ES EXECUTIVE SUMMARY

This is the San Diego Association of Governments' (SANDAG's) ~~Draft~~ Final Environmental Impact Report (EIR) for the 2025 Regional Plan ("the proposed Plan"). It has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of CEQA (CEQA Guidelines) (14 California Code of Regulations Sections 15000 et seq.). The proposed Plan is an update to San Diego Forward: The 2021 Regional Plan ("the 2021 Regional Plan"), adopted in December 2021, and subsequently amended in October 2023 by the SANDAG Board of Directors (the Amended 2021 Regional Plan). The proposed Plan updates the Regional Comprehensive Plan (RCP) for the San Diego region and the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

This ~~Draft~~ EIR analyzes the significant environmental impacts of the proposed Plan, mitigation measures to avoid or reduce these impacts, and alternatives to the proposed Plan. It was prepared to disclose this information to decision makers, members of the public, and public agencies so that informed decisions can be made about the proposed Plan. CEQA requires that decision makers make informed decisions on a project, considering the information presented in the EIR, along with social, economic, and other factors.

The Draft EIR ~~is~~ was available for a 49-day public review period, from August 26, 2025 to October 13, 2025. Following the public review period, SANDAG ~~will~~ prepared written responses to significant environmental concerns raised in the comments on the Draft EIR. The Final EIR ~~will~~ includes revisions to the Draft EIR, comments received on the Draft EIR either verbatim or in summary, and SANDAG's responses to significant environmental concerns raised in the public comments (Appendix N).

ES.1 SUMMARY OF THE PROPOSED PLAN

The proposed Plan includes a blueprint for a regional transportation system, serving existing and projected residents and workers within the San Diego region (Figure 2-1) that further enhances quality of life and offers more mobility options for people and goods. The proposed Plan looks ahead to 2050, and accommodates for more than 112,000 new residents, approximately 170,000 new jobs, and over 202,000 new housing units.

The underlying purpose of the proposed Plan is to develop a regional plan that meets federal and state planning requirements and addresses the regional transportation needs of both the population of today and the population of the future. These transportation needs impact the quality of life in the San Diego region, including ensuring access to economic opportunities, remedying historical social inequities, planning for climate change, and prioritizing public health and safety. The proposed Plan envisions a sustainable and resilient future for the region and economy supported by a transportation network that is convenient, equitable, healthy, and safe.

To accomplish this purpose, the objectives of the proposed Plan are:

- Focus population and employment growth to protect sensitive habitat and natural resource areas.
- Provide transportation investments that support compact land development patterns and reduce vehicle miles traveled.
- Meet greenhouse gas emissions targets established for the San Diego region by the California Air Resources Board.
- Provide transportation investments and a land use pattern that promotes social equity.
- Provide transportation investments and a land use pattern that improves air quality.
- Provide multimodal access to employment centers and key destinations for all communities.
- Enhance the efficiency of the transportation network for moving people and goods through the deployment of new technologies.

Under Senate Bill (SB) 375, the regional transportation plan must include an SCS consisting of land use, housing, and transportation strategies that, if implemented, would allow the region to meet its regional targets for greenhouse gas (GHG) emissions reductions from passenger vehicle use established by the California Air Resources Board (CARB). The purpose of an SCS is to align regional transportation, housing, and land use planning to attain the regional GHG reduction target. Although SB 375 requires a regional GHG reduction targets for 2035, the proposed Plan also includes a longer 2050 time horizon. This was done because a major local transportation funding program (the *TransNet* Extension Ordinance and Expenditure Plan) extends to almost 2050.

The SCS land use pattern identifies areas in the region sufficient for housing for the required 8-year projection of the regional housing need. The proposed SCS land use pattern is derived from jurisdictions' general plans, those general plan amendments pending at the time of SCS land use pattern development, and more specifically the most recent adopted housing elements approved by the California Department of Housing and Community Development.

The proposed Plan's transportation network will make travel safer and more efficient, while offering people more alternatives to driving alone—including more transit options, more Flexible Fleet options, and more opportunities for biking, walking, and other forms of active transportation. These transportation improvements are informed by recent and historical data trends, as well as input from regional stakeholders, to address evolving travel demands and needs. Capital investments include an updated Regional Active Transportation Network that represents a significant increase in investment in safety and mobility for people who travel the region by foot, bike, scooter, transit, or other means outside of a car. They also include Complete Corridors that incorporate various transportation improvements to enhance connectivity, including managed lanes, connectors and direct access ramps for managed lanes, transportation technology and Smart Intersection Systems, and goods movement. Lastly, capital investments include transit investments that include regional rail; light rail, Streetcar, a variety of bus options, an Airport Transit Connection, and pricing strategies for transit, Flexible Fleets (which are on-demand, shared services), and parking.

The proposed Plan also includes several supporting policies and programs, and investments to support them, as well as investments in systemwide support services.

