4.16 TRANSPORTATION

This section evaluates the transportation impacts of the proposed Plan.

4.16.1 Existing Conditions

The San Diego regional transportation system is a complex and expansive multimodal network that supports the demand for personal travel and is the backbone of the region's economic base. The transportation network connects residents and visitors to places of employment, education, shopping, recreation, and residences. The transportation network is also essential for the movement of goods and continued economic development.

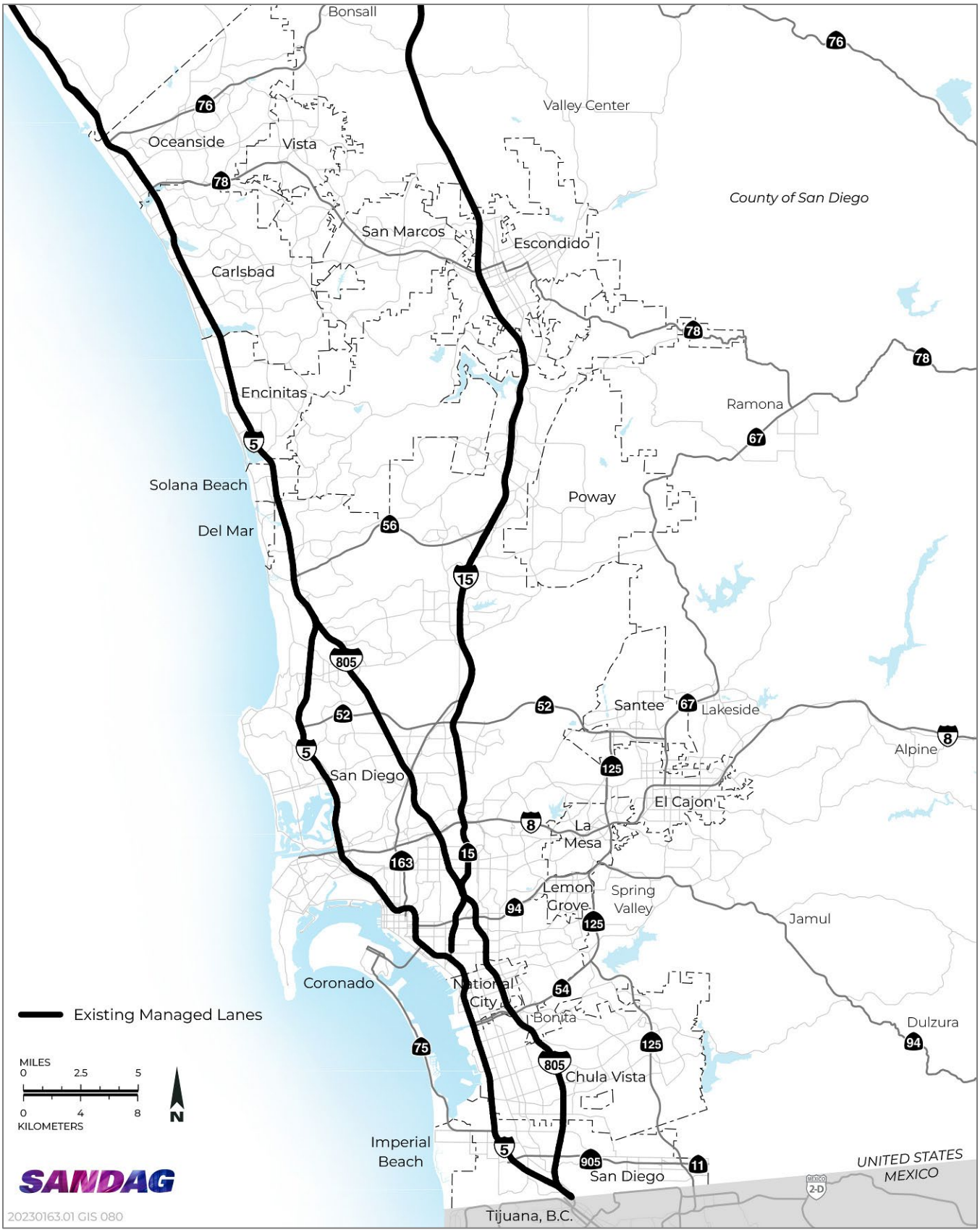
The transportation system includes interstates, state highways, arterial roadways, local roadways, public transportation systems, nonmotorized transportation facilities, maritime and aviation facilities, and land ports of entry (POEs). The regional roadway system is an interconnected network of freeways, state highways, toll roads, arterial roadways, and local roadways. The roadway network allows for the movement of personal vehicles, micromobility transport, bicycles, buses, commercial vehicles, ride-share services, and heavy trucks. The regional public transit system includes local and regional bus operations, regional and interregional commuter rail services, and light rail service. The freight railroad network includes two freight rail corridors distributing cargo and goods. Nonmotorized transportation facilities generally include walkways and bikeways. Often bikeway facilities, such as bike routes, bike lanes, and cycle tracks, are located within the roadway right-of-way. Shared facilities, such as multiuse paths, are generally not associated with a roadway facility. The airport system consists of commercial, general, and military aviation facilities serving passenger, freight, business, recreational, and military needs. Individual components of the regional transportation network are described in the following sections.

Both the current (year 2025) and baseline year (year 2022) conditions of the region's transportation network are discussed in the following sections. SANDAG uses a disaggregate third-generation activity based model (ABM3) which is calibrated to year-2022 conditions under its base year scenario. The ABM3 is the most up-to-date transportation forecast within the San Diego region and is the best tool in which the metrics used to evaluate effects of land use growth and transportation network improvements can be measured at a regional level, including activity and tour (trip) generation, mode split, average trip length, and vehicle miles traveled (VMT). Therefore, the majority of the transportation impact analysis presented in Section 4.16.4. "Environmental Impacts and Mitigation Measures," below, was conducted using the ABM3 and uses year 2022 as the base year scenario. Transportation conditions evolve slowly, and usually only minor changes in the network occur over a 3-year period. Therefore, as shown in the following sections, the differences between baseline year 2022 and current conditions are minor (less than 2 percent for most facility types) and would not affect the overall findings of the transportation impact analysis.

ROADWAY NETWORK

The primary purpose of the roadway network (Figure 4.16-1) is to facilitate the movement of people and goods. The roadway network within the region serves many purposes and can accommodate several modes of travel, such as buses, personal automobiles, commercial automobiles, the movement of freight, and bicycles and micromobility vehicles. Local streets and arterials traverse communities and are typically used for shorter trips, while the region's freeways and state highways provide access to major job centers, educational institutions, recreation, and travel to destinations outside the region. The regional roadway network is a complex and expansive system that is planned, designed, built, operated, and maintained by numerous agencies, such as the region's local jurisdictions, Caltrans, tribal governments, and SANDAG.

Table 4.16-1 summarizes the existing roadway network within the San Diego region.



Source: Data received from SANDAG in 2025; adapted by Ascent in 2025.

Figure 4.16-1 Existing Roadway Network

Table 4.16-1 Existing Roadway Facilities in the Region

Facility Type	Year 2022 Centerline Miles	Year 2022 Lane Miles	Year 2024 Centerline Miles	Year 2024 Lane Miles
Freeway: general purpose	335	2,417	335	2,420
Freeway: Managed Lanes	~~39~~,47	~~114~~135	53	146~~141~~
Tollway	11	48	11	48
State highways	276	641	276	641
Regional arterial network	~~1,045~~1,052	~~3,773~~3,757	~~1,046~~1,053	3,776~~3,792~~
Local roadways	~~2,936~~2,961	~~6,696~~6,695	~~2,945~~2,970	6,725~~6,727~~

Notes: centerline miles = total miles of roadway type, regardless of the number of lanes provided; lane miles = total miles of roadway multiplied by the number of lanes along each segment.

Transportation forecast activity-based model (ABM3) (which is calibrated to year-2022) and year 2024 transportation network.

The revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: Data provided by SANDAG in 2025.

As shown in Table 4.16-1, the total tollway and state highway centerline miles and lane miles did not increase between year 2022 and year 2024. Freeway general purpose lanes, regional arterials, and local roadways saw only a nominal increase in both centerline miles (less than 0.3 percent) and lane miles (0.5 percent) over the same period. Finally, freeway managed lanes saw a more substantial increase of ~~35.2~~12.8 percent in centerline miles and an increase of ~~23.7~~8.1 percent in total lane miles over this period.

Public Transit

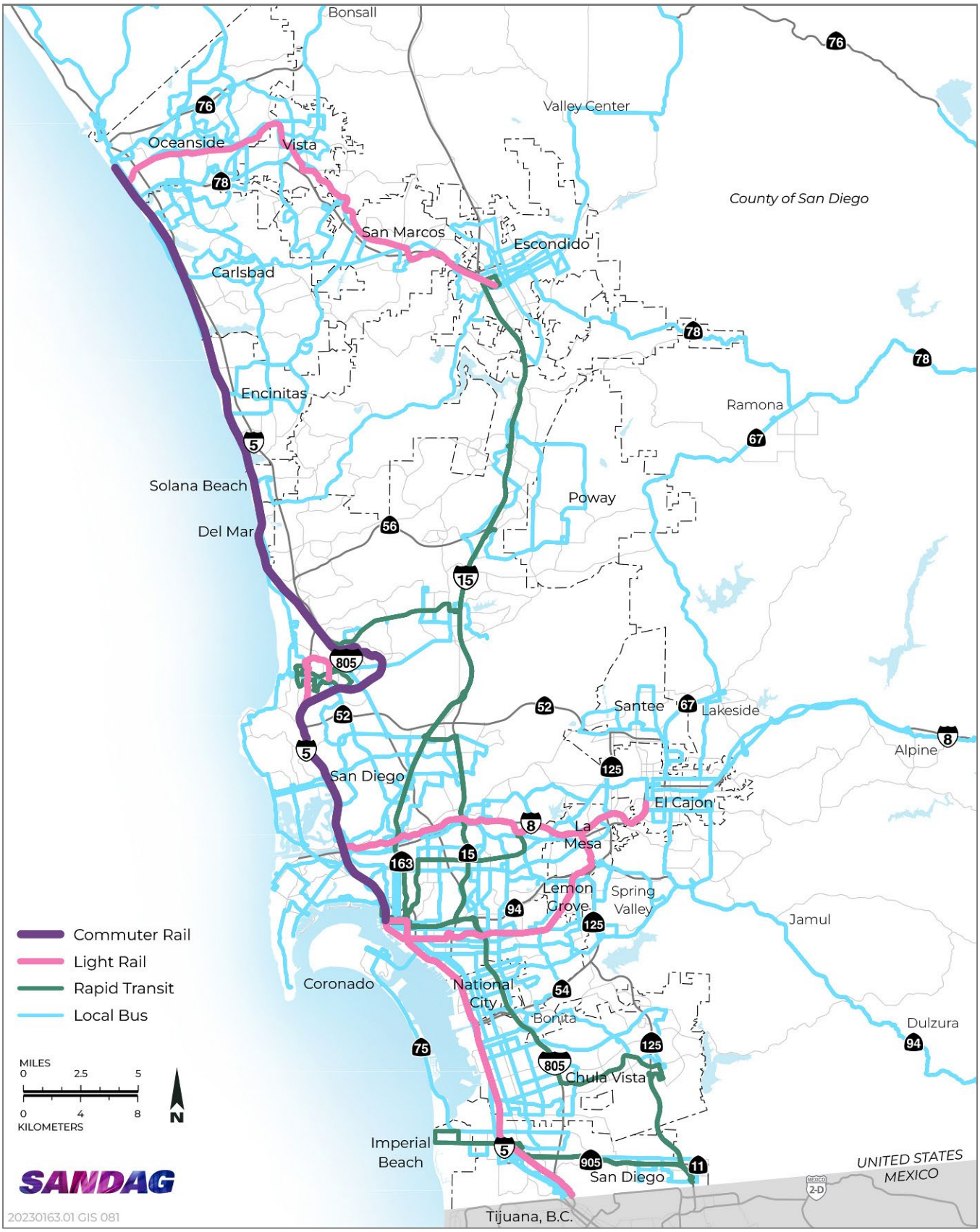
The primary forms of public transportation throughout the San Diego region are commuter rail, light rail, bus rapid transit (*Rapid*), and local and express bus services. Additionally, on-water transit services, such as ferries and water taxis, are operated in the San Diego Bay, connecting between Downtown San Diego and Coronado. The existing transit network is depicted in Figure 4.16-2. Generally, these forms of public transit are centered in the western portion of the region, near the more densely populated coastal communities and commuter corridors. Many of the less dense and rural communities in the eastern portion of the region have limited access to regional public transportation. The commuter rail, light-rail, *Rapid*, and bus services within the region are primarily provided by Metropolitan Transit System (MTS) and North County Transit District (NCTD).

Light Rail

Throughout the San Diego region, light-rail service is provided by NCTD and MTS. The NCTD SPRINTER is a diesel-powered, light-rail system that travels a 22-mile east–west route serving 15 stations and connecting Oceanside, Vista, San Marcos, and Escondido generally along the SR 78 corridor. The SPRINTER operates every 30 minutes in each direction, Monday through Friday, from approximately 4 a.m. until 9 p.m. Trains on Fridays and Saturdays run later, and trains on Saturdays, Sundays, and holidays operate every 30 minutes from 10 a.m. until 6 p.m. and hourly before and after those hours (NCTD 2024a).

The San Diego Trolley is a light-rail passenger service operated by San Diego Trolley, Inc., which is owned by MTS. The San Diego Trolley system consists of four lines, including the UC San Diego Blue Line, Orange Line, Sycuan Green Line, and the County Connector Copper Line. There are 53 trolley stations within the region, connected by 54.3 miles of rail. Each of these four lines is described below (MTS 2025a):

- The UC San Diego Blue Line currently covers 26.3 miles and includes 32 stations. The route extends between UC San Diego/Westfield University Town Center (UTC) and the San Ysidro transit station at the United States–Mexico border. The route also accesses the Old Town Transit Station, Santa Fe Depot, National City, and Chula Vista. The Blue Line currently runs at 7- to 8-minute headways during peak periods and 15-minute headways in off-peak periods Monday through Sunday. Late night service (after 11 p.m.) on this line runs every 30 minutes.



Source: Data received from SANDAG in 2025; adapted by Ascent in 2025.

Figure 4.16-2 Existing Transit Network

- The Orange Line currently covers 17.1 miles and includes 18 stations, extending from the San Diego Courthouse Station in Downtown San Diego to the El Cajon Transit Center via southeastern San Diego, Lemon Grove, and La Mesa. The Orange Line currently runs at 7- to 8-minute headways during peak periods (between the Spring Street Station and City College Station) and 15-minute headways in off-peak times until 8:15 p.m. when headways increase to 30 minutes Monday through Friday. On Saturdays and Sundays, the Orange Line currently runs at 15-minute headways during midday, and 30-minute headways during mornings and evenings.
- The Sycuan Green Line services 19.8 miles and includes 24 stations, operating from the 12th and Imperial Station in Downtown San Diego to the Old Town Transit Center via the bayside alignment, then east to the 70th Street station near San Diego State University (SDSU). The Green Line operates a 15-minute service during peak times Monday through Friday and midday Saturdays, and a 30-minute service during other times of the day.
- The County Connector Copper Line currently covers 3.8 miles and includes 4 stations, extending from the El Cajon Transit Center to Santee Town Center. The Copper Line replaced existing Green and Orange Line service, east of the El Cajon Transit Center, for the purpose of reducing the impacts of a previous single-track segment and improving service reliability between El Cajon Transit Center and Santee. The Copper Line runs at 15-minute headways during peak times Monday through Friday and midday Saturdays, and a 30-minute service during other times of the day.

Rapid

MTS currently operates nine *Rapid* bus routes within the southern portions of the county. It should be noted that the current *Rapid* bus routes partially operate within an exclusive right-of-way, as is more typical with bus rapid transit services. The current *Rapid* bus services provide high-frequency, limited-stop bus service from various transit centers within the region to downtown or one of the major universities in the region (UC San Diego and, SDSU~~, and the University of San Diego~~).

Bus

MTS operates almost 100 fixed bus routes and ADA complementary paratransit service throughout its service area. MTS's service area primarily covers the central and southern portions of the San Diego region. Fixed-route bus service includes local, urban, express[1], premium express, and rural routes (MTS 2025b). Bus services are provided by the San Diego Transit Corporation, which is owned by MTS. MTS bus service extends from the international border to as far north as Escondido. All MTS buses are equipped with a lift or a ramp for boarding mobility impaired riders.

The NCTD bus system, known as the BREEZE, serves the northern San Diego region. BREEZE operates approximately 30 bus routes from Oceanside south to La Jolla/UTC, southeast to Escondido, northeast to the Pala community, and north to Fallbrook (NCTD 2024b). NCTD also provides an on-demand FLEX bus service, which includes routes to Ramona and Marine Corps Base (MCB) Camp Pendleton. The NCTD service area also includes four Native American reservations governed by the Rincon Band of Luiseño Indians, Pala Band of Mission Indians, Pauma Band of Luiseño Indians, and San Pasqual Band of Diegueno Mission Indians. NCTD's BREEZE buses are all accessible to persons with disabilities. All buses are equipped with a lift or ramp to assist in boarding mobility-impaired riders. Finally, NCTD services include the LIFT paratransit service, which provides origin-to-destination service for people with disabilities unable to use BREEZE buses or rail services.

Passenger and Regional Commuter Rail

Throughout the San Diego region, passenger and commuter rail services are provided by Amtrak, NCTD, and Metrolink, all of which travel along different segments of the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor. The LOSSAN Rail Corridor is the second-busiest intercity passenger rail corridor in the United States and the busiest state-supported Amtrak route. The LOSSAN Rail Corridor service includes 41 stations and more than 95 daily passenger trains, with an annual ridership of nearly 1.6 million on Amtrak Pacific Surfliner intercity trains and 3.74 million on Metrolink and COASTER commuter trains (OCTA 2024).

[1] Express bus routes are typically longer routes with fewer stops to allow for shorter travel times over longer distances. Unlike Rapid bus routes, express bus routes do not operate within an exclusive right-of-way.

Amtrack's Pacific Surfliner provides intercity connections between downtown San Diego, Orange County, Los Angeles, Santa Barbara, and San Luis Obispo. It also connects to the nationwide rail system via Union Station in Los Angeles. The Pacific Surfliner offers 10 daily round trips from San Diego to Los Angeles Union Station, and 5 round trips from Los Angeles to Goleta (just north of Santa Barbara), with 2 daily trips extending to San Luis Obispo.

The COASTER is operated by NCTD and also travels along the LOSSAN Rail Corridor. The COASTER provides passenger commuter rail service with eight stops along 41 miles of track between Downtown San Diego and Oceanside. The COASTER primarily serves commuters on weekdays, with more than 20 trains scheduled during typical commute hours. The COASTER operates 7 locomotives and 28 bi-level coaches (NCTD 2024c).

