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Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2024010524

Project Title: 2050 MTP/SCS and 2050 RTPs for San Benito, Santa Cruz, and Monterey Counties

Lead Agency: Association of Monterey Bay Area Governments

Contact Name: Heather Adamson, Planning Director

Email: hadamson@ambag.org Phone Number: 831-264-5086

Project Location: Project covers the three-county region of Monterey, San Benito, Santa Cruz Counties

City *County*

Project Description (Proposed actions, location, and/or consequences).

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 MTP/SCS. The 2050 MTP/SCS is both a long-range transportation plan and Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which is evaluated in the 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/SCS 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. The MTP/SCS achieves this regional GHG reduction target.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The FEIR provides an analysis of environmental impacts related to the implementation of the 2050 MTP/SCS, as well as the associated Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties. The FEIR found that implementation of the 2050 MTP/SCS and associated RTPs would result in 33 significant impacts, all of which were unavoidable. Significant and unavoidable impacts would occur within the following issue areas: aesthetics, agriculture, air quality, biological resources, cultural resources, geology and soils, greenhouse gases/climate change, hazards and hazardous materials, noise, public services and recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

Mitigation measures include, but are not limited to: discouragement of architectural features that block scenic views; tree protection and replacement; design measures for visual compatibility; minimized roadway lighting; lighting design measures; glare reduction measures; farmland avoidance and minimization; application of MBARD feasible mitigation measures; adherence to diesel equipment emissions standards; electric construction equipment; emissions and health risk reduction measures; biological resources screening assessments and surveys, avoidance, minimization and mitigation; habitat restoration; historical and archaeological resources impact minimization; paleontological and geologic resources impact minimization; site remediation; construction noise reduction; vibration reduction measures; noise mitigation near airport; public service demand; impact reduction from new recreation facilities; VMT analysis and reduction; tribal cultural resources impact minimization; impact reduction from new water and wastewater, stormwater, and other utility service system facilities; solid waste generation and disposal; water conservation measures; and wildfire risk reduction.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The EIR scoping process identified a few areas of known controversy for the proposed project. Specifically, areas of controversy identified in NOP response letters include the proposed project's impacts on biological resources and how to mitigate them, and future exposure of residents to airport-related noise and safety hazards. Several attendees of the scoping meetings also voiced concerns pertaining to biological resources.

Provide a list of the responsible or trustee agencies for the project.

AMBAG is the lead agency for the 2050 MTP/SCS because it holds principal responsibility for approving the 2050 MTP/SCS. TAMC, SBtCOG, and SCCRTC, are responsible agencies for the 2050 MTP/SCS and lead agencies for adopting their own RTPs. Caltrans would be a Responsible Agency for all projects planned within its rights-of-way. Project sponsors for individual projects analyzed in this program EIR may include, but are not limited to: TAMC, SBtCOG and SCCRTC; Caltrans; Monterey, San Benito and Santa Cruz counties; cities within the AMBAG region; transit agencies; and other project sponsors who may implement any of the projects listed in the 2050 MTP/SCS. These agencies are considered responsible agencies for the 2050 MTP/SCS but may be lead agencies for individual transportation or land use projects. CDFW, and Department of Parks & Recreation are considered trustee agencies.