ES.2 PROJECT LOCATION

The boundary of the proposed Plan includes the entire San Diego region, which is comprised of more than 4,200 square miles (see Figure 2-1). The San Diego region is coterminous with San Diego County. To the north, the region is bordered by Orange and Riverside counties, although largely separated from Orange County by Marine Corps Base Camp Pendleton. To the south of the region is the U.S. border with Mexico. The Pacific Ocean forms a natural border to the west, and the region shares a border with Imperial County to the east. The majority of urban development lies in the western portion of the San Diego region along the coast. The communities located inland in the eastern portion of the region have focused on maintaining a rural character. Over half of the total land area in the region is not available for public development, including public lands, dedicated parks and open space, lands constrained for environmental reasons, and military use. The San Diego region is supported by an existing network of freeways, expressways, regional arterials, transit corridors, regional bus and rail transit corridors, bikeways, commercial and general aviation facilities, seaport facilities, and ports of entry at the U.S–Mexico border. The project location and environmental setting are discussed in more detail in Chapter 3, Environmental Setting.

ES.3 AREAS OF CONTROVERSY

CEQA Guidelines Section 15123(b)(2) requires that an EIR contain a discussion of areas of controversy known to the lead agency, including issues raised by agencies and the public. Several areas of controversy were identified during the EIR scoping process, and through public input on the proposed Plan outside of the Notice of Preparation (NOP) process.

These areas of controversy were identified through letters submitted to SANDAG and presentations at SANDAG board meetings. In no particular order, areas of controversy known to SANDAG include:

- Providing an increase in Rapid transit, the Purple Line as a Trolley, and other rail corridor service enhancements.
- Determining a long-term sustainable solution for continuing rail service through the Del Mar Bluffs area.
- Importance of meeting and exceeding SB 375 and other State greenhouse gas reduction targets.
- How to address the need for affordable housing in the region; make infrastructure investments in areas with future housing growth.
- Whether to provide transit fare subsidies for Youth Opportunity Passes, senior citizens, and disadvantaged community members.
- Whether to reduce freeway expansions. and focus land use and transportation growth within urban core areas that would provide affordable housing and transportation needs and meet GHG and vehicle miles traveled (VMT) reduction targets.
- How to reduce transportation-related pollution levels in disadvantaged communities.
- How to accommodate future growth and housing while decreasing sprawl into natural open space areas.
- Expanding opportunities for biking.
- Importance of having a plan that promotes planning strategies that include multiple species habitat conservation planning efforts.
- Provide a plan without a road usage charge.

ES.4 ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(3) requires that an EIR contain a discussion of issues to be resolved. Issues to be resolved in this EIR include choosing among alternatives to the proposed Plan, and deciding how to mitigate the proposed Plan's significant environmental impacts. Additionally, if it adopts the proposed Plan, the SANDAG Board of Directors must decide whether specific social, economic, or other benefits of the proposed Plan outweigh its significant unavoidable environmental impacts; if so, the Board of Directors must adopt a Statement of Overriding Considerations.

ES.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table ES-1 provides a summary of environmental impacts, mitigation measures to avoid or reduce significant impacts, and significance of the impact after mitigation is applied, for 2035 and 2050. This summary is based on the impact analyses provided in Chapter 4, Sections 4.1 through 4.19. A detailed analysis of cumulative impacts is provided in each section, which analyzes the cumulative environmental impacts for each environmental resource area when impacts of the proposed Plan are combined with impacts of probable future projects, regional plans and growth projections.

Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
4.1 Aesthetics and Visual Resources			
AES-1 Have a substantial adverse effect on a scenic vista Significant impact in 2035 and 2050.	**AES-1a Protect Public Views of Scenic Vistas for Transportation Network Improvements.** **AES-1b Protect Public Views of Scenic Vistas for Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
AES-2 Substantially damage scenic resources, including but not limited to, trees, rocks, outcroppings, and historic structures within a state scenic highway or local scenic route Significant impact in 2035 and 2050.	**AES-1a Protect Public Views of Scenic Vistas for Transportation Network Improvements.** **AES-2a Reduce Impacts on Scenic Resources in a State Scenic Highway and Local Scenic Routes for Transportation Network Improvements.** **AES-2b Reduce Impacts on Scenic Resources in a State Scenic Highway and Local Scenic Routes for Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
AES-3 Substantially degrade the existing visual character or quality of public views of the site and its surroundings, including adding a visual element of urban character to an existing rural or open space area, or conflicting with regulations governing scenic quality Significant impact in 2035 and 2050.	**AES-1a Protect Public Views of Scenic Vistas for Transportation Network Improvements.** **AES-2a Reduce Impacts on Scenic Resources in a State Scenic Highway and Local Scenic Routes for Transportation Network Improvements.** **AES-2b Reduce Impacts on Scenic Resources in a State Scenic Highway and Local Scenic Routes for Development Projects.** **AES-3a Reduce Impacts on Visual Character for Transportation Network Improvements.** **AES-3b Reduce Impacts on Visual Character for Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
AES-4 Substantially degrade the existing visual character or quality of public views of the site and its surroundings by creating a new source of light or glare that would adversely affect day or nighttime views Significant impact in 2035 and 2050.	**AES-4a Minimize Effects of Light and Glare for Transportation Network Improvements.** **AES-4b Minimize Effects of Light and Glare for Development Projects.** **BIO-2a Implement Design, Minimization, and Avoidance Measures for Special-Status Animal Species.**	Significant and Unavoidable	Significant and Unavoidable
C-AES-1 Make a Cumulatively Considerable Contribution to Adverse Effects Related to Aesthetics and Visual Resources Cumulatively considerable in 2035 and 2050.	**AES-1a Protect Public Views of Scenic Vistas for Transportation Network Improvements.** **AES-1b Protect Public Views of Scenic Vistas for Development Projects.**	Cumulatively Considerable	Cumulatively Considerable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	AES-2a Reduce Impacts on Scenic Resources in a State Scenic Highway and Local Scenic Routes for Transportation Network Improvements. **AES-2b Reduce Impacts on Scenic Resources in a State Scenic Highway and Local Scenic Routes for Development Projects.** **AES-3a Reduce Impacts on Visual Character for Transportation Network Improvements.** **AES-3b Reduce Impacts on Visual Character for Development Projects.** **AES-4a Minimize Effects of Light and Glare for Transportation Network Improvements.** **AES-4b Minimize Effects of Light and Glare for Development Projects.** **BIO-2a Implement Design, Minimization, and Avoidance Measures for Special-Status Animal Species.**		
4.2 Agricultural and Forestry Resources			
AG-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural lands to nonagricultural use Significant impact in 2035 and 2050.	**AG-1a Preserve Existing Agricultural Lands**. **AG-1b Reduce Transportation Network Improvement and Development Conflicts with Agricultural Operations.**	Significant and Unavoidable	Significant and Unavoidable
AG-2 Conflict with existing zoning for agricultural use or a Williamson Act contract Significant impact in 2035 and 2050.	**AG-1a Preserve Existing Agricultural Lands**. **AG-1b Reduce Transportation Network Improvement and Development Conflicts with Agricultural Operations.**	Significant and Unavoidable	Significant and Unavoidable
FR-1 Convert or result in the loss of "forest land" as defined in the California Forest Legacy Act of 2007 (PRC Section 12220[g]) Significant impact in 2035 and 2050.	**FR-1 Reduce Impacts on Forest Lands** **BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Communities and Regulated Aquatic Resources** **BIO-1b Provide Compensatory Mitigation** **BIO-1e Implement Best Management Practices to Avoid Indirect Impacts.**	Significant and Unavoidable	Significant and Unavoidable
C-AG-1 Make a cumulatively considerable contribution to adverse effects on agriculture and forestry resources Cumulatively considerable in 2035 and 2050.	**AG-1a Preserve Existing Agricultural Lands**. **AG-1b Reduce Transportation Network Improvement and Development Conflicts with Agricultural Operations** **FR-1 Reduce Impacts on Forest Lands**	Cumulatively Considerable	Cumulatively Considerable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Communities and Regulated Aquatic Resources **BIO-1b Provide Compensatory Mitigation** **BIO-1e Implement Best Management Practices to Avoid Indirect Impacts.**		
4.3 Air Quality			
AQ-1 Conflict with or obstruct implementation of the Regional Air Quality Strategy, State Implementation Plan, and/or Community Emissions Reduction Plans Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
AQ-2 Result in an operations-related cumulatively considerable net increase in nonattainment or attainment criteria pollutant, including VOC, NOx, PM_{10}, $PM_{2.5}$, and SOx Significant impact in 2035 and 2050.	**AQ-2a Secure Incentive Funding.** **AQ-2b Regional Plan VMT Credit/Banking Program.** **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-4c Allocate Funding for Zero-Emission Vehicle Infrastructure.** **GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects.** **GHG-4e Implement Measures to Reduce GHG Emissions from Development Projects.** **TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
AQ-3 Result in Construction-related Emissions above Regional Mass Emission Thresholds Significant impact in 2035 and 2050.	**AQ-3a Implement Construction Best Management Practices for Fugitive Dust.** **AQ-3b Reduce Diesel Emissions During Construction From Off-Road Equipment.** **AQ-3c Reduce Diesel Emissions During Construction From On-Road Vehicles.** **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.**	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	GHG-4c Allocate Funding for Zero-Emission Vehicle Infrastructure. **GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects.** **GHG-4e Implement Measures to Reduce GHG Emissions from Development Projects.**		
AQ-4 Expose sensitive receptors to substantial PM_{10} and $PM_{2.5}$ concentrations Significant impact in 2035 and 2050.	**AQ-2a Secure Incentive Funding.** **AQ-2b Regional Plan VMT Credit/Banking Program.** **AQ-4 Reduce Exposure to Localized Particulate and/or TAC Emissions.** **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-4c Allocate Funding for Zero-Emission Vehicle Infrastructure.** **GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects.** **GHG-4e Implement Measures to Reduce GHG Emissions from Development Projects.** **TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
AQ-5 Expose sensitive receptors to substantial TAC concentrations Significant impact in 2035 and 2050.	**AQ-2a Secure Incentive Funding** **AQ-2b Regional Plan VMT Credit/Banking Program.** ~~**AQ-4 Reduce Exposure to Localized Particulate and/or TAC Emissions.**~~ **AQ-5a Reduce Exposure to Localized Toxic Air Contaminant Emissions.** **AQ-5b Reduce Exposure to Localized Toxic Air Contaminant Emissions during Railway Design.** **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-4c Allocate Funding for Zero-Emission Vehicle Infrastructure.**	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects. ~~**GHG-4c Establish Funding Programs for Zero-Emission Vehicle Infrastructure.**~~ ~~**GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects.**~~ **GHG-4e Implement Measures to Reduce GHG Emissions from Development Projects.** **TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.**		
AQ-6 Expose sensitive receptors to carbon monoxide hot spots Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
AQ-7 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
C-AQ-1 Make a cumulatively considerable contribution to adverse effects related to air quality Cumulatively considerable in 2035 and 2050.	**AQ-2a Secure Incentive Funding.** **AQ-2b Regional Plan VMT Credit/Banking Program.** **AQ-3a Implement Construction Best Management Practices for Fugitive Dust.** **AQ-3b Reduce Diesel Emissions During Construction from Off-Road Equipment.** **AQ-3c Reduce Diesel Emissions from On-Road Vehicles.** **AQ-4 Reduce Exposure to Localized Particulate and/or TAC Emissions.** **AQ-5a Reduce Exposure to Localized Toxic Air Contaminant Emissions.** **AQ-5b Reduce Exposure to Localized Toxic Air Contaminant Emissions during Railway Design.** **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-4c Allocate Funding for Zero-Emission Vehicle Infrastructure.** **GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects.**	Cumulatively Considerable	Cumulatively Considerable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	GHG-4e Implement Measures to Reduce GHG Emissions from Development Projects. **TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.**		
4.4 Biological Resources			
BIO-1 Have a substantial adverse effect on any sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS; or have a substantial adverse effect on state or federally regulated waters and wetlands through direct removal, filling, hydrological interruption, or other means Significant impact in 2035 and 2050.	**BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Vegetation Communities and Regulated Aquatic Resources.** **BIO-1b Provide Compensatory Mitigation.** **BIO-1c Prepare a Habitat Restoration Plan.** **BIO-1d Prepare Habitat/Long-Term Management Plans.** **BIO-1e Implement Best Management Practices to Avoid Indirect Impacts.**	Significant and Unavoidable	Significant and Unavoidable
BIO-2 Have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or listed by CDFW or USFWS, including their federally designated critical habitat, or species that are considered sensitive in CEQA Guidelines Section 15380 Significant impact in 2035 and 2050.	**BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Vegetation Communities and Regulated Aquatic Resources.** **BIO-1b Provide Compensatory Mitigation.** **BIO-1c Prepare a Habitat Restoration Plan.** **BIO-1d Prepare Habitat / Long-Term Management Plans.** **BIO-1e Implement Best Management Practices to Avoid Indirect Impacts.** **BIO-2a Implement Design, Minimization, and Avoidance Measures for Special- Status Animal Species.** **BIO-2b Provide Compensatory Mitigation for Special-Status Plant Species.** **BIO-2c Provide Compensatory Mitigation for Special-Status Animal Species.**	Significant and Unavoidable	Significant and Unavoidable
BIO-3 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites Significant impact in 2035 and 2050.	**BIO-3a Facilitate Wildlife Movement.**	Significant and Unavoidable	Significant and Unavoidable
BIO-4 Conflict with the provisions of an adopted HCP, NCCP, or other conservation plan, or with any local policies or ordinances protecting biological resources Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
C-BIO-1 Make a cumulatively considerable contribution to adverse effects on biological resources Cumulatively considerable in 2035 and 2050.	**BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Vegetation Communities and Regulated Aquatic Resources.** **BIO-1b Provide Compensatory Mitigation.** **BIO-1c Prepare a Habitat Restoration Plan.** **BIO-1d Prepare Habitat / Long-Term Management Plans.** **BIO-1e Implement Best Management Practices to Avoid Indirect Impacts.** **BIO-2a Implement Design, Minimization, and Avoidance Measures for Special Status Animal Species.** **BIO-2b Provide Compensatory Mitigation for Special-Status Plant Species.** **BIO-2c Provide Compensatory Mitigation for Special-Status Animal Species.** **BIO-3a Facilitate Wildlife Movement.**	Cumulatively Considerable	Cumulatively Considerable
4.5 Cultural Resources			
CULT-1 Cause a substantial adverse change in the significance of a historical resource or unique archaeological resource Significant impact in 2035 and 2050.	**CULT-1a Develop Project-Level Measures for Development Projects and Transportation Network Improvements.** **CULT-1b Implement Monitoring and Data Recovery Programs for Development Projects and Transportation Network Improvements.**	Significant and Unavoidable	Significant and Unavoidable
CULT-2 Disturb any human remains, including those interred outside of dedicated cemeteries, in violation of existing laws and regulations protecting human remains Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
C-CULT-1 Make a cumulatively considerable contribution to adverse effects on cultural resources Cumulatively considerable in 2035 and 2050.	**CULT-1a Develop Project-Level Measures for Development Projects and Transportation Network Improvements.** **CULT-1b Implement Monitoring and Data Recovery Programs for Development Projects and Transportation Network Improvements.**	Cumulatively Considerable	Cumulatively Considerable
4.6 Energy			
EN-1 Result in A potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy during project construction or operations Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
C-EN-1 Make a cumulatively contribution to adverse effects on energy Not cumulatively considerable in 2035 and 2050.	Not applicable	Not Cumulatively Considerable	Not Cumulatively Considerable
4.7 Geology, Soils, and Paleontological Resources			
GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving (a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence showing an earthquake fault is active; (b) Strong seismic ground shaking; (c) Seismic-related ground failure, including liquefaction; or (d) Landslides Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
GEO-2 Locate projects on a geologic unit or soil that is expansive or unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, creating substantial direct or indirect risks to life or property Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
GEO-3 Result in substantial soil erosion or the loss of topsoil Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
GEO-4 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater, potentially causing adverse groundwater impacts Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
GEO-5 Directly or indirectly destroy a unique paleontological resource or site or unique geological feature Significant impact in 2035 and 2050.	**GEO-5a Identify the Potential for Unique Paleontological Resources or Unique Geologic Features for Development Projects or Transportation Network Improvements.**	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	GEO-5b Impacts on Unique Paleontological Resources or Unique Geologic Features for Development Projects or Transportation Network Improvements.		
C-GEO-1 Make a cumulative considerable contribution to adverse effects on geological and soil resources Not cumulatively considerable in 2035 and 2050.	Not applicable	Not Cumulatively Considerable	Not Cumulatively Considerable
C-PALEO-1 Make a cumulative considerable contribution to adverse effects on paleontological resources Cumulatively considerable in 2035 and 2050.	**GEO-5a Identify the Potential for Unique Paleontological Resources or Unique Geologic Features for Development Projects or Transportation Network Improvements.** **GEO-5b Impacts on Unique Paleontological Resources or Unique Geologic Features for Development Projects or Transportation Network Improvements.**	Cumulatively Considerable	Cumulatively Considerable
4.8 Greenhouse Gas Emissions			
GHG-1 Directly or indirectly result in an increase in GHG emissions compared to existing conditions (2022) Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
GHG-2 Conflict with the SANDAG region's achievement of SB 375 GHG emissions reduction targets for 2035 Less-than-significant impact in 2035.	Not applicable	Less than Significant	Less than Significant
GHG-3 Conflict with or impede the implementation of local plans adopted for the purpose of reducing GHG emissions Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
GHG-4 Be inconsistent with the state's ability to achieve the 2030 reduction target of SB 32 and 2045 reduction goal of AB 1279 Significant impact in 2030, 2045, and 2050.	**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-4c Allocate Funding for Zero-Emission Vehicle Infrastructure.** **GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects.** **GHG-4e Implement Measures to Reduce GHG Emissions from Development Projects.** **AQ-3b Reduce Diesel Emissions During Construction From Off-Road Equipment.**	Significant and Unavoidable (Year 2030)	Significant and Unavoidable (Years 2045 and 2050)

