

1 INTRODUCTION

This Supplemental Environmental Impact Report (SEIR) has been prepared by the San Diego Association of Governments (SANDAG) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations, Sections 15000 et seq.).

The SANDAG Board of Directors adopted the 2021 Regional Plan (the approved Plan) and Final Program EIR (PEIR) (State Clearinghouse [SCH] No. 2010041061) on December 10, 2021. The approved Plan was an update of the 2015 Regional Plan/Sustainable Communities Strategy (SCS) for the San Diego region and the 2019 Federal Regional Transportation Plan (RTP). SANDAG is a regional planning agency and Metropolitan Planning Organization (MPO) composed of 18 cities and the county government within the San Diego region. SANDAG must prepare an RTP every 4 years (Government Code Section 65080 et seq.; 23 United States Code Section 134). The RTP must include an SCS consisting of land use, housing, and transportation strategies that, if implemented, would allow the region to meet its regional targets for greenhouse gas emissions reductions from passenger vehicle use established by the California Air Resources Board (CARB) (Sustainable Communities and Climate Protection Act of 2008, Senate Bill 375, Chapter 728, Statutes of 2008).

The approved Plan integrates land use, transportation systems, infrastructure needs, and public investment strategies within a regional framework intended to preserve and improve quality of life, maximize mobility and transportation choices, and conserve and protect natural resources. It meets the requirements of federal and State transportation planning law, and also meets the requirements for the Regional Comprehensive Plan for the San Diego region established by State law (Assembly Bill 361, Chapter 508, Statutes of 2003).

Following the adoption of the approved Plan, the SANDAG Board of Directors directed staff to prepare a focused amendment to the approved Plan that deletes the regional road usage charge (proposed Amendment).

1.1 PURPOSE OF THIS SEIR

The analysis in this SEIR focuses on the activities associated with the project modifications included in the proposed Amendment. This approach is taken because CEQA review has already occurred for the approved Plan, including identification of environmental effects, feasible mitigation measures, and feasible alternatives. This SEIR is a supplement to the approved Plan PEIR and incorporates the information necessary to make the PEIR adequate for the project modifications included in the proposed Amendment. This SEIR was prepared to disclose this information to decision makers, members of the public, and public agencies, so that decision makers can make informed decisions about the proposed Amendment.

This SEIR does not recommend to decision makers whether the proposed Amendment should be approved. CEQA requires that decision makers make informed decisions on a project, considering the information presented in the environmental impact report (EIR). CEQA allows for the proposed Amendment to be approved even if there are significant and unavoidable environmental impacts. This can occur if decision makers find that social, economic, or other benefits outweigh the unavoidable significant impacts. In such a case, a “statement of overriding considerations” would be adopted, listing the specific reasons for approving the project, based on information contained in the EIR and other information in the record (CEQA Guidelines Section 15093).

1.2 SCOPE OF THIS SEIR

This environmental impact report for the proposed Amendment is a Supplemental EIR. A lead agency may choose to prepare a supplement to an EIR when “[a]ny of the conditions described in Section 15162 would require the preparation of a subsequent EIR” and when “only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines Section 15163 (a)(1)–(2)). A supplement to an EIR “need only contain the information necessary to make the previous EIR adequate for the project as revised” (CEQA Guidelines Section 15163(b)).

For a description of the intended uses of this SEIR, refer to Section 2.5 in Chapter 2, *Project Description*. For a detailed discussion of the content and approach to the analysis in this SEIR, see Chapter 4, *Environmental Impact Analysis Approach*. Table 1-1 summarizes the findings for all resources in the approved Plan PEIR. The following five resource areas are analyzed in this SEIR.

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise and Vibration
- Transportation

Project modifications associated with the proposed Amendment would not alter the impact conclusions described in the approved Plan PEIR for the remaining resource areas. A brief discussion explaining why the impacts on these resources would not be significant is provided under each subheading following Table 1-1.