Metrolink is a regional passenger commuter rail service, formed by the Southern California Regional Rail Authority, that operates within the LOSSAN Rail Corridor. The Metrolink system consists of nine routes with 67 stations along 437.5 route miles. Metrolink provides service to 25,053 average weekday riders. The only Metrolink station within the San Diego region is located in Oceanside, and it runs along the Orange County Line. The Orange County Line (which runs from Oceanside to Los Angeles) has 15 stations and 87.2 route miles, with an average of 4,802weekly riders (Metrolink 2025).

Micro-transit

Micro-transit is a service that offers flexible routing or flexible scheduling of minibus vehicles, which are typically electric powered. Micro-transit serves a range of 1.5-4.5 miles carrying up to 15 passengers. NEVs are a type of microtransit that typically have a service range of 0.5 to 2 miles, carry up to 6 passengers, and are permitted to operate on streets with speed limits of 35 miles per hour or less. ~~Both m~~Micro-transit ~~and NEVs are~~is typically requested with a smartphone app and pick-up and drop-off activities occur anywhere within a defined service area, at designated locations, or a hybrid of the two.

GO'SIDE~~Free Ride Everywhere Downtown (FRED)~~, which is operated by Circuit, is a local example of on-demand (via cell phone app) curb-to-curb service anywhere within Downtown Oceanside~~San Diego~~. There are currently no publicly operated stop-to-stop micro transit services in the San Diego region.

Tables 4.16-2 and 4.16-3 summarize the year 2022 and current transit services provided within the San Diego region, respectively.

Table 4.16-2 Year 2022 Transit Services in the Region

Agency	Type	Total Number of Routes	Total Route Miles	Total Number of Stops	Total Number of Major Stops	Average Daily Passengers[1]	Annual Passengers[2]
MTS	Light rail	3	72	63	63	90,745	29,739,499
	Rapid	9	155	~~69~~70	~~38~~53	13,051	4,021,024
	Bus	86	853	~~2,231~~2,230	~~179~~174	77,065	23,663,562
	Total	98	1,080	2,363	~~280~~290	180,861	57,424,085
NCTD	Commuter rail	1	41	8	8	1,746	588,409
	Light rail	1	22	15	15	4,104	1,322,380
	Rapid	1	6	11	0	N/A	N/A
	Bus	35	441	901	0	12,639	3,944,001
	Lift	N/A	N/A	N/A	0	244	72,376
	Total	38	510	935	23	18,733	5,927,166
Amtrak	Passenger Rail	1	41	4	4	4,477	1,634,087

[1] National Transit Database FY 24.

[2] Passenger Count Program (PCP) FY22 and FY24.

Transportation forecast activity-based model (ABM3) (which is calibrated to year-2022) and year 2024 transportation network.

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: Data provided by SANDAG in 2025.

Table 4.16-3 Year 2024 Transit Services in the Region

Agency	Type	Total Number of Routes	Total Route Miles	Total Number of Stops	Total Number of Major Stops	Average Daily Passengers[1]	Annual Passengers[2]
MTS	Light rail	4	72	63	63	121,002	39,649,485
	Rapid	10	155	~~69~~70	~~53~~38	21,290	6,364,477
	Bus	85	853	~~2,231~~2,230	~~179~~174	96,329	29,354,733
	Total	99	1,080	2,363	~~280~~290	238,621	75,368,695
NCTD	Commuter rail	1	41	8	8	2,521	852,993
	Light rail	1	22	15	15	5,761	1,822,849
	Rapid	1	6	11	0	N/A	N/A
	Bus	36	441	901	0	15,887	4,924,682
	Lift	N/A	N/A	N/A	0	376	105,244
	Total	39	510	935	23	24,545	7,705,768
Amtrak	Passenger Rail	1	41	4	4	5,436	1,984,069

[1] National Transit Database Fiscal Year (FY) 24

[2] Passenger Count Program (PCP) FY22 and FY24

Transportation forecast activity-based model (ABM3) (which is calibrated to year-2022) and year ~~20XX~~ 2024 transportation network.

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: Data provided by SANDAG in 2025.

As shown in Tables 4.16-2 and 4.16-3, the total route miles of transit service did not change between 2022 and 2024, across all three service providers.

ACTIVE TRANSPORTATION

Active transportation facilities within the region include bicycle facilities, such as bike routes, bike lanes, cycle tracks, and multiuse paths, as well as pedestrian facilities, such as sidewalks, pedestrian bridges, and pathways. Active transportation also includes micromobility transport, such as electric scooters (e-scooters), e-bikes, bikeshare, and neighborhood electric vehicles (NEVs).

Bicycle Facilities

The San Diego regional bicycle network is composed of the following five main facility types:

- **Class I Multi-Use Path***:* Also referred to as a bike path or multiuse path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Multiuse paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way, multiuse path is considered to be an 8-foot paved pathway with a 2-foot-wide graded area adjacent to either side of the pavement (12 feet total width).
- **Class II Bike Lane:** This facility provides a striped lane designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted across bike lanes at intersections and driveways. Additional enhancements, such as painted buffers and signage, may be applied. The minimum bike lane width is considered to be 5 feet.
- **Class III Bike Route:** This facility provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as "sharrows." Bike routes are best suited for low-speed, low-volume roadways with an outside lane of 14 feet or greater. Bike routes provide network continuity or designate preferred routes through corridors with high demand.

- **Class IV Cycle Track:** Also referred to as separated or protected bikeways, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway. Cycle tracks are physically protected from vehicular traffic both horizontally, through a buffered area, as well as vertically, utilizing treatments such as grade separation, flexible posts, bollards, railings, art pieces, or on-street parking. Cycle tracks can provide for one-way or two-way travel. A one-way cycle track has a minimum 5-foot-wide travel lane with a 3-foot buffer (8 feet in total), while a two-way cycle track has a minimum 8-foot-wide travel way with a 3-foot buffer (11 feet in total) (Caltrans 2025a).
- **Bike Boulevard:** Bike Boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bike Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. It should be noted that Bike Boulevards are not separately distinguished in the Caltrans Highway Design Manual from Class III Bicycle Routes. However, the National Association of City Transportation Officials' *Urban Bikeway Design Guide* does recognize Bike Boulevards as a separate form of classification.

There are approximately ~~3,477~~3,597 lane miles of existing bikeway facilities in the region, as detailed in Table 4.16-4. Class II facilities are the predominant type of bikeway at roughly ~~66.6~~65.4 percent of the total, followed by Class III facilities at ~~20.3~~21.1 percent. Class I facilities make up about ~~10.5~~11.0 percent of the regional total, and Class IV Cycle Tracks make up ~~2.1~~2.0 percent. Figure 4.16-3 shows the existing bicycle network throughout the San Diego region.

Table 4.16-4 Existing Bicycle Facilities in the Region

Facility Type	Year 2022 Lane Miles	Year 2022 Percentage of Total	Existing (2024) Conditions Lane Miles	Existing (2024) Conditions Percentage of Total
Class I Multi-Use Path	~~354~~396	~~10.4%~~11.1%	~~366~~396	~~10.5%~~11.0%
Class II Bike Lane	~~2,284~~2,354	~~66.8%~~65.8%	~~2,316~~2,354	~~66.6%~~65.4%
Class III Bike Route	~~722~~759	~~21.1%~~21.2%	~~707~~759	~~20.3%~~21.1%
Class IV Cycle Track	~~45~~55	~~1.3%~~1.5%	72	~~2.1%~~2.0%
Bike Boulevard	15	0.4%	16	~~0.5%~~0.4%
Total	**~~3,420~~3,580**	**100.0%**	**~~3,477~~3,597**	**100.0%**

Source: Data provided by SANDAG in 2025; SANGIS.

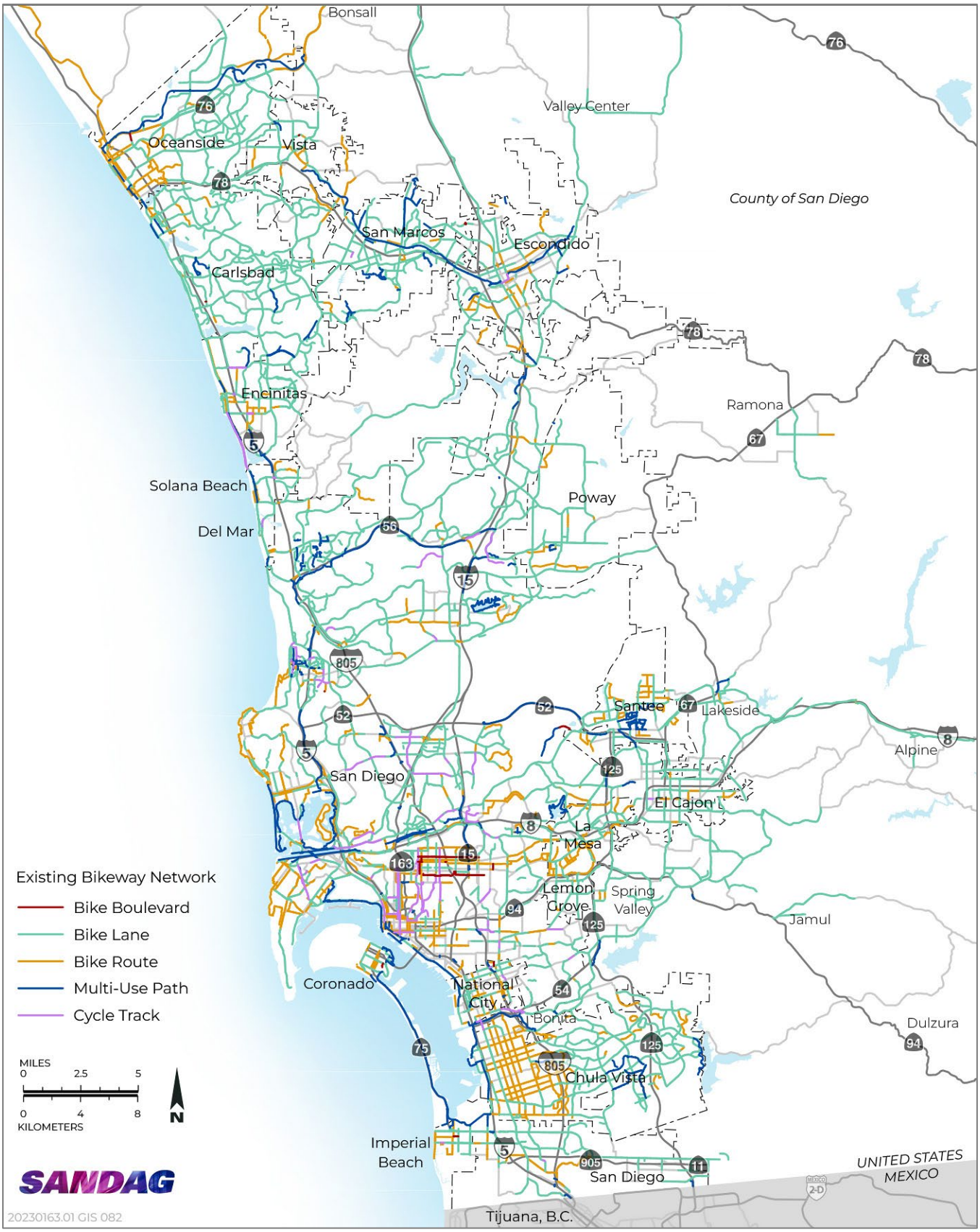
Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

As shown in the table, the ratio of facility types stayed rather consistent between 2022 and 2024; however, there was an ~~1.6~~0.5 percent increase in the lane miles of facilities over this same period.

Micromobility

Micromobility refers to small, lightweight travel devices that generally travel short distances at low speeds. In the San Diego region, popular micromobility devices include e-bikes, e-scooters, and NEVs. Similar to bicycles, e-scooters are not allowed to be ridden on the sidewalk and are required to either be within a bike facility, such as a bike lane, or in the outside travel lane of the roadway.

A NEV is a small electric vehicle that typically operates within a defined service area and fulfills trips that cover a short distance, typically less than 2 miles. NEVs help to facilitate connections to and from transit stations and provide users with an alternative to driving for short trips. NEVs are generally available to rent through public sharing programs or through personal ownership. There are currently no NEV-sharing programs operating within the San Diego region. NEVs are allowed to be driven within the travel lane of roadways with speed limits that do not exceed 35 miles per hour (mph) (California Vehicle Code Sections 385.5 and 21260); however, they generally have a maximum speed of 25 mph. Along higher speed roadways, NEVs are permitted within the bike lane, if adequate width is provided, or within designated facilities.



Source: Data received from SANDAG in 2025; adapted by Ascent in 2025.

Figure 4.16-3 Existing Bicycle Network

There are currently no app based or regional providers for e-bike or e-scooter rentals within the San Diego Region. However, localized shop-based rentals for e-bikes and e-scooters are available within the downtown and beach communities.

Pedestrian Facilities

Walking is also a part of an active transportation network. Pedestrian facilities primarily include sidewalks and crosswalks associated with arterials and roadways, as well as pedestrian bridges and other connections across highways and rail facilities. Generally, most major public roadways within the incorporated jurisdictions of the San Diego region include sidewalk facilities along both sides. Local jurisdictions have the authority to implement their own sidewalk requirements and standards, as long as they are consistent with the minimums set forth the American Disabilities Act (ADA). Additionally, most signalized intersections within the region include crosswalks on legs in which pedestrians are allowed cross, as well as pedestrian curb ramps. The pedestrian ramp requirements included in the ADA has changed the multiple times over the last 20 years, including the most recent update in 2023. As such, a portion of the existing pedestrian ramps within the San Diego region no longer meet current ADA standards. However, any ramp that does not currently meet ADA standards is required to be improved to meet the current standards as part of any construction or improvements at the intersection or along the adjacent roadway. Therefore, non-compliant ramps will be updated overtime, as well as in conjunction with any improvement included in the proposed Program that occur at a non-compliant ramp location.

Trail facilities are also considered part of the pedestrian network. The trail facilities in the San Diego region are further described and analyzed in Section 4.15, "Public Services, Recreation, and Utilities," of this EIR, along with other recreational facilities.

PARKING

On- and off-street parking within the San Diego region is generally regulated within each local jurisdiction's municipal code. Generally, local jurisdictions within the San Diego region require that a minimum number of parking spaces be provided on-site and directly adjacent to the land use in which they support. Typically, the minimum number of parking spaces is determined based on the type and size of land use in which they are intended to serve. Under specific circumstances (such as urban core areas), jurisdictions will typically allow for parking to be located in a centralized, shared, off-site location, that is within a specific distance of the uses in which it serves. These type of centralized shared parking strategies are generally most effective in dense and mixed-use areas with land uses that have offsetting times of peak parking demand. As an example, the parking demand for commercial and office uses typically occurs in the middle of the day and these uses have little to no demand at night. Conversely residential uses have lower parking demands during the daytime but experience their peak demand at night. Centralized shared parking programs allow jurisdictions to more efficiently accommodate the parking demand of both uses by sharing the same pool of parking spaces between both uses. The commercial demand fills the spaces during the daytime, while the residential uses fill those same spaces during the night; thus, reducing the overall number of spaces needed to accommodate both uses.

The State of California adopted AB-2097 in September 2022, this bill restricts jurisdictions from imposing parking minimums for most land uses if the project is located within one-half mile of public transit. As such, land uses within these areas are no longer subject the local jurisdictions parking requirements. Finally, Caltrans also provides Park & Ride locations at strategic points along the region's freeway network, as well as joint locations, with transit agencies (MTS and NCTD), at major transit stations.

AIRPORTS

The San Diego region is home to 16 public-use and military airports, as shown in Figure 4.9-2 and discussed further in Section 4.9, "Hazards and Hazardous Materials." Located adjacent to Downtown San Diego, the San Diego International Airport (SDIA) is the busiest single-runway commercial service airport in the nation. The airport served approximately 15.6 million passengers in 2021 and hosted 16 passenger carriers.

Other regional airports include Oceanside Municipal Airport, McClellan-Palomar Airport, Montgomery Field, Gillespie Field Airport, and Brown Field Municipal Airport. Rural airfields, generally located in the eastern portion of the San Diego region, are Fallbrook Community Airpark, Ramona Airport, Borrego Valley Airport, Ocotillo Airport, Agua Caliente Airport, and Jacumba Airport. Military airfields in the region are Marine Corps Air Station Camp Pendleton, Marine Corps Air Station Miramar, Naval Air Station North Island, and Naval Outlying Field Imperial Beach (SDIA 2021).

GOODS MOVEMENT AND FREIGHT

The movement of goods and freight throughout the San Diego region is an important component to the region's transportation operations. The San Diego region's location is critical in the international transport of goods through multiple international POEs, with Mexico to the south and the Ports of Los Angeles and Long Beach to the north. The San Diego region is also home to two international marine terminals: the National City Marine Terminal (NCMT) and the Tenth Avenue Marine Terminal (TAMT).

Truck

The predominant mode in San Diego's diverse and expansive goods movement network is commercial trucking. Trucking has played a pivotal role in enabling the region to harness the economic benefits of growing international trade. In 2019, Mexico became the United States' top overall trade partner. Currently, more than 90 percent of California–Mexico trade is moved by truck. In 2019, the Otay Mesa and Tecate POEs processed a combined $48.3 billion in total bilateral trade, and that number is expected to grow over the coming years (SANDAG 2021). The most common commodities that cross the California–Mexico border by truck are high-value items, such as electronics, medical devices, and automobiles. These commodities are expected to continue to dominate cross-border trade, especially with the passage of the United States–Mexico–Canada Trade Agreement. International trade, however, accounts for only a portion of the goods that trucks carry through San Diego County. Freight traveling within the county or to and from other domestic locations accounts for more than 85 percent of the truck tonnage on the region's interstate freeways, highways, and local roads, which equates to approximately 50 million tons per year (SANDAG 2016).

Rail

In addition to commercial truck crossings, San Diego also has a rail freight crossing at its San Ysidro Port of Entry, where the Main Line—owned by the MTS subsidiary San Diego and Arizona Eastern Railway Company (SD&AE)—terminates. Freight on this short line is operated by the San Diego and Imperial Valley Railroad (SDIV). A defunct rail crossing, which would connect the SD&AE Main Line through the Tijuana–Tecate short line to the currently nonoperational Desert Line, also exists about 5 miles east of the Tecate POE. While accounting for only a small portion of total cross-border trade, approximately $96 million of goods pass through San Diego's rail crossings. These rail imports consist primarily of agricultural goods and raw materials, such as stone, iron, and steel.

San Diego's rail infrastructure also carries a significant amount of domestic freight. Of the approximately 3,200 rail carloads carried by SDIV in 2019, about half are transported between locations other than the international border. The region is also served by the LOSSAN Rail Corridor, which carries approximately $1 billion of freight annually by its Class I freight operator, the Burlington Northern Santa Fe (BNSF) Railway Company (NCTD 2020).

Maritime

While the majority of imports that pass through the San Diego goods movement network complete a portion of their journey on trucks or trains, many international goods arrive in the region by ship. Between the TAMT and the NCMT, more than 1.9 million metric tons of waterborne cargo are processed by San Diego's seaports annually (USACE 2022). In addition to standard shipping containers, San Diego's maritime ports are equipped to process breakbulk and refrigerated cargo. NCMT primarily handles lumber and automobiles, while TAMT receives a wider variety of goods, including fruit, sand/cement, and petroleum products. Both TAMT and NCMT have on site rail connections and are minutes away from major freeways for transport of waterborne cargo by rail or truck.

