MEETING NOTICE
AND AGENDA

SAN DIEGO REGIONAL MILITARY WORKING GROUP

The San Diego Regional Military Working Group may take action on any item appearing on this agenda.

Monday, June 22, 2015

9 to 11 a.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

Staff Contact: Jane Clough
(619) 699-1909
jane.clough@sandag.org

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

• DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN
• DRAFT ENVIRONMENTAL IMPACT REPORT

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In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
+1. APPROVAL OF MEETING MINUTES

The San Diego Regional Military Working Group (MWG) is asked to review and approve the minutes from its April 27, 2015, meeting.

2. PUBLIC COMMENTS AND COMMUNICATIONS

Members of the public shall have the opportunity to address the MWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the MWG coordinator prior to speaking. Public speakers should notify the MWG coordinator if they have a handout for distribution to MWG members. Public speakers are limited to three minutes or less per person. MWG members also may provide information and announcements under this agenda item.

3. MEMBER COMMUNICATIONS

Members of the MWG shall have the opportunity to share news and information regarding their jurisdiction or installation of interest to the group.

4. CHAIR’S REPORT (Chair Mike Woiwode, City of Coronado)

Chair Mike Woiwode, City of Coronado, will report out on issues of interest to the MWG that have been brought to the Regional Planning Committee.

5. TRAFFIC COUNTS ON MILITARY BASES - IMPROVING INPUT TO THE ACTIVITY BASED MODEL (Wu Sun)

SANDAG recently developed an Activity-Based Model (ABM) that serves as the major travel forecasting tool in the San Diego region. One of the areas needing more accurate data is the movement of military personnel at bases. In an effort to improve the travel modeling, SANDAG has been conducting a traffic study in coordination with the installations. The MWG was key to facilitating this effort. Staff will provide a brief update on the study.
+6.  DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN  
(Coleen Clementson)  
INFORMATION

The SANDAG Board of Directors released the draft San Diego Forward: The Regional Plan (Regional Plan) for public review on April 24, 2015. The draft Regional Plan combines the Regional Transportation Plan and its Sustainable Communities Strategy with the Regional Comprehensive Plan into one planning document that provides a vision for the region’s future growth and development. The draft Regional Plan proposes a strategy for a more sustainable future which includes investing in a transportation network that will provide residents more travel choices, protects the environment, creates healthy communities, and stimulates economic growth. SANDAG is currently soliciting comments on the draft Regional Plan. The attached April 24th Board item discusses the release of the draft Regional Plan and we invite your comments and feedback.

+7.  DRAFT ENVIRONMENTAL IMPACT REPORT (Andrew Martin)  
DISCUSSION

SANDAG, as a lead agency under the California Environmental Quality Act, has prepared a draft Environmental Impact Report (EIR) for San Diego Forward: The Regional Plan. The Draft EIR was released for public comment on May 21, 2015, and the public comment period ends July 15, 2015. Staff will provide an overview of the EIR, alternative scenarios, and the key findings.

8.  POSSIBLE TOPICS FOR NEXT MEETING AND ADJOURNMENT  
(Chair Mike Woiwode, City of Coronado)  
DISCUSSION/POSSIBLE ACTION

The MWG is asked to discuss possible topics for the next quarterly meeting and to determine a date and time for that meeting.

+ next to an agenda item indicates an attachment
APRIL 27, 2015, MEETING MINUTES

The meeting of the San Diego Regional Military Working Group (MWG) was called to order by Chair Mike Woiwode (City of Coronado) at 9:05 a.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Steve Chung (Navy – Southwest Division Naval Facilities Engineering Command – Seat B) and a second by Rick Huenefeld (Marine Corps Recruit Depot) the MWG voted to approve the January 12, 2015, meeting minutes.

