

Appendix M

Alternatives Data

NO-BUILD PROJECTS

No-Build projects are projects that would be built in the region in absence of the 2025 Regional Plan because they are in progress or recently completed and are assumed under Alternative 1 No Project of the alternatives analysis. The No-Build projects for the 2021 Regional Plan are shown in Table M-1.

Table M-1 No-Build Projects

No-Build Projects			
Category	Project	Description	Note
Active Transportation	Pershing Bikeway	Downtown, Golden Hill, Balboa Park, North Park	Completed
Active Transportation	Bayshore Bikeway: Barrio Logan	Barrio Logan, Downtown, 32nd Street Naval Station	Under Construction
Active Transportation	Border to Bayshore Bikeway	Imperial Beach, San Ysidro	Under Construction
Active Transportation	Imperial Avenue Bikeway	East Village, Sherman Heights, Grant Hill, Mountain View	Under Construction
Active Transportation	Inland Rail Trail: Phase 3	Vista	Under Construction
Active Transportation	San Diego River Trail: Stadium Segment	Mission Valley, San Diego State University West	Completed
Active Transportation	Uptown Bikeways: Eastern Hillcrest Bikeways	Hillcrest	Under Construction
Active Transportation	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Mission Hills, Hillcrest, Mission Valley	Under Construction
Active Transportation	North Park/Mid-City Bikeways: University Bikeway	City Heights, Rolando, La Mesa	Under Construction
Active Transportation	Central Avenue Bikeway	City Heights, Normal Heights, Kensington-Talmadge	Under Construction
Active Transportation	North Park/Mid-City Bikeways: Howard Bikeway	North Park, City Heights	Final Design
Active Transportation	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive (E Street–Santa Fe)	Encinitas	Final Design
Active Transportation	North Park/Mid-City Bikeways: Orange Bikeway	North Park, City Heights	Final Design
Active Transportation	Uptown Bikeways: Robinson Bikeway	Hillcrest, North Park	Final Design
Active Transportation	San Diego River Trail: Riverwalk Segment	Mission Valley	Under Construction
Active Transportation	Chollas Creek Bikeway to Bayshore Bikeway	Encanto, Southeastern San Diego, Barrio Logan, and Mid-City (select segments)	Final Design
Active Transportation	Coastal Rail Trail – Gilman Connector	La Jolla, City of San Diego	Final Design
Active Transportation	North Coast Bike Trail	Gilman Drive to San Luis Rey River Trail (select segments)	Final Design

No-Build Projects			
Category	Project	Description	Note
Complete Corridors	I-5 North Coast Corridor (I-5/I-805 Merge to SR 78)	One Carpool/High Occupancy Vehicle (HOV) lane in each direction from Manchester Avenue to Palomar Airport Road. Construction Completion: 2022 One Carpool/HOV lane in each direction from Palomar Airport Road to SR 78. Construction Completion: 2023	CAL09; Completed
Complete Corridors	SR 94/SR 125 Interchange/Arterial Improvements	Add auxiliary lanes	CAL68
Complete Corridors	SR 52 Operational Improvements	Santo Road to I-15 eastbound auxiliary lanes	CAL536
Complete Corridors	SR 11 (SR 125 to Enrico Fermi Drive)	New roadway between SR 125 and Enrico Fermi Drive	V11 (SANDAG ID: 1201101, 1201102, 1201103, 1201105)
Complete Corridors	SR 11/SR 905 Connectors	Southbound SR 125 to southbound SR 905 and southbound SR 125 to eastbound SR 11	CAL325A; Completed
Complete Corridors	SR 125/SR 905 Connector	South to west	CC148/CAL38C; Completed January 2022
Complete Corridors	SR 56 HOV Lanes–Phase I only	Phase I: Final design and construction of HOV operational lanes in the east and westbound directions on SR 56 from El Camino Real to Carmel Valley Road.	CAL114; Completed July 2024
Transit	Rapid 227	Otay Mesa to Imperial Beach	In service
Transit	Los Angeles – San Diego – San Luis Obispo (LOSSAN) Corridor Double Tracking	San Diego to Oceanside	SAN29, 64, 66, 73, 114, 119, 132
Transit	Copper Line	The Copper Line (East County Connector) service replaced the existing Green and Orange Line Trolley Service north of El Cajon Transit Center. Riders traveling north of El Cajon transfer to the Copper Line at the El Cajon Transit Center (where both the Green and Orange Line service stops).	Opened September 2024
Transit	COASTER Convention Center Station	COASTER route extension to a new station at the downtown San Diego Convention Center	Construction anticipated to start in 2025 with expected completion in 2029
Goods Movement	Otay Mesa CVEF Modernization	Otay Mesa Port of Entry (POE) Commercial Vehicle Enforcement Facility (CVEF) modernization: Improvements to the CVEF to reflect GSA's proposed Otay Mesa POE Modernization Project	Completed December 2023

