



MID-COAST CORRIDOR TRANSIT PROJECT

Final Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report Volume 1

State Clearinghouse No. 2010051001

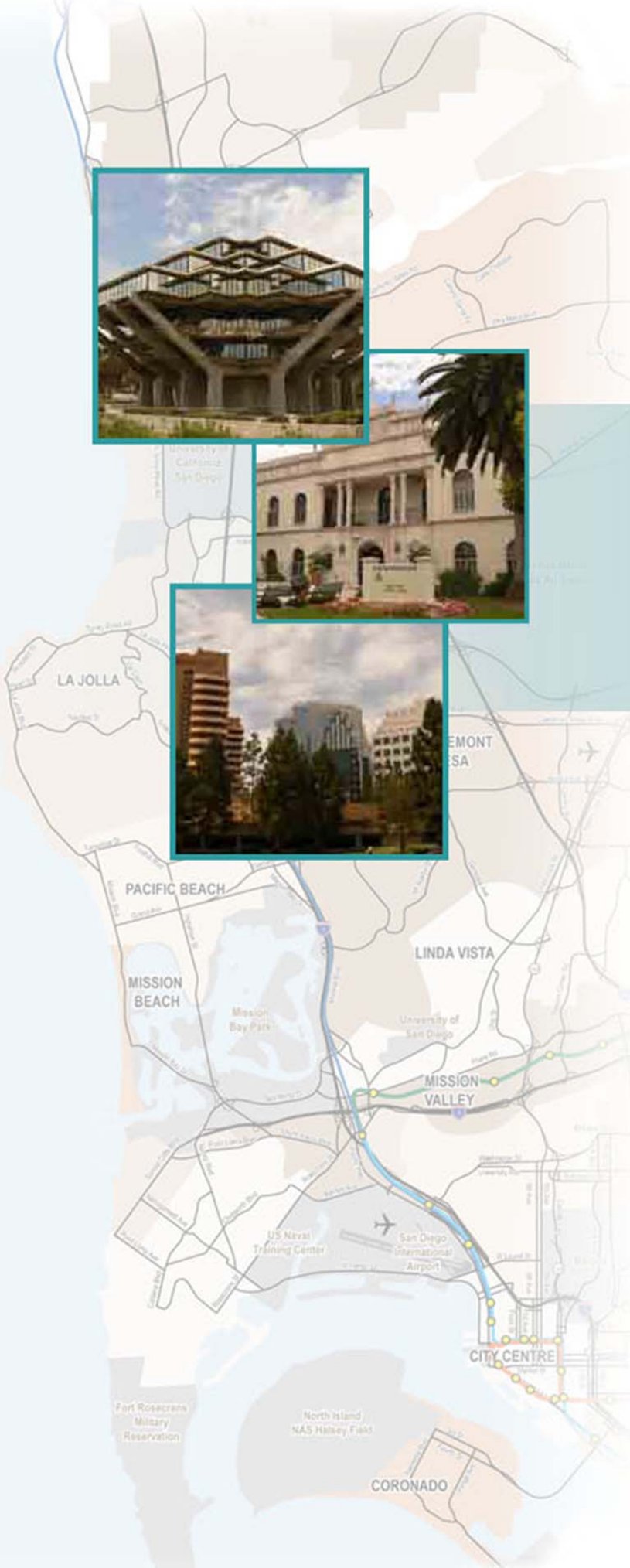
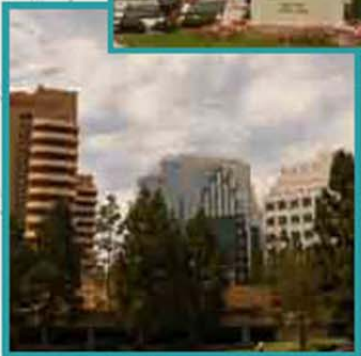
U.S. Department of
Transportation
Federal Transit
Administration



and the
San Diego Association of
Governments



September 2014





**Mid-Coast Corridor Transit Project
San Diego, California**

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

PREPARED PURSUANT TO:

National Environmental Policy Act of 1969, § 102 (42 United States Code [USC] § 4332); Federal Transit Law (49 USC Chapter 53); Public Law 112-141, 126 Statute 405, Section 1319(b); Clean Water Act, § 404 (33 USC § 1344); Clean Air Act (42 USC § 7401 *et seq.*); Endangered Species Act (7 USC § 136; 16 USC § 1531 *et seq.*); National Historic Preservation Act, § 106 (16 USC § 470f); Department of Transportation Act, § 4(f) (49 USC § 303); 49 Code of Federal Regulations (CFR) § 622.101; 23 CFR Parts 771 and 774; 36 CFR Part 800; 40 CFR Parts 51, 93 and 1500-1508; and Executive Orders 11988 (Floodplain Management) and 12898 (Environmental Justice).