- Aesthetics and Visual Resources
- Agricultural and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology, Soils, and Paleontological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Population and Housing
- Public Services and Utilities
- Tribal Cultural Resources
- Water Supply
- Wildfire

**Table 1-1
Summary of Resource Areas Analyzed**

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
Aesthetics and Visual Resources		
AES-1 Have a substantial adverse effect on a scenic vista	☒	☐
AES-2 Substantially damage scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic structures within a state scenic highway	☒	☐

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
AES-3 Substantially degrade the existing visual character or quality of public views of the site and its surroundings, including adding a visual element of urban character to an existing rural or open space area, conflicting with regulations governing scenic quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
AES-4 Substantially degrade the existing visual character or quality of public views of the site and its surroundings by creating a new source of substantial light or glare that would adversely affect day or nighttime views	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Agricultural and Forestry Resources		
AG-1 Convert agricultural lands to nonagricultural use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FR-1 Convert or result in the loss of "Forest Land" as defined in the California Forest Legacy Act of 2007 (Public Resources Code Section 12220(g))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality		
AQ-1 Conflict with or obstruct implementation of the Regional Air Quality Strategy and/or State Implementation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AQ-2 Result in a cumulatively considerable net increase in nonattainment criteria pollutants, including VOC, NO _x , PM ₁₀ , PM _{2.5} , and SO _x	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AQ-3 Result in construction-related emissions above regional mass emission thresholds	<input checked="" type="checkbox"/>	<input type="checkbox"/>
AQ-4 Expose sensitive receptors to substantial PM ₁₀ and PM _{2.5} concentrations	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AQ-5 Expose sensitive receptors to substantial TAC concentrations	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AQ-6 Expose sensitive receptors to carbon monoxide hot-spots	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AQ-7 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
Biological Resources		
BIO-1 Have a substantial adverse effect on any sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS; or have a substantial adverse effect on state or federally regulated waters and wetlands through direct removal, filling, hydrological interruption, or other means	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BIO-2 Have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or listed by CDFW or USFWS, including their federally designated critical habitat, or species that are considered sensitive in CEQA Guidelines Section 15380	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BIO-3 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BIO-4 Conflict with the provisions of an adopted HCP, NCCP, or other conservation plan, or with any local policies or ordinances protecting biological resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cultural Resources		
CULT-1 Cause a substantial adverse change in the significance of a historical resource or unique archaeological resource	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CULT-2 Disturb any human remains, including those interred outside of dedicated cemeteries, in violation of existing laws and regulations protecting human remains	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Energy		
EN-1 Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy during project construction or operations	<input type="checkbox"/>	<input checked="" type="checkbox"/>
EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
Geology, Soils, and Paleontological Resources		
<p>GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> • Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence showing an earthquake fault is active; • Strong seismic ground shaking; • Seismic-related ground failure, including liquefaction; and • Landslides 	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>GEO-2 Locate projects on a geologic unit or soil that is expansive or unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse, creating substantial direct or indirect risks to life or property</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>GEO-3 Result in substantial soil erosion or the loss of topsoil</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>GEO-4 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater, potentially causing adverse groundwater impacts</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>PALEO-1 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions		
<p>GHG-1 Directly or indirectly result in an increase in GHG emissions compared to existing conditions (2016)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>GHG-2 Conflict with the SANDAG region's achievement of SB 375 GHG emissions reduction targets for 2035</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>GHG-3 Conflict with or impede achievement of an at least 30% reduction in per capita GHG emissions from the entire on-road transportation sector by 2035 compared to existing conditions (2016)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
GHG-4 Conflict with or impede the implementation of local plans adopted for the purpose of reducing GHG emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