Table M-2 Performance Measures for Alternatives Considered in Detail in this EIR

			Base	Proposed Plan		Alternative 1 No Project		Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions		Alternative 3 Focused Growth, Higher Parking and Managed Laes, and Free Transit	
Supporting Measures		Scenario ID	261	263	283	293	295	305	304	307	308
Measure	Performance Measure and Description	Modes or Units	2022	2035	2050	2035	2050	2035	2050	2035	2050
-	Access to High Schools	-	-	-	-	-	-	-	-	-	-
Access to High Schools	% of population within 30 minutes of high schools	Transit – accessed by walk or microtransit/NEV	77.5%	81.2%	81.9%	77.5%	77.7%	81.7%	82.4%	81.8%	82.5%
-	Coastal Access	-	-	-	-	-	-	-	-	-	-
Coastal Access	% of population within 30 minutes of the coast	Microtransit/NEV	0.8%	6.4%	6.3%	0.9%	0.9%	6.2%	6.1%	6.2%	6.1%
	% of population within 30 minutes of the coast	Transit – accessed by walk or microtransit/NEV	21.5%	27.2%	27.6%	22.7%	22.6%	26.5%	27.0%	27.8%	28.5%
	% of population within 30 minutes of the coast	Drive alone	93.7%	94.7%	94.9%	94.0%	94.4%	93.7%	93.9%	94.9%	95.2%
	% of population within 45 minutes of the coast	Microtransit/NEV	0.8%	6.4%	6.3%	0.9%	0.9%	6.2%	6.1%	6.2%	6.1%
	% of population within 45 minutes of the coast	Transit – accessed by walk or microtransit/NEV	35.2%	47.2%	50.9%	37.1%	37.5%	46.1%	50.1%	48.1%	52.1%
	% of population within 45 minutes of the coast	Drive alone	98.6%	98.7%	98.7%	98.6%	98.7%	98.5%	98.5%	98.7%	98.8%
-	Mode Share by Work Trips & All Trips	-	-	-	-	-	-	-	-	-	-
Mode Share by Work Trips & All Trips	% of work trips during peak period	Bike & walk	5.2%	6.1%	7.1%	5.8%	6.2%	6.8%	8.1%	6.6%	8.0%
	% of work trips during peak period	Carpool	8.0%	9.1%	9.9%	8.0%	8.0%	10.6%	11.9%	10.4%	11.6%
	% of work trips during peak period	Drive alone	84.5%	81.0%	79.0%	83.7%	83.3%	78.3%	75.2%	78.4%	75.3%
	% of work trips during peak period	Other (TNC, Micromobility, Taxi, School bus)	1.0%	1.0%	1.1%	1.1%	1.2%	1.1%	1.2%	1.1%	1.2%
	% of work trips during peak period	Transit	1.4%	2.7%	2.9%	1.4%	1.3%	3.1%	3.5%	3.4%	3.8%
	% of work trips all day	Bike & walk	12.5%	13.7%	15.1%	13.2%	14.1%	14.5%	16.4%	14.4%	16.2%
	% of work trips all day	Carpool	9.5%	10.5%	10.8%	9.3%	8.9%	11.9%	12.7%	11.7%	12.4%
	% of work trips all day	Drive alone	76.2%	73.0%	71.0%	75.5%	75.0%	70.4%	67.3%	70.4%	67.5%

			Appendix M								
			Base	Proposed Plan		Alternative 1 No Project		Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions		Alternative 3 Focused Growth, Higher Parking and Managed Lanes, and Free Transit	
Supporting Measures	Scenario ID		261	263	283	293	295	305	304	307	308
	% of work trips all day	Other (TNC, Micromobility, Taxi, School bus)	0.8%	0.8%	0.9%	0.9%	1.0%	0.9%	1.0%	0.9%	1.0%
	% of work trips all day	Transit	1.0%	2.1%	2.2%	1.0%	1.0%	2.4%	2.6%	2.6%	2.9%
	% of all trips	Bike & walk	16.2%	17.8%	19.9%	17.1%	18.3%	19.3%	22.0%	19.2%	21.9%
	% of all trips	Carpool	33.6%	32.5%	31.8%	31.9%	30.9%	33.1%	32.5%	32.8%	32.2%
	% of all trips	Drive alone	48.0%	46.3%	44.8%	48.8%	48.8%	43.9%	41.5%	43.8%	41.5%
	% of all trips	Other (TNC, Micromobility, Taxi, School bus)	0.9%	0.9%	0.9%	0.9%	0.9%	1.0%	1.0%	1.0%	1.0%
	% of all trips	Transit	1.3%	2.5%	2.6%	1.2%	1.2%	2.8%	3.0%	3.2%	3.4%
Access to Rail or Next Gen Rapid Transit Stops			-	-	-	-	-	-	-	-	-
Access to Rail or Next Gen Rapid Transit Stops	People within 0.5 miles of a rail transit stop	Number	211,255	262,819	389,592	256,587	268,014	272,261	416,386	272,261	416,386
	People within 0.5 miles of a rail transit stop	Percent	6.4%	7.7%	11.5%	7.5%	7.9%	8.0%	12.3%	8.0%	12.3%
	People within 0.5 miles of a Next Gen Rapid transit stop	Number	229,729	1,080,349	1,115,260	301,483	314,928	1,108,490	1,147,966	1,108,490	1,147,966
	People within 0.5 miles of a Next Gen Rapid transit stop	Percent	7.0%	31.8%	32.8%	8.9%	9.3%	32.6%	33.8%	32.6%	33.8%
	People within 0.5 miles of either a rail or Next Gen Rapid transit stop	Number	374,375	1,149,392	1,190,123	463,228	488,289	1,174,762	1,220,381	1,174,762	1,220,381
	People within 0.5 miles of either a rail or Next Gen Rapid transit stop	Percent	11.4%	33.8%	35.0%	13.6%	14.4%	34.6%	35.9%	34.6%	35.9%
Job Access to Rail or Next Gen Rapid Transit Stops			-	-	-	-	-	-	-	-	-
Job Access to Rail or Next Gen Rapid Transit Stops	Jobs within 0.5 miles of a rail transit stop	Number	318,514	352,636	453,198	341,509	363,907	352,738	456,721	352,738	456,721
	Jobs within 0.5 miles of a rail transit stop	Percent	14.9%	15.8%	19.1%	15.3%	15.3%	15.8%	19.2%	15.8%	19.2%
	Job within 0.5 miles of a Next Gen Rapid transit stop	Number	269,595	1,002,415	1,062,130	301,281	324,701	1,002,631	1,064,438	1,002,631	1,064,438
	Job within 0.5 miles of a Next Gen Rapid transit stop	Percent	12.6%	44.9%	44.8%	13.5%	13.7%	44.9%	44.9%	44.9%	44.9%