by the

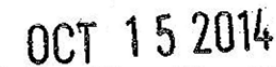
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

and the

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)



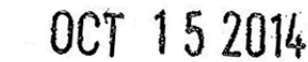
Leslie T. Rogers
Regional Administrator, Region IX
Federal Transit Administration



Date of Approval



Gary Gallegos
Executive Director
San Diego Association of Governments



Date of Approval



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ABSTRACT

The Federal Transit Administration and the San Diego Association of Governments (SANDAG) have completed Preliminary Engineering and preparation of a Final Supplemental Environmental Impact Statement (SEIS) for the Mid-Coast Corridor Transit Project in San Diego, San Diego County, California. The Proposed Action would extend the Trolley Blue Line from the Santa Fe Depot in Downtown San Diego to the University Towne Centre (UTC) Transit Center in University City, providing continuous service from the San Ysidro Transit Center at the U.S.–Mexico international border to University City. The Record of Decision (ROD) issued by the FTA for the Mid-Coast Corridor Transit Project is combined with this Final SEIS.

This combined Final SEIS and ROD addresses public and agency comments received on both the Draft SEIS and the focused Supplemental Environmental Impact Statement prepared for the impact to the federally endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*) not evaluated in the Draft SEIS. It also describes the impacts and benefits of the alternatives under consideration within the Mid-Coast Corridor, as well as measures for avoiding or mitigating any adverse or significant impacts. The alternatives considered include a No-Build Alternative and a Refined Build Alternative. The Refined Build Alternative is the Mid-Coast Corridor Transit Project, or project, approved by the SANDAG Board of Directors for evaluation in this Final SEIS. The Refined Build Alternative would extend the existing Trolley Blue Line from the Santa Fe Depot north to the Old Town Transit Center via the existing Trolley tracks, and then north along new tracks for 10.9 miles to the UTC Transit Center. Nine new stations would be built at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration Medical Center, University of California, San Diego (UCSD) West Campus, UCSD East Campus, Executive Drive, and the UTC Transit Center.

The Refined Build Alternative would result in adverse and unavoidable impacts on traffic. Construction of the Refined Build Alternative would result in adverse impacts related to air quality exceedances of nitrogen oxides and carbon dioxide, noise, and localized impacts on roadway and pedestrian traffic, transit, and the parking supply. Overall, however, the project would have a beneficial effect on various elements of the built and natural environments, including improvements to mobility and accessibility, air quality, and energy. The Refined Build Alternative also supports established land-use plans and policies. A more detailed documentation of impacts and mitigation measures is provided in this Final SEIS.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, CONTACT:

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Visit the Mid-Coast Corridor Transit Project Web site (www.sandag.org/midcoast) where you can view and download the Draft SEIS, the Supplemental Environmental Impact Statement, and the combined Final SEIS and ROD and request a compact disc of the documents. Printed



copies of the combined Final SEIS and ROD are available for review and purchase at the SANDAG offices at the address listed above; compact discs are available free of charge.

Printed copies of the combined Final SEIS and ROD have been placed in the following public libraries: Balboa Branch Library, City of San Diego Central Library, Clairemont Branch Library, Kensington-Normal Heights Branch Library, La Jolla/Riford Branch Library, Linda Vista Branch Library, Mesa College Library, Mission Hills Branch Library, Mission Valley Branch Library, North Clairemont Branch Library, North Park Branch Library, North University Community Branch Library, Ocean Beach Branch Library, Pacific Beach/Taylor Branch Library, Point Loma/Hervey Branch Library, San Diego County Public Law Library, Serra Mesa-Kearny Mesa Branch Library, University Community Branch Library, University Heights Branch Library, UCSD Geisel Library, and University of San Diego Copley Library.



FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

LEAD AGENCY: San Diego Association of Governments

STATE CLEARINGHOUSE NO.: 2010051001

TITLE OF PROPOSED ACTION: Mid-Coast Corridor Transit Project

ABSTRACT:

The San Diego Association of Governments (SANDAG) has completed Preliminary Engineering and preparation of a Final Subsequent Environmental Impact Report (SEIR) for the Mid-Coast Corridor Transit Project in San Diego, San Diego County, California. The proposed project would extend the Trolley Blue Line from the Santa Fe Depot in Downtown San Diego to the University Towne Centre (UTC) Transit Center in University City, providing continuous service from the San Ysidro Transit Center at the U.S.–Mexico international border to University City. This Final SEIR addresses public and agency comments received on both the Draft SEIR and the focused Supplement to the Subsequent Environmental Impact Report prepared for the impact to the federally endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*) not evaluated in the Draft SEIR. It also describes the impacts and benefits of the alternatives under consideration within the Mid-Coast Corridor, as well as measures for avoiding or mitigating any adverse or significant impacts. The alternatives considered include a No-Build Alternative and a Refined Build Alternative. The Refined Build Alternative is the Mid-Coast Corridor Transit Project, or project, approved by the SANDAG Board of Directors for evaluation in this Final SEIR. The Refined Build Alternative would extend the existing Trolley Blue Line from the Santa Fe Depot north to the Old Town Transit Center via the existing Trolley tracks, and then north along new tracks for 10.9 miles to the UTC Transit Center. Nine new stations would be built at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration Medical Center, University of California, San Diego (UCSD) West Campus, UCSD East Campus, Executive Drive, and the UTC Transit Center. The Refined Build Alternative would result in significant and unavoidable impacts on traffic. Construction of the Refined Build Alternative would result in significant impacts related to air quality exceedances of nitrogen oxides and carbon dioxide, and localized impacts on roadway and pedestrian traffic, transit, and parking supply. Overall, however, the project would have a beneficial effect on various elements of the built and natural environments, including improvements to mobility and accessibility, air quality, and energy. The Refined Build Alternative also supports established land-use plans and policies. A more detailed documentation of impacts and mitigation measures is provided in this Final SEIR.

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Visit the Mid-Coast Corridor Transit Project Web site (www.sandag.org/midcoast) to view and download the Draft and Final SEIR, the Supplement to the Subsequent Environmental Impact Report, and request a compact disc of the documents. Printed copies of the Final SEIR are available for review and purchase at the SANDAG offices at the address listed above; compact discs are available free of charge.

This Final SEIR supplements the *Mid-Coast Corridor Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report* (Metropolitan Transit Development Board [MTDB], 1995a), the *Final Environmental Impact Report for the Mid-Coast Corridor* (MTDB, 1995b), and the *Mid-Coast Corridor Transit Project Draft SEIS/SEIR* (SANDAG, 2013a). Copies of these documents also are available to view and download on the Web site.

Printed copies of the Final SEIR have been placed in the following public libraries: Balboa Branch Library, City of San Diego Central Library, Clairemont Branch Library, Kensington-Normal Heights Branch Library, La Jolla/Riford Branch Library, Linda Vista Branch Library, Mesa College Library, Mission Hills Branch Library, Mission Valley Branch Library, North Clairemont Branch Library, North Park Branch Library, North University Community Branch Library, Ocean Beach Branch Library, Pacific Beach/Taylor Branch Library, Point Loma/Hervey Branch Library, San Diego County Public Law Library, Serra Mesa-Kearny Mesa Branch Library, University Community Branch Library, University Heights Branch Library, UCSD Geisel Library, and University of San Diego Copley Library.

The SANDAG Board of Directors will hold a meeting to certify the Final SEIR and approve the Mid-Coast Corridor Transit Project; oral testimony will be accepted during this meeting. A notice of this meeting will be sent to all whom submitted comments on the Draft SEIR and Supplement to the Subsequent Environmental Impact Report, as well as to property owners where temporary easements and/or permanent easements or acquisitions are required by the project.