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	AQ-3c Reduce Diesel Emissions During Construction From On-Road Vehicles. **TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.** **WS-1a Implement Water Conservation Measures for Transportation Network Improvements.** **WS-1b Implement Water Conservation Measures for Development Projects.**		
C-GHG-1 Make a Cumulatively Contribution to Adverse Effects Related to GHG Emissions Cumulatively considerable for 2030, 2035, 2045, and 2050.	**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-4c Allocate Funding for Zero-Emission Vehicle Infrastructure.** **GHG-4d Implement Measures to Reduce GHG Emissions from Transportation Projects.** **GHG-4e Implement Measures to Reduce GHG Emissions from Development Projects.** **AQ-3b Reduce Diesel Emissions During Construction From Off-Road Equipment.** **AQ-3c Reduce Diesel Emissions During Construction From On-Road Vehicles.** **TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.** **WS-1a Implement Water Conservation Measures for Transportation Network Improvements.** **WS-1b Implement Water Conservation Measures for Development Projects.**	Cumulatively considerable	Cumulatively considerable
4.9 Hazards and Hazardous Materials			
HAZ-1 Create a significant hazard to the public or the environment from the transport, use, disposal, or release of hazardous materials, including the release of contaminants from a Government Code Section 65962.5 hazardous materials site Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
HAZ-2 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
HAZ-3 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
HAZ-4 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or result in inadequate emergency access Significant impact in 2035 and 2050.	**HAZ-4: Demonstrate Consistency with Adopted Emergency Response or Evacuation Plans or Emergency Access.**	Significant and Unavoidable	Significant and Unavoidable
C-HAZ-1 Make a cumulatively considerable contribution to adverse effects related to emergency response and evacuation plans and emergency access Cumulatively considerable in 2035 and 2050.	**HAZ-4: Demonstrate Consistency with Adopted Emergency Response or Evacuation Plans or Emergency Access.**	Cumulatively Considerable	Cumulatively Considerable
4.10 Hydrology and Water Quality			
HWQ-1 Substantially degrade surface water or groundwater quality, including in violation of any water quality standards or waste discharge requirements or in conflict with a water quality control plan or its implementation, or as a result of substantially altering the existing drainage pattern of the area in a manner which provides substantial additional sources of polluted runoff Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
HWQ-2 Substantially alter the existing drainage pattern of an area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off ~~S~~site Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
HWQ-3 Substantially alter the existing drainage pattern of an area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) substantially increase	Not applicable	Less than Significant	Less than Significant