			Base	Proposed Plan		Alternative 1 No Project		Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions		Alternative 3 Focused Growth, Higher Parking and Managed Lanes, and Free Transit	
Supporting Measures			261	263	283	293	295	305	304	307	308
	Jobs within 0.5 miles of either a rail or Next Gen Rapid transit stop	Number	460,293	1,075,564	1,143,536	496,999	535,223	1,075,685	1,145,901	1,075,685	1,145,901
	Jobs within 0.5 miles of either a rail or Next Gen Rapid transit stop	Percent	21.5%	48.2%	48.2%	22.3%	22.6%	48.2%	48.3%	48.2%	48.3%
-	Access to Bike Facilities	-	-	-	-	-	-	-	-	-	-
Access to Bike Facilities	People within 0.25 miles of a bike facility (class I and II, cycletrack or bike boulevard)	Number	2,342,185	2,606,521	2,941,142	2,532,919	2,527,806	2,619,857	2,954,033	2,619,857	2,954,033
	People within 0.25 miles of a bike facility (class I and II, cycletrack or bike boulevard)	Percent	71.3%	76.7%	86.5%	74.5%	74.4%	77.1%	86.9%	77.1%	86.9%
-	Daily Transit Boardings	-	-	-	-	-	-	-	-	-	-
Daily Transit Boardings	Number of boardings on a typical weekday	Rail	125,148	235,897	276,589	135,777	133,401	267,540	318,923	334,663	396,427
	Number of boardings on a typical weekday	Next Gen Rapid	28,577	250,909	261,702	31,369	31,621	277,992	295,065	388,316	401,979
	Number of boardings on a typical weekday	Local Bus and Express Bus	131,515	210,117	217,259	127,933	124,793	233,042	245,481	328,134	338,554
	Number of boardings on a typical weekday	All transit boardings	285,239	696,923	755,550	295,078	289,814	778,574	859,469	1,051,113	1,136,960
-	Transportation Related Physical Activity	-	-	-	-	-	-	-	-	-	-
Transportation Related Physical Activity	Total time engaged in transportation related physical activity per capita	Minutes	12.21	13.61	15.56	12.39	13.12	14.74	17.44	14.79	17.46
	% of population engaged in 20 minutes or more of transportation related physical activity	Percent	16.5%	18.3%	20.0%	16.7%	17.4%	19.7%	22.1%	19.9%	22.3%
-	Transportation System Use Costs	-	-	-	-	-	-	-	-	-	-
Transportation System Use Costs	% of income consumed by out-of-pocket transportation costs	N/A	9.2%	9.0%	9.4%	8.0%	8.0%	9.7%	10.1%	9.5%	9.9%
	Change in % of income consumed by out-of-pocket transportation costs	N/A	N/A	-0.2%	0.2%	-1.2%	-1.2%	0.6%	0.9%	0.3%	0.7%
-	Average Particulate Matter (PM _{2.5})	-	-	-	-	-	-	-	-	-	-

			Base	Proposed Plan		Alternative 1 No Project		Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions		Alternative 3 Focused Growth, Higher Parking and Managed Lanes, and Free Transit	
Supporting Measures			261	263	283	293	295	305	304	307	308
Average Particulate Matter (PM _{2.5})	Average exposure to PM _{2.5} per capita	N/A	4.49	4.67	4.82	4.77	4.98	4.68	4.75	4.70	4.78
-	Average Commercial Vehicle & Truck Travel Times	-	-	-	-	-	-	-	-	-	-
Average Commercial Vehicle & Truck Travel Times	Average trip travel time for commercial vehicles and trucks to/from freight distribution hubs	Minutes	15.41	14.86	14.92	15.54	15.61	15.27	15.35	14.76	14.80
-	Truck Travel Time Index (TTI) by Facility Type	-	-	-	-	-	-	-	-	-	-
Truck Travel Time Index (TTI) by Facility Type	Highway (SHS*)	N/A	1.08	1.08	1.09	1.09	1.09	1.07	1.08	1.08	1.09
	Arterial	N/A	1.20	1.15	1.15	1.21	1.21	1.14	1.14	1.15	1.14
	Highway (SHS) + Arterial	N/A	1.13	1.11	1.11	1.14	1.14	1.10	1.10	1.11	1.11
-	Average Heavy Duty Truck Delay by Facility Type	-	-	-	-	-	-	-	-	-	-
Average Heavy Duty Truck Delay by Facility Type	All day - All Heavy Duty (HHD + MHD + LHD*)	Highway (SHS)	4,808	5,300	6,506	5,975	6,863	4,899	6,065	5,332	6,847
	All day - All Heavy Duty (HHD + MHD + LHD)	Arterial	21,867	19,458	20,840	25,461	27,823	18,141	19,624	18,671	20,299
	AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)	4,698	5,108	6,199	5,790	6,622	4,740	5,791	5,160	6,556
	AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Arterial	11,043	10,186	10,614	12,715	13,695	9,446	9,928	9,729	10,249
-	VMT Measures	-	-	-	-	-	-	-	-	-	-
VMT Measures	Total VMT - All vehicle classes - regionwide (SB-375)	Miles	77,181,443 ¹	81,005,512	81,524,632	83,026,484	84,788,117	78,267,928	78,141,172	78,581,477	78,548,469
	VMT per capita - All vehicle classes - regionwide (SB-375)	Miles	23.70 ¹	23.83	23.99	24.43	24.95	23.03	22.99	23.12	23.11
	Total Home-Based ² VMT - regionwide (SB-743)	Miles	55,079,359 ¹	54,207,745	52,305,792	56,362,440	55,504,720	52,044,065	49,438,503	52,206,695	49,633,716
	Home-Based ² VMT per capita - All vehicle classes - regionwide (SB-743)	Miles	16.88 ¹	15.95	15.39	16.58	16.33	15.31	14.55	15.36	14.61