By providing the region with valuable goods and high-quality employment, the Port of San Diego is an important economic driver. A 2017 economic impact analysis found that industrial and maritime commerce at the port directly contributed 13,348 jobs and $2.65 billion in economic output to the county. With tourism activity and indirect economic benefits included, the Port of San Diego's total economic impact on the region is estimated to be more than $9.4 billion annually (Port of San Diego 2019).

Air Cargo

Another way goods enter and leave San Diego County is through its airports. In addition to being the nation's busiest single-runway commercial airport, SDIA handled more than 147,000 tons of cargo in 2021 (SDIA 2021). Mail makes up a significant portion of the cargo that arrives at the airport. Upon arrival, mail is trucked to off site sorting facilities before being sent to its final destination. Unlike the region's maritime ports, which almost exclusively processes international goods, SDIA primarily handles domestic cargo.

Pipeline

Finally, San Diego's goods movement network also includes two privately owned pipelines that bring in about 700,000 tons of aviation fuel and gasoline per year (Port of San Diego 2019).

Freight Rail

Freight rail services in the San Diego region are predominantly operated within the LOSSAN Rail Corridor by the BNSF Railway. Union Pacific Railroad trains also operate within the corridor north of the San Diego region (OCTA 2024). The LOSSAN Rail Corridor covers a six-county coastal region spanning 351 miles along the Southern California coast, with over 60 miles located in the San Diego region. More than 70 freight trains run along the LOSSAN Rail Corridor each day. As noted above in the "Public Transit" section, passenger and commuter rail services also operate within the LOSSAN Rail Corridor.

The SD&AE Rail Corridor straddles the United States–Mexico border, connecting San Diego, Tijuana, Tecate, and the Imperial Valley. The US section of the railroad is owned by MTS, and the 44.3 miles in Mexico are owned by the Mexican national railway, Ferrocarril Sonora-Baja California Railroad. The SD&AE runs on four lines (or "branches") totaling 108 miles, each of which are described below (MTS 2013).

- **Main Line:** Extends from Center City San Diego south to San Ysidro/international border at Tijuana with a total length of 15.5 miles. This line extends through Mexico (44.3 miles) and connects with the Desert Line (see below).
- **La Mesa Branch:** Extends from Downtown San Diego east to the city of El Cajon (though the City of La Mesa) with a total length of 16.1 miles.
- **Coronado Branch:** Extends from National City south to Imperial Beach with a total length of 7.2 miles. The Coronado Branch is currently not in use.
- **Desert Line:** Extends north and east from the international border (junction called Division) to Plaster City with a total length of 69.9 miles, where it joins the Union Pacific Line from El Centro. The Desert Line is currently not in use; however, efforts are currently being made to rehabilitate degraded portions of this line and start rail services again.

The SDIV Railroad currently provides freight services on the Main Line and La Mesa Branch (MTS 2013).

The freight rail corridors within the region are displayed in Figure 4.16-4.

TRANSPORTATION PROGRAMS

Transportation programs generally combine physical and digital infrastructure to better manage the operations of the region's transportation network.

Transportation Demand Management

TDM refers to programs and strategies that manage and reduce traffic congestion during peak travel times. Typical TDM programs include carpooling and vanpooling; promoting alternative work schedules; teleworking; and increasing bicycle, pedestrian, and transit use. These programs are designed to reduce congestion and the overall VMT generated within the region. The main goal of TDM programs is generally to make more efficient use of the existing transportation network within the region and to better maximize the movement of people and goods.

The comprehensive TDM program for the San Diego region is the Sustainable Transportation Services program, which is operated by SANDAG in cooperation with the region's 511 transportation information services. The goal of Sustainable Transportation Services is to reduce traffic congestion during peak times, as well as decrease greenhouse gas (GHG) emissions and other environmental pollutants, by reducing the number of commuters driving to work or school alone each day. The Sustainable Transportation Services program pulls together trip-reduction strategies and state-of-the-art web tools to provide access to convenient transportation choices that reduce auto dependency, vehicle energy consumption, and emissions. Specific programs and services provided by Sustainable Transportation Services include a vanpool subsidy program, transit solutions, regional support for biking, a Guaranteed Ride Home program, information about teleworking, and bike and pedestrian safety program support for schools (SANDAG 2025a).

As of 2023, 71 percent of commuters in the San Diego region drive alone to work, while only 18 percent carpool and 3 percent take transit. The Sustainable Transportation Services program works with employers to offer their employees choices other than driving alone. In 2023, these programs made significant impacts on changing travel behavior (SANDAG 2025a):

- The Sustainable Transportation Services program currently has 395 active vanpools, which helped almost 26,000 people commute in 2023.
- 269 employees from 16 different employers signed up to try transit for the first time.
- During Bike Anywhere Day, more than 9,000 people across the region rode their bikes.

Transportation System Management/Intelligent Transportation Systems

Transportation system management (TSM) and intelligent transportation systems (ITSs) provide the means to effectively manage the overall transportation system, including the demands on the system. TSM/ITSs use innovative technologies that maximize the efficiency of the transportation network and promote greater multimodal system efficiencies that support changes in the modes in which people choose to use to travel (mode changes) over time, which can ultimately lower GHG emissions. TSM/ITS components are discussed in additional detail in Chapter 2, "Project Description," of this EIR.

Integrated Corridor Management

In 2006, SANDAG and its partners initiated the development and implemented the Integrated Corridor Management (ICM) system pilot project ICM connected the transportation operations systems for multiple jurisdictions along the northern section of the I-15 corridor. Post analysis evaluation of the ICM project resulted in substantial improvements to the performance of the I-15 corridor. ICM enabled multiple systems to "talk" to each other and coordinated their operations to maximize efficiency regardless of which jurisdiction owned or operated the individual system. The ICM system also monitored changing roadway conditions and congestion based on real-time information and then generated automated response plans to address the situation.

Source: Data received from SANDAG in 2025; adapted by Ascent in 2025.

Figure 4.16-4 Freight Rail Corridor

The system had the ability to reevaluate and generate new response plans as traffic conditions change further. An ICM multimodal response plan included several key features:

- Coordination of the I-15 Express Lanes system with Caltrans' changeable message signs, 511 traveler information, ramp meters, and arterial signal systems to bypass major incidents or manage daily congestion.
- System automation to monitor congestion and select action plans.
- Real-time action control changes to traffic signal and ramp meter timing to better manage traffic entering or exiting the freeway system and manage traffic signals across agencies.

As part of the ongoing ICM project, a coordinated detour messaging system was activated in April 2016 with alternate route signs installed on surface streets along the I-15 corridor in the cities of Escondido, Poway, and San Diego. With the use of Caltrans overhead changeable message signs on I-15, the ICM provided the congestion management tools to direct motorists off the freeway to avoid delays, and provide alternate route to help guide motorists through surface streets and back onto the freeway as soon as possible (USDOT 2025). The ICM pilot project served as an early generation Advance Transportation and Congestion Management Technologies Deployment concept (ATCMTD) for the San Diego region. SANDAG is leveraging its technical, institutional, and operational lessons learned from the ICM pilot to develop a next generation ICM concept through the implementation of the Regional Border Management System (RBMS). This next generation will include tolling, and situational transportation conditions command and control for cross border traffic as part of SANDAG's planned new State Route 11/Otay Mesa East Land Port of Entry project.

Shared Mobility

Shared mobility options for carpooling and on-demand rideshare have increased in usage over the past decade. On-demand rideshare services are made possible by smartphone applications that allow users to request a ride in real time. The application-based services connect riders with drivers or other riders and facilitate the most efficient trips to their destinations.

- **Dynamic carpooling:** Application-based service that matches drivers with empty seats to passengers seeking rides to similar destinations. This ridesharing service creates efficiency and reduces congestion but does not allow the users to make a profit. Scoop is an example of dynamic carpooling services that is available within the San Diego Region.
- **Ride-hailing services:** Application-based services that allow users to request a ride from paid drivers, who generally use their personal vehicles. Ride-hailing services are presented in a variety of ways, including "pooling" services that connect multiple riders to shared rides, or individual rides, which pick up and drop off riders at designated destinations. Uber and Lyft are the main ride-hailing services operating in the San Diego region.
- **Carshare:** Application-based service that allows for the short-term rental of a fleet vehicle or a personal vehicle via a smartphone app. Round-trip carshares allow users to pick-up and return a vehicle to the same parking spot, while free-floating carshare services allow users to pick-up and drop-off vehicles anywhere within a designated service area. These types of services allow rentals by the hour or day. Peer-to-peer carshare services allow private vehicle owners to rent their car to users within their community. Zipcar and Getaround are the only publicly available carshare services currently operating in the San Diego region.

4.16.2 Regulatory Setting

FEDERAL LAWS, REGULATIONS, PLANS, AND POLICIES

US Department of Transportation Regional Transportation Plan Requirements

Under federal transportation law, the US Department of Transportation requires that metropolitan planning organizations (MPOs), such as SANDAG, prepare long-range regional transportation plans (23 US Code [USC] 134). In federally designated air quality nonattainment or maintenance areas, the long-range transportation plan is

to be updated at least every 4 years. The proposed Plan would be the latest update of the San Diego region's long-range transportation plan.

Federal requirements for long-range transportation plans include the following (23 USC 134[i][2]):

- **Identification of transportation facilities:** An identification of transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.
- **Performance measures and targets:** A description of the performance measures and performance targets used in assessing the performance of the transportation system.
- **System performance report:** A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports.
- **Mitigation activities:** A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion must be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.
- **Financial plan:** A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. For the purpose of developing the transportation plan, the MPO, transit operator, and state must cooperatively develop estimates of funds that will be available to support plan implementation.
- **Operational and management strategies:** Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- **Capital investment and other strategies:** Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce vulnerability of the existing transportation infrastructure to natural disasters.
- **Transportation and transit enhancement activities:** Proposed transportation and transit enhancement activities including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.

Also, regional transportation plans (RTPs) must be financially realistic (i.e., account for revenue constraints), balancing capital and operating costs with reasonable revenue expectations, as agreed upon by MPOs and their transportation agency partners in the planning process (23 Code of Federal Regulations [CFR] 450.324).

Additionally, in metropolitan areas that are in nonattainment for ozone or carbon monoxide under the federal Clean Air Act (CAA), the MPO must coordinate the development of a transportation plan with the process for development of the transportation control measures of the State Implementation Plan required by the CAA. In each metropolitan area, the MPO must consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. Each MPO must provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the

disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan. A transportation plan involving federal participation must be published or otherwise made readily available by the MPO for public review.

STATE LAWS, REGULATIONS, PLANS, AND POLICIES

Road Repair and Accountability Act of 2017

SB 1, also referred to as the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017, increasing transportation funding and instituting reforms. SB 1 includes an annual investment of $5.4 billion to repair roads, freeways, and bridges in communities throughout the state. SB 1 is intended to address a backlog of repairs and upgrades to the state's transportation facilities, while simultaneously ensuring a sustainable travel network for the future. Funds from SB 1 are split equally between state and local investments.

Active Transportation Program

Pursuant to SB 99 (Chapter 359, Statutes of 2013) and AB 101 (Chapter 354, Statutes of 2013), the Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation (Caltrans 2025b). The ATP is administered jointly by the California Transportation Commission (CTC) and Caltrans and combines many federal and state funding streams previously used for bicycle, pedestrian, safety, and other related purposes into one funding stream. In 2017, the Road Repair and Accountability Act (SB 1) added approximately $100 million per year in additional funds for the program (SANDAG 2018a). The purpose of the ATP includes the following objectives:

- increase the proportion of biking and walking trips;
- increase safety for nonmotorized users;
- increase mobility for nonmotorized users;
- advance the efforts of regional agencies to achieve greenhouse gas–reduction goals;
- enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding;
- ensure disadvantaged communities fully share in program benefits (25 percent of program); and
- provide a broad spectrum of projects to benefit many types of active transportation users.

California RTP Requirements

Every Metropolitan Planning Organization (MPO) is required by federal regulation (49 USC. 5304(f) and 23 CFR 450(b)) and California statute (Government Code (GC) Section 65080) to conduct long range planning to ensure that the region's transportation vision and goals are clearly identified and to ensure effective decision making in furtherance of the vision and goals. The long-range plan, known as the RTP or Metropolitan Transportation Plan (MTP), is an important planning and policy document that is based on the unique needs and characteristics of a region. The RTP impacts a region's economy, environment, public health, safety, and social equity, along with communicating a regional vision to the State and federal government.

The California Transportation Commission (CTC) updated the Regional Transportation Plan Guidelines in January 2024 (CTC 2024). The purposes of these RTP Guidelines are to: 1) Promote an integrated, statewide, multimodal, regional transportation planning process and effective transportation investments; 2) Set forth a uniform transportation planning framework throughout California by identifying federal and State requirements and statutes impacting the development of RTPs; 3) Promote a continuous, comprehensive, and cooperative transportation planning process that facilitates the rapid and efficient development and implementation of

projects that maintain California's commitment to public health and environmental quality; and 4) Promote a planning process that considers the views of all stakeholders.

Senate Bill 375

SB 375 (Chapter 728, Statutes of 2008) requires California's MPOs to prepare a Sustainable Community Strategy (SCS) that demonstrates how the region will meet regional GHG-reduction targets through integrated land use, housing, and transportation planning. In 2010, the California Air Resources Board (CARB) established per capita regional GHG reduction targets for passenger vehicles to be met by 2020 and 2035. These targets were updated in 2018. For the San Diego region, the updated targets are 15 percent below 2005 levels in 2020 and 19 percent below 2005 levels in 2035.

The SCS is incorporated into the MPO's RTP. CARB must review the SCS to determine if it would enable the MPO to meet regional GHG-reduction targets once implemented.

Assembly Bill 1358 – California Complete Streets Act

AB 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law in September 2008. As of January 1, 2011, the law required cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.

California Bicycle Transportation Act

The California Bicycle Transportation Act was enacted in 1994 to establish a bicycle transportation system that is designed and developed to achieve the functional commuting needs of employees, students, businesspeople, and shoppers. The bicycle transportation system should take into consideration route selection, the physical safety of the bicyclist and their property as a major planning component, and the capacity to accommodate bicyclists of all ages and skills. As defined in the California Bicycle Transportation Act, bikeways are categorized as Class I, Class II, Class III, or Class IV facilities. Additionally, the California Bicycle Transportation Act requires Caltrans, in cooperation with county and city governments, to establish minimum safety design criteria for each bikeway classification and roadways where bicycle travel is permitted, and also requires Caltrans to establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists. Furthermore, the Act requires all cities and counties to have an adopted bicycle master plan to apply for Bicycle Transportation Account funding.

Senate Bill 743

SB 743 (Steinberg) was signed into law by Governor Jerry Brown on September 27, 2013, and encourages development of mixed-use, transit-oriented infill projects by (1) establishing new CEQA exemptions for transit-oriented developments located in transit priority areas (TPAs) that are consistent with an adopted specific plan; (2) eliminating the requirement to evaluate aesthetic and parking impacts in those targeted development areas, and (3) directing the Governor's Office of Planning and Research (OPR) (now known as the Governor's Office of Land Use and Climate Innovation) to develop an alternative metric to evaluate transportation-related impacts under CEQA.

SB 743 exempts from CEQA, a residential, employment center, or mixed-use development project, including any subdivision, or any zoning, change that meets all of the following criteria:

1. The project is proposed within a TPA.
2. The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.
3. The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy accepted by CARB.

Furthermore, "[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." However, the exemption for aesthetic impacts does not include impacts on historic or cultural resources. Local governments retain their ability to regulate a project's transportation, aesthetics, and parking impacts outside of the CEQA process pursuant to local design review ordinances or other discretionary powers.

For infill development, including transit-oriented development, SB 743 provides a rationale for the development of a new metric to evaluate CEQA transportation impacts. Prior to SB 743, CEQA transportation impacts were primarily assessed (at least at the project level) through level of service and other congestion or delay-based analyses, which focused exclusively on motor vehicle delay. This often penalizes infill and active transportation projects. SB 743 establishes that the new transportation impact analysis methodology should appropriately balance the needs of congestion management with statewide goals related to transit-oriented mixed-use infill development, promotion of public health through active transportation, and reduction of GHG emissions.

SB 743 also directed OPR to identify appropriate criteria for the evaluation of transportation impacts in CEQA Guidelines amendments, and provided that once these amendments are adopted, automobile delay, as measured by "level of service" and other similar metrics, no longer constitutes a significant environmental effect under CEQA. OPR selected VMT as the preferred transportation impact metric and applied its discretion to require its use statewide for land use projects and to recommend its use for transportation projects. The revised CEQA Guidelines that implement SB 743 became effective on December 28, 2018, and indicate in CEQA Guidelines Section 15064.3 that VMT is the basis for evaluation of transportation impacts for land use projects. The revised guidelines state that, except as provided in Section 15064.3(b)(2) for roadway capacity projects, a project's "effect on automobile delay shall not constitute a significant environmental impact," although automobile delay may still be appropriate for evaluation of projects as part of the planning process. For roadway capacity projects, the CEQA Guidelines specify that agencies have discretion to determine the appropriate measure of transportation impacts consistent with CEQA and other applicable requirements.

In December 2018, OPR issued a technical advisory on implementing SB 743 requirements, including recommendations for VMT thresholds of significance for certain types of land use projects (OPR 2018). Also, Caltrans has issued guidance on how to evaluate VMT impacts of land use projects affecting the state highway system and state highway system transportation projects (Caltrans 2020a).

Public Resources Code Section 30253

Public Resources Code Section 30253, Part 4, establishes a policy that development within the coastal zone must minimize energy consumption and VMT.

Assembly Bill 2731

AB 2731 of 2020 authorizes SANDAG to obtain site control to support the redevelopment of the Old Town Center site, including a transit and transportation facilities project, in the city of San Diego before completing the environmental review for those actions. Requirements of CEQA for transit-oriented development projects occurring at the Old Town Center site that meet certain requirements are satisfied by a specific environmental impact statement prepared by the US Department of the Navy. Further environmental review for transit-oriented development projects is to be conducted only if certain events occur.

California Transportation Plan 2050

The California Transportation Plan 2050 (CTP 2050) provides a common framework for guiding transportation decisions and investments by all levels of government and the private sector. Statutorily mandated federal and state law require that Caltrans facilitate, develop, and prepare the CTP. The development of the CTP 2050 was a multi-year effort involving cross-sector coordination with State, regional, and local partners; extensive research; public engagement; technical analysis; and oversight from multiple committees. The CTP 2050 builds on concurrent efforts included in Caltrans' planning documents, RTPs, other statewide plans and studies such as the 2017 Climate Change Scoping Plan, Strategic Highway Safety Plan, and Statewide Housing Assessment. It also draws from research on demographic shifts, technology trends, and economic growth to help inform where the

state is headed, what strategies can be employed, and what challenges and opportunities the state may face along the way. To evaluate future conditions and plan benefits, the CTP 2050 employed a suite of technical tools and models to help inform policy-decision making. Caltrans will continue to work with stakeholders and the public to update the CTP every five years (Caltrans 2021a).