Yes: Chair Woiwode, Blair King (City of Coronado), Andy Hall (City of Imperial Beach), Nancy Bragado (City of San Diego), Scott B. Powers (Coast Guard San Diego Sector), Richard Crompton (County of San Diego), Mr. Huenefeld, David Hulse (Navy-Southwest Division Naval Facilities Engineering Command-Seat A), Mr. Chung, and Aime Heim (Port of San Diego); No: None; Abstain: Brad Raulston (City of National City) and Tom Caughlan (Marine Corps Installation West); Absent: City of Oceanside.

2. PUBLIC COMMENTS AND COMMUNICATIONS

No public comments were entered.

3. MEMBER COMMUNICATIONS

Mr. Chung stated that Traffic Counts on Military Base Gates study has commenced and suggested that SANDAG staff provide an update to the MWG on how the information will be deployed.

4. CHAIR’S REPORT

Chair Woiwode reported on recent Regional Planning Committee agenda items. He provided an update on the Traffic Counts on Military Base Gates study and upcoming public workshops in May for the draft San Diego Forward: The Regional Plan.
REPORTS

5. TENTH AVENUE MARINE TERMINAL REDEVELOPMENT PLAN OVERVIEW (INFORMATION)

Ms. Heim presented the item and responded to questions.

6. POSSIBLE TOPICS FOR NEXT MEETING AND ADJOURNMENT (DISCUSSION/POSSIBLE ACTION)

The next meeting of the MWG is scheduled for June 22, 2015, this meeting will be a workshop, time to be determined.

7. SITE VISIT TO TENTH AVENUE MARINE TERMINAL (INFORMATION)

Site tour was conducted.

8. ADJOURNMENT

Following the site tour, Chair Woiwode adjourned the meeting at 10:42 a.m.
# San Diego Regional Military Working Group
## Member Sign-In Sheet
### Monday, April 27, 2015
9:00am – 11:00 am
### Conference Room 7

Staff Contact:  Jane Clough, Senior Regional Planner  
[clough@sandag.org](mailto:clough@sandag.org), (619) 699-1909

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| Working Group  | Mr. Mike Woiwode  
Chair, SANDAG  
Board Member  
Councilmember, City of Coronado |          |           |         |
| Navy – Southwest  
Division Naval  
Facilities Engineering Command  
(Seat A) | CAPT Darius Banaji  
USN, CEC, DOD Advisory Member, SANDAG Board of Directors |          |           |         |
| Coast Guard San Diego Sector | LCDR Scott B. Powers  
Sector Engineering Officer |          | CDR Jeff Janszen  
Deputy Sector Commander |         |
| Marine Corps Recruit Depot | Mr. Rick Huenefeld  
Community Liaison Officer |          | Lt.Col. Michael P. Rohlfs  
Assistant Chief of Staff, Logistics  
Capt. Gloria Chiu  
Logistics Operation Officer |         |
| Marine Corps Installation West | Mr. Tom Caughlan  
Program Manager, Governmental and External Affairs |          | Mr. Sam Jammal  
Deputy Community Plans & Liaison Officer |         |
| Navy – Southwest Division Naval Facilities Engineering Command  
(Seat B) | Steve Chung  
Regional Community Plans Liaison Officer |          | David Hulse  
Intergovernmental Planner |         |

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City Manager |          | Tom Ritter  
Assistant City Manager |         |
| City of Imperial Beach | Andy Hall  
City Manager |          | Greg Wade  
Assistant City Manager |         |
| City of National City | Brad Raulston  
Executive Director |          |           |         |
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<td>Jeff Hunt</td>
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<td>Joel Valenzuela</td>
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<td>Aimee Heim</td>
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<td>Director of Maritime Operations</td>
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### SIGN IN SHEET

San Diego Regional Military Working Group

Monday, April 27, 2015  
9:00am – 11:00 am  
Conference Room 7

YOU ARE NOT REQUIRED TO SIGN-IN, however, if you would like SANDAG staff to know that you attended this meeting and want to provide a method of contacting you, please fill in the information below. Please note that SANDAG's sign-in sheets are public records and may be disclosed to the public upon request.