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or (ii) impede or redirect flood flows Less-than-significant impact in 2035 and 2050.			
HWQ-4 Substantially increase risk of pollutant release due to inundation of a flood hazard, tsunami, or seiche zone Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
C-HWQ-1 Make a cumulatively considerable contribution to adverse impacts related to hydrology and water quality Not cumulatively considerable in 2035 and 2050.	Not applicable	Not Cumulatively Considerable	Not Cumulatively Considerable
4.11 Land Use			
LU-1 Physically divide an established community Less-than-significant impact in 2035. Significant impact in 2050.	**LU-1a Provide Access and Connections for Transportation Network Improvements.**	Less than Significant	Significant and Unavoidable
LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and result in a physical change to the environment not already addressed in the other resource chapters of this EIR Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
C-LU-1 Make a cumulatively considerable contribution to adverse impacts related to land use and planning Not cumulatively considerable in 2035 and ~~C~~cumulatively considerable in 2050.	**LU-1a Provide Access and Connections for Transportation Network Improvements.**	Not Cumulatively Considerable	Cumulatively Considerable
4.12 Mineral Resources			
MR-1 Result in the loss of availability of known aggregate and mineral resources supply sites that would be of value to the region and the residents of the state, or result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan Significant impact in 2035 and 2050.	**MR-1a Conserve Aggregate and Mineral Resources During Planning and Design of Development Projects.** **MR-1b Conserve Aggregate and Mineral Resources During Planning and Design of Transportation Network Improvements.**	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
C-MR-1 Make a cumulatively considerable contribution to adverse effects related to mineral resources Cumulatively considerable in 2035 and 2050.	**MR-1a Conserve Aggregate and Mineral Resources During Planning and Design of Development Projects.** **MR-1b Conserve Aggregate and Mineral Resources During Planning and Design of Transportation Network Improvements.**	Cumulatively Considerable	Cumulatively Considerable
4.13 Noise and Vibration			
NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or generate a substantial absolute increase in ambient noise Significant impact in 2035 and 2050.	**NOI-1a Implement Construction Noise Reduction Measures for Development Projects and Transportation Network Improvements.** **NOI-1b Implement Operational Noise Reduction Measures for Transportation Network Improvements.** **NOI-1c Implement Operational Noise Reduction Measures for Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
NOI-2 Generation of excessive groundborne vibration or groundborne noise levels Significant impact in 2035 and 2050.	**NOI-2a Implement Construction Groundborne Vibration and Noise Reduction Measures.** **NOI-2b Implement Groundborne-Vibration and Noise Reduction Measures for Rail Operations.**	Significant and Unavoidable	Significant and Unavoidable
NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, the project would expose people residing or working in the project area to excessive noise levels Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
C-NOI-1 Make a cumulatively considerable contribution to adverse effects related to noise and vibration Cumulatively considerable in 2035 and 2050.	**NOI-1a Implement Construction Noise Reduction Measures for Development Projects and Transportation Network Improvements.** **NOI-1b Implement Operational Noise Reduction Measures for Transportation Network Improvements.** **NOI-1c Implement Operational Noise Reduction Measures for Development Projects.** **NOI-2a Implement Construction Groundborne Vibration and Noise Reduction Measures.** **NOI-2b Implement Groundborne Vibration and Noise-Reduction Measures for Rail Operations.**	Cumulatively Considerable	Cumulatively Considerable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
4.14 Population and Housing			
POP-1 Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure) Significant impact in 2035 and 2050.	**POP-1a Coordinate with Local Jurisdictions to Reduce Substantial Unplanned Population Growth.**	Significant and Unavoidable	Significant and Unavoidable
POP-2 Displace substantial numbers of people or housing units, which would necessitate the construction of replacement housing elsewhere Significant impact in 2035 and 2050.	**POP-2a Design Development Projects to Reduce Displacement.** **POP-2b Design Transportation Network Improvement Projects to Reduce Displacement.**	Significant and Unavoidable	Significant and Unavoidable
C-POP-1 Make a cumulatively considerable contribution to adverse effects related to population and housing Cumulatively considerable in 2035 and 2050.	**POP-1a Coordinate with Local Jurisdictions to Reduce Substantial Unplanned Population Growth.** **POP-2a Design Development Projects to Reduce Displacement.** **POP-2b Design Transportation Network Improvement Projects to Reduce Displacement.**	Cumulatively Considerable	Cumulatively Considerable
4.15 Public Services, Recreation, and Utilities			
PS-1 Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered (i.e., expanded) public facilities, in order to maintain adequate fire and police protection, emergency services, schools, libraries, and recreation facilities Significant impact in 2035 and 2050.	**PS-1 Implement Mitigation Measures for New/Expanded Public Service Facilities**.	Significant and Unavoidable	Significant and Unavoidable
REC-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated Significant impact in 2035 and 2050.	**REC-1 Implement Mitigation Measures for Parks and Other Recreational Facilities.**	Significant and Unavoidable	Significant and Unavoidable
U-1 Result in the expansion, relocation, or construction of wastewater collection and treatment, storm water drainage, electric power, natural gas, or telecommunications facilities to adequately meet projected capacity needs, the construction of which could cause significant environmental impacts Significant impact in 2035 and 2050.	**U-1a Implement Mitigation Measures for New/Expanded Wastewater, Storm Water, Electrical, Natural Gas, and Telecommunications Facilities Associated with Development Projects.** **U-1b Implement Mitigation Measures for New/Expanded Storm Water Facilities Associated with Transportation Network Improvements.**	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
U-2 Generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure; impair the attainment of solid waste reduction goals; or fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste Significant impact in 2035 and 2050.	**U-2a Implement Mitigation Measures for New/Expanded Solid Waste Facilities.** **U-2b Reduce Construction Waste.** **U-2c Reduce Operational Waste.**	Significant and Unavoidable	Significant and Unavoidable
C-PS-1 Make a cumulatively considerable contribution to adverse effects related to public services Cumulatively considerable in 2035 and 2050.	**PS-1 Implement Mitigation Measures for New/Expanded Public Service Facilities.**	Cumulatively Considerable	Cumulatively Considerable
C-U-1 Make a cumulatively considerable contribution to adverse effects related to utilities Cumulatively considerable in 2035 and 2050.	**U-1a Implement Mitigation Measures for New/Expanded Wastewater, Stormwater, Electrical, Natural Gas, and Telecommunications Facilities Associated with Development Projects.** **U-1b Implement Mitigation Measures for New/Expanded Stormwater Facilities Associated with Transportation Network Improvements.** **U-2a Implement Mitigation Measures for New/Expanded Solid Waste Facilities.** **U-2b Reduce Construction Waste.** **U-2c Reduce Operational Waste.**	Cumulatively Considerable	Cumulatively Considerable
C-REC-1 Make a cumulatively considerable contribution to adverse effects related to recreational resources Cumulatively considerable in 2035 and 2050.	**REC-1 Implement Mitigation Measures for Parks and Other Recreational Facilities.**	Cumulatively Considerable	Cumulatively Considerable
4.16 Transportation			
TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
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 Significant impact in 2030, 2035, 2045 and 2050.	**TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.** **AQ-2b Regional Plan VMT Credit/Banking Program** **GHG-4a Allocate Grant Funding to Projects that Reduce GHG Emissions.**	Significant and Unavoidable (2030 and 2035)	Significant and Unavoidable (2045 and 2050)