The California Freight Mobility Plan

The California Freight Mobility Plan (CFMP) is a comprehensive plan that governs the immediate and long-range planning activities and capital investments by the state with respect to freight movement. The plan summarizes the ongoing state of freight in California and makes recommendations on further investments in freight mobility. The plan details short- and long-term policies, strategies, and investments, with a focus on trucking, including parking, truck-only lanes, tolling, and autonomous trucks.

The CFMP also complies with California State Government Code Section 13978.8(b)(1) (Assembly Bill 14, Lowenthal) and the provisions of United States Code 49 USC 70202: State freight plans (Infrastructure Investment and Jobs Act, or IIJA), which requires each state that receives funding under the National Highway Freight Program to develop a State Freight Plan every four years (Caltrans 2023).

California Highway Design Manual

The *California Highway Design Manual* (HDM) is published by Caltrans and establishes uniform policies, procedures, and standards to carry out the freeway and state highway design functions within the state (Caltrans 2020b). The HDM also provides guidance, policies, and standards for the design of bicycle facilities.

California Manual on Uniform Traffic Control Devices

The *California Manual on Uniform Traffic Control Devices* (California MUTCD) is published by the State of California/Caltrans and is issued to adopt uniform standards and specifications for all official traffic control devices in California, in accordance with Section 21400 of the California Vehicle Code (Caltrans 2020c). The California MUTCD incorporates the US Federal Highway Administration's *Manual on Uniform Traffic Control Devices* and incorporates all policies on traffic control devices issued by Caltrans.

Assembly Bill 130

Assembly Bill 130 (AB 130) was signed in to law in June 2025. The bill primarily focuses on the incentivizing infill housing development within urban areas by exempting them from CEQA. AB 130 also requires that the California Governor's Office of Land Use and Climate Innovation (LCI) develop a mitigation fee program that allows projects to mitigate their associated VMT related impacts by paying a fee to fund transit-oriented development and affordable housing throughout the state. The fees will be deposited into a fund administered by the Department of Housing and Community Development (HCD) that will fund VMT reducing projects, including "affordable housing or related infrastructure projects, including infrastructure necessary for higher density uses." LCI is required to issue initial guidance for using this new mitigation by July 1, 2026, and issue subsequent guidance at least once every three years, which includes starting the rulemaking process for any subsequent guidance by January 1, 2028.

Strategic Highway Safety Plan

The California Strategic Highway Safety Plan (SHSP) is a comprehensive, statewide transportation safety plan which provides a collaborative framework for reducing fatalities and serious injuries across all travel modes and on all public roads. The SHSP utilizes a data-driven process to identify key safety needs and guides resource and investment decisions that provide the greatest potential to achieve the plan's goal of zero traffic fatalities and serious injuries on all of California's public roadways. Per the Federal Highway Administration, "A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 USC. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. (Caltrans 2020b).

LOCAL LAWS, REGULATIONS, PLANS, AND POLICIES

TransNet Extension Ordinance and Expenditure Plan

In 2008, 67 percent of San Diego County voters approved the *TransNet* Extension Ordinance and Expenditure Plan (Commission Ordinance 04-01) to extend to 2048 the half-cent sales tax for regionwide transportation improvements originally approved in 1987 (Commission Ordinance 87-1). The revenues must be used solely for the improvements identified in the Expenditure Plan for the extension ordinance. SANDAG allocates the revenues in its capacity as the San Diego County Regional Transportation Commission.

The Expenditure Plan identifies capital improvements for highways (Express Lane/high-occupancy vehicle lanes and general purpose lanes), capital improvements and operations and maintenance support for rail transit and bus rapid transit, local bus and senior and disabled transportation services, local streets and roads, bicycle and pedestrian facilities, transportation-related community infrastructure to support smart growth development, environmental mitigation and enhancement projects, and administrative expenses, including an Independent Taxpayer Oversight Committee. When allocating revenues, the extension ordinance requires that SANDAG "shall make every effort to maximize State and federal transportation funding to the region" (Section 5[C]). Projects receiving *TransNet* funds are required to accommodate travel by pedestrians and bicyclists in accordance with the best available standards and guidelines (Section 4[E][3]).

Section 16 of the extension ordinance describes the process for amending the Expenditure Plan. Amendments to the Environmental Mitigation Program (Section 2[D]) and projects included in the Expenditure Plan for the original ordinance in 1987 that remain uncompleted (e.g., I-15/State Route 78 Managed Lane Connector~~) State Route 76 East Segment and the Mid-Coast Corridor Transit Project~~) require approval by the voters of San Diego County. Other provisions requiring voter approval to be amended relate to imposition of the half-cent sales tax (Section 3), maintenance of effort requirements for local revenues (Section 8), the regional transportation congestion improvement program (Section 9), and the Independent Taxpayer Oversight Committee (Section 11). Other provisions may be amended by a two-thirds vote of the SANDAG Board of Directors (Board). Section 5 of the extension ordinance provides that the Expenditure Plan must be amended as necessary to maintain consistency with the RTP.

Designing for Transit

The *Design for Transit: A Manual for Integrating Public Transportation and Land Development in the San Diego Metropolitan Area* is published by MTS (2018). The manual is designed to help planners, developers, architects, and engineers understand the physical requirements of public transportation. The manual provides specific design standards for public transportation facilities, including bus and light-rail transit within the San Diego region. The manual also recommends measures that can improve transit service and enhance safe access to transit on local streets through Complete Streets design strategies.

Amended 2021 Regional Plan

The Amended 2021 Regional Plan is a 30-year plan that serves as both the long-range RTP and SCS for the San Diego region. (It will be replaced by the 2025 Regional Plan.) The Amended 2021 Regional Plan must comply with specific state and federal mandates, including an SCS, per SB 375 (Steinberg 2008), that achieves GHG emission reduction goals set by CARB; compliance with federal civil rights requirements (Title VI); and environmental justice considerations, air quality conformity, and a public participation process. The SANDAG Board adopted the Final Amended 2021 Regional Plan on December 10, 2021 (Amended in October 2023). The following key policies that address the circulation system are included Amended 2021 Regional Plan:

- **Land use and regional growth:** The Amended 2021 Regional Plan vision for land use focuses on development and growth in Mobility Hub areas to preserve the region's open space and support transportation investments by reducing VMT. SANDAG will consider how land use programs, projects, and policies it supports address social equity in relation to regional access to affordable housing, proximity to jobs and transit, opportunities for residents to live where they work and play, convenient access to multimodal transportation options, and other opportunities for work, commerce, and recreation.

- **Transportation demand management:** SANDAG will continue to administer and monitor the Sustainable Transportation Services program by providing regional rideshare, employer outreach, and bike education and secure parking services to help reduce commute-related traffic congestion and VMT. Beyond commute trips, TDM programs are expanded to include grants and incentives that make it easier and safer to use active modes for short trips.

  Vision Zero: Vision Zero is a national campaign to eliminate all traffic-related deaths and serious injuries by focusing on policies and the redesign of streets to create a transportation system that is safe for everyone. Vision Zero utilizes crash data to identify safety issues and recommend solutions, develop a regional safety policy, further construct the regional bike network and build out jurisdictions' complete streets networks, and fund educational programs

- **Fix It First:** ~~Amended 2021 Regional Plan Amended 2021 Regional Plan~~ The Fix It First strategy aims to repair existing roads and create a system for sustained maintenance in the future, creating a safe and efficient transportation network for all users. The Fix It First strategy can help reduce pollution exposure by maintaining infrastructure that facilitates use of efficient routes and does not neglect facilities that could force users to seek inefficient and longer routes. The Fix It First strategy can prioritize funding in disadvantaged communities and places that have not seen investment to maintain older facilities that are in various states of disrepair.

- **Transportation system management and operations:** Transportation system management and operations (TSMO) employs a series of intelligent transportation system strategies designed to maximize the capacity and efficiency of the existing and future transportation system. TSMO includes the establishment of institutional and governance actions to help advance and facilitate cross-agency collaboration to ensure that existing and proposed transportation systems are not operated or managed as independent systems but as a multimodal transportation system. These strategies will help SANDAG manage the complete corridor system in a coordinated way across jurisdictions and operators that include capital and technology investments.

- **Value pricing:** The Amended 2021 Regional Plan incorporates a variety of pricing strategies, including Amended 2021 Regional Plana network of Express Lanes, a fee on the fares charged for rides provided by transportation network companies, and further subsidization of transit fares. Pricing strategies such as these are in different phases of planning, design, pilot, and deployment in different regions and are also being explored at the state and federal level.

The Amended 2021 Regional Plan was amended in October 2023 to remove the Road Usage Charge component of the plan.

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a 5-year program of major transportation projects funded by federal, state, *TransNet* local sales tax, and other local and private funding and also includes proposed local streets and roads projects. The Final 2025 RTIP (SANDAG 2024a) covers five fiscal years (FY 2025 through FY 2029) and incrementally implements the Amended 2021 Regional Plan. The SANDAG Board adopted the 2025 RTIP on September 27, 2024. The Federal Highway Administration and Federal Transit Administration approved the 2025 RTIP and its air quality conformity determination on December 16, 2024. SANDAG consulted with local jurisdictions through public meetings of the various SANDAG committees and working groups that are responsible for the development and oversight of the projects. These committees include the Transportation Committee, the Cities/County Transportation Advisory Committee, the Social Equity Working Group, the Interagency Technical Working Group on Tribal Transportation Issues, the Independent Taxpayer Oversight Committee, and the San Diego Region Conformity Working Group.

San Diego and Imperial Counties Sustainable Freight Implementation Strategy

The San Diego and Imperial Counties Sustainable Freight Implementation Strategy (Sustainable Freight Strategy) analyzes and prioritizes innovative strategies for implementation to improve the efficiency and sustainability of goods within the San Diego Association of Governments (SANDAG) and Imperial County Transportation Commission (ICTC) region. The report outlines the analysis of the system's existing conditions and proposes

several key strategies for implementation. While these key strategies serve as a baseline for improving the supply chain network, additional innovative strategies have been assessed and outlined for implementation for future scenarios. The goal of the Sustainable Freight Strategy is to create a more sustainable supply chain network through regional freight projects and policies that reduce emissions while fostering trade. The objectives of the Sustainable Freight Strategy include the following: develop partnerships with public and private sectors, address environmental justice concerns from freight impacts, pilot innovative technologies, identify funding opportunities for implementation, and address workforce gaps in implementing new technologies (SANDAG 2024b).

Regional Active Transportation Network in the 2025 Regional Plan

An update to the Regional Active Transportation Network is included in the 2025 Regional Plan to improve safety and mobility for people who travel the region by foot, bike, scooter, transit, or other means outside of a car. Projects are sited along corridors identified within the last adopted Regional Bike Plan (2010), the 2013 Early Action Program (EAP) projects, local jurisdictions' plans, Comprehensive Multimodal Corridor Plans (CMCPs), Safety Focus Network, Systemic Safety Network, or existing bikeways. This updated network is comprised of nearly 600 miles of bikeways first included in San Diego Forward the 2015 Regional Plan, combined with approximately 300 additional miles of bikeways as accounted for in subsequently adopted planning efforts including local jurisdiction plans and regional comprehensive multimodal corridor plans. The updated network features 182 miles of Existing/In Construction Bikeways, and 721 miles of Planned Bikeways totaling 903 miles of Regional Active Transportation Network. The breakdown of the network by facility type is: 162 miles of off-street bikeways, 517 miles of on-street bikeways, and 224 miles of bikeways featuring a mix of on and off-street facilities

Riding to 2050 – San Diego Regional Bike Plan

Riding to 2050 — San Diego Regional Bicycle Plan (Riding to 2050) (SANDAG 2010a) establishes the plan for the regional bicycle system within the San Diego region and was adopted by the Board in April 2010. The plan is intended to guide the development of the regional bicycle system through the year 2050. Riding to 2050 outlines a range of recommendations to facilitate accomplishing the following regional goals:

- Increase the number of people who bike and frequency of bicycle trips for all purposes.
- Encourage the development of Complete Streets.
- Improve safety for bicyclists.
- Increase public awareness and support for bicycling in the San Diego region.

Riding to 2050 includes recommendations for bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines (SANDAG 2010a).

Riding to 2050 presents an interconnected network of bicycle corridors that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. While bicycle planning and policy-making is primarily focused on the local level, Riding to 2050 provided an opportunity to improve regional coordination and connectivity of bicycle facilities between jurisdictions. The network selection and classification process included on-going consultation with the SANDAG Bicycle-Pedestrian Working Group, which was composed of staff from each of the 19 local jurisdictions. (SANDAG 2010b.)

On September 27, 2013, the Board approved the Regional Bike Plan Early Action Program (Bike Plan EAP) (SANDAG 2018b)—a $200 million initiative to expand the Regional Bike Network regionwide and finish high-priority projects within a decade. The adopted Bike Plan EAP comprises 38 projects, totaling roughly 77 miles of new bikeways that will make it much easier for people to ride their bikes to school, work, transit stations, and other major destinations. The Bike Plan EAP is funded by *TransNet*, the regional half-cent sales tax for transportation approved by San Diego County voters. *TransNet* funding will be leveraged to bring in state and federal dollars so that the region can complete more bike projects and reap even greater economic, health, and mobility benefits.

SANDAG Vision Zero Action Plan

In November 2022, the SANDAG Board of Directors adopted a resolution acknowledging the critical role SANDAG plays in implementing safe streets across the region. With this resolution, SANDAG affirmed that traffic-related deaths and serious injuries are preventable and directed staff to develop an action-oriented plan to reduce or eliminate fatal and serious injury crashes. The Vision Zero Action Plan outlines the SANDAG approach for reaching the Vision Zero goal by 2050. This Action Plan details a multi-layered approach for supporting traffic safety in the region and advancing Vision Zero goals at the local government level. The successful outcome of this plan is a regional road network that allows everyone—regardless of whether they walk, bike, roll, drive, or ride transit—to arrive at their destinations safely whenever they travel. The Vision Zero Action Plan was adopted in November 2024 (SANDAG 2024c).

Parking Strategies for Smart Growth

SANDAG developed a *Parking Strategies for Smart Growth* guide as part of its Planning Tools for the San Diego Region (SANDAG 2010b). This guide provides a benchmark and compares the various parking regulations within the region, as well as how those regulations compare to national standards. Additionally, the guide provides example policies on how jurisdictions can implement smart growth parking policies and programs. SANDAG also developed a regional parking management toolbox that provides jurisdictions within the San Diego region with a framework for evaluating, implementing, and managing parking management strategies that support their economic development, sustainability, and mobility goals (SANDAG 2014).

SANDAG's Sustainable Transportation Services program, which focuses on transportation demand management (TDM) strategies, also contains parking management programs and opportunities that employers and jurisdictions can use to better manage their parking demand. The sustainable transportation services program currently offers vanpool/carpool assistance, ride-matching programs, and telework programs to assist employers with transportation and parking demand management.

Regional Safe Routes to School Strategic Plan

In September 2010, SANDAG began engaging key stakeholders and the region's residents in the development of the Draft Regional Safe Routes to School Strategic Plan; the final Strategic Plan was accepted by the SANDAG Transportation Committee on March 2, 2012. The Regional Safe Routes to School Strategic Plan aims to make walking and bicycling to school safer and to provide more attractive travel choices for families throughout the region. The plan identifies a regional strategy to support local communities in establishing new Safe Routes to School programs, as well as sustaining and enhancing existing efforts (SANDAG 2012).

Improving safety conditions is a central goal of Safe Routes to School programs, which can be accomplished by improving the built environment, educating students, engaging community members, enforcing traffic laws, and instituting programs designed to address personal security concerns. Safe Routes to School programs support more sustainable, compact, well-designed communities interconnected by a transportation system that expands travel choices and reduces GHG emissions. Safe Routes to School programs also help achieve this vision by reducing peak-period vehicle trips and providing active transportation to school with more viable and attractive options. Addressing school safety and accessibility improves the overall walkability of affected neighborhoods (SANDAG 2012).

General Plan Circulation Elements

As mandated by state law, general plans must have a circulation element (sometimes referred to as a transportation or mobility element) that is consistent with all other elements of the general plan (Government Code Section 65302). Circulation elements describe the individual jurisdictions' transportation system, including roadways as well as public transit, pedestrian, and bicycle facilities, and outline goals and policies. Circulation elements and their compatibility with land use plans are an important part of overall regional transportation planning, because each general plan works to harmonize local land uses and development patterns with transportation goals and needs. The planning horizon for local general plans is often between 15 and 20 years. In the San Diego region, there are 19 general plans prepared by individual jurisdictions.

Comprehensive Multimodal Corridor Plans

Comprehensive Multimodal Corridor Plans (CMCPs) are designed to reduce vehicle miles traveled and greenhouse gas emissions, and identify mobility solutions in our region's busiest travel corridors. CMCPs are one of the strategies SANDAG is using to carry out the Amended 2021 Regional Plan and inform the development of the 2025 Regional Plan, SANDAG's blueprint for enhancing the region's quality of life through equitable, sustainable, and accessible transportation.

CMCPs are data driven and analyze demographics, employment centers, economics, and travel patterns to help SANDAG and Caltrans make informed decisions on strategies and funding in major travel corridors throughout the region. The goal is to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, visitors, and commercial cargo, while also preserving the local community's social character and creating opportunities for neighborhood enhancement projects.

As part of California Senate Bill 1, the Road Repair and Accountability Act of 2017, CMCPs must be completed for the region to be eligible to compete for certain state and federal funding and grant opportunities for future transportation improvements (SANDAG 2025b).

4.16.3 Significance Criteria

Appendix G of the CEQA Guidelines provides criteria for determining the significance of a project's environmental impacts in the form of initial study checklist questions. Unless otherwise noted, the significance criteria specifically developed for this EIR are based on the CEQA Guidelines Appendix G checklist questions. Checklist questions for transportation are provided in Section XVII of CEQA Guidelines Appendix G. In some cases, SANDAG has combined checklist questions, edited their wording, or changed their location in the document to develop significance criteria that reflect the programmatic level of analysis in this EIR, and the unique characteristics of the proposed Plan. Notably, Appendix G, Section XVII, question (d) regarding whether the proposed Plan would result in inadequate emergency access is addressed under HAZ-4 in Section 4.9, "Hazards and Hazardous Materials."

For purposes of this EIR, implementation of the proposed Plan would have a significant transportation impact if it would:

TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

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.

TRA-3 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

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. (Note: This question is not included in the Appendix G checklist questions.)

The analysis discloses transportation impacts. There is insufficient evidence to support a meaningful analysis of how the proposed Plan's transportation impacts would be worsened by climate change. Therefore, a climate change analysis for transportation impacts is not included in this section.

4.16.4 Environmental Impacts and Mitigation Measures

TRA-1 CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Analysis Methodology

The emphasis of the analysis is on plan inconsistency and conflicts between the proposed Plan's transportation network improvements and programs, and existing applicable regional programs, plans, ordinances, or policies addressing the circulation system and on whether any inconsistencies would result in significant environmental effects compared to existing conditions. The proposed Plan is considered consistent with the provisions of the identified regional plans if it meets the general intent of the applicable plans. The regulatory setting provides a brief overview of the relevant regional planning documents and their primary goals. However, the proposed Plan consistency conclusions are based upon the planning documents as a whole.