*State Highway System
*Heavy heavy-duty, medium heavy-duty, and light heavy-duty
¹VMT numbers are based on Base Year 2019 conditions, as prescribed by the 2022 Scoping Plan.
²Home-Based VMT: VMT Generated by trips that either start or end at the home

Table M-2 Performance Measures for Alternatives Considered in Detail in this EIR

Supporting Measures	Scenario ID		Base	Proposed Plan		Alternative 1 No Project		Alternative 2		Alternative 3	
			390	417	428	430	429	435	439	431	434
Measure	Performance Measure and Description	Modes or Units	2022	2035	2050	2035	2050	2035	2050	2035	2050
-	Access to High Schools	-	-	-	-	-	-	-	-	-	-
Access to High Schools	% of population within 30 minutes of high schools	Transit - accessed by walk or microtransit/NEV	77.5%	81.0%	81.8%	77.3%	77.5%	81.5%	82.3%	81.6%	82.5%
-	Coastal Access	-	-	-	-	-	-	-	-	-	-
Coastal Access	% of population within 30 minutes of the coast	Microtransit/NEV	0.8%	6.4%	6.3%	0.9%	0.9%	6.2%	6.1%	6.2%	6.1%
	% of population within 30 minutes of the coast	Transit - accessed by walk or microtransit/NEV	21.5%	26.9%	27.3%	22.5%	22.4%	27.4%	28.1%	27.4%	28.2%
	% of population within 30 minutes of the coast	Drive alone	93.7%	94.6%	94.9%	94.0%	94.4%	94.8%	95.2%	94.8%	95.2%
	% of population within 45 minutes of the coast	Microtransit/NEV	0.8%	6.4%	6.3%	0.9%	0.9%	6.2%	6.1%	6.2%	6.1%
	% of population within 45 minutes of the coast	Transit - accessed by walk or microtransit/NEV	35.1%	46.6%	50.8%	36.8%	37.2%	47.5%	51.9%	47.6%	52.0%
	% of population within 45 minutes of the coast	Drive alone	98.6%	98.7%	98.7%	98.6%	98.7%	98.7%	98.8%	98.7%	98.8%
-	Mode Share by Work Trips & All Trips	-	-	-	-	-	-	-	-	-	-
Mode Share by Work Trips & All Trips	% of work trips during peak period	Bike & walk	5.2%	6.2%	7.2%	5.8%	6.2%	6.9%	8.2%	6.8%	8.1%
	% of work trips during peak period	Carpool	8.1%	9.2%	9.9%	8.1%	8.1%	10.8%	12.0%	10.4%	11.5%
	% of work trips during peak period	Drive alone	84.4%	80.9%	78.9%	83.6%	83.1%	78.2%	75.1%	78.2%	75.3%
	% of work trips during peak period	Other (TNC, Micromobility, Taxi, School bus)	1.0%	1.0%	1.1%	1.1%	1.2%	1.1%	1.2%	1.1%	1.2%
	% of work trips during peak period	Transit	1.4%	2.7%	2.9%	1.4%	1.3%	3.0%	3.4%	3.4%	3.8%
	% of work trips all day	Bike & walk	12.5%	13.9%	15.2%	13.3%	14.2%	14.6%	16.4%	14.6%	16.4%
	% of work trips all day	Carpool	9.5%	10.6%	10.9%	9.4%	9.0%	12.1%	12.9%	11.8%	12.4%
	% of work trips all day	Drive alone	76.1%	72.7%	70.8%	75.4%	74.8%	70.0%	67.1%	70.2%	67.4%
	% of work trips all day	Other (TNC, Micromobility, Taxi, School bus)	0.8%	0.8%	0.9%	0.9%	1.0%	0.9%	1.0%	0.9%	1.0%
	% of work trips all day	Transit	1.0%	2.0%	2.2%	1.0%	1.0%	2.3%	2.5%	2.5%	2.8%
	% of all trips	Bike & walk	16.1%	17.8%	19.8%	17.1%	18.2%	19.2%	21.9%	19.2%	21.8%
	% of all trips	Carpool	33.8%	32.6%	31.9%	32.0%	31.0%	33.3%	32.8%	33.0%	32.4%
	% of all trips	Drive alone	47.9%	46.2%	44.8%	48.8%	48.7%	43.7%	41.3%	43.8%	41.5%
	% of all trips	Other (TNC, Micromobility, Taxi, School bus)	0.9%	0.9%	0.9%	0.9%	0.9%	1.0%	1.0%	1.0%	1.0%
	% of all trips	Transit	1.3%	2.4%	2.5%	1.2%	1.1%	2.7%	3.0%	3.1%	3.4%