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	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.**		
TRA-3 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
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. Less-than-significant impact in 2035 and 2050.	Not applicable	Less than Significant	Less than Significant
C-TRA-1 Make a cumulatively considerable contribution to adverse effects to transportation. Cumulatively considerable in 2030, 2035, 2045 and 2050	**TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.** **AQ-2b Regional Plan VMT Credit/Banking Program.** **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.**	Cumulatively Considerable (2030 and 2035)	Cumulatively Considerable (2045 and 2050)
4.17 Tribal Cultural Resources			
TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is either (1) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (2) determined by the lead agency, in its	**TCR-1a Implement Tribal Cultural Resources Mitigation Measures for Development Projects and Transportation Network Improvements.** **TCR-1b Implement Monitoring and Mitigation Programs for Development Projects and Transportation Network Improvements.**	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 Significant impact in 2035 and 2050.			
C-TCR-1 Make a cumulatively considerable contribution to adverse effects on tribal cultural resources Cumulatively considerable in 2035 and 2050.	**TCR-1a Implement Tribal Cultural Resources Mitigation Measures for Development Projects and Transportation Network Improvements.** **TCR-1b Implement Monitoring and Mitigation Programs for Development Projects and Transportation Network Improvements.**	Cumulatively Considerable	Cumulatively Considerable
4.18 Water Supply			
WS-1 Not have sufficient water supplies available to serve the projected regional demand during Single dry Year and multiple dry years. Significant impact in 2035 and 2050.	**WS-1a Implement Water Conservation Measures for Transportation Network Improvements.** **WS-1b Implement Water Conservation Measures for Development Projects.** **WS-1c Ensure Adequate Water Supply for Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
WS-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Plan would impede sustainable management of groundwater basins or obstruct implementation of a sustainable groundwater management plan. Significant impact in 2035 and 2050.	**WS-1a Implement Water Conservation Measures for Transportation Network Improvements.** **WS-1b Implement Water Conservation Measures for Development Projects.** **WS-2 Implement Groundwater Measures to Ensure Sustainable Yield for Development Projects.**	Significant and Unavoidable	Significant and Unavoidable
WS-3 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. Significant impact in 2035 and 2050.	**WS-1a Implement Water Conservation Measures for Transportation Network Improvements.** **WS-1b Implement Water Conservation Measures for Development Projects.** **WS-2 Implement Groundwater Measures to Ensure Sustainable Yield for Development Projects.** **WS-3 Implement Measures for New or Expanded Water Facilities.**	Significant and Unavoidable	Significant and Unavoidable
C-WS-1 Make a cumulatively considerable contribution to adverse effects to water supply Cumulatively considerable impact in 2035 and 2050.	**WS-1a Implement Water Conservation Measures for Transportation Network Improvements.** **WS-1b Implement Water Conservation Measures for Development Projects.**	Cumulatively Considerable	Cumulatively Considerable