Because the proposed Plan identifies and proposes transportation network improvements at a regional level, plan consistency was reviewed against other regional plans and policies. Because of the close relationship between forecasted regional growth and land use change and planned transportation network improvements and programs on travel behavior, this section analyzes their combined effect, instead of separate analyses for regional growth and land use change and transportation network improvements and programs.

SB 375 requires RTPs to use "the most recent planning assumptions considering local general plans and other factors." Therefore, it can be assumed the proposed Plan would generally be consistent with transportation programs, plans, ordinances, and policies of the individual jurisdictions in the region.

This analysis reviews the proposed Plan against the Amended 2021 Regional Plan and Riding to 2050 plan, presented in additional detail in Section 4.16.2, "Regulatory Setting," to determine if there are any conflicts. Both plans were developed with and reflect extensive local jurisdiction planning input.

To determine if the proposed Plan is consistent with the programs, plans, policies, and ordinances contained in the current regional planning documents, the infrastructure and demand for each mode (transit, vehicular, pedestrian, and bicycle) were compared to baseline year 2022 conditions. If the proposed Plan is shown to be consistent with the policies contained in Amended 2021 Regional Plan and Riding to 2050, it is assumed to be consistent with the current planning documents and have a less-than-significant impact.

The impact analysis considers consistency of the proposed Plan's transportation network improvements and programs, but not the proposed Plan's regional growth and land use change, with the transportation content of the Amended 2021 Regional Plan and Riding to 2050. This approach is taken because the Impact TRA-1 significance criterion is limited to "circulation system "(i.e., transportation) issues.

Please note that the information presented in Tables 4.16-5 through 4.16-7 has been updated in the Final EIR. These updates are primarily due to minor modifications in the transportation network improvements included within the proposed Plan, as noted in proposed Plan Appendix A. Additionally, minor corrections to the ABM3 were also made, which are detailed in Appendix M of the proposed Plan.

Impact Analysis

2035

Transportation Network Improvements and Programs

Table 4.16-5 outlines the transportation network and projected travel demand, by mode, under proposed Plan Year 2035 conditions. Proposed Plan Year 2035 conditions are compared to Baseline Year 2022 conditions to identify how the implementation of the plan would affect the transportation network and transportation demand throughout the San Diego Region.

Table 4.16-5 Transportation System Analysis – Year 2035

Mode	Category	Baseline Year 2022	Year 2035 Proposed Plan	Change from Baseline Year 2022
Transit	Miles of Transit Service	105,678~~107,875~~	328,100~~328,229~~	222,422~~220,354~~
	Commuter Rail	2,197	4,230~~4,393~~	2,033~~2,196~~
	Light Rail Transit	15,416	25,030~~24,507~~	9,614~~9,092~~
	Rapid	13,104	148,896~~144,186~~	135,792~~131,081~~
	Bus	77,158	154,174~~155,143~~	77,016~~77,985~~
	Population within TPAs	809,131~~786,769~~	1,869,488~~1,885,975~~	1,060,357~~1,099,206~~
	Employment within TPAs	766,988~~739,664~~	1,508,136~~1,531,064~~	741,148~~791,400~~
	Service Population within TPAs	1,576,119~~1,526,433~~	3,377,624~~3,417,039~~	1,801,505~~1,890,606~~
	Average Daily Transit Trips	209,578~~207,582~~	476,060~~481,660~~	266,482~~274,078~~
	Transit Mode Share	1.4%	3.12%~~3.2%~~	1.71%~~1.8%~~
	Average Length of Transit Trip (miles)	9.2	9.1~~9.3~~	-0.1~~0.1~~
Auto	Miles of Roadways	7,021~~6,998~~	7,393~~7,418~~	372~~420~~
	Freeway (includes auxiliary lanes)	2,623~~2,584~~	2,748~~2,752~~	125~~168~~
	General Purpose Lanes	2,425~~2,417~~	2,415~~2,465~~	-10~~49~~
	HOV/Managed Lanes	150~~119~~	283~~285~~	133~~166~~
	Tollway	48	50~~1.87~~	2~~-46~~
	State Highway	641	642	1
	Regional Arterials	3,757~~3,773~~	4,003~~4,024~~	246~~251~~
	Average Daily Vehicle Trips	13,126,915~~13,146,382~~	13,755,627~~13,754,857~~	628,712~~608,474~~
	HOV Trips	2,042,271~~2,047,292~~	2,009,652~~2,006,805~~	-32,619~~-40,487~~
	Auto Mode Share	79.24%~~79.2%~~	75.91%~~76.0%~~	-3.33%~~-3.2%~~
	Average Length of Vehicle Trip (miles)	6.7	6.9	0.2
	SB743 VMT per Resident	16.75~~16.7~~	15.99~~15.9~~	-0.76~~-0.8~~
	SB743 VMT per Employee[1]	12.93~~13.0~~	12.30~~12.3~~	-0.63~~-0.7~~
	VMT Per Service Population[2]	14.34~~14.4~~	14.38~~14.4~~	0.04~~0.0~~
Bicycle	Lane Miles of Bike Facilities	3,579~~3,420~~	4,048~~3,803~~	469~~383~~
	Class I	396~~354~~	570~~520~~	174~~166~~
	Class II	2,354~~2,284~~	2,107~~2,036~~	-247~~-248~~
	Class III	759~~722~~	674~~629~~	-85~~-93~~
	Class IV	55~~45~~	577~~501~~	522~~456~~
	Bike Boulevard	15	120~~118~~	105~~103~~
	Average Daily Bicycle Trips	193,290~~208,520~~	201,073~~209,896~~	7,783~~1,376~~
	Bicycle Mode Share	1.30%~~1.4%~~	1.32%~~1.4%~~	0.02%~~0.0%~~
	Average Length of Bicycle Trip (miles)	4.2~~3.7~~	4.4~~3.9~~	0.2
Pedestrian	Average Daily Pedestrian Trips	2,267,133~~2,265,441~~	2,488,026~~2,473,834~~	220,893~~208,393~~
	Pedestrian Mode Share	15.30%~~15.3%~~	16.31%~~16.2%~~	1.01%~~0.9%~~
	Average Length of Pedestrian Trip (miles)	0.9	0.9	0.0

[1] VMT per employee accounts for trips from work commute tours & at-work subtours only

[2] Service population includes non-institutionalized population and employment within the area

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: ABM3, March 2025.

The metrics outlined in Table 4.16-5 show that the proposed Plan is consistent with the circulation system policies outlined in the Amended 2021 Regional Plan and Riding to 2050, and therefore, do not conflict with them:

Amended 2021 Regional Plan

- *Land Use and Regional Growth*. Implementation of the proposed Plan would increase transit ridership, as well as the number of walking and biking trips within the proposed Plan region; showing that it will provide convenient access to multi-modal travel options, as prescribed by the policy. Additionally, the proposed Plan would increase the total service population within TPAs; thus, increasing the proximity of jobs and residents to transit opportunities, as prescribed by the policy. Therefore, the proposed Plan is consistent with the portions of this policy that relate to the circulation system.
- *Parking and Curb Management*. The proposed Plan includes system wide investments towards parking and curb management strategies that are included in the Amended 2021 Regional Plan. Parking management strategies have been included in the proposed Plan's Transportation Demand Management Policy. Therefore, the proposed Plan is consistent with this policy.
- *Transportation Demand Management*. The proposed Plan includes similar policy language and Transportation Demand Management strategies and programs to the Amended 2021 Regional Plan. Additionally, as shown in Table 4.16-5, implementation of the proposed Plan would reduce the vehicular mode share within the region by 3.3~~3.2~~ percentage points, maintaining one of the intents of this policy by reducing the number of single-occupant vehicle trips within the region. Therefore, the proposed Plan is consistent with this policy.
- *Vision Zero*. The proposed Plan includes similar policy language and Vision Zero based transportation network improvements, strategies, and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Fix It First*. The proposed Plan includes similar policy language and Fix It First strategies and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Transportation System Management and Operations*. The proposed Plan includes similar policy language and Transportation System Management and Operations strategies and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Value Pricing*. The proposed Plan will maintain the managed lanes, fees charged to Transportation Network Companies, and transit subsidy programs included within the policy. Therefore, the proposed Plan is consistent with this policy.

The proposed Plan is also consistent with the following goals from Riding to 2050:

- *Increase the number of people who bike and frequency of bicycle trips for all purposes*. As shown in Table 4.16-5, implementation of the proposed Plan would increase bicycle ridership within the region by ~~1,376~~7,783 daily trips under Year 2035 conditions.
- *Improve safety for bicyclists*. As shown in Table 4.16-5, the proposed Plan would increase the total number of protected and separated bicycle facilities within the region (Class I and Class IV facilities). These facilities provide cyclists their own right-of-way within the roadway and reduce the number of conflicts with vehicular traffic, resulting in safer conditions.

2035 Conclusion

Under Year 2035 conditions, the proposed Plan would implement ~~over 383~~ 469 additional lane miles of bicycle facilities and ~~over 220,000~~222,422 additional miles of transit service within the region. The proposed Plan would also increase the number of bicycle, pedestrian, and transit trips generated within the region, while reducing the vehicular mode share from 79.2 percent to ~~76.0~~75.9 percent, compared to Baseline Year 2022 conditions. These characteristics of the proposed Plan are generally consistent with the policies outlined in the Amended 2021

Regional Plan and Riding to 2050 and therefore, the proposed Plan would not conflict with them. Additionally, the policy language and goals in the proposed Plan and the Amended 2021 Regional Plan are similar. Therefore, implementation of the proposed Plan, under Year 2035 conditions, would result in a less-than-significant impact.

2050

Transportation Network Improvements and Programs

Table 4.16-6 outlines the transportation network and projected travel demand, by mode, under proposed Plan Year 2050 conditions. Proposed Plan Year 2050 conditions are compared to Baseline Year 2022 conditions to identify how the implementation of the plan would affect the transportation network and travel demand throughout the San Diego Region.

Table 4.16-6 Transportation System Analysis – Year 2050

Mode	Category	Baseline Year 2022	Year 2050 Proposed Plan	Change from Baseline Year 2022
Transit	Miles of Transit Service	105,678~~107,875~~	334,495~~334,227~~	228,817~~226,353~~
	Commuter Rail	2,197	4,030	1,833~~1,833~~
	Light Rail Transit	15,416~~15,416~~	35,773~~34,401~~	20,357~~18,985~~
	Rapid	13,104	146,046~~142,154~~	132,942~~129,050~~
	Bus	77,158~~77,158~~	152,676~~153,643~~	75,518~~76,485~~
	Population within TPAs	809,131~~786,769~~	1,906,419~~1,919,031~~	1,097,288~~1,132,262~~
	Employment within TPAs	766,988~~739,664~~	1,601,026~~1,623,552~~	834,038~~883,888~~
	Service Population within TPAs	1,576,119~~1,526,433~~	3,507,445~~3,542,583~~	1,931,326~~2,016,150~~
	Average Daily Transit Trips	209,578~~207,582~~	506,582~~516,794~~	297,004~~309,212~~
	Transit Mode Share	1.4%	3.32%~~3.4~~	1.91%~~2.0%~~
	Average Length of Transit Trip (miles)	9.2~~9.2~~	8.8~~9.3~~	-0.4~~0.1~~
Auto	Miles of Roadways	7,021~~6,998~~	7,419~~7,514~~	398~~516~~
	Freeway (includes auxiliary lanes)	2,623~~2,584~~	2,700~~2,777~~	77~~193~~
	General Purpose Lanes	2,425~~2,417~~	2,415~~2,322~~	-10~~-94~~
	HOV/Managed Lanes	150~~119~~	283~~453~~	133~~334~~
	Tollway	4~~8~~	2~~1.8~~	-46
	State Highway	641	645	4
	Regional Arterials	3,757~~3,773~~	4,074~~4,092~~	317~~319~~
	Average Daily Vehicle Trips	13,126,915~~13,146,382~~	13,996,067~~13,984,751~~	869,152~~838,369~~
	HOV Trips	2,042,271~~2,047,292~~	1,972,016~~1,970,400~~	-70,255~~-76,892~~
	Auto Mode Share	79.24%~~79.2%~~	73.62%~~73.6%~~	-5.62%~~-5.6%~~
	Average Length of Vehicle Trip (miles)	6.7	6.9	0.2
	SB743 VMT per Resident	16.75~~16.7~~	15.43~~15.4~~	-1.32~~-1.3~~
	SB743 VMT per Employee[1]	12.93~~13.0~~	11.78~~11.8~~	-1.15~~-1.2~~
	VMT Per Service Population[2]	14.34~~14.4~~	14.16~~14.1~~	-0.18~~-0.3~~
Bicycle	Lane Miles of Bike Facilities	3,579~~3,420~~	7,192~~7,114~~	3613~~3,694~~
	Class I	396~~354~~	1,057~~1,077~~	661~~723~~
	Class II	2,354~~2,284~~	3,102~~3,142~~	748~~858~~
	Class III	759~~722~~	828~~824~~	69~~102~~

Mode	Category	Baseline Year 2022	Year 2050 Proposed Plan	Change from Baseline Year 2022
	Class IV	554~~5~~	19031,785~~,785~~	18481,740~~,740~~
	Bike Boulevard	15~~15~~	302~~286~~	287~~271~~
	Average Daily Bicycle Trips	193,290~~208,520~~	236,209~~243,061~~	42,919~~34,541~~
	Bicycle Mode Share	1.30%~~1.4%~~	1.55%~~1.6%~~	0.25%~~0.2%~~
	Average Length of Bicycle Trip (miles)	4.2~~3.7~~	5~~4.5~~	0.8~~0.8~~
Pedestrian	Average Daily Pedestrian Trips	2,267,133~~2,265,441~~	2,665,398~~2,655,865~~	398,265~~390,424~~
	Pedestrian Mode Share	15.30%~~15.3%~~	17.47%~~17.4%~~	2.17%~~2.1%~~
	Average Length of Pedestrian Trip (miles)	0.9~~0.9~~	0.9~~0.9~~	0.0~~0.0~~

[1] VMT per employee accounts for trips from the work commute tours and at-work subtours only

[2] Service population includes non-institutionalized population and employment within the area

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: ABM3, March 2025

As discussed below, the metrics outlined in Table 4.16-6 show that the proposed Plan is consistent with the circulation system policies outlined in the Amended 2021 Regional Plan and Riding to 2050, and therefore, do not conflict with them:

Amended 2021 Regional Plan

- *Land Use and Regional Growth*. Implementation of the proposed Plan would increase transit ridership, as well as the number of walking and biking trips within the proposed Plan region. This projection suggests the proposed Plan would provide convenient access to multi-modal travel options, as prescribed by the policy. Additionally, the proposed Plan would increase the total service population within TPAs; thus, increasing the proximity of jobs and residents to transit opportunities, as prescribed by the policy. Therefore, the proposed Plan is consistent with portions of this policy that relate to the circulation system.
- *Parking and Curb Management*. The proposed Plan includes system wide investments towards parking and curb management strategies that are similar to those included in the Amended 2021 Regional Plan. Additionally, parking management strategies similar to those in the Amended 2021 Regional Plan have been included in the proposed Plan's Transportation Demand Management Policy. Therefore, the proposed Plan is consistent with this policy.
- *Transportation Demand Management*. The proposed Plan includes similar policy language and Transportation Demand Management strategies and programs to the Amended 2021 Regional Plan. Additionally, as shown in Table 4.16-6, implementation of the proposed Plan would reduce the vehicular mode share within the region by ~~3.2~~5.6 percentage points, maintaining one of the intents of this policy by reducing the number of single-occupant vehicle trips within the region. Therefore, the proposed Plan is consistent with this policy.
- *Vision Zero*. The proposed Plan includes similar policy language and Vision Zero based transportation network improvements, strategies, and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Fix It First*. The proposed Plan includes similar policy language and Fix It First strategies and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Transportation System Management and Operations*. The proposed Plan includes similar policy language and Transportation System Management and Operations strategies and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.

- *Value Pricing*. The proposed Plan will maintain the managed lanes, fees charged to Transportation Network Companies, and transit subsidy programs included within the policy. Therefore, the proposed Plan is consistent with this policy.

The proposed Plan is also consistent with the following goals from Riding to 2050:

- *Increase the number of people who bike and frequency of bicycle trips for all purposes*. As shown in Table 4.16-6, implementation of the proposed Plan would increase bicycle ridership within the region by ~~34,541~~42,919 daily trips, under Year 2050 conditions.
- *Improve safety for bicyclists*. As shown in Table 4.16-6, the proposed Plan would increase the total number of protected and separated bicycle facilities within the region (Class I, Class II, and Class IV facilities). These facilities provide cyclists their own right-of-way within the roadway and reduce the number of conflicts with vehicular traffic, resulting in safer conditions.

2050 Conclusion

Under Year 2050 conditions the proposed Plan would implement ~~over 3,694~~3,613 additional lane miles of bicycle facilities, and ~~over 226,000~~228,817 additional miles of transit service within the region. The proposed Plan would also increase the number of bicycle, pedestrian, and transit trips generated within the region, while reducing the vehicular mode share from 79.2 percent to 73.6 percent, compared to Baseline Year 2022 conditions. These characteristics of the proposed Plan are generally consistent with the policies outlined in the Amended 2021 Regional Plan and Riding to 2050 and would not conflict with them. Additionally, the policy language and goals in the proposed Plan and the Amended 2021 Regional Plan are similar. Therefore, implementation of the proposed Plan, under Year 2050 conditions, would result in a less-than-significant impact.

2036-2050

Transportation Network Improvements and Programs

Table 4.16-7 outlines the anticipated change in transportation network and projected travel demand, by mode, between Base Year 2036 conditions and proposed Plan Year 2050 conditions, to identify how the implementation of the plan would affect the transportation network and travel demand throughout the San Diego Region.