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<th>NAME</th>
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<td>John Doe</td>
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<td>Jane Smith</td>
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<td>Mary Brown</td>
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<td>Richard Lee</td>
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<td>David White</td>
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<td>Nancy Green</td>
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<td>Michael Grey</td>
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<td>Susan Black</td>
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<td>Charles Brown</td>
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DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN

File Number 3102000

Introduction

The Draft San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

Discussion

The following sections present a brief overview of the Regional Plan, which is followed by a discussion of the public input process as well as the major milestones leading to the anticipated adoption of the Regional Plan in fall 2015.

A Vision of Healthy and Thriving Communities

The San Diego region’s changing patterns of land use – where we live, work, and play – give us an exciting opportunity to build a smarter transportation system that reflects these changes and serves people’s evolving needs and desires. The Regional Plan is designed to strike a balance among competing interests and champions a sustainable San Diego region for generations to come. Central to the Regional Plan is its vision:

“To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.”

The path toward achieving these goals includes several objectives: Habitat and Open Space Preservation; Regional Economic Prosperity; Environmental Stewardship; Mobility Choices; Partnerships and Collaboration; and Healthy and Complete Communities.
The Sustainable Communities Strategy

The updated general plans for San Diego’s local jurisdictions call for a region that grows more strategically than in the past, concentrating new housing and jobs in existing urban areas while preserving open space. To accomplish this, the Regional Plan’s SCS demonstrates how the regional development pattern, transportation network, policies, and programs can work together to achieve greenhouse gas (GHG) emission targets for cars and light trucks. The California Air Resources Board has set a target for the San Diego region to lower GHG emissions by 7 percent per capita by 2020, and by 13 percent per capita by 2035, compared with a 2005 baseline. The Regional Plan’s SCS will result in lowered GHG emissions that will exceed the state’s targets, reaching per capita reductions of 18 percent by 2020 and 24 percent by 2035.

The SCS includes the following five building blocks:

1. A land use pattern that accommodates the San Diego region’s future employment and housing needs, and protects sensitive habitats and resource areas.

2. A transportation network of public transit, Express Lanes and highways, local streets, bikeways, and walkways built and maintained with reasonably expected funding.

3. Managing demands on our transportation system (also known as Transportation Demand Management) in ways that reduce or eliminate traffic congestion during peak periods of demand.

4. Managing our transportation system (also known as Transportation System Management) through measures that maximize the overall efficiency of the transportation network.

5. Innovative pricing policies and other measures designed to reduce the number of miles people travel in their vehicles as well as traffic congestion during peak periods of demand.

Investing in Mobility for a Changing Region

The Regional Plan outlines nearly $204 billion in transportation investments, paid for by local, state, and federal tax dollars. Projects will be phased in as funds become available, but the goal is to complete these projects as early as possible to provide more travel choices. The Regional Plan’s investment strategy focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote carpooling, public transit, and other alternatives to driving alone.

The Regional Plan’s public transit improvements include: double-tracking of the Amtrak and COASTER corridor and improved stations; SPRINTER double-tracking, which will enable services every 10 minutes; new Trolley lines from San Ysidro to Carmel Valley, Pacific Beach to El Cajon, Downtown San Diego to San Diego State University via Mid-City, and University City to Sorrento Valley; expanded Rapid bus services; streetcars; and local bus enhancements. Additionally, the Regional Plan includes full implementation of the regional bike network, plus safety improvements near public transit projects, highway interchanges, and schools to promote walking and biking.

The Regional Plan also includes more Express Lanes to encourage carpooling and better accommodate expanded public transit services. Features will include dynamic pricing, multiple
access points to regular highway lanes, and direct access ramps for carpools and toll-paying customers. Net revenues generated on those lanes will be used to support public transit operations.