Table of Contents

Volume 1

TITLE PAGE

ABSTRACT

ACRONYMS AND ABBREVIATIONS

S.0 EXECUTIVE SUMMARY S-1

S.1 Mid-Coast Corridor Description S-2

S.2 Purpose and Need S-5

S.3 Alternatives Considered S-5

 S.3.1 No-Build Alternative S-9

 S.3.2 Refined Build Alternative S-9

S.4 Environmental Impacts and Mitigation Measures S-12

S.5 Financial Feasibility S-33

S.6 Public Outreach, Agency Consultation, and Coordination S-33

S.7 Areas of Controversy and Issues to be Addressed S-35

S.8 Next Steps S-37

S.9 Intended Use S-37

1.0 PURPOSE AND NEED 1-1

1.1 Project Background 1-2

1.2 Mid-Coast Corridor Description 1-3

 1.2.1 Population and Employment 1-5

 1.2.2 Land Use 1-5

 1.2.3 Trip Purposes and Travel Patterns 1-7

 1.2.4 Major Transit Markets 1-10

1.3 Corridor Transportation Facilities and Services 1-11

 1.3.1 Transit System 1-11

 1.3.2 Highway System 1-16

1.4 Transportation System Performance 1-17

 1.4.1 Regional Goals 1-17

 1.4.2 Transit System Performance 1-18

 1.4.3 Highway System Performance 1-22

1.5 Purpose and Need for the Mid-Coast Corridor Transit Project 1-25

1.6 Other Project Goals 1-26

 1.6.1 Livability 1-26

 1.6.2 Sustainability 1-26

 1.6.3 Equity 1-27

2.0 ALTERNATIVES CONSIDERED 2-1

2.1 Development of Alternatives 2-1

 2.1.1 Prior Studies and Actions 2-1

 2.1.2 Additional Studies and Refinements to Prior LPA 2-3

2.2 Description of Alternatives Evaluated in the Draft SEIS/SEIR 2-8

 2.2.1 No-Build Alternative 2-8

 2.2.2 Build Alternative 2-15



- 2.3 Refinements to the Build Alternative2-16
 - 2.3.1 Addition of VA Medical Center Station Option2-18
 - 2.3.2 Elimination of the Genesee Avenue Design Option.....2-18
 - 2.3.3 Refinements to LRT Alignment.....2-19
 - 2.3.4 Refinements to Stations.....2-19
 - 2.3.5 Refinements to Traction Power Substations.....2-22
 - 2.3.6 Refinements to Construction Staging Areas.....2-26
 - 2.3.7 Other Engineering Refinements2-26
- 2.4 Description of the Refined Build Alternative in the Final SEIS/SEIR2-26
 - 2.4.1 Alignment.....2-30
 - 2.4.2 Stations.....2-36
 - 2.4.3 Trolley Vehicle Fleet and Maintenance Facilities.....2-45
 - 2.4.4 Power System and Signaling.....2-45
 - 2.4.5 Operating Plan.....2-48
 - 2.4.6 Schedule.....2-52
- 3.0 TRANSPORTATION IMPACTS3-1**
 - 3.1 Travel Demand Forecasting Model3-3
 - 3.2 Travel Demand and Patterns3-3
 - 3.3 Existing Conditions3-5
 - 3.3.1 Transit System and Performance3-5
 - 3.3.2 Freeway and Roadway System and Performance3-14
 - 3.3.3 Bicycle and Pedestrian System3-26
 - 3.3.4 Parking3-29
 - 3.3.5 Freight3-30
 - 3.3.6 Airports3-30
 - 3.4 Transportation Impacts and Mitigation3-30
 - 3.4.1 Transit System Impacts3-31
 - 3.4.2 Freeway and Roadway Impacts3-50
 - 3.4.3 Bicycle and Pedestrian System Impacts.....3-74
 - 3.4.4 Parking Impacts.....3-77
 - 3.4.5 Freight Impacts.....3-85
 - 3.4.6 Indirect and Cumulative Impacts3-88
 - 3.4.7 Transportation Impacts during Construction.....3-92
- 4.0 ENVIRONMENTAL ANALYSIS, CONSEQUENCES, AND MITIGATION4-1**
 - 4.1 Land Use Plans and Policies.....4-4
 - 4.1.1 Regulatory Background and Methodology.....4-4
 - 4.1.2 Affected Environment4-7
 - 4.1.3 Environmental Impacts4-10
 - 4.1.4 Mitigation Measures.....4-13
 - 4.1.5 California Environmental Quality Act Determination.....4-13
 - 4.2 Community and Neighborhoods.....4-16
 - 4.2.1 Regulatory Background and Methodology.....4-16
 - 4.2.2 Affected Environment4-17
 - 4.2.3 Environmental Impacts4-23
 - 4.2.4 Mitigation Measures.....4-28
 - 4.2.5 California Environmental Quality Act Determination.....4-28