Table 4.16-7 Transportation System Analysis – Years 2036 to 2050

Mode	Category	Baseline Year 2036[1]	Year 2050 Proposed Plan	Change from Baseline Year 2036
Transit	Miles of Transit Service	328,100~~328,229~~	334,495~~334,227~~	6,395~~5,998~~
	Commuter Rail	4,230~~4,393~~	4,030~~4,030~~	-200~~-363~~
	Light Rail Transit	25,030~~24,507~~	35,773~~34,401~~	10,743~~9,894~~
	Rapid	148,896~~144,186~~	146,046~~142,154~~	-2,850~~-2,032~~
	Bus	154,174~~155,143~~	152,676~~153,643~~	-1,498~~-1,500~~
	Population within TPAs	1,869,488~~1,885,975~~	1,906,419~~1,919,031~~	36,931~~33,056~~
	Employment within TPAs	1,508,136~~1,531,064~~	1,601,026~~1,623,552~~	92,890~~92,488~~
	Service Population within TPAs	3,377,624~~3,417,039~~	3,507,445~~3,542,583~~	129,821~~125,544~~
	Average Daily Transit Trips	476,060~~481,660~~	506,582~~516,794~~	30,522~~35,134~~
	Transit Mode Share	3.12%~~3.2%~~	0.0332~~3.4~~	0.20%~~3.4~~
	Average Length of Transit Trip (miles)	9.1~~9.3~~	8.8~~9.3~~	-0.3~~0.0~~
Auto	Miles of Roadways	7,393~~7,418~~	7,419~~7,514~~	26~~96~~
	Freeway (includes auxiliary lanes)	2,748~~2,752~~	2,700~~2,777~~	-48~~25~~
	General Purpose Lanes	2,415~~2,465~~	2,415~~2,322~~	0~~-143~~
	HOV/Managed Lanes	283~~285~~	283~~453~~	0~~168~~

Mode	Category	Baseline Year 2036[1]	Year 2050 Proposed Plan	Change from Baseline Year 2036
	Tollway	501.87	21.87	-480
	State Highway	642	645	3
	Regional Arterials	4,0034,024	4,074-4,092	7168
	Average Daily Vehicle Trips	13,755,627-13,754,857	13,996,067-13,984,751	240,440229,894
	HOV Trips	2,009,6522,006,805	1,972,016-1,970,400	-37,636-36,405
	Auto Mode Share	75.91%76.0%	73.62%73.6%	-2.29%-2.40%
	Average Length of Vehicle Trip (miles)	6.9	6.9	0.0
	SB743 VMT per Resident	15.9915.9	15.4315.4	-0.56-0.5
	SB743 VMT per Employee[2]	12.3012.3	11.7811.8	-0.52-0.5
	VMT Per Service Population[3]	14.3814.4	14.1614.1	-0.22-0.3
Bicycle	Lane Miles of Bike Facilities	4,0483,420	7,1927,114	3,1443,694
	Class I	570520	10571,077	487557
	Class II	2,1072,036	3,1023,142	9951,106
	Class III	674629	828824	154195
	Class IV	577501	19031,785	13261,284
	Bike Boulevard	4,048118	7,192286	3,144168
	Average Daily Bicycle Trips	201,073209,896	236,209243,061	35,13633,165
	Bicycle Mode Share	1.32%1.4%	1.55%1.6%	0.23%0.20%
	Average Length of Bicycle Trip (miles)	4.43.9	54.5	0.60.6
Pedestrian	Average Daily Pedestrian Trips	2,488,026-2,473,834	2,665,3982,655,865	177,372182,031
	Pedestrian Mode Share	16.31%16.2%	17.47%17.4%	1.16%1.20%
	Average Length of Pedestrian Trip (miles)	0.9	0.9	0.0

[1] The changes between Base Year 2036 and proposed Plan Year 2035 conditions are assumed to be negligible; thus, Base Year 2036 conditions were derived from Table 4.16-5.

[2] VMT per employee accounts for trips from the work commute tours and at-work subtours only

[3] Service population includes non-institutionalized population and employment within the area

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: ABM3, March 2025

As discussed below, the metrics outlined in Table 4.16-7 show that the proposed Plan is consistent with the circulation system policies outlined in the Amended 2021 Regional Plan and Riding to 2050, and therefore, do not conflict with them:

Amended 2021 Regional Plan

- *Land Use and Regional Growth*. Implementation of the proposed Plan would increase transit ridership, as well as the number of walking and biking trips within the proposed Plan region. This projection suggests the proposed Plan would provide convenient access to multi-modal travel options, as prescribed by the policy. Additionally, the proposed Plan would increase the total service population within TPAs; thus, increasing the proximity of jobs and residents to transit opportunities, as prescribed by the policy. Therefore, the proposed Plan is consistent with portions of this policy that relate to the circulation system.

- *Parking and Curb Management*. The proposed Plan includes system wide investments towards parking and curb management strategies that are similar to those included in the Amended 2021 Regional Plan. Additionally, parking management strategies similar to those in the Amended 2021 Regional Plan have been included in the proposed Plan's Transportation Demand Management Policy. Therefore, the proposed Plan is consistent with this policy.
- *Transportation Demand Management*. The proposed Plan includes similar policy language and Transportation Demand Management strategies and programs to the Amended 2021 Regional Plan. Additionally, as shown in Table 4.16-7, implementation of the proposed Plan would reduce the vehicular mode share within the region by 2.3~~2.4~~ percentage points, maintaining one of the intents of this policy by reducing the number of single-occupant vehicle trips within the region. Therefore, the proposed Plan is consistent with this policy.
- *Vision Zero*. The proposed Plan includes similar policy language and Vision Zero based transportation network improvements, strategies, and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Fix It First*. The proposed Plan includes similar policy language and Fix It First strategies and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Transportation System Management and Operations*. The proposed Plan includes similar policy language and Transportation System Management and Operations strategies and programs to the Amended 2021 Regional Plan. Therefore, the proposed Plan is consistent with this policy.
- *Value Pricing*. The proposed Plan will maintain the managed lanes, fees charged to Transportation Network Companies, and transit subsidy programs included within the policy. Therefore, the proposed Plan is consistent with this policy.

The proposed Plan is also consistent with the following goals from Riding to 2050:

- *Increase the number of people who bike and frequency of bicycle trips for all purposes*. As shown in Table 4.16-7, implementation of the proposed Plan would increase bicycle ridership within the region by ~~33,165~~35,136 daily trips, over this time period.
- *Improve safety for bicyclists*. As shown in Table 4.16-7, the proposed Plan would increase the total number of protected and separated bicycle facilities within the region (Class I, Class II, and Class IV facilities). These facilities provide cyclists their own right-of-way within the roadway and reduce the number of conflicts with vehicular traffic, resulting in safer conditions.

2036-2050 Conclusion

Over this time period the proposed Plan would implement ~~over 3,694~~3,144 additional miles of bicycle facilities, and ~~over 5,998~~6,395 additional miles of transit service within the region. The proposed Plan would also increase the number of bicycle, pedestrian, and transit trips generated within the region, while reducing the vehicular mode share from 76.0 percent to 73.6 percent, compared to Baseline Year 2036 conditions. These characteristics of the proposed Plan are generally consistent with the policies outlined in the Amended 2021 Regional Plan and Riding to 2050 and would not conflict with them. Additionally, the policy language and goals in the proposed Plan and the Amended 2021 Regional Plan are similar. Therefore, implementation of the proposed Plan between Base Year 2036 and Year 2050 conditions, would result in a less-than-significant impact.

MITIGATION MEASURES

No mitigation measures are required for this impact.

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.

Analysis Methodology

Section 15064.3(B) of the CEQA Guidelines criteria for analyzing and determining transportation impacts, states:

> (b) Criteria for Analyzing Transportation Impacts.
>
> (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.
>
> (2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.
>
> (3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
>
> (4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

As noted above, VMT is an appropriate measure to identify transportation-related impacts under CEQA. The specific guidelines provided by CEQA Guidelines Section 15064.3(b)(1) and (2) are intended to be applied at the project level; as such, they are not directly applicable to the program-level transportation network improvements and the regional growth from land use changes that are included in the proposed Plan. However, Section 15064.3(b)(4) does allow for lead agencies to determine the methodology for evaluating VMT, and CEQA Guidelines Section 15064(b) provides lead agencies with discretion to establish a threshold of significance.

In response to the implementation of SB 743 and CEQA Guidelines Section 15064.3(b), the State developed additional guidance on how VMT-related impacts can be evaluated, as well as how to establish impact thresholds using the new VMT metric. Key guidance on transportation impacts and VMT is provided by the OPR VMT Technical Advisory (OPR 2018), and the CARB Scoping Plan for Achieving Carbon Neutrality, adopted on November 16, 2022 (CARB 2022). However, neither document provides guidance or thresholds in regard to assessing the significance of VMT impacts for RTPs at the regional level. The recommendations of both documents are discussed below:

OPR Technical Advisory on Evaluating Transportation Impacts in CEQA: The OPR Technical Advisory provides guidance on determining significance thresholds and assessing VMT. The guidance provided within the Technical Advisory is directed to specific projects by project type (i.e., residential, retail, office, etc.) and local plans (i.e. general plans) and includes recommendations for evaluating transportation impacts. The Technical Advisory utilizes the findings of the 2017 Climate Change Scoping Plan as substantial evidence to establish a VMT threshold for certain land use development projects, stating that:

> In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.

The OPR Technical Advisory does somewhat address VMT-related impacts associated with the development and implementation of General Plans, noting:

> A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office, or retail land uses would in aggregate exceed the respective thresholds recommended above.

However, the Technical Advisory does not provide guidance on the VMT-related impacts that may be associated with regional plans, such as an RTP and SCS, as included in the proposed Plan.

2022 Scoping Plan for Achieving Carbon Neutrality: In November 2022, CARB published an update of the CARB 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals (CARB 2022). The 2022 Scoping Plan establishes strategies for achieving the AB 1279 goals of achieving 85 percent reduction of anthropogenic GHG emissions, and carbon neutrality by 2045. The 2022 Scoping Plan concludes that the State is not on track to meet the CARB 2017 VMT reduction goals, thus the 2022 Scoping Plan recommends that the State reduce VMT per capita generation by 30 percent, from the Year 2019 conditions, by Year 2045 to achieve its climate goals. The 2022 Scoping Plan also sets an interim VMT per capita reduction target of 25 percent by Year 2030 conditions.

The 2022 Scoping Plan notes that it does not set regulatory limits on VMT and that the authority to reduce VMT largely lies with state, regional, and local transportation, land use, and housing agencies, along with the legislature and its budgeting choices.

VMT Analysis Approach

This EIR's VMT analysis was largely quantitative, consistent with CEQA Guidelines Section 15064.3. The ABM3 was utilized to derive the VMT metrics analyzed under each analysis scenario. The ABM3 is a travel demand forecasting model that incorporates census data and travel surveys to inform the algorithms of the model's projections. It uses a simulated population based on existing and projected demographics, to match residents to employment, and forecasts the daily travel on the regional transportation network. In addition, the model tracks the daily travel of individuals in the simulated population, including origins, destinations, travel distances, and mode choices. This allows the ABM3 to project transportation metrics such as trip generation, trip assignment, and VMT at both a regional and local level.

The ABM3 has three forecast scenarios: Baseline Year 2022, which provides a forecast of the year the model inputs (land uses, mobility network, and socio-economic data) are based on, Interim Year 2035, and Horizon Year 2050 conditions. The Year 2035 and 2050 scenarios are derived based on the planned land uses and mobility improvements within the region, as well as population and employment projections. The different components of the proposed Plan are projected to be implemented over 25 years with a buildout year projected in approximately 2050.

Because of the close relationship between forecasted regional growth, land use change, and planned transportation network improvements and programs on travel behavior, this section analyzes their combined effect on per capita VMT and total VMT, instead of providing separate analyses for regional growth and land use change and transportation network improvements and programs.

Significance Thresholds

VMT Per Capita: 2022 Scoping Plan notes "we also know we are not on track to achieve the VMT reduction called for in the 2017 Scoping Plan and will need to double down to achieve the even more ambitious target called for in the Scoping Plan Scenario." As a response to this, the 2022 Scoping Plan includes a target to reduce the statewide VMT per capita to 25 percent below 2019 levels by 2030, as well as the overall target to reduce the statewide VMT per capita to 30 percent below 2019 levels by 2045. While these targets are not regulatory requirements, they are intended to inform future planning processes. Therefore, the updated VMT per capita reduction goals included in

2022 Scoping Plan are used as a guide to determine whether the proposed Plan would reach the substantial VMT reductions needed to help achieve statewide GHG reduction goals.

CARB stresses that the VMT developed in its estimates "is not household-generated VMT, and the values are not directly comparable to the output from a local or regional travel demand model." ABM3 derives VMT estimates based on household-generated VMT; as such, the results of the model may not directly align with the results of the 2022 Scoping Plan. However, ABM3 is currently the best tool within the San Diego region for estimating baseline and future year VMT metrics, including total VMT and VMT per capita; therefore, the ABM3 was used in the analysis of the 2022 Scoping Plan VMT reduction goals.

ABM3 does not include scenarios for year 2019, 2030, and 2045 conditions, which are the timeframes in which the 2022 Scoping Plan VMT reductions goals are set. Therefore, to project the VMT analysis metrics under these scenarios, the results from ABM3 Year 2035 and 2050 scenarios were interpolated to derive the VMT metrics for the 2022 Scoping Plan target years (years 2030 and 2045).

Total VMT. Because there are no State-recommended total VMT significance thresholds for regional plans such as the proposed Plan, a qualitative threshold was used: would the proposed Plan achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals? If the proposed Plan would cause substantial increases in total VMT, then it would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals and would, therefore, result in a significant impact on VMT.

Interim VMT per Capita Targets (for Informational Purposes). As noted above, the State's VMT per capita reduction goal is 25 percent below Year 2019 conditions by Year 2030 and 30 percent by Year 2045. The State did not establish any additional interim year targets. However, for informational purposes, and to further evaluate if the proposed Plan would be on track to meet the State's VMT reduction goals, an interim year VMT reduction goal was estimated for Year 2035 conditions. The interim year target was derived based on a straight-line interpretation of the full 25 percent and 30 percent reductions in VMT per capita that the region has to achieve by Year 2030 and Year 2045, respectively:

Year 2035
Year 2045 – Year 2030 = 15 years.

- 30 percent Year 2045 reduction goal – 25 percent Year 2030 reduction goal = 5 percent reduction over the 15 years
- 5 percent / 15 years = 0.3 percent reduction per year between Year 2030 and Year 2045
- 0.3 percent reduction per year X 5 years (Year 2035 – Year 2030) = 1.7 percent
- 1.7 percent + 25 percent (Year 2030 target) = 26.7 percent

In addition, it was assumed that for 2050, the ultimate 30 percent reduction goal for 2045 would be maintained.

The thresholds described above are unique to the proposed Plan, due to its regional and comprehensive nature. These thresholds are not intended for application to other project types, in particular to individual land use projects for which State-recommended per capita VMT thresholds may be appropriate.

Impact Analysis

As noted under the significance thresholds, CARB 2022 utilizes Year 2019 conditions as the year in which the VMT reduction goals are measured against. Therefore, TRA-2 utilizes a starting year of 2019 instead of the analysis Base Year of 2022.

Please note that the information presented in Tables 4.16-8 through 4.16-11 has been updated in the Final EIR. These updates are primarily due to minor modifications in the transportation network improvements included within the proposed Plan, as noted in proposed Plan Appendix A. Additionally, minor corrections to the ABM3 were also made, which are detailed in Appendix M of the proposed Plan.

2030

Regional Growth and Land Use Change and Transportation Network Improvements and Programs

Table 4.16-8 summarizes the VMT projections and analyses developed under Year 2030 conditions. Total VMT and VMT per capita results are presented and compared between Starting Year - Year 2019 and proposed Plan Year 2030 conditions to identify VMT-related impacts.

Table 4.16-8 VMT Analysis – Year 2030

Metric	Starting Year - Year 2019[1]	Year 2030 Proposed Plan	Difference between Starting Year - Year 2019 and Year 2030 Proposed Plan	% Change between Starting Year - Year 2019 and Year 2030 Proposed Plan
Total VMT (daily)[2]	76,988,678~~77,181,443~~	79,721,789~~79,810,491~~	2,733,111~~2,629,048~~	3.55%~~3.4%~~
VMT per Capita (miles)[2]	17.0~~16.9~~	16.3~~16.2~~	-0.7	-4.12%~~-4.1%~~

[1]The ABM 3 does not include a year 2019 scenario; therefore, the year 2019 VMT metrics were derived via linear interpolation using year 2022 and year 2035 data.

[2] The VMT calculations do not include the off-model VMT reduction in Appendix M to the proposed Plan because the reduction was not calculated for 2030 conditions. Therefore, the VMT figures may be slightly overstated in this analysis. However, the reduction is minor (less than 0.23 percent) and not anticipated to reduce the impacts to less than significant. See Appendix M of the proposed Plan for additional details.

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: ABM3, March 2025.

As shown in Table 4.16-8, implementation of the proposed Plan, under Year 2030 conditions, would result in a 4.12 percent decrease in the region's VMT per capita, as compared to Starting Year - Year 2019 conditions. This is less than the 25 percent reduction needed to meet the State's Year 2030 VMT per capita reduction goal.

Implementation of the proposed Plan, under Year 2030 conditions, would also result in an increase in the total daily VMT generated by the region of ~~2,629,048~~2,733,111 (3.55~~3.4~~ percent) compared to Starting Year - Year 2019 conditions. The increase is considered substantial because it increases the overall VMT production within the San Diego Region and does not help to achieve the statewide GHG reduction targets, as discussed in the previous paragraph; therefore it is significant.

2030 Conclusion

As shown in Table 4.16-7, implementation of the proposed Plan, under Year 2030 conditions, would result in a decrease in VMT per capita of 4.12 percent below Starting Year - Year 2019 conditions. This is less than the 25 percent reduction needed to achieve the State's Year 2030 interim VMT per capita reduction goal and is therefore inconsistent with CEQA Guidelines Section 15064.3 by not achieving the substantial VMT reductions needed to help achieve statewide GHG reduction goals, and a significant impact. Implementation of the proposed Plan would also result in an increase of ~~2,629,048~~2,733,111 (3.55~~3.4~~ percent) daily VMT generated within the San Diego region compared to Starting Year - Year 2019 conditions, which is considered a substantial increase. Therefore, this impact (TRA-2) is considered significant in the year 2030 because the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals.

2035

Regional Growth and Land Use Change and Transportation Network Improvements and Programs

Table 4.16-9 summarizes the VMT projections and analyses developed under Year 2035 conditions. Total VMT and VMT per capita results are presented and compared between Starting Year - Year 2019 and proposed Plan Year 2035 conditions to identify VMT-related impacts.

Table 4.16-9 VMT Analysis – Year 2035

Metric	Starting Year - Year 2019[1]	Year 2035 Proposed Plan	Difference between Starting Year - Year 2019 and Year 2035 Proposed Plan	% Change between Starting Year - Year 2019 and Year 2035 Proposed Plan
Total VMT (daily)[2]	76,988,67877,181,443	80,964,11281,005,512	3,975,4343,824,069	5.16%5.0%
VMT per Capita (miles)[2]	17.016.9	16.015.9	-1.0	-5.88%-5.9%

[1]The ABM 3 does not include a year 2019 scenario; therefore, the year 2019 VMT metrics were derived via linear interpolation using year 2022 and year 2035 data.

[2] The VMT calculations do not include the off-model VMT reduction in Appendix M to the proposed Plan because the reduction was not calculated for 2030 conditions. Therefore, the VMT figures may be slightly overstated in this analysis. However, the reduction is minor (0.23 percent) and is not anticipated to reduce the impacts to less than significant. See Appendix M of the proposed Plan for additional details.

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: ABM3, March 2025.

As shown in Table 4.16-9, implementation of the proposed Plan, under Year 2035 conditions, would result in a 5.95.88 percent decrease in the region's VMT per capita, as compared to Starting Year - Year 2019 conditions. This is less than the 26.7 percent reduction needed to meet the State's Year 2035 VMT per capita interim reduction goal.

Implementation of the proposed Plan, under Year 2035 conditions, would also result in an increase to the total daily VMT generated by the region of 3,824,0693,975,434 (5.165.0 percent) compared to Starting Year - Year 2019 conditions. The increase is substantial because it increases the overall VMT production within the San Diego Region and does not help to achieve the statewide GHG reduction targets, as discussed in the previous paragraph; therefore, it is significant.

