,859	414,479	420,980	426,310	54,280	14.6%
PRIOR DRAFT (May 2024)	2020	2023	2030	2040	2050	Change (#)	Change (%)
Population	774,105	758,085	780,507	796,057	805,979	31,874	4.1%
Housing	270,341	274,706	292,853	312,532	312,532	42,191	15.6%
Jobs	372,030	400,859	414,386	424,641	424,641	52,611	14.1%
Difference (Current – May)	2020	2023	2030	2040	2050		
Population	0	4,371	4,177	6,927	7,450		
Housing	0	0	294	2,709	4,093		
Jobs	0	0	93	1,077	1,669		

Subregional Allocation

Subregional Allocation Progress

- Reviewed subregional forecast preliminary draft numbers with all jurisdictions
- Incorporated feedback into the May 2024 draft subregional forecast
- Presented draft to Board in May 2024
- Reviewed May 2024 draft with all jurisdictions/agencies in May and June 2024
- Dept. of Finance released updated estimates through 2024 (including revised 2023)
- Incorporated new estimates and all jurisdiction feedback into revised draft

Next Steps

- August 2024 – Review revised draft forecast and additional meetings with local jurisdictions (as needed)
- September 2024 – Accept Final Draft 2026 RGF, including subregional forecast for planning purposes
- Fall 2024 – AMBAG modeling staff will work with local jurisdictions to use RGF data to update the traffic analysis zones (TAZs) for the regional travel demand model – requires local jurisdiction input

Questions

Item #12: Adjournment

Next meeting: September 11, 2024