**Using the Latest Technology to Build a 21st Century Transportation System**

To make our transportation system as efficient and user-friendly as possible, the Regional Plan envisions a network of cost-effective, high-tech tools to help transportation managers keep the system running smoothly, and to help travelers make their trips faster, more efficient, and trouble-free. These enhancements are included as Transportation Demand Management and Transportation System Management solutions in the Regional Plan. Technology embedded into the transportation system will grow even more useful when it is linked to smart phones, tablets, and other devices. In addition, future vehicle automation technology will provide additional opportunities to optimize use of San Diego’s corridors.

**A Regional Plan that Promotes Sustainability and Health**

All the transportation improvements outlined in the Regional Plan are designed to serve new patterns of land use – a future with increasingly compact communities that demand a mix of easy-to-use and efficient public transit, more opportunities to walk and bike, and more efficient roadways.

Meeting these demands will support healthier communities, while protecting the environment and preserving more open space. Air quality has improved significantly over the past four decades, and the transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout the San Diego region while lowering GHG emissions.

**Financing Our Future**

The Regional Plan is based on current and reasonably available financial resources that are applied to the estimated capital, operating, maintenance, and rehabilitation costs of the region’s transportation system phased through 2050.

Total revenues estimated to come into the region over the 35-year span of the Regional Plan are estimated at $204 billion. All revenues have been escalated to the year that the money will be spent. The investment plan is funded by a combination of local, state, and federal revenues. Local funds make up 48 percent of the projected revenue, state funds make up 34 percent, and federal funds amount to 18 percent, with revenues phased by decade.

**Economic Analysis**

The Regional Plan’s economic analysis shows that the benefits of the Regional Plan outweigh the costs by a factor of almost two-to-one, meaning that for every dollar invested in the Regional Plan, San Diegans will receive almost two dollars of benefit. Among the tangible economic benefits of implementing the Regional Plan over the next 35 years are an average of roughly 53,000 new jobs per year, an annual increase of $13 billion in gross regional product, and an annual increase of nearly $6 billion in income.
Public Input and the Adoption Process

SANDAG implemented a comprehensive public outreach and involvement program to support the development of the Regional Plan and its SCS. The Regional Plan Public Involvement Program is based on the SANDAG Public Participation Plan, which was adopted by the Board of Directors in 2012. Efforts to involve the public in the development of the Regional Plan have been tracked and recorded to chronicle the large number and wide range of activities organized and held by SANDAG beginning in 2012.

The next step will be to obtain public input on the Draft Regional Plan. To do this, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences to include them in the transportation planning process. To support this goal, Community Based Organizations working with SANDAG to engage lower-income and minority communities as well as seniors, disabled, and other stakeholder groups, have been conducting ongoing outreach throughout the development of the Draft Regional Plan and will continue these efforts through the public review period. The closing date for public comments on the Draft Regional Plan and its SCS is proposed for 55-days after distribution of the Draft EIR.

SANDAG will hold various subregional workshops and public hearings in May 2015 to allow for public comment on the Draft Regional Plan and its SCS and the Draft EIR. The schedule and format of the workshops will provide opportunities for questions and answers with technical staff, public comments to be submitted, and information to be shared. The public workshops have been scheduled at times and locations that will provide the best options for public participation.

Upon action by the Board of Directors, the Draft Regional Plan and its SCS will be distributed to local jurisdictions, the Metropolitan Transit System, the North County Transit District, Caltrans, and other interested parties, and will be available on the SANDAG website and on the San Diego Forward: The Regional Plan website. The Draft EIR will be released as soon as it is available in May 2015, and a deadline for public comment on the Draft EIR will be 55-days after distribution. Anticipated major milestones include:

- April 24, 2015: Release of the Draft Regional Plan and its SCS
- May 2015: Release of the Draft EIR
- May 12-28, 2015: Subregional Workshops on the Draft Regional Plan/SCS/EIR
- June 12, 2015: Public hearing at the Board of Directors Policy meeting (note that a second public hearing will be scheduled at another location before the close of the public comment period and will be widely publicized)
- July 2015: Close of public comment period for the Draft Regional Plan and its SCS and the Draft EIR (date to be determined based on release of Draft EIR)
July 2015: Transportation Committee, Regional Planning Committee, and Board of Directors review of Draft Regional Plan/SCS/EIR public comments