2035 Conclusion

As shown in Table 4.16-9, implementation of the proposed Plan, under Year 2035 conditions, would result in a decrease in VMT per capita of 5.95.88 percent below Starting Year - Year 2019 conditions. This is less than the 26.7 percent reduction needed to achieve the State's Year 2035 interim VMT per capita reduction goal, and is therefore inconsistent with CEQA Guidelines Section 15064.3 by not achieving the substantial VMT reductions needed to help achieve statewide GHG reduction goals, and a significant impact. Implementation of the proposed Plan would also result in an increase of 3,824,0693,975434 (5.165.0 percent) daily VMT generated within the San Diego region compared to Starting Year - Year 2019 conditions, which is considered a substantial increase. Therefore, this impact (TRA-2) is considered significant in the year 2035 because the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals.

2045

Regional Growth and Land Use Change and Transportation Network Improvements and Programs

Table 4.16-10 summarizes the VMT projections and analyses developed under Year 2045 conditions. Total VMT and VMT per capita results are presented and compared between Starting Year - Year 2019 and proposed Plan Year 2045 conditions to identify VMT-related impacts.

Table 4.16-10 VMT Analysis – Year 2045

Metric	Starting Year - Year 2019[1]	Year 2045 Proposed Plan	Difference between Starting Year - Year 2019 and Year 2045 Proposed Plan	% Change between Starting Year - Year 2019 and Year 2045 Proposed Plan
Total VMT (daily)[2]	76,988,67877,181,443	81,213,77981,351,592	4,225,1014,170,149	5.49%5.4%
VMT per Capita (miles)[2]	17.016.9	15.815.6	-1.2-1.3	-7.06%-7.7%

[1]The ABM 3 does not include a year 2019 scenario; therefore, the year 2019 VMT metrics were derived via linear interpolation using year 2022 and year 2045 data.

[2] The VMT calculations do not include the off-model VMT reduction in Appendix M to the proposed Plan because the reduction was not calculated for 2030 conditions. Therefore, the VMT figures may be slightly overstated in this analysis. However, the reduction is minor (0.15 percent) and is not anticipated to reduce the impacts to less than significant. See Appendix M of the proposed Plan for additional details.

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: ABM3, March 2025.

As shown in Table 4.16-10, implementation of the proposed Plan, under Year 2045 conditions, would result in a ~~7.7~~7.06 percent decrease in the region's VMT per capita, as compared to Starting Year - Year 2019 conditions. This is less than the 30 percent reduction needed to meet the State's Year 2045 VMT per capita reduction goal.

Implementation of the proposed Plan, under Year 2045 conditions, would also result in an increase to the total daily VMT generated by the region of ~~4,170,149~~4,225,101 (5.49 percent) compared to Starting Year - Year 2019 conditions. The increase is substantial because it increases the overall VMT production within the San Diego Region and does not help to achieve the statewide GHG reduction targets, as discussed in the previous paragraph; therefore, it is significant.

2045 Conclusion

As shown in Table 4.16-10, implementation of the proposed Plan, under Year 2045 conditions, would result in a decrease in VMT per capita of ~~7.7~~7.06 percent below Starting Year - Year 2019 conditions. This is less than the 30 percent reduction needed to achieve the State's Year 2045 VMT per capita reduction goal and is therefore inconsistent with CEQA Guidelines Section 15064.3 by not achieving the substantial VMT reductions needed to help achieve statewide GHG reduction goals, and a significant impact. Implementation of the proposed Plan would also result in an increase of ~~4,170,149~~ 4,225,101 daily VMT (5.49 percent) generated within the San Diego region compared to Starting Year - Year 2019 conditions, which is considered a substantial increase. Therefore, this impact (TRA-2) is considered significant in the year 2045 because the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals.

2050

Regional Growth and Land Use Change and Transportation Network Improvements and Programs

Table 4.16-11 summarizes the VMT projections and analyses developed under Year 2050 conditions. Total VMT and VMT per capita results are presented and compared between Starting Year - Year 2019 and proposed Plan Year 2050 conditions to identify VMT-related impacts.

Table 4.16-11 VMT Analysis – Year 2050

Metric	Starting Year - Year 2019[1]	Year 2050 Proposed Plan	Difference between Starting Year - Year 2019 and Year 2050 Proposed Plan	% Change between Starting Year - Year 2019 and Year 2050 Proposed Plan
Total VMT (daily)[2]	76,988,678~~77,181,443~~	81,713,112~~81,524,632~~	4,724,434~~4,343,189~~	6.14%~~5.6%~~
VMT per Capita (miles)[2]	17.0~~16.9~~	15.4~~15.4~~	-1.6~~-1.5~~	-9.41%~~-8.9%~~

[1]The ABM 3 does not include a year 2019 scenario; therefore, the year 2019 VMT metrics were derived via linear interpolation using year 2022 and year 2050 data.

[2] The VMT calculations do not include the off-model VMT reduction in Appendix M to the proposed Plan because the reduction was not calculated for 2030 conditions. Therefore, the VMT figures may be slightly overstated in this analysis. However, the reduction is minor (0.15 percent) and is not anticipated to reduce the impacts to less than significant. See Appendix M of the proposed Plan for additional details.

Note: the revised numbers in this table reflect the minor modifications to the transportation network improvements included in the proposed Plan as well as minor corrections made to the ABM3.

Source: ABM3, March 2025.

As shown in Table 4.16-11, implementation of the proposed Plan, under Year 2050 conditions, would result in an ~~8.9~~9.41 percent decrease in the region's VMT per capita, as compared to Starting Year - Year 2019 conditions. This is less than the 30 percent reduction needed to meet the State's Year 2050 VMT per capita reduction goal.

Implementation of the proposed Plan, under Year 2050 conditions, would also result in an increase to the total daily VMT generated by the region of ~~4,343,189~~4,724,434 (6.14~~5.6~~ percent) compared to Starting Year - Year 2019 conditions. The increase is substantial because it increases the overall VMT production within the San Diego Region and does not help to achieve the statewide GHG reduction targets, as discussed in the previous paragraph; therefore it is significant.

2050 Conclusion

As shown in Table 4.16-11, implementation of the proposed Plan, under Year 2050 conditions, would result in a decrease in VMT per capita of ~~8.9~~9.41 percent below Starting Year - Year 2019 conditions. This is less than the 30 percent reduction needed to achieve the State's Year 2045 VMT per capita reduction goal and is therefore inconsistent with CEQA Guidelines Section 15064.3 by not achieving the substantial VMT reductions needed to help achieve statewide GHG reduction goals, and a significant impact. Implementation of the proposed Plan would also result in an increase of ~~4,343,189~~4,724,434 daily VMT (~~5.6~~6.14 percent) generated within the San Diego region compared to Starting Year - Year 2019 conditions, which is considered a substantial increase. Therefore, this impact (TRA-2) is considered significant in the year 2050 because the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals.

MITIGATION MEASURES

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.

Achieving further reductions in the total and per capita VMT generated within the region depends upon additional State policy actions and funding, as well as local jurisdictions' review and entitlement of individual land use development projects and Regional Arterial System (RAS) transportation projects, which could create inconsistencies with what is projected in the proposed Plan. In addition, transportation sponsors other than SANDAG, such as Caltrans, must evaluate and potentially mitigate any induced VMT that may be associated with the implementation of enhancements to the freeway and State highway system.

Therefore, mitigation measure TRA-2 focuses on project-specific mitigation measures that can and should be implemented to further reduce the region's total VMT and VMT per capita.

2030, 2035, 2045, and 2050

TRA-2: Achieve Further VMT Reductions for Transportation and Development Projects. During the project design and project-level CEQA review phases of transportation network improvements or land use development projects, SANDAG shall, and other transportation project sponsors (the Local jurisdictions) can, and should implement project-level VMT reduction measures in addition to those included in the Regional Plan. VMT reducing measures consist of, but are not limited to, the following:

- **Require TDM Strategies:** SANDAG shall, and other transportation project sponsors (the Local jurisdictions) can, and should require all transportation network improvements or land use development projects, that are identified to have a significant VMT-related impact, to implement feasible TDM strategies to help offset their impacts. This mitigation measure will further reduce the proposed Plan's VMT because the potential VMT reductions associated with two TDM programs, which include vanpool and carshare were not incorporated into ABM3. Strategies, such as free shuttles, parking facilities for carshare, and site design features to facilitate walking, biking, and transit can, and should be used by land development projects to reduce VMT-related impacts. Additional project-level TDM measures not included in the proposed Plan should also be used, including walking, school bus programs, school pool programs, subsidized transit passes, unbundled parking,

preferential parking programs for carpools/vanpools, parking programs for EVs and hydrogen fuel cell cars, and bike sharing programs.

- **Reduce Parking Minimums:** Local jurisdictions can, and should evaluate the feasibility of reducing their currently required parking minimums. Reducing the parking minimums for different land use types, where appropriate, can decrease project-level VMT by up to 13.7 percent (CAPCOA 2024).
- **Implement Additional Active Transportation Facilities Not Included in the Proposed Plan:** To further reduce local VMT-related impacts and take advantage of the regional bike network, SANDAG shall, and other transportation project sponsors (the Local jurisdictions) can, and should implement additional active transportation facilities that provide connections from the regional bicycle network to local neighborhoods. The proposed Plan includes funding for Complete Streets investments in ~~Mobility Hub~~ areas with a high concentration of transportation options, including implementation of bicycle and pedestrian facilities that provide local connections ~~throughout Mobility Hub areas~~; however, the associated VMT reductions from this funding have not yet been determined; thus, they were not yet included in the EIR's VMT analysis. Therefore, this mitigation measure would achieve further VMT reductions through the funding of additional, locally based multi-modal facilities that were not assumed in the proposed Plan analysis. The implementation of locally based multi-modal facilities, funded through the proposed Plan, can reduce VMT on the roadway network adjacent to the multi-modal facility by 0.8 percent for bicycle facilities, and up to 6.4 percent for pedestrian facilities (CAPCOA 2024).
- **VMT Credit/Banking Program for Local VMT Reducing Infrastructure and Programs:** SANDAG ~~can and should~~ shall participate in and help facilitate a VMT Credit/Banking Program where local jurisdictions can submit and bank VMT reduction credit for VMT reducing infrastructure and/or programs which the jurisdiction has implemented. Local jurisdictions would be able to sell their banked VMT reduction credits to development projects within the region or use the credits to offset their own VMT-related impacts associated with roadway capacity improvements. Revenues received from the program must be used to advance the timing or implementation of new VMT reducing infrastructure. This program may be used to fund and/or prioritize the development of local VMT reducing infrastructure and programs that are not included within the proposed Plan, thereby reducing VMT productions within the San Diego region beyond than what is projected in Tables 4.16-7 through 4.16-10. This program is currently being developed as part of a Caltrans Partnership Grant that was awarded to SANDAG and the County of San Diego.
- **VMT Exchange Program for Local VMT Reducing Infrastructure:** SANDAG ~~can and should~~ shall participate in and help facilitate a regional VMT exchange program that allows local jurisdictions to advertise unfunded VMT reducing in which land use development projects can implement to offset their VMT-related impacts. This will allow land use development projects located in more rural and suburban jurisdictions with limited VMT mitigation options to offset their VMT-related impacts by constructing infrastructure in other local jurisdictions with more VMT reducing opportunities. This program may fund construction of local VMT reducing infrastructure not included in the proposed Plan that not have been funded otherwise. The measure could thereby reduce VMT production within the San Diego region beyond the reductions projected in Tables 4.16-7 through 4.16-10. Similar to the VMT Credit/Banking Program, this program is currently being developed as part of a Caltrans Partnership Grant that was awarded to SANDAG and the County of San Diego.

The following mitigation measures presented in Section 4.8, "Greenhouse Gas Emissions," will further reduce both the total VMT and VMT per capita:

- GHG-4a *Allocate Grant Funding to Projects that Reduce GHG Emissions.*
- GHG-4b *Coordination and Support to SANDAG Member Agencies to Adopt, Update, and Monitor GHG Reduction Plans.*
- GHG-4d *Implement Measures to Reduce GHG Emissions from Transportation Projects.*
- GHG-4e *Implement Measures to Reduce GHG Emissions from Development Projects.*

The following mitigation measures presented in Section 4.3 "Air Quality" will further reduce both the total VMT and VMT per capita:

- AQ-2b. *Regional Plan VMT Credit/Banking Program.*

SIGNIFICANCE AFTER MITIGATION

2030, 2035, 2045, 2050

By Plan Year 2050, the proposed Plan would reduce the region's VMT per capita by ~~8.99~~9.41 percent over Starting Year 2019 conditions. As outlined in Tables M-17 through M-19 in Appendix M of the proposed Plan, there are some TDM strategies (Vanpool and Carsharing programs) included in the proposed Plan that are too minor to be incorporated into ABM3 and were therefore excluded from the transportation impact analysis assumptions. As noted within Appendix M of the proposed Plan, these reductions could further reduce the total VMT generated within the region by an additional 0.15 percent by Year 2050. These reductions were calculated based on their influence of the total VMT generated within the region. As such, these strategies would likely have further reduce the region's VMT per capita, since the majority of trips within the region are home-based (i.e. trips starting and/or ending at the residents dwelling unit). Therefore, by 2050, the region could achieve reductions of up to of ~~9.05~~9.56 percent (~~8.99~~9.41 percent + 0.15 percent) in VMT per capita, over Starting Year 2019 conditions, if these strategies are fully implemented. This would exceed the CARB target reduction of 30 percent by 2045.

As noted in the mitigation section, TDM strategies generally are required and implemented at the project level by local agencies. The VMT reductions associated with these project-level TDM measures can vary greatly based on the project type, location, and size; therefore, an overall regionwide reduction cannot be estimated at the program level. It is also assumed that any VMT reductions associated with the VMT Credit/Banking Program would go towards offsetting the VMT-related impacts associated with the roadway infrastructure improvements included within the proposed Plan. While some additional VMT reduction credits may be available to offset the VMT-related impacts associated with land use development projects, the scope and the magnitude of the available credits is unknown at this time.

As outlined in Tables 4.5-7 through 4.5-10, the regional VMT per capita is more than 20.95 percent higher than the threshold to meet, or keep pace with, the State's GHG reduction goals under each horizon year (~~20.44~~20.95 percent = 30 percent threshold – VMT per Capita ~~9.56~~9.05 percent below the 2019 rates). Therefore, the full implementation of the proposed mitigation, under any horizon year, would not reduce impacts to a less than significant level for any horizon year (i.e., 2030, 2035, 2045, or 2050). Additionally, the identified VMT reductions associated with the mitigation measures would not significantly reduce the daily VMT generated within the San Diego region to a level that would no longer be considered substantial. Therefore, this impact would be significant and unavoidable under the proposed Plan.

SANDAG cannot require local agencies implementing development projects, or other transportation project sponsors, to adopt the above mitigation measures. It is ultimately the responsibility of the CEQA lead agency to determine and adopt mitigation. Therefore, this impact would be significant and unavoidable.

TRA-3 SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES.

Analysis Methodology

The focus of this analysis is to determine if implementation of the proposed Plan would lead to new or increased safety hazards within the region's transportation network. The proposed Plan contains various projects that would modify or expand the regional transportation network. These projects were developed to address existing deficiencies and/or future needs given projected population, employment, and travel growth in the region. If implementation of these projects were determined to increase hazards within the region's transportation network (e.g., increase the likelihood of collisions or other dangers) there would be a significant impact. The impact analysis focuses on consistency with design standards related to traffic safety in order to determine whether

impacts are significant. The impact analysis considers the proposed Plan's transportation network improvements and programs, but not the proposed Plan's regional growth and land use change, because the Impact TRA-3 significance criterion is limited to transportation project safety hazard issues.

Impact Analysis

2035

Transportation Network Improvements and Programs

The proposed Plan would expand regional transportation safety programs and efforts. Highlighted below are several planning efforts included in the proposed Plan that would improve transportation safety within the region:

- *Development of Regional Vision Zero Program:* The proposed Plan introduces the Vision Zero Program with the aim of keeping all roadway users—especially vulnerable users—safe through the use of data, project prioritization, education, and community engagement. See Appendix A of the 2025 Regional Plan for more information.
- *Proposed Plan Network Development*: Safety data (crash history) was applied to project bundles during the network-development process through an evaluation criteria. See Appendix N of the 2025 Regional Plan for more information.
- *Federal Transportation Performance Management*: Planning and programming are informed by five safety performance targets for all public roads and seven transit safety performance targets that the lead CEQA agency monitors and updates on a regular schedule. See Appendix P of the 2025 Regional Plan for more information.
- *Strategic Highway Safety Plan*: The proposed Plan is consistent with the 2020 Strategic Highway Safety Plan (SHSP). SANDAG supported the development of this statewide plan and continues support of plan implementation through SHSP Challenge Area Teams.
- *Comprehensive Multimodal Corridor Plans (CMCPs)*: These subregional plans develop groupings of transportation projects that are evaluated using performance measures, including safety improvements (SANDAG 2025b).

The transportation network improvements and programs in the proposed Plan would be required to conform to the design standards of the public agency responsible for implementation. Design standard conformance is a key part of developing networks that provide common expectations for users to minimize hazardous conflicts and conditions that could contribute to collisions. The standards outlined in the California MUTCD, HDM, and MTS' *Design for Transit* (see Section 4.16.2), as well as the street design manuals adopted by the local jurisdictions, cover all aspects of the transportation right-of-way, including physical and operational features, as well as appropriate actions during construction. Utilizing infrastructure designs based on established, tested, and peer reviewed standards, as provided within these documents, will help to ensure higher levels of safety both in the construction and operation of the transportation improvements included within the proposed Plan.

The transportation network improvements and programs included under Year 2035 conditions in the proposed Plan would not change the applicable safety design standards of the implementing agencies. The transportation network improvements would be designed consistent with those standards. Further, the proposed Plan includes several planning efforts that would improve transportation safety within the region. Therefore, this impact is less than significant.

2035 Conclusion

Implementation of the proposed Plan by 2035 would not change the applicable design standards of the implementing agencies, and the transportation network improvements would be designed consistent with those standards. Further, the proposed Plan includes several planning efforts that would improve transportation safety. Therefore, impacts would be less than significant.

2050

Transportation Network Improvements and Programs

The proposed Plan would expand regional transportation safety programs and efforts. As highlighted in the 2035 impact analysis, there are several planning efforts included in the proposed Plan that would improve transportation safety within the region.

The transportation network improvements and programs in the proposed Plan would be required to conform to the design standards of the public agency responsible for implementation. Design standard conformance is a key part of developing networks that provides common expectations for users to minimize hazardous conflicts and conditions that could contribute to collisions. The standards outlined in the California MUTCD, HDM, and MTS' *Design for Transit* (see Section 4.16.2), as well as the street design manuals adopted by the local jurisdictions, cover all aspects of the transportation right-of-way, including physical and operational features, as well as appropriate actions during construction. Utilizing infrastructure designs based on established, tested, and peer reviewed standards, as provided within these documents, will help to ensure higher levels of safety both in the construction and operation of the transportation improvements included within the proposed Plan.