Impacts of the Proposed Plan in 2035 and 2050	Mitigation Measures	Level of significance after Mitigation 2035	Level of significance after Mitigation 2050
	WS-1c Ensure Adequate Water Supply for Development Projects. **WS-2 Implement Groundwater Measures to Ensure Sustainable Yield for Development Projects.** **WS-3 Implement Measures for New or Expanded Water Facilities.**		
4.19 Wildfire			
WF-1 Increase risk of wildland fire ignition and directly or indirectly expose people or structures to significant risk of loss, injury, or death involving wildland fires. Significant impact in 2035 and 2050.	**WF-1 Reduce Wildfire Risk for Development and Transportation Projects.**	Significant and Unavoidable	Significant and Unavoidable
WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Significant impact in 2035 and 2050.	**WF-1 Reduce Wildfire Risk for Development and Transportation Projects.**	Significant and Unavoidable	Significant and Unavoidable
WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Significant impact in 2035 and 2050.	**WF-1 Reduce Wildfire Risk for Development and Transportation Projects.** **WF-3 Reduce Wildfire Risk Related to New or Expanded Infrastructure Required to Support Regional Growth and Land Use Development.**	Significant and Unavoidable	Significant and Unavoidable
WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Significant impact in 2035 and 2050.	**WF-4 Reduce Post-Fire Risks Related to Flooding, Landslides, Slope Instability, or Drainage Changes for Development and Transportation Projects.**	Significant and Unavoidable	Significant and Unavoidable
C-WF-1 Make a cumulatively considerable contribution to adverse effects related to wildfire Cumulatively considerable in 2035 and 2050.	**WF-1 Reduce Wildfire Risk for Development and Transportation Projects.** **WF-3 Reduce Wildfire Risk Related to New or Expanded Infrastructure Required to Support Regional Growth and Land Use Development.** **WF-4 Reduce Post-Fire Risks Related to Flooding, Landslides, Slope Instability, or Drainage Changes for Development and Transportation Projects.**	Cumulatively Considerable	Cumulatively Considerable