GHG-5 Be inconsistent with the State's ability to achieve the 2030 reduction target of SB 32 and long-term reduction goals of Executive Orders S-3-05 and B-55-18	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazards and Hazardous Materials		
HAZ-1 Create a significant hazard by generating hazardous emissions or handling hazardous materials, or result in the release of hazardous materials into the environment during pre-construction, demolition, and/or construction activities, including being located on a Government Code Section 65952.5 hazardous materials site	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HAZ-2 Create a significant hazard to the public, schools within one-quarter mile, or the environment through the routine use, handling, transport, or disposal of hazardous materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HAZ-3 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HAZ-4 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or result in inadequate emergency access	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hydrology and Water Quality		
HWQ-1 Substantially degrade surface water or groundwater quality, including in violation of any water quality standards or waste discharge requirements or in conflict with a water quality control plan or its implementation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HWQ-2 Substantially alter the existing drainage pattern of an area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
HWQ-3 Substantially alter the existing drainage pattern of an area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or (ii) impede or redirect flood flows	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HWQ-4 Substantially increase risk of pollutant release due to inundation of a flood hazard, tsunami, or seiche zone	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Land Use		
LU-1 Physically divide an established community	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and result in a physical change to the environment not already addressed in the other resource chapters of this EIR	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mineral Resources		
MR-1 Result in the loss of availability of known aggregate and mineral resources supply sites that would be of value to the region and the residents of the state, or result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise and Vibration		
NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or generate a substantial absolute increase in ambient noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NOI-2 Generation of excessive groundborne vibration or groundborne noise levels	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
expose people residing or working in the project area to excessive noise levels		
Population and Housing		
POP-1 Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
POP-2 Displace substantial numbers of people or housing units, which would necessitate the construction of replacement housing elsewhere	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Services and Utilities		
PS-1 Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered (i.e., expanded) public facilities, in order to maintain adequate fire and police protection, emergency services, schools, libraries, and recreation facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>
REC-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	<input checked="" type="checkbox"/>	<input type="checkbox"/>
U-1 Result in the expansion, relocation, or construction of wastewater collection and treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities to adequately meet projected capacity needs, the construction of which could cause significant environmental impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>
U-2 Generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure; negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals; or fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation		
TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
TRA-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3 by not achieving the substantial VMT reductions needed to help achieve statewide GHG reduction goals	<input type="checkbox"/>	<input checked="" type="checkbox"/>
TRA-3 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TRA-4 Lead to a lack of parking supply that would cause significant secondary environmental impacts not already analyzed in other resource chapters of this EIR	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tribal Cultural Resources		
TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 that is either (1) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (2) determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Supply		
WS-1 Not have sufficient water supplies available to serve the projected regional demand during normal, dry and multiple dry years	<input checked="" type="checkbox"/>	<input type="checkbox"/>
WS-2 Substantially decrease groundwater supplies, or interfere substantially with groundwater recharge such that the proposed Plan would impede sustainable management of groundwater basins or obstruct implementation of a sustainable groundwater management plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
WS-3 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildfire		
WF-1 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Resource Areas	Impact Adequately Analyzed in Prior EIR	Potential New or Substantially More Severe Impacts with Proposed Amendment
the uncontrolled spread of a wildfire; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires		
WF-2 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment	☒	☐
WF-3 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes	☒	☐