The transportation network improvements and programs included under Year 2050 conditions in the proposed Plan would not change the applicable safety design standards of the implementing agencies. The transportation network improvements would be designed consistent with those standards. Further, the proposed Plan includes several planning efforts that would improve transportation safety within the region. Therefore, this impact is less than significant.

2050 Conclusion

Implementation of the proposed Plan by 2050 would not change the applicable design standards of the implementing agencies, and the transportation network improvements would be designed consistent with those standards. Further, the proposed Plan includes several planning efforts that would improve transportation safety. Therefore, impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required for this impact.

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.

Analysis Methodology

Per Public Resources Code Section 2099(d)(1), parking impacts are not considered an environmental impact under CEQA for residential, mixed-use residential, or employment center projects located on an infill site within a TPA. The majority of the proposed policies in the Plan relating to parking operations and management would be applied within a TPA. Changes in parking operations, supply, and management can have an effect on the way people travel within the region and ultimately influence VMT. These changes may affect air quality, energy, and GHG impacts, as disclosed within Sections 4.3, 4.6, and 4.8 of this EIR, respectively. Therefore, if the implementation of the policies included in the proposed Plan would lead to lack of parking supply causing a significant impact to another resource category not already analyzed in this EIR, the proposed Plan's parking impact would be considered significant.

Parking supply requirements for private land uses are generally developed and regulated by local jurisdictions; thus, the proposed Plan would not directly affect the provision or amount of parking supply for future land use developments. Thus, the parking requirements and potential deficiencies associated with the land use growth is not affected by the proposed Plan. Therefore, a qualitative analysis was conducted to determine if the Pricing Strategies and the Parking Management Strategies, included in the Transportation Demand Management Policy (See Appendix A of the proposed Plan for more information), would reduce the public parking supply, throughout

the region, to a level where a lack of public parking supply could cause a significant impact on other environmental resources.

Impact Analysis

2035

Transportation Network Improvements and Programs

Dynamic pricing for on-street parking spaces is included in the pricing strategies and policies included in the proposed Plan. The proposed Plan will promote dynamic pricing for on-street parking spaces, where the hourly cost of parking increases as parking becomes less available. Dynamic pricing incentivizes travelers to utilize other modes of travel during peak times, thus potentially reducing VMT. The CAPCOA Handbook for *Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA 2024), finds that charging for public on-street parking or increasing the existing price of on-street parking can reduce VMT by up to 30 percent. This strategy and its associated effects are incorporated into the ABM3, which uses travel survey data to determine how the cost to operate a vehicle (including gas prices, maintenance, tolls, and parking costs) affects a traveler's choice in modes.

Dynamic pricing for on-street parking was reflected in the ABM3 results for the proposed Plan and is reflected in the VMT results outlined in Table 4.16-6. As shown, the VMT per capita, VMT per employee, and VMT per service population would decrease under the proposed Plan, which includes the effects of dynamic pricing.

It should be noted that the ABM3 does not specifically account for additional localized VMT that could be generated by additional vehicles in search for parking. Therefore, any VMT effects specifically associated with parking shortages cannot be quantified and would be dictated by local conditions, to which the model is not sensitive. The effect on VMT associated with additional vehicles circling around and looking for available parking, or cheaper parking, is likely negligible on a regional scale, and would be offset by the VMT reductions from the dynamic pricing strategy and policy described above.

2035 Conclusion

Proposed Plan pricing strategies and policies were integrated into the Year 2050 VMT results analyzed under Impact TRA-2. These VMT results were relied upon for air quality, energy, and GHG impact analyses conducted in Sections 4.3, 4.6, and 4.8. Therefore, the parking related programs included within the proposed Plans policies are anticipated to reduce VMT and better manage the existing public parking supply that is available today. Therefore, these policies would not lead to a lack of parking supply by 2035. Additionally, any secondary impacts associated with these policies were analyzed in the EIR (See Sections 4.3, 4.6 and 4.8), Thus, this impact is less than significant.

2050

Transportation Network Improvements and Programs

Dynamic pricing for on-street parking spaces is included in the pricing strategies and policies included in the proposed Plan. The proposed Plan will promote dynamic pricing, where the hourly cost of parking increases as parking becomes less available. Dynamic pricing incentivizes travelers to utilize other modes of travel during peak times, thus potentially reducing VMT. The CAPCOA Handbook for *Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA 2024), finds that charging for public on-street parking or increasing the existing price of on-street parking can reduce VMT by up to 30 percent. This strategy and its associated effects are incorporated into the ABM3, which uses travel survey data to determine how the cost to operate a vehicle (including gas prices, maintenance, tolls, and parking costs) affects a traveler's choice in modes.

Dynamic pricing for on-street parking was reflected in the ABM3 results for the proposed Plan and is reflected in the VMT results outlined in Table 4.16-6. As shown, the VMT per capita, VMT per employee, and VMT per service population would decrease under the proposed Plan, which includes the effects of dynamic pricing.

It should be noted that the ABM3 does not specifically account for additional localized VMT that could be generated by additional vehicles in search for parking. Therefore, any VMT effects specifically associated with parking shortages cannot be quantified and would be dictated by local conditions, to which the model is not sensitive. The effect on VMT associated with additional vehicles circling around and looking for available parking, or cheaper parking, is likely negligible on a regional scale, and would be offset by the VMT reductions from the dynamic pricing strategy and policy described above.

2050 Conclusion

Proposed Plan pricing strategies and policies were integrated into the Year 2050 VMT results analyzed under Impact TRA-2. These VMT results were relied upon for air quality, energy, and GHG impact analyses conducted in Sections 4.3, 4.6, and 4.8. Therefore, the dynamic pricing related programs for on-street parking included within the proposed Plans policies are anticipated to reduce VMT and better manage the existing public parking supply that is available today. As such, these policies would not lead to a lack of parking supply by 2050. Additionally, any secondary impacts not already analyzed in the EIR (See Sections 4.3, 4.6 and 4.8). Thus, this impact is less than significant.

MITIGATION MEASURES

No mitigation measures are required for this impact.

4.16.5 Cumulative Impacts Analysis

C-TRA-1 MAKE A CUMULATIVE CONSIDERABLE CONTRIBUTION TO ADVERSE EFFECTS TO TRANSPORTATION

The geographic scope for the transportation cumulative analysis is the Southern California and northern Baja region. Urban development and transportation systems are not bound by jurisdictional boundaries as movement within, through, and beyond the region is necessary for commuters, personal travel, and goods movement. Thus, it is important to consider both the Southern California region, as well as the connection with northern Baja California, in assessing the proposed Plan's cumulative transportation impacts.[2]

A hybrid approach for the cumulative analysis of transportation impacts allows for an overarching discussion of regional impacts associated with general patterns of regional urbanization, growth, and land use change and how the transportation network both influences, and is affected by, those regional development patterns. Discussion of specific large-scale existing and probable future projects also allows for consideration of cumulative impacts of the proposed Plan in combination with individual projects with known impacts on transportation.

Cumulative impacts related to transportation would occur if future operating conditions of the regional transportation system, including the SANDAG, SCAG, and northern Baja regions, conflict with a program, plan, ordinance or policy addressing the circulation system; conflict with CEQA Guidelines Section 15064.3 by not achieving the substantial VMT reductions needed to help achieve statewide GHG reduction goals; substantially increase hazards due to design features; or result in loss of parking that causes significant adverse environmental impacts not evaluated elsewhere in the EIR.

This cumulative impact assessment relies on the impact analysis within this EIR for the proposed Plan; SCAG Connect SoCal 2024 (SCAG 2024a); SCAG 2025 Federal Transportation Improvement Program (SCAG 2024b); San Diego County Regional Airport Authority 2008 Airport Master Plan, San Diego International Airport, Airport Development Plan EIR (SDIA 2019); SDCRAA Aviation Activity Forecast (SDCRAA 2019); SDCRAA Regional Aviation Strategic Plan Update (SDCRAA 2011); US Environmental Protection Agency: The US–Mexico Border Environmental Program: Border 2025 (EPA 2021);; California-Baja California Border Master Plan (Caltrans 2021b); and 2034 Tijuana, Tecate, and Playas de Rosarito Metropolitan Strategic Plan (IMPLAN 2013).

[2] It should be noted that the SANDAG model only calculates VMT within the San Diego region.

Implementation of regional growth, land use change, and transportation network improvements associated with the proposed Plan would not conflict with a program, plan, ordinance or policy addressing the circulation system in 2035 or 2050. As documented in Section 4.16.3, the proposed Plan would increase multi-modal options, including bicycle, pedestrian, and transit trips within the region, in all horizon years, while reducing vehicle trips. These changes would be consistent with the policies outlined in both the Amended 2021 Regional Plan as well as Riding to 2050. In addition, the proposed Plan would not result in hazardous design features because transportation network improvements would be designed in accordance with existing standards. Nor would the proposed Plan result in loss of parking that causes significant adverse environmental impacts not evaluated elsewhere in the EIR. These impacts would be less than significant in 2035 and 2050 (Impacts TRA-1, TRA-3, and TRA-4). However, while implementation of the proposed Plan would result in a decrease in the region's VMT per capita, it will not be enough to achieve the state's VMT reduction goal of 25 percent below baseline year 2019 levels by year 2030 and 30 percent below baseline year 2019 levels by year 2045. Additionally, the proposed Plan would result in a substantial increase in the overall VMT generated by the region in all horizon years (i.e., 2030, 2035, 2045 and 2050 conditions). Therefore, this would result in a significant impact in year 2030, 2035, 2045 and 2050 conditions (Impact TRA-2).

Impacts of Related Projects

Related infrastructure improvement projects, such as the California High Speed Train Project (HST), the expansion of San Diego International Airport Terminals 1 and 2, and cross-border projects such as the State Route 11 (SR 11)/Otay Mesa East Port of Entry Project, would result in potentially significant transportation impacts. The environmental document for the HST project found that the project would have a system-wide positive effect, but localized traffic conditions around some HST system stations would experience a decrease in level of service and some added delays, and transit lines serving the station areas would experience increases in passengers during peak hours (HSR & USDOT 2005). The recirculated EIR for the Airport Development Plan concluded that implementation of that plan would result in significant and unavoidable traffic impacts (SDCRAA 2019). The State Route 11 (SR 11)/Otay Mesa East Port of Entry Project (OME POE) would create a new land POE connecting to a new four-lane toll road along SR 11. The OME POE project is intended to reduce border crossing congestion (Caltrans 2023).

Impacts of Projections in Adopted Plans

The EIR prepared for the SCAG Connect SoCal 2024 PEIR identified a significant and unavoidable impact regarding conflicts or inconsistencies with CEQA Guidelines Section 15064.3(b) due to the potential to increase total daily VMT in 2045. The EIR concluded SCAG Connect SoCal 2024 may not support the State's VMT reduction goals. The EIR also found implementation of the SCAG Connect SoCal 2024 would have cumulatively considerable transportation impacts, such as VMT, in areas outside of the SCAG region (SCAG 2024a). The SCAG 2025 FTIP is prepared to implement projects and programs listed in the RTP and is developed in compliance with state and federal requirements (SCAG 2024b).

The 2008 Airport Master Plan, San Diego International Airport EIR identified that all traffic-related impacts related to implementation of the Airport Master Plan would be reduced to less than significant with mitigation. However, the SDCRAA lacks the legal authority to implement the identified mitigation measures as the roadway segments, intersections, and freeway ramps are within the responsibility and jurisdiction of other agencies; thus, if the agencies do not implement the measures identified in the EIR, the traffic impacts would remain significant. The EIR analyzed parking supply and did not identify significant parking impacts related to implementation of the plan or alternatives (SDCRAA 2008).

The Border 2025 Program, Master Action Plan for California-Baja California includes objectives to reduce air emissions in the border region by establishing or strengthening programs that reduce the number of vehicles that do not comply with vehicle emissions standards (EPA 2021). In addition, the 2034 Tijuana, Tecate, and Playas de Rosarito Metropolitan Strategic Plan states that a critical issue for the Baja region is the progressive deterioration of the quality of air associated with the number of vehicles and no provision of sustainable transportation

(IMPLAN 2013). While there is no associated environmental documentation for these plans, the actions to improve air quality through better traffic operations and opportunities would benefit regional border transportation issues.

According to the California-Baja California Border Master Plan, there were approximately 16.6 million northbound pedestrian crossings and more than 30 million northbound privately owned vehicle crossings in 2015. Projections for the year 2040 estimate a growth of approximately 68 percent for northbound crossings and the Master Plan addresses concerns and benefits related to border planning. The Master Plan does not have associated environmental analysis documents. The Master Plan concludes that the expansion of residents in the border region will increase cross-border travel demand and continue to add pressure to the POE facilities and connecting roads. Given the current and projected travel demand at the existing POEs, improving the capacity and operations of the current infrastructure is critical to decrease traffic congestion and delays, facilitate international trade, and improve the quality of life for residents in the border region (Caltrans 2021b).

Cumulative Impacts and Impact Conclusions

Transit, Roadway, Bicycle, Pedestrian Facilities

As analyzed under TRA-1, the proposed Plan will not conflict with any program, plan, ordinance, or policy addressing the circulation system under horizon year 2035 and 2050 conditions. The policies within the other regional plans within Southern California are not applicable to the San Diego Region nor do not have the authority to change transportation related policies within the San Diego region, thus, the programs, plans, ordinances, and policies addressing the circulation system within adjacent regions are not applicable to the proposed Plan since they do not overlap. Therefore, when combining impacts of the proposed Plan, other regional plans, and related projects, a significant cumulative impact related to circulation system plans would not occur, and the proposed Plan's contribution would not be cumulatively considerable.

VMT Reductions to Meet GHG Targets

2030

As described in Section 4.16.3, implementation of the proposed Plan in 2030 would result in a significant impact because of increased total annual VMT and because regional VMT per capita would not be reduced to the levels required to meet the state's GHG reduction goals. As detailed above, there are forecasted adverse direct and cumulative transportation impacts, such as VMT, that would result from the implementation of regional plans and related projects, including the SCAG Connect SoCal 2024 Plan.

Because implementation of regional growth and land use change, as well as transportation network improvements associated with the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals and would result in a significant cumulative impact, in combination with the VMT related impacts that were also identified in adjacent regions (SCAG), he transportation impact of increased total annual and inability to reach the State's VMT per Capita targets is cumulatively considerable between the two regions and thus significant in 2030 (Impact C-TRA-1).

2035

As described in Section 4.16.3, implementation of the proposed Plan in 2035 would result in a significant impact because of increased total annual VMT and because regional VMT per capita would not be reduced to the levels required to meet the State's GHG reduction goals. As detailed above, there are forecasted adverse direct and cumulative transportation impacts, such as VMT, that would result from the implementation of regional plans and related projects including the SCAG Connect SoCal 2024 Plan.

Because implementation of regional growth and land use change, as well as transportation network improvements associated with the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals and would result in a significant cumulative impact, in combination with VMT related impacts that were also identified in adjacent regions (SCAG), the transportation impact of increased total annual VMT and inability to reach the State's VMT per Capita targets is cumulatively considerable and thus significant in 2035 (Impact C-TRA-1).

2045

As described in Section 4.16.3, implementation of the proposed Plan in 2045 would result in a significant impact because of increased total annual VMT and because the regional VMT per capita would not be reduced to the levels required to meet the state's GHG reduction goals. As detailed above, there are forecasted adverse direct and cumulative transportation impacts, such as VMT, that would result from the implementation of regional plans and related projects including the SCAG Connect SoCal 2024 Plan.

Because implementation of regional growth and land use change, as well as transportation network improvements associated with the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals and would result in a significant cumulative impact, in combination with VMT related impacts that were also identified in adjacent regions (SCAG), the transportation impact of increased total annual VMT and inability to reach the State's VMT per Capita targets is cumulatively considerable and thus significant in 2045 (Impact C-TRA-1).

2050

As described in Section 4.16.3, implementation of the proposed Plan in 2050 would result in a significant impact because of increased total annual VMT and because the regional VMT per capita would not be reduced to the levels required to meet the state's GHG reduction goals. As detailed above, there are forecasted adverse direct and cumulative transportation impacts such as VMT that would result from the implementation of regional plans and related projects including the SCAG Connect SoCal 2024 Plan.

Because implementation of regional growth and land use change, as well as transportation network improvements associated with the proposed Plan would not achieve the substantial VMT reductions needed to help achieve statewide GHG reduction goals and would result in a significant cumulative impact, in combination with VMT related impacts that were also identified in adjacent regions (SCAG) the transportation impact of increased total annual VMT and inability to reach the State's VMT per Capita targets is cumulatively considerable and thus significant in 2050 (Impact C-TRA-1).

Hazards Due to a Design Feature or Incompatible Uses

As analyzed under TRA-3, the proposed Plan would not change the applicable design standards of the implementing agencies, and the transportation network improvements would be designed consistent with those standards. Further, the proposed Plan includes several planning efforts that would improve transportation safety. Therefore, impacts would be less than significant under horizon year 2035 and 2050 conditions. The design and safety standards of other regional plans within Southern California are not applicable and do not overlap with the San Diego Region. Therefore, a significant cumulative impact would not occur. Therefore, when combining impacts of the proposed Plan, other regional plans, and related projects, a significant cumulative impact related to hazards would not occur, and the proposed Plan's contribution would not be cumulatively considerable.

Parking

As analyzed under TRA-4, the proposed Plan would not lead to a lack of parking supply that would cause significant secondary impacts not already analyzed in the EIR under Horizon Year 2035 or 2050 conditions. The parking requirements and policies of other regional plans within Southern California are not applicable and do not overlap with the San Diego Region. Therefore, when combining impacts of the proposed Plan, other regional plans, and related projects, a significant cumulative impact related to parking supply would not occur. and the proposed Plan's contribution would not be cumulatively considerable.

MITIGATION MEASURES

C-TRA-1 MAKE A CUMULATIVELY CONSIDERABLE CONTRIBUTION TO ADVERSE EFFECTS TO TRANSPORTATION

2030, 2035, 2045 2050

As detailed in Section 4.16.3, many features currently included in the proposed Plan (e.g., the SCS, increased transit and active transportation investments) have the effect of reducing total annual VMT that might not otherwise occur. Mitigation Measure TRA-2 would further reduce total VMT through implementation of transportation demand management strategies, reducing parking minimums, implementing additional active transportation facilities not identified in the proposed Plan (i.e., local bicycle and pedestrian facilities), and help to facilitate regional VMT credit and exchange programs. In addition, air quality mitigation measure AQ-2b and GHG mitigation measures GHG-4a, GHG-4b, GHG-4d, GHG-4e include additional feasible VMT reduction measures not included in the proposed Plan that SANDAG would or other agencies can and should implement. However, these mitigation measures would not reduce this impact (Impact-C-TRA-1) to a less-than-significant level as they would not reduce VMT per Capita of the Region to meet the State's VMT reduction targets, nor would they reduce the total VMT generated by the region to a less than significant level. Based on the above analysis and lack of further feasible mitigation, the proposed Plan's incremental contributions to cumulative transportation impacts in years 2030, 2035, 2045 and 2050 would remain significant and cumulatively considerable post-mitigation.