September 25, 2015: Board of Directors certifies Final EIR, approves air quality conformity finding, and adopts Final Regional Plan and its SCS

Note: The Draft Regional Plan, SCS and Appendices may be obtained from the SANDAG website at www.sandag.org or from the San Diego Forward: The Regional Plan website at www.sdforward.com. CDs of the entire document will be available upon acceptance of the release by the Board of Directors free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft Regional Plan in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
OVERVIEW OF THE
DRAFT ENVIRONMENTAL IMPACT REPORT FOR
SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS
SUSTAINABLE COMMUNITIES STRATEGY

Introduction

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for the Draft San Diego Forward: The Regional Plan (Regional Plan) (and its Sustainable Communities Strategy [SCS]) for a 55-day public review and comment period. Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR is designed to inform the Board of Directors and the public about the significant environmental impacts of the Regional Plan and its SCS, and to identify mitigation measures and alternatives to avoid or reduce those significant impacts. This report provides an overview of the Draft EIR and its contents, with emphasis on the analysis of certain environmental issues: air quality, greenhouse gas (GHG) emissions, transportation, mitigation, and alternatives. It also summarizes the process that will be used to present the Final EIR to the Board of Directors for its consideration prior to making a decision on the adoption of the Regional Plan in fall 2015.

Discussion

Contents of the Draft EIR

The Draft EIR is a program-level document that analyzes the impacts of the entire Regional Plan – both its planned investments in transportation network improvements and programs, as well as the San Diego region’s forecasted growth and land use pattern. These characteristics of the Regional Plan are described in the Project Description chapter of the Draft EIR. The impact analysis uses the best available information to project future environmental conditions under Regional Plan implementation out to the year 2050, and then compares them to existing environmental conditions in the year 2012, the starting point for preparation of the Regional Plan and this EIR.

In addition to the year 2050, the impact analysis looks at the years 2020 and 2035 in order to identify the incremental impacts to the environment that would occur as the Regional Plan is implemented over the next 35 years. Given the uncertainty and limitations inherent in predicting the environmental impacts of varied transportation capital projects, operational improvements, and programs, as well as land use changes resulting from the region’s forecasted growth across a long-term period for the entire region, the projections of future environmental conditions are
indications of relative changes that would be caused by the Regional Plan, based on the best information and tools that are available today; they are not precise predictions.

The impact analysis identifies significance criteria used to determine when the future change in the environment caused by the Regional Plan constitutes a “significant” impact. Where the analysis shows that the Regional Plan would cause significant impacts, the Draft EIR identifies mitigation measures that, if adopted, would avoid or substantially lessen the significant impact. In addition, a separate Draft EIR chapter identifies and evaluates alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan’s basic objectives.

The Draft EIR impact analysis addresses the impacts of the Regional Plan’s regional growth and land use change, and transportation network improvements and programs for 2020, 2035, and 2050 for the following 16 distinct resource areas:

- Aesthetics and Visual Resources
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Energy
- Geology, Soils, and Mineral Resources
- GHG Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise and Vibration
- Population and Housing
- Public Services and Utilities
- Transportation
- Water Supply

In addition to the impact analysis and alternatives analysis, the Draft EIR also addresses other topics required by CEQA, including cumulative impacts, growth inducement, and significant irreversible impacts.

While all aspects of the Draft EIR are important to understand the environmental impacts of implementing the Regional Plan, the following topics have been the subject of the majority of the discussion by the public: air quality, GHG emissions, transportation, mitigation, and alternatives.