			Base	Proposed Plan		Alternative 1 No Project		Alternative 2		Alternative 3	
Supporting Measures		Scenario ID	390	417	428	430	429	435	439	431	434
Measure	Performance Measure and Description	Modes or Units	2022	2035	2050	2035	2050	2035	2050	2035	2050
-	Access to Rail or Next Gen Rapid Transit Stops	-	-	-	-	-	-	-	-	-	-
Access to Rail or Rapid Transit Stops	People within 0.5 miles of a rail transit stop	Number	209,140	257,994	386,292	254,248	266,326	267,957	414,441	267,957	414,441
	People within 0.5 miles of a rail transit stop	Percent	6.4%	7.6%	11.4%	7.5%	7.8%	7.9%	12.2%	7.9%	12.2%
	People within 0.5 miles of a Next Gen Rapid transit stop	Number	226,695	1,074,889	1,110,165	298,204	311,525	1,102,453	1,142,358	1,102,453	1,142,358
	People within 0.5 miles of a Next Gen Rapid transit stop	Percent	6.9%	31.6%	32.7%	8.8%	9.2%	32.4%	33.6%	32.4%	33.6%
	People within 0.5 miles of either a rail or Next Gen Rapid transit stop	Number	369,303	1,141,321	1,185,433	458,166	484,584	1,166,278	1,215,539	1,166,278	1,215,539
	People within 0.5 miles of either a rail or Next Gen Rapid transit stop	Percent	11.2%	33.6%	34.9%	13.5%	14.3%	34.3%	35.8%	34.3%	35.8%
-	Job Access to Rail or Next Gen Rapid Transit Stops	-	-	-	-	-	-	-	-	-	-
Job Access to Rail or Rapid Transit Stops	Jobs within 0.5 miles of a rail transit stop	Number	316,317	340,182	451,456	339,408	359,510	340,291	454,859	340,291	454,859
	Jobs within 0.5 miles of a rail transit stop	Percent	14.8%	15.2%	19.0%	15.2%	15.1%	15.2%	19.2%	15.2%	19.2%
	Job within 0.5 miles of a Next Gen Rapid transit stop	Number	273,193	1,003,118	1,066,785	305,895	330,292	1,003,063	1,068,646	1,003,063	1,068,646
	Job within 0.5 miles of a Next Gen Rapid transit stop	Percent	12.8%	45.0%	45.0%	13.7%	13.9%	44.9%	45.0%	44.9%	45.0%
	Jobs within 0.5 miles of either a rail or Next Gen Rapid transit stop	Number	463,026	1,069,004	1,141,750	500,851	537,634	1,068,852	1,143,676	1,068,852	1,143,676
	Jobs within 0.5 miles of either a rail or Next Gen Rapid transit stop	Percent	21.6%	47.9%	48.1%	22.4%	22.7%	47.9%	48.2%	47.9%	48.2%
-	Access to Bike Facilities	-	-	-	-	-	-	-	-	-	-
Access to Bike Facilities	People within 0.25 miles of a bike facility (class I and II, cycletrack or bike boulevard)	Number	2,367,764	2,661,558	2,958,455	2,581,798	2,572,853	2,674,578	2,971,291	2,674,578	2,971,291
	People within 0.25 miles of a bike facility (class I and II, cycletrack or bike boulevard)	Percent	72.1%	78.3%	87.0%	76.0%	75.7%	78.7%	87.4%	78.7%	87.4%
-	Daily Transit Boardings	-	-	-	-	-	-	-	-	-	-
Daily Transit Boardings	Number of boardings on a typical weekday	Rail	122,966	218,184	256,475	131,796	128,928	239,024	290,782	314,199	395,409
	Number of boardings on a typical weekday	Next Gen Rapid	26,777	248,643	252,224	29,156	29,610	272,988	291,029	384,642	400,815
	Number of boardings on a typical weekday	Local Bus and Express Bus	139,873	229,555	238,646	140,691	137,178	259,182	271,365	350,498	337,379
	Number of boardings on a typical weekday	All transit boardings	289,617	696,382	747,345	301,643	295,715	771,194	853,176	1,049,338	1,133,602
-	Transportation Related Physical Activity	-	-	-	-	-	-	-	-	-	-
Transportation Related Physical Activity	Total time engaged in transportation related physical activity per capita	Minutes	11.89	13.38	15.36	12.08	12.84	14.47	17.10	14.59	17.20
	% of population engaged in 20 minutes or more of transportation related physical activity	Percent	16.4%	18.2%	20.0%	16.5%	17.4%	19.6%	22.0%	19.8%	22.2%

			Base	Proposed Plan		Alternative 1 No Project		Alternative 2		Alternative 3	
Supporting Measures		Scenario ID	390	417	428	430	429	435	439	431	434
Measure	Performance Measure and Description	Modes or Units	2022	2035	2050	2035	2050	2035	2050	2035	2050
-	Transportation System Use Costs	-	-	-	-	-	-	-	-	-	-
Transportation System Use Costs	% of income consumed by out-of-pocket transportation costs	N/A	9.2%	9.0%	9.4%	8.0%	8.0%	9.8%	10.2%	9.5%	9.9%
	Change in % of income consumed by out-of-pocket transportation costs	N/A	N/A	-0.2%	0.2%	-1.2%	-1.2%	0.6%	1.0%	0.4%	0.7%
-	Average Particulate Matter (PM _{2.5})	-	-	-	-	-	-	-	-	-	-
Average Particulate Matter (PM _{2.5})	Average exposure to PM _{2.5} per capita	N/A	4.48	4.66	4.82	4.77	4.99	4.73	4.82	4.70	4.79
-	Average Commercial Vehicle & Truck Travel Times	-	-	-	-	-	-	-	-	-	-
Average Commercial Vehicle & Truck Travel Times	Average trip travel time for commercial vehicles and trucks to/from freight distribution hubs	Minutes	15.43	14.84	14.89	15.49	15.60	14.76	14.69	14.80	14.76
-	Truck Travel Time Index (TTI) by Facility Type	-	-	-	-	-	-	-	-	-	-
Truck Travel Time Index (TTI) by Facility Type	Highway (SHS*)	N/A	1.08	1.08	1.08	1.09	1.09	1.07	1.08	1.08	1.09
	Arterial	N/A	1.20	1.15	1.15	1.21	1.21	1.15	1.14	1.15	1.14
	Highway (SHS) + Arterial	N/A	1.13	1.11	1.11	1.14	1.14	1.10	1.10	1.10	1.11
-	Average Heavy Duty Truck Delay by Facility Type	-	-	-	-	-	-	-	-	-	-
Average Heavy Duty Truck Delay by Facility Type	All day - All Heavy Duty (HHD + MHD + LHD*)	Highway (SHS)	4,650	4,922	6,131	5,831	6,832	4,628	5,733	4,932	6,327
	All day - All Heavy Duty (HHD + MHD + LHD)	Arterial	21,832	19,578	20,968	25,444	27,907	18,825	20,246	18,851	20,397
	AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)	4,545	4,743	5,855	5,642	6,604	4,465	5,475	4,764	6,064
	AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Arterial	11,031	10,267	10,687	12,751	13,795	9,771	10,211	9,834	10,346
-	VMT Measures	-	-	-	-	-	-	-	-	-	-
VMT Measures	All vehicle classes - regionwide (SB-375)	Miles	77,734,073	80,964,109	81,713,116	83,018,163	84,866,310	78,820,990	78,974,992	78,467,869	78,743,611
	All vehicle classes - per capita (SB-375)	Miles	23.68	23.82	24.04	24.42	24.97	23.19	23.24	23.08	23.17
	Total Home-Based ² VMT - regionwide (SB-743)	Miles	55,142,460 ¹	54,344,888	52,434,112	56,464,292	55,596,608	52,261,532	49,810,464	52,185,108	49,746,040
	Home-Based ² VMT per capita - All vehicle classes - regionwide (SB-743)	Miles	16.93	15.99	15.43	16.61	16.36	15.37	14.66	15.35	14.64