1.2.1 RESOURCE AREAS AND THRESHOLDS NOT ALTERED BY THE PROPOSED AMENDMENT

AESTHETICS AND VISUAL RESOURCES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern, and therefore would not impact any scenic vistas, substantially damage scenic resources, degrade the existing visual character of the areas, or create a new source of light or glare beyond what was identified in Section 4.1, *Aesthetics and Visual Resources*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on aesthetics and visual resources associated with the removal of the regional road usage charge.

AGRICULTURAL AND FORESTRY RESOURCES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. The proposed Amendment does not include the acquisition of new areas of permanent right-of-way, permanent easement, and temporary construction easement on agricultural lands or require the conversion of farmland beyond what was identified in Section 4.2, *Agricultural and Forestry Resources*, of the approved Plan PEIR. Additionally, the proposed Amendment would not result in the loss of forest land or conversion of forest land to non-forest use or conflict with existing zoning for agricultural use or a Williamson Act contract. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions beyond what was identified in the approved Plan PEIR. Therefore, there would be no impact on agricultural and forestry resources associated with the removal of the regional road usage charge.

AIR QUALITY

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not result in construction-related emissions above regional mass emission thresholds or substantial odor emissions that would affect a substantial number of people beyond what was identified in Section 4.3, *Air Quality*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified for AQ-3 and AQ-7 in the approved Plan PEIR. Therefore, there would be no impact on AQ-3 and AQ-7 associated with the removal of the regional road usage charge.

BIOLOGICAL RESOURCES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, beyond what was identified in Section 4.4, *Biological Resources*, of the approved Plan PEIR, the proposed Amendment would not cause a substantial adverse effect on any sensitive natural communities, state or federally regulated waters and wetlands, or on any species identified as a candidate, sensitive, or special-status species. Additionally, the proposed Amendment would not interfere substantially with the movement of any native or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and would not conflict with the provisions of any local Habitat Conservation Plan, Natural Community Conservation Planning programs, or other conservation plan, or with any local policies or ordinances protecting biological resources on any grounds beyond what was identified in the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on biological resources associated with the removal of the regional road usage charge.

CULTURAL RESOURCES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not cause a substantial adverse change in the significance of a cultural resource or unique archaeological resource beyond what was identified in Section 4.5, *Cultural Resources*, of the approved Plan PEIR. Additionally, the proposed Amendment would not disturb any human remains in violation of existing laws and regulations protecting human remains. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on cultural resources associated with the removal of the regional road usage charge.

GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. The proposed Amendment would be located on the same surficial geology and soil formations as identified in Section 4.7, *Geology, Soils, and Paleontological Resources*, of the approved Plan PEIR. Additionally, the proposed Amendment would not cause potential substantial adverse effects involving primary or secondary seismic hazards, would not locate projects in areas of difficult excavation caused by soil that is expansive or unstable, would not result in substantial soil erosion, and would not involve soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Additionally, the proposed Amendment would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature beyond what was identified in the approved Plan

PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on geology, soils, and paleontological resources associated with the removal of the regional road usage charge.

HAZARDS AND HAZARDOUS MATERIALS

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not create a significant hazard by generating hazardous materials or emissions during any construction or demolition processes. Additionally, the proposed Amendment would not create a significant hazard to the public, schools, or the environment through release of hazardous materials or a safety hazard for people residing or working in the area within 2 miles of an airport. The proposed Amendment continues to improve vehicular delay and congestion compared to the baseline; therefore it would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or result in inadequate emergency access beyond what was identified in Section 4.9, *Hazards and Hazardous Materials*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on hazards and hazardous materials associated with the removal of the regional road usage charge.

HYDROLOGY AND WATER QUALITY

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not substantially degrade surface or groundwater quality to any level greater than what was identified in Section 4.10, *Hydrology and Water Quality*, of approved Plan PEIR. Additionally, the proposed Amendment would not alter the course of waterways affecting the existing drainage pattern of an area that would result in substantial erosion, siltation, or flooding on- or offsite, or impede or redirect flood flows. The proposed Amendment also would not substantially increase risk of pollutant release due to inundation of a flood hazard, tsunami, or seiche zone. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on hydrology and water quality associated with the removal of the regional road usage charge.

LAND USE

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not physically divide an established community beyond what was identified in Section 4.11, *Land Use*, of the approved Plan PEIR. Additionally, the proposed Amendment would not conflict with any land use plan, policy or regulation or result in a physical change to the environment not already discussed in other resource chapters of the approved Plan PEIR or this SEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on land use associated with the removal of the regional road usage charge.