Air Quality

The Draft EIR identifies five significance criteria to cover various issues related to air quality. Of particular note are significance criteria AQ-2 and AQ-4, which address the health impacts of exposure to particulate emissions and toxic air contaminant emissions, respectively. Both AQ-2 and AQ-4 account for emissions generated by the Regional Plan’s transportation network improvements and programs, and also where people within the land use patterns in the Regional Plan would be exposed to substantial pollutant concentrations. As described previously, both analyses use the best available tools and information, but given modeling limitations and the uncertainty of estimates, the results show relative exposure to pollution rather than precise predictions.
Health Impacts from Exposure to Particulate Emissions

In AQ-2, the Draft EIR identifies the areas along the San Diego region's freeways and highways where, under Regional Plan implementation, localized concentrations of particulate matter (called PM\textsubscript{10} and PM\textsubscript{2.5}) would exceed air quality standards. The Draft EIR estimates the number of residents, housing units, and schools in these areas, and describes the health impacts associated with short-term and long-term exposure to PM\textsubscript{10} and PM\textsubscript{2.5}, including aggravated asthma, chronic bronchitis, and decreased lung function. By 2050, the Draft EIR estimates that approximately 8,000 people, 2,500 housing units, and 5 schools would be located in areas in which PM\textsubscript{10} concentrations exceed the 24-hour California standard. These areas are located throughout the region, including along Interstate 15 in Fallbrook, State Route 125 in Otay Mesa, Interstate 805 in southeastern San Diego, Interstate 5 (I-5) near State Route 56, and State Route 78 near I-5.

Cancer Risk and Noncancer Health Impacts from Exposure to Toxic Air Contaminants

In AQ-4, the Draft EIR identifies locations where the Regional Plan is expected to expose people to substantial concentrations of toxic air contaminants (TACs), the resulting cancer risks, and noncancer health impacts. To conduct this analysis, SANDAG asked the following three questions, which are used in EIRs prepared by agencies throughout California:

1. Does the Regional Plan increase cancer risk by more than 10 chances in 1 million compared to the total risk in 2012?

2. Does the Regional Plan expose sensitive receptors\textsuperscript{1} to total cancer risks above 100 in 1 million?

3. Does the Regional Plan increase noncancer health impacts as measured by a total hazard index above 1.0?

The cancer risk of a given area is a measure of any one person’s likelihood of contracting cancer; it is not a measure of how many people will contract cancer. For example, for an area with an increase in cancer risk of 10 in 1 million, any one person’s likelihood of contracting cancer would increase by 10 chances in 1 million (i.e., increased likelihood of contracting cancer would increase by 0.001 percent); for an area with a total cancer risk of 100 in 1 million, any one person’s likelihood of contracting cancer is 100 in 1 million, or 0.01 percent. In estimating any one person’s cancer risk, the analysis assumes, in accordance with State of California guidelines, that person would stay in the same place for 30 years, 7 days a week, 24 hours a day, 350 days a year. The analysis follows the most recent state guidance and utilizes conservative assumptions to calculate exposure to TACs. Accordingly, it is designed to provide a conservative estimate of cancer risk and likely overestimates actual impacts that would occur.

Similar to AQ-2, the Draft EIR estimates the number of residents, housing units, and schools in these areas. By 2050, the Draft EIR estimates that approximately 220,000 people, more than 74,000 housing units, and 93 schools would be exposed to increases in cancer risk that exceed 10 chances in 1 million; about 164,000 people, more than 58,000 housing units, and 86 schools are expected to be exposed to total cancer risks that exceed 100 chances in 1 million. By 2050, these

\textsuperscript{1} Sensitive receptors include but are not limited to hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are thought to be more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants.
areas would be located throughout the region along significant portions of most major freeways and highways.