* State Highway System

* Heavy-heavy-duty, medium-heavy-duty, and light-heavy-duty

¹ VMT numbers are based on Base Year 2019 conditions, as prescribed by the 2022 Scoping Plan.

² Home-Based VMT: VMT Generated by trips that either start or end at the home.

Table M-3 — SB 375 GHG Reductions for Alternatives Considered in Detail in this EIR

Database Scenario ID	Proposed Plan 2035	Proposed Plan 2050	Alternative 1 (No Project) 2035	Alternative 1 (No Project) 2050	Alternative 2 2035	Alternative 2 2050	Alternative 3 2035	Alternative 3 2050
Population	3,399,211	3,398,581	3,399,211	3,398,581	3,399,207	3,398,222	3,399,207	3,398,222
SB 375 VMT (passenger cars, light-duty trucks and medium-duty trucks) LDA, LDT1, LDT2, MDV	73,470,665	73,320,780	75,731,422	76,818,796	70,977,084	70,112,065	71,107,254	70,330,602.10
SB 375 VMT / Person	21.6	21.6	22.3	22.6	20.88	20.63	20.92	20.70
External to External VMT (including External VMT from CBX Airport Model)	-1,356,172	-1,551,468	-1,363,462	-1,543,257	-1,357,410	-1,542,821	-1,358,879	-1,542,759
External to External VMT Reduction	1.8%	2.1%	1.8%	2.0%	1.9%	2.2%	1.9%	2.2%
SB 375 CO ₂ Emissions (tons)	-35,311	-35,300	-36,921	-37,477	33,389	-33,011	-34,146	33,796.00
SB 375 CO₂ Emissions without E-E VMT (tons)	-34,659	-34,553	-36,256	-36,724	-32,750	-32,284	-33,493	-33,055
SB 375 CO ₂ Emissions without E-E VMT/ Person (lbs)	20.39	20.33	21.33	21.61	19.27	19.00	19.71	19.45
Per Capita Reduction for 2005	21.57%	21.79%	18.0%	16.9%	25.9%	26.9%	24.2%	25.2%
Induced Demand SB375 VMT Added	712,116	766,360	-	-	712,116	766,360	712,116	766,360
Off-Model Calculators VMT Reduction	-	-	-	-	-	-	-	-
Vanpool	235,993	248,144	-	-	235,046	250,433	240,278	306,351
Carshare	121,689	-	-	-	125,069	-	125,069	-
Total VMT Reduction	357,682	248,144	-	-	360,115	250,433	365,348	306,351

Database Scenario ID	Proposed Plan 2035	Proposed Plan 2050	Alternative 1 (No Project) 2035	Alternative 1 (No Project) 2050	Alternative 2 2035	Alternative 2 2050	Alternative 3 2035	Alternative 3 2050
SB 375 VMT / Person Reduction	0.11	0.07	-	-	0.11	0.07	0.11	0.09
SB 375 VMT per Capita Reduction (%)	-	-	-	-	-18%	-19%	-17%	-18%
Off-Model Calculators CO₂ Reduction (Tons)	-	-	-	-	-	-	-	-
Vanpool	67.7	66.4	-	-	67.5	67.0	69.0	69.6
Carshare	34.7	-	-	-	35.7	-	35.7	-
SB 375 CO₂ Emissions Total Reduction (Tons)	102.5	66.4	-	-	103.2	67.0	104.7	69.6
SB 375 CO ₂ Emissions Reduction/ Person (lbs)	0.06	0.04	-	-	0.06	0.04	0.06	0.04
Off-Model CO₂ Reduction per capita (%)	0.23%	0.15%	-	-	0.23%	0.15%	0.24%	0.16%
Per Capita Reduction from 2005 with Off-Model Calc	21.80%	21.94%	17.95%	16.88%	26.12%	27.07%	24.44%	25.33%
ARB Adjustment for EMFAC 2007 – 2014	-1.70%	-1.60%	-1.70%	-1.60%	-1.70%	-1.60%	-1.70%	-1.60%
Induced Demand CO₂ (Tons) Reduction	-342.3	-369.6	-	-	-342.3	-369.6	-342.3	-369.6
Induced Demand CO ₂ Per Capita Reduction	-0.77%	-0.84%	-	-	-0.77%	-0.84%	-0.77%	-0.84%
Per Capita Reduction from 2005	19.32%	19.51%	16.3%	15.3%	23.6%	24.6%	22.0%	22.9%
			-3.07%	-4.23%	4.32%	5.13%	2.64%	3.39%
Targets	19%	19%	19%	19%	19%	19%	19%	19%

Table M-3 SB 375 GHG Reductions for Alternatives Considered in Detail in this EIR