ES.6 ALTERNATIVES TO THE PROPOSED PLAN

Chapter 5 in this EIR analyzes three alternatives to the proposed Plan in detail. The analysis determines the extent to which alternatives are capable of avoiding or substantially lessening the significant environmental effects of the proposed Plan. Chapter 5 also explains why other alternatives were considered but rejected from detailed consideration. The three alternatives analyzed in detail are listed below and summarized in Table ES-2:

- Alternative 1: No Project Alternative
- Alternative 2: Focused Growth, Higher Parking Pricing, and Arterial and Freeway Speed Reductions
- Alternative 3: Focused Growth, Higher Parking and Managed Lane Pricing, and Free Transit

The alternatives respond to public suggestions for alternatives that reduce vehicle miles traveled, air pollutants, and GHG emissions, while decreasing sprawl and the consumption of native habitat areas. The alternatives were developed based on public input from the NOP scoping period and during the development of the proposed Plan. The alternatives considered in detail partially or fully meet most of the basic Plan objectives with the exception of Alternative 1: No Project Alternative.

Alternative 2 is considered the environmentally superior alternative. As discussed in Chapter 5, although Alternative 2 would not reduce any of the proposed Plan's significant impacts to less than-significant levels, it would reduce many of the proposed Plan's significant impacts. Compared to the proposed Plan's significant impacts, Alternative 2 would have decreased impacts for one or more significance criteria for the following environmental resources: aesthetics and visual resources, agricultural and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, paleontological resources, greenhouse gas emissions, mineral resources, noise and vibration, public services, recreation, utilities, transportation, tribal cultural resources, water supply, and wildfire. Compared to the proposed Plan's significant impacts, Alternative 2 would have increased impacts for only a few significance criteria for the following resource areas land use, and population and housing.

Among the alternatives, Alternative 2 would achieve the greatest reductions of GHG emissions, VMT and air quality emissions as compared to the proposed Plan. Alternative 2 would result in a ~~24.6~~ 24.3 percent per capita GHG reduction below 2005 levels in 2050, which would result in a greater reduction than the proposed Plan (~~19.51~~ 19.38 percent below 2005 levels in 2050). In addition, Alternative 2 would result in an SB-743-based VMT per capita of ~~14.55~~ 14.7 in 2050 compared to VMT per capita of ~~15.39~~ 15.4 under the proposed Plan in 2050 (see Appendix M). SB-743 based VMT per capita reflects non-commercial VMT per resident in the region. In addition, Alternative 2 would result in an increase in SB 375- based total regionwide VMT of ~~959,729~~ 1,986,314 vehicle miles per day in 2050 compared to Baseline Year 2019 conditions. This increase would be less than the increase of ~~4,343,189~~ 4,724,434 miles per day in 2050 under the proposed Plan (see Appendix M). Therefore, Alternative 2 would result in decreased impacts as it would achieve a higher VMT reduction than the proposed Plan. Because VMT reductions correlate to GHG reductions, Alternative 2 would result in decreased GHG impacts as compared to the proposed Plan. Alternative 2 would also result in a decrease in reactive organic gases (ROG), nitrous oxides (NO_X), carbon monoxide (CO), fine and respirable particulate matter ($PM_{2.5}$ and PM_{10}), and sulfur oxide (SO_X) emissions compared to the proposed Plan from onroad sources.

Table ES-2 Summary of Alternatives Considered in Detail

Components	Alternative 1: No Project	Alternative 2: Focused Growth, Higher Parking Pricing, and Arterial and Freeway Speed Reductions	Alternative 3: Focused Growth, Higher Parking and Managed Lane Pricing, and Free Transit
Land Use Pattern	Amended 2021 Regional Plan	Focuses new growth in areas with available multimodal transportation	Focuses new growth in areas with available multimodal transportation
Transportation Network	"No Build" Projects	Same as proposed Plan	Same as proposed Plan
Parking Pricing	Amended 2021 Regional Plan	Increases parking costs by 100% compared to proposed Plan	Increases parking costs by 100% compared to proposed Plan
Managed Lane Pricing	Amended 2021 Regional Plan	Same as proposed Plan	Increases managed lane pricing by 100% compared to proposed Plan
Speed Reductions	No	Reduces speeds on arterials and freeways by 5 mph	No
Free Transit	No	No	Yes
Funding	Committed funding	Same as proposed Plan	Same as proposed Plan

This page is intentionally left blank.