**Greenhouse Gas Emissions**

The Draft EIR identifies four significance criteria to address GHG emissions impacts, including GHG-2 and GHG-3, in which the analysis concludes the Regional Plan would not conflict with Assembly Bill 32 (Pavley, 2002) or Senate Bill 375 (Steinberg, 2008). Of particular note is significance criterion GHG-4, which examines whether the Regional Plan is inconsistent with the goals of two Executive Orders: one which calls for reduction of California’s GHG emissions to 40 percent below 1990 levels by 2030, and the other for 80 percent reduction below 1990 levels by 2050 (EO-B-30-15 and EO S-3-05). While noting that there is no requirement that the San Diego region’s emissions be reduced by the same percentages (“equal share”) called for in the Executive Orders’ statewide goals for all emission sectors, the analysis identifies 2035 and 2050 emissions reduction reference points for the region using the Executive Orders’ statewide reduction goals. It concludes that while total regional emissions in 2035 and 2050 would be about 28 percent and 27 percent lower, respectively, than the 2012 emissions level, total GHG emissions would be higher than the region’s “equal share” of statewide emissions reduction goals expressed in the Executive Orders. Therefore, the region’s total GHG emissions levels are considered significant impacts in 2035 and 2050 under GHG-4.

**Transportation**

The Draft EIR identifies four significance criteria to address transportation issues. Of particular note is significance criterion T-1, which addresses changes in per capita and total Vehicle Miles Traveled (VMT). While noting that average daily VMT per capita decreases under the Regional Plan, from about 25.2 miles per day in 2012 to 23.4 miles per day in 2050, the analysis reports that total VMT would increase under the Regional Plan from about 79 million miles per year in 2012 to just over 95 million miles per year in 2050, an increase of about 20 percent, which is lower than the forecasted population increase of 29 percent by 2050. While population growth is the main cause of the total VMT increase and the amount of driving per person would decrease under the Plan, the analysis nevertheless concludes that the total VMT increases are considered a significant impact.

**Mitigation Measures to Reduce Significant Impacts**

For each issue area analyzed in the Draft EIR, a conclusion is made to indicate if the Regional Plan would have a significant impact on the environment. For those issue areas where a significant impact has been identified, mitigation measures or project alternatives are identified to reduce the significant impact. For the issue areas described above (Air Quality, GHG Emissions, and Transportation), many of the mitigation measures outlined in the Draft EIR would relate to all three impact areas due to their interconnected nature. Described in detail in the Draft EIR, some of the mitigation measures include:

- Modify grant criteria to award projects that reduce GHG emissions
- Adopt a Mobility Hub Strategy to reduce GHG emissions
- Fund electric vehicle charging infrastructure
- Adopt Plan for Alternative Transportation Fuels
• Assist local agencies with the preparation of climate action plans

In addition to the measures outlined above, the Draft EIR identifies measures that SANDAG will implement to reduce impacts associated with construction projects. Further, the Draft EIR identifies mitigation measures that local agencies can and should adopt during planning, design, and implementation of the projects they approve. SANDAG has identified these measures, because the Regional Plan addresses impacts of regional growth and transportation, which includes implementation of projects over which SANDAG will not have authority.

Alternatives

In Chapter 6.0, the Draft EIR examines alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan’s basic objectives. In addition to the CEQA-required ‘No Project’ Alternative, the Draft EIR considers seven alternatives in detail (Attachment 1). The characteristics of the alternatives are in large part based on major transportation investments and policy options that members of the public and stakeholders suggested would lead to major reductions in VMT and related reductions in GHG emissions and air quality impacts, including but not limited to:

• Advancing public transit (capital and operations) and active transportation investments to 2025 (the first 10 years of the Regional Plan)

• Including investments from the unconstrained transit network (e.g., investments for which available funding was not identified in the Regional Plan)