Database Scenario ID	Proposed Plan 2035	Proposed Plan 2050	Alternative 1 (No Project) 2035	Alternative 1 (No Project) 2050	Alternative 2 2035	Alternative 2 2050	Alternative 3 2035	Alternative 3 2050
Population	<u>3,399,211</u>	<u>3,398,581</u>	<u>3,399,211</u>	<u>3,398,581</u>	<u>3,399,207</u>	<u>3,398,222</u>	<u>3,399,207</u>	<u>3,398,222</u>
SB 375 VMT (passenger cars, light-duty trucks and medium-duty trucks) LDA, LDT1, LDT2, MDV	<u>73,523,378</u>	<u>73,482,884</u>	<u>75,811,885</u>	<u>76,906,691</u>	<u>71,331,842</u>	<u>70,738,162</u>	<u>70,995,826</u>	<u>70,502,962</u>
SB 375 VMT / Person	<u>21.6</u>	<u>21.6</u>	<u>22.3</u>	<u>22.6</u>	<u>20.98</u>	<u>20.82</u>	<u>20.89</u>	<u>20.75</u>
External to External VMT (including External VMT from CBX Airport Model)	<u>1,359,447</u>	<u>1,539,635</u>	<u>1,355,106</u>	<u>1,550,677</u>	<u>1,367,585</u>	<u>1,547,624</u>	<u>1,354,941</u>	<u>1,540,053</u>
External to External VMT Reduction	<u>1.8%</u>	<u>2.1%</u>	<u>1.8%</u>	<u>2.0%</u>	<u>1.9%</u>	<u>2.2%</u>	<u>1.9%</u>	<u>2.2%</u>
SB 375 CO2 Emissions (tons)	<u>35,376</u>	<u>35,413</u>	<u>36,989</u>	<u>37,553</u>	<u>33,511</u>	<u>33,248</u>	<u>34,125</u>	<u>33,904</u>
SB 375 CO2 Emissions without E-E VMT (tons)	<u>34,722</u>	<u>34,671</u>	<u>36,328</u>	<u>36,796</u>	<u>32,868</u>	<u>32,521</u>	<u>33,474</u>	<u>33,164</u>
SB 375 CO2 Emissions without E-E VMT/ Person (lbs)	<u>20.43</u>	<u>20.40</u>	<u>21.37</u>	<u>21.65</u>	<u>19.34</u>	<u>19.14</u>	<u>19.69</u>	<u>19.52</u>
Per Capita Reduction for 2005	<u>21.43%</u>	<u>21.53%</u>	<u>17.8%</u>	<u>16.7%</u>	<u>25.6%</u>	<u>26.4%</u>	<u>24.3%</u>	<u>24.9%</u>
Induced Demand SB375 VMT Added	<u>561,305</u>	<u>642,462</u>			<u>559,381</u>	<u>639,908</u>	<u>559,251</u>	<u>639,654</u>
Off-Model Calculators VMT Reduction								
Vanpool	<u>234,547</u>	<u>247,644</u>			<u>234,099</u>	<u>248,092</u>	<u>239,779</u>	<u>255,613</u>
Carshare	<u>121,689</u>				<u>125,069</u>		<u>125,069</u>	
Total VMT Reduction	<u>356,236</u>	<u>247,644</u>			<u>359,169</u>	<u>248,092</u>	<u>364,848</u>	<u>255,613</u>

Database Scenario ID	Proposed Plan 2035	Proposed Plan 2050	Alternative 1 (No Project) 2035	Alternative 1 (No Project) 2050	Alternative 2 2035	Alternative 2 2050	Alternative 3 2035	Alternative 3 2050
SB 375 VMT / Person Reduction	<u>0.10</u>	<u>0.07</u>			<u>0.11</u>	<u>0.07</u>	<u>0.11</u>	<u>0.08</u>
SB 375 VMT per Capita Reduction (%)	<u>15%</u>	<u>15%</u>			<u>17%</u>	<u>18%</u>	<u>18%</u>	<u>18%</u>
Off-Model Calculators CO2 Reduction (Tons)								
Vanpool	<u>67.3</u>	<u>66.3</u>			<u>67.2</u>	<u>66.4</u>	<u>68.8</u>	<u>68.4</u>
Carshare	<u>34.7</u>				<u>35.7</u>		<u>35.7</u>	
SB 375 CO2 Emissions Total Reduction (Tons)	<u>102.0</u>	<u>66.3</u>			<u>102.9</u>	<u>66.4</u>	<u>104.5</u>	<u>68.4</u>
SB 375 CO2 Emissions Reduction/ Person (lbs)	<u>0.06</u>	<u>0.04</u>			<u>0.06</u>	<u>0.04</u>	<u>0.06</u>	<u>0.04</u>
Off-Model CO2 Reduction per capita (%)	<u>0.23%</u>	<u>0.15%</u>			<u>0.23%</u>	<u>0.15%</u>	<u>0.24%</u>	<u>0.15%</u>
Per Capita Reduction from 2005 with Off-Model Calc	<u>21.66%</u>	<u>21.68%</u>	<u>17.79%</u>	<u>16.72%</u>	<u>25.85%</u>	<u>26.53%</u>	<u>24.49%</u>	<u>25.08%</u>
ARB Adjustment for EMFAC 2007 - 2014	<u>-1.70%</u>	<u>-1.60%</u>			<u>-1.70%</u>	<u>-1.60%</u>	<u>-1.70%</u>	<u>-1.60%</u>
Induced Demand CO2 (Tons) Reduction	<u>-270.1</u>	<u>-309.6</u>			<u>-262.8</u>	<u>-300.8</u>	<u>-268.8</u>	<u>-307.6</u>
Induced Demand CO2 Per Capita Reduction	<u>-0.61%</u>	<u>-0.70%</u>			<u>-0.59%</u>	<u>-0.68%</u>	<u>-0.61%</u>	<u>-0.70%</u>
Per Capita Reduction from 2005	<u>19.35%</u>	<u>19.38%</u>	<u>17.79%</u>	<u>16.72%</u>	<u>23.6%</u>	<u>24.3%</u>	<u>22.2%</u>	<u>22.8%</u>
-			<u>-1.21%</u>	<u>-2.28%</u>	<u>4.56%</u>	<u>5.25%</u>	<u>3.18%</u>	<u>3.79%</u>
Targets	<u>19%</u>	<u>19%</u>	<u>19%</u>	<u>19%</u>	<u>19%</u>	<u>19%</u>	<u>19%</u>	<u>19%</u>