MINERAL RESOURCES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not result in the loss of mineral resources that are locally important or of regional or state value beyond what was identified in

Section 4.12, *Mineral Resources*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on mineral resources associated with the removal of the regional road usage charge.

NOISE AND VIBRATION

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not develop noise-sensitive land uses within the vicinity of a private airstrip or airport land use plan that would expose people residing or working in the area to excessive noise levels beyond what was identified in Section 4.13, *Noise and Vibration*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified for NOI-3 in the approved Plan PEIR. Therefore, there would be no impact to NOI-3 associated with the removal of the regional road usage charge.

POPULATION AND HOUSING

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not induce, directly or indirectly, substantial unplanned population growth to areas of the region or displace substantial numbers of people or housing units that would necessitate the construction of replacement housing elsewhere beyond what was already identified in Section 4.14, *Population and Housing*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on population and housing associated with the removal of the regional road usage charge.

PUBLIC SERVICES AND UTILITIES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not generate any excess solid waste, negatively impact the provision of solid waste services, impair the attainment of solid waste reduction goals, or fail to comply with management and reduction statutes and regulations beyond what was identified in Section 4.15, *Public Services and Utilities*, of the approved Plan PEIR. Additionally, the proposed Amendment would not result in the expansion, relocation, or construction of wastewater collection and treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities that could cause significant environmental impacts. The proposed Amendment also would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered public facilities in order to maintain adequate fire and police protection, emergency services, schools, libraries, and recreational facilities, and would not increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial deterioration of the facility would occur or be accelerated. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on public services and utilities associated with the removal of the regional road usage charge.

TRANSPORTATION

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not increase hazards due to a design feature or incompatible use beyond what was identified in Section 4.16, *Transportation*,

of the approved Plan PEIR. Additionally, the proposed Amendment would not lead to a lack of parking supply that would cause significant secondary environmental impacts not already analyzed in other resource chapters of the approved Plan PEIR and this SEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified for TRA-3 or TRA-4 in the approved Plan PEIR. Therefore, there would be no impact on TRA-3 or TRA-4 associated with the removal of the regional road usage charge.

TRIBAL CULTURAL RESOURCES

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not adversely alter the significance of a tribal cultural resource beyond what was identified in Section 4.17, *Tribal Cultural Resources*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on tribal cultural resources associated with the removal of the regional road usage charge.

WATER SUPPLY

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not require or result in the relocation or construction of new or expanded water facilities, or affect the sufficiency of water supplies. Additionally, the proposed Amendment would not substantially decrease the supply of groundwater or interfere with the groundwater recharge beyond what was identified in Section 4.18, *Water Supply*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved Plan PEIR. Therefore, there would be no impact on water supply associated with the removal of the regional road usage charge.

WILDFIRE

The proposed Amendment does not include any transportation network changes or new construction, or change the approved Plan SCS land use pattern. Therefore, the proposed Amendment would not expose any people or structures either directly or indirectly to a significant risk of loss, injury, or death from wildfire, or require the installation or maintenance of associated infrastructure. Additionally, the proposed Amendment would not expose more people or structures to downslope or downstream risks associated with post fire instability such as flooding or landslides beyond what was already identified in Section 4.19, *Wildfire*, of the approved Plan PEIR. The proposed Amendment would not result in any changes to the impact analysis or impact conclusions identified in the approved PEIR. Therefore, there would be no impact on wildfire associated with the removal of the regional road usage charge.

1.3 ORGANIZATION OF THIS SEIR

The *Executive Summary* of this SEIR, which precedes this introduction, provides a condensed version of the SEIR identifying the proposed Amendment's significant impacts, mitigation measures, and alternatives that would reduce or avoid those impacts; as well as known areas of controversy and issues to be resolved. Chapter 1 is this *Introduction*, which provides a general overview of the CEQA process, describes the public participation process and opportunities for input, and outlines the contents of this SEIR.