• Delaying and eliminating general purpose highway and Managed Lane investments

• Converting existing general purpose lanes to Managed Lanes

• Providing more compact land use patterns

• Substantially lowering transit fares

• Substantially increasing the price of parking

• Substantially increasing the cost of driving

Alternative 5D is considered the environmentally superior alternative, and would achieve the greatest reductions in total VMT, GHG emissions, and air pollutant emissions, although total VMT would still increase by about 7.2 million miles per year, or 9 percent, by 2050, compared to an increase of about 15.7 million miles per year, or 20 percent, under the Regional Plan. To be implemented, however, Alternative 5D would require a major state road pricing policy change, and major changes in land use policies, parking policies, and transit funding. The results indicate that total reductions in VMT below the 2012 level are not feasible in light of the forecasted increase of nearly one million more people in the region by 2050.
Process to Complete the Final EIR

The public review period for the Draft EIR ends on July 15, 2015. At that time, SANDAG will prepare written responses to all comments received regarding the adequacy of the Draft EIR. SANDAG will make any appropriate modifications to the Draft EIR, and along with the public comments and responses, will present the information to the Board of Directors for its consideration prior to making a decision on the adoption of The Regional Plan.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Summary of Action Alternatives Considered in the EIR

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                     Andrew Martin, (619) 595-5375, andrew.martin@sandag.org
# Summary of Action Alternatives Considered in the Draft EIR for the Regional Plan and Sustainable Communities Strategy (SCS)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>A. Transit(^2)</th>
<th>B. Active(^3)</th>
<th>C. Managed Lanes(^4)</th>
<th>D. Highway(^5)</th>
<th>E. Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>All revenue constrained by 2025</td>
<td>All projects by 2025</td>
<td>If support <em>Rapid</em>, same as column A. If not, same as column D.</td>
<td>No change</td>
<td>SCS Land Use</td>
</tr>
<tr>
<td>3</td>
<td>All revenue constrained by 2025</td>
<td>All projects by 2025</td>
<td>If support <em>Rapid</em>, same as column A. If not, same as column D.</td>
<td>Delay all to 2050</td>
<td>SCS Land Use</td>
</tr>
<tr>
<td>4</td>
<td>All revenue constrained and unconstrained by 2025</td>
<td>All projects by 2025</td>
<td>If support <em>Rapid</em>, same as column A. If not, same as column D. Reduce scope of MLs: Eliminate proposed increases to 4ML where 2ML already exist, reduce proposed increases to 4ML to 2ML</td>
<td>Eliminate</td>
<td>Smart Growth Area Intensification</td>
</tr>
<tr>
<td>5A</td>
<td>All revenue constrained and unconstrained by 2025</td>
<td>All projects by 2025</td>
<td>Eliminate. Convert existing general purpose lanes to MLs to operate proposed <em>Rapid</em> routes.</td>
<td>Eliminate</td>
<td>SCS Land Use</td>
</tr>
<tr>
<td>5B</td>
<td>Same as Alternative 5A</td>
<td></td>
<td></td>
<td></td>
<td>Dense Cores</td>
</tr>
<tr>
<td>5C</td>
<td>Same as Alternative 5A + New Transit and Parking Policies</td>
<td></td>
<td></td>
<td></td>
<td>Dense Cores</td>
</tr>
<tr>
<td>5D</td>
<td>Same as Alternative 5A + New Transit and Parking Policies + Increased Auto Operating Cost</td>
<td></td>
<td></td>
<td></td>
<td>Dense Cores</td>
</tr>
</tbody>
</table>

\(^1\) Each action alternative makes the following assumptions: Advance Urban Core bus route 10-minute all-day frequency improvements to 2025 (2035 under proposed Regional Plan). New toll lanes remain the same as the proposed Regional Plan. Removal of tolls on State Route 125 remains the same as the proposed Regional Plan.

\(^2\) Transit = COASTER, SPRINTER, Trolley, *Rapid*, Streetcar, San Marcos Shuttle, Airport Express, Intermodal, and Other (vehicles, system rehabilitation, regulatory compliance, park-and-ride).

\(^3\) Active = Regional Bike Network Project List.

\(^4\) Managed Lanes (ML) = managed lanes and managed lane connectors.

\(^5\) Highway = general purpose lanes, operational improvements, freeway connectors.