Table M-4 — EMFAC 2017 On-road Output Summary for Alternatives Considered in Detail in this EIR

Scenario	Scenario ID	Annual CO₂ Total	Annual PM_{2.5} Total	Annual PM₁₀ Total	Annual Gasoline	Annual Diesel	Summer ROG Total	Summer NO_x Total	Winter CO Total
		Tons/Day	Tons/Day	Tons/Day	Thousands Gallons/Day	Thousands Gallons/Day	Tons/Day	Tons/Day	Tons/Day
2022	261	32,147	5.73	19.39	2,814	538.09	13.02	22.79	102.88
Proposed Plan-2035	263	24,993	5.62	19.47	2,079	521.11	7.57	9.81	75.98
Proposed Plan-2050	283	23,935	5.56	19.38	1,954	530.92	6.02	7.5	71.06
Alternative 1 (no project)-2035	293	25,371	5.74	19.93	2,149	486.51	7.83	9.95	70.82
Alternative 1 (no project)-2050	295	24,559	5.77	20.13	2,050	497.12	6.32	7.71	66.72
Alternative 2-2035	305	23,992	5.43	18.81	1,999	498.22	7.29	9.31	74.28
Alternative 2-2050	304	22,877	5.33	18.57	1,861	513.40	5.73	7.14	68.98
Alternative 3-2035	307	24,346	5.45	18.90	2,015	516.59	7.34	9.65	73.93
Alternative 3-2050	308	23,238	5.37	18.69	1,878	532.04	5.78	7.41	68.79

This table only includes on-road vehicle exhaust and road dust emissions.

Table M-4 EMFAC 2017 On-road Output Summary for Alternatives Considered in Detail in this EIR

<u>Scenario</u>	<u>Scenario ID</u>	<u>Annual CO₂ Total</u>	<u>Annual PM_{2.5} Total</u>	<u>Annual PM₁₀ Total</u>	<u>Annual Gasoline</u>	<u>Annual Diesel</u>	<u>Summer ROG Total</u>	<u>Summer NOx Total</u>	<u>Winter CO Total</u>	<u>Annual PM_{2.5} Road Dust</u>	<u>Annual PM₁₀ Road Dust</u>
		<u>Tons/Day</u>	<u>Tons/Day</u>	<u>Tons/Day</u>	<u>Thousands Gallons/ Day</u>	<u>Thousands Gallons/ Day</u>	<u>Tons/Day</u>	<u>Tons/Day</u>	<u>Tons/Day</u>	<u>Tons/Day</u>	<u>Tons/Day</u>
<u>2022</u>	<u>390</u>	<u>32,098</u>	<u>2.04</u>	<u>4.68</u>	<u>2,808</u>	<u>538</u>	<u>12.99</u>	<u>22.78</u>	<u>102.63</u>	<u>3.67</u>	<u>14.68</u>
<u>Proposed Plan-2035</u>	<u>417</u>	<u>24,935</u>	<u>1.97</u>	<u>4.73</u>	<u>2,080</u>	<u>515</u>	<u>7.57</u>	<u>13.55</u>	<u>76.07</u>	<u>3.82</u>	<u>15.29</u>
<u>Proposed Plan-2050</u>	<u>428</u>	<u>24,015</u>	<u>2.00</u>	<u>4.81</u>	<u>1,959</u>	<u>534</u>	<u>6.03</u>	<u>13.62</u>	<u>71.27</u>	<u>3.86</u>	<u>15.43</u>
<u>Alternative 1 (no project)-2035</u>	<u>430</u>	<u>25,313</u>	<u>2.01</u>	<u>4.81</u>	<u>2,151</u>	<u>480</u>	<u>7.83</u>	<u>13.71</u>	<u>70.82</u>	<u>3.92</u>	<u>15.68</u>
<u>Alternative 1 (no project)-2050</u>	<u>429</u>	<u>24,581</u>	<u>2.05</u>	<u>4.95</u>	<u>2,053</u>	<u>497</u>	<u>6.33</u>	<u>13.75</u>	<u>66.79</u>	<u>4.01</u>	<u>16.03</u>
<u>Alternative 2-2035</u>	<u>435</u>	<u>24,233</u>	<u>1.92</u>	<u>4.62</u>	<u>2,011</u>	<u>510</u>	<u>7.32</u>	<u>13.14</u>	<u>74.50</u>	<u>3.72</u>	<u>14.89</u>
<u>Alternative 2-2050</u>	<u>439</u>	<u>23,169</u>	<u>1.93</u>	<u>4.67</u>	<u>1,880</u>	<u>525</u>	<u>5.78</u>	<u>13.08</u>	<u>69.32</u>	<u>3.73</u>	<u>14.92</u>
<u>Alternative 3-2035</u>	<u>431</u>	<u>24,340</u>	<u>1.92</u>	<u>4.61</u>	<u>2,014</u>	<u>517</u>	<u>7.33</u>	<u>13.50</u>	<u>73.95</u>	<u>3.71</u>	<u>14.82</u>
<u>Alternative 3-2050</u>	<u>434</u>	<u>23,303</u>	<u>1.94</u>	<u>4.67</u>	<u>1,884</u>	<u>533</u>	<u>5.80</u>	<u>13.47</u>	<u>68.95</u>	<u>3.72</u>	<u>14.87</u>

This table only includes on-road vehicle emissions and road dust emissions.

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