Chapter 2, *Project Description*, describes the features of the proposed Amendment in sufficient detail to support the impact analysis. The general physical characteristics of the natural and built environments of the San Diego

region are described in Chapter 3, *Environmental Setting*. Chapter 4, *Environmental Impact Analysis Approach*, provides the impact analysis, beginning with a detailed explanation of the approach for the analysis, followed by analysis for five different resource areas in Sections 4.1 through 4.5. Each resource area section describes existing conditions (which serve as the baseline for impact analysis), regulatory setting, significance criteria, impact analysis, and mitigation measures (where significant impacts are identified). Chapter 5, *Cumulative Impact Analysis*, contains the cumulative impacts analysis, while the alternatives to the proposed Amendment are discussed and evaluated in Chapter 6, *Alternative Analysis*. Chapter 7, *Other Considerations Required by CEQA*, discusses growth inducement, significant irreversible impacts, and significant and unavoidable impacts. Chapter 8, *References*, provides the references consulted in preparing this SEIR, and Chapter 9, *Preparers*, lists the preparers of this environmental document.

This Final SEIR reproduces the text of the Draft SEIR, and shows changes to the text of the Draft SEIR in underline and strikeout format.

Appendices include the Notice of Preparation (NOP) and written comments received during the NOP period and scoping meeting (Appendix A), as well as technical documents (Appendices B through E) that provide supporting data and information for this SEIR. Appendix F, Response to Comments on the Draft SEIR, reproduces the comments received on the Draft SEIR, and presents the responses to those comments.

In compliance with PRC Section 21081.6, a Mitigation Monitoring and Reporting Program (MMRP) will be prepared as a separate document that will be considered after certification of the Final SEIR, when the SANDAG Board of Directors considers whether to adopt the proposed Amendment.

1.4 LEAD AND RESPONSIBLE AGENCIES

A lead agency is the public agency that has the principal responsibility for carrying out or approving a project (CEQA Guidelines Section 15367). Responsible agencies are other public agencies that propose to carry out or approve a project for which a lead agency is preparing an EIR, including all other agencies that have discretionary approval for a project (CEQA Guidelines Section 15381).

In the case of the proposed Amendment and this SEIR, SANDAG serves as the lead agency. No responsible agencies for this SEIR have been identified.

1.5 PUBLIC REVIEW AND PARTICIPATION PROCESS

Consistent with CEQA, SANDAG contacted affected agencies, organizations, and individuals who may have an interest in the proposed Amendment and SEIR. This consultation assisted in defining the scope of this SEIR, which is described in Section 1.2.

1.5.1 NOTICE OF PREPARATION

SANDAG initiated the EIR scoping process on December 9, 2022, through the circulation of an NOP. The 30-day comment period ended January 9, 2023.

The NOP provided formal notification to all federal, State, and local agencies involved with funding, and to other interested organizations and members of the public, that an SEIR will be prepared for the proposed Amendment. The NOP was intended to encourage interagency communication concerning the proposed Amendment and provide sufficient background information so that agencies, organizations, and individuals

could respond to SANDAG with specific comments and questions on the scope and content of this SEIR. The NOP and the written comments received are provided in full in Appendix A.

1.5.2 PUBLIC SCOPING

Consistent with CEQA (PRC Section 21083.9), SANDAG noticed and held a virtual public scoping meeting on December 21, 2022. The purpose was to receive perspective and input from agencies, organizations, and individuals on the scope and content of the environmental information to be addressed in the SEIR.

1.5.3 AB 52 CONSULTATION

Consistent with Assembly Bill (AB) 52, SANDAG contacted representatives from the following tribes in San Diego County, via certified mail, inviting each tribe to consult on the proposed Amendment:

- Agua Caliente Band of Cahuilla Indians
- Barona Band of Mission Indians
- Cahuilla Band of Indians
- Campo Band of Mission Indians
- Chemehuevi Indian Tribe
- Ewiiapaayp Band of the Kumeyaay Nation
- Iipay Nation of Santa Ysabel
- Inaja Band of Diegueño Mission Indians
- Jamul Indian Village of California
- Kwaaymii Laguna Band of Mission Indians
- La Jolla Band of Luiseño Indians
- La Posta Band of the Kumeyaay Nation
- Los Coyotes Band of Cahuilla/Cupeño Indians
- Manzanita Band of the Kumeyaay Nation
- Mesa Grande Band of Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- San Luis Rey Band of Mission Indians
- San Manuel Band of Mission Indians
- San Pasqual Band of Diegueño Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians
- Sycuan Band of the Kumeyaay Nation
- Torres Martinez Desert Cahuilla Indians
- Viejas Band of Kumeyaay Nation

The Rincon Band of Luiseño Indians and the San Luis Rey Band of Mission Indians responded and requested consultation pursuant to AB 52 on January 26, 2023, and March 6, 2023, respectively. On March 7, 2023, March 28, 2023, and May 11, 2023, SANDAG contacted the Rincon Band of Luiseño Indians to discuss the consultation process. On May 26, 2023, SANDAG met with the Rincon Band of Luiseño Indians to consult on the proposed Amendment. On April 14, 2023, May 11, 2023, and May 23, 2023, SANDAG contacted the San Luis Rey Band of Mission Indians to discuss the consultation process, but did not receive any further response. On June 7, 2023, SANDAG concluded the AB 52 consultation process.

1.5.4 COMMENTS ON THE DRAFT SEIR

The Draft SEIR was released to the public on July 13, 2023, and ~~was will be~~ available for a 457-day public review period, as required by CEQA. The public review period ~~ended will end~~ on August 28, 2023. SANDAG published a Notice of Availability (NOA) for the Draft SEIR in the *Union Tribune* on July 12, 2023, and in *Hispanos Unidos* on July 14, 2013, and mailed the NOA to an extensive distribution list. SANDAG also filed a Notice of Completion (NOC) with the State Clearinghouse to indicate the availability of the Draft SEIR for public review and comment on July 12, 2023. In accordance with CEQA Guidelines Section 15204, reviewers were asked to “focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.”

The Draft SEIR and all appendices ~~were are~~ available for review online at www.sandag.org and at SANDAG offices located at 401 B Street, Suite 800, San Diego, California 92101. The Draft SEIR was distributed to the agencies, organizations, and individuals that provided written comments on the NOP, the SANDAG Board of Directors, SANDAG member agencies, the San Diego Central Library (which is capable of transferring the document to other local libraries), and other interested parties and stakeholders.

Agencies, organizations, and individuals ~~were are~~ invited to provide written comments on the Draft SEIR during the public review period from July 13, 2023, to August 28, 2023. Comments should be emailed with subject line “Regional Plan SEIR” to: RegionalPlanSEIR@sandag.org. Written comments ~~were asked to can~~ be addressed and sent to:

San Diego Regional Plan SEIR
C/O Kirsten Uchitel, Associate Planner
401 B Street, Suite 800
San Diego, CA 92101

Comments ~~could can~~ also be submitted using a comment form at: www.sandag.org/RegionalPlanSEIRComments.

Following the public review period, SANDAG ~~will~~ prepared written responses to significant environmental concerns raised in comments on the Draft SEIR. The Final SEIR ~~will~~ includes revisions to the Draft SEIR, comments received on the Draft SEIR either verbatim or in summary, and SANDAG responses to significant environmental concerns raised in the public comments. Appendix F contains comments received on the Draft SEIR and responses to those comments. The Final SEIR and all appendices are available for review online at www.sandag.org and at SANDAG offices located at 401 B Street, Suite 800, San Diego, California 92101. Certification of the Final SEIR and adoption of the proposed Amendment are anticipated to be considered by the SANDAG Board of Directors on October ~~1327~~, 2023.