- 4.3 Socioeconomic and Fiscal Impacts4-31
 - 4.3.1 Regulatory Background and Methodology.....4-32
 - 4.3.2 Affected Environment4-33
 - 4.3.3 Environmental Impacts4-33
 - 4.3.4 Mitigation Measures.....4-37
 - 4.3.5 California Environmental Quality Act Determination.....4-37
- 4.4 Visual Resources and Aesthetics4-38
 - 4.4.1 Regulatory Background and Methodology.....4-39
 - 4.4.2 Affected Environment4-40
 - 4.4.3 Environmental Impacts4-44
 - 4.4.4 Mitigation Measures.....4-51
 - 4.4.5 California Environmental Quality Act Determination.....4-52
- 4.5 Air Quality4-58
 - 4.5.1 Regulatory Background and Methodology.....4-58
 - 4.5.2 Affected Environment4-59
 - 4.5.3 Environmental Impacts4-61
 - 4.5.4 Mitigation Measures.....4-64
 - 4.5.5 California Environmental Quality Act Determination.....4-64
- 4.6 Climate Change.....4-66
 - 4.6.1 Regulatory Background and Methodology.....4-66
 - 4.6.2 Affected Environment4-67
 - 4.6.3 Environmental Impacts4-68
 - 4.6.4 Mitigation Measures.....4-69
 - 4.6.5 California Environmental Quality Act Determination.....4-69
- 4.7 Noise and Vibration4-71
 - 4.7.1 Regulatory Background and Methodology.....4-72
 - 4.7.2 Affected Environment4-78
 - 4.7.3 Environmental Impacts4-79
 - 4.7.4 Mitigation Measures.....4-86
 - 4.7.5 California Environmental Quality Act Determination.....4-87
- 4.8 Ecosystems and Biological Resources.....4-89
 - 4.8.1 Regulatory Background and Methodology.....4-90
 - 4.8.2 Affected Environment4-93
 - 4.8.3 Environmental Impacts4-99
 - 4.8.4 Mitigation Measures.....4-111
 - 4.8.5 California Environmental Quality Act Determination.....4-117
- 4.9 Water Resources.....4-120
 - 4.9.1 Regulatory Background and Methodology.....4-120
 - 4.9.2 Affected Environment4-122
 - 4.9.3 Environmental Impacts4-127
 - 4.9.4 Mitigation Measures.....4-129
 - 4.9.5 California Environmental Quality Act Determination.....4-130
- 4.10 Hazardous Materials4-134
 - 4.10.1 Regulatory Background and Methodology.....4-134
 - 4.10.2 Affected Environment4-136
 - 4.10.3 Environmental Impacts4-137
 - 4.10.4 Mitigation Measures.....4-137
 - 4.10.5 California Environmental Quality Act Determination.....4-137



- 4.11 Geotechnical and Seismic Conditions 4-140
 - 4.11.1 Regulatory Background and Methodology..... 4-140
 - 4.11.2 Affected Environment 4-141
 - 4.11.3 Environmental Impacts 4-145
 - 4.11.4 Mitigation Measures..... 4-151
 - 4.11.5 California Environmental Quality Act Determination..... 4-151
- 4.12 Energy 4-154
 - 4.12.1 Regulatory Background and Methodology..... 4-154
 - 4.12.2 Affected Environment 4-155
 - 4.12.3 Environmental Impacts 4-155
 - 4.12.4 Mitigation Measures..... 4-156
 - 4.12.5 California Environmental Quality Act Determination..... 4-156
- 4.13 Safety and Security 4-158
 - 4.13.1 Regulatory Background and Methodology..... 4-158
 - 4.13.2 Affected Environment 4-159
 - 4.13.3 Environmental Impacts 4-160
 - 4.13.4 Mitigation Measures..... 4-165
 - 4.13.5 California Environmental Quality Act Determination..... 4-166
- 4.14 Electromagnetic Interference 4-167
 - 4.14.1 Regulatory Background and Methodology..... 4-167
 - 4.14.2 Affected Environment 4-169
 - 4.14.3 Environmental Impacts 4-170
 - 4.14.4 Mitigation Measures..... 4-172
 - 4.14.5 California Environmental Quality Act Determination..... 4-173
- 4.15 Historic Architectural, Archaeological, and Paleontological Resources 4-175
 - 4.15.1 Regulatory Background and Methodology..... 4-176
 - 4.15.2 Affected Environment 4-182
 - 4.15.3 Environmental Impacts 4-189
 - 4.15.4 Mitigation Measures..... 4-190
 - 4.15.5 California Environmental Quality Act Determination..... 4-191
- 4.16 Utilities 4-192
 - 4.16.1 Regulatory Background and Methodology..... 4-192
 - 4.16.2 Affected Environment 4-192
 - 4.16.3 Environmental Impacts 4-193
 - 4.16.4 Mitigation Measures..... 4-194
 - 4.16.5 California Environmental Quality Act Determination..... 4-194
- 4.17 Construction Impacts..... 4-196
 - 4.17.1 Regulatory Background and Methodology..... 4-198
 - 4.17.2 Construction Activities 4-198
 - 4.17.3 Construction Impacts, Mitigation Measures, and California
Environmental Quality Act Determination 4-202
- 4.18 Growth-Inducing Impacts 4-251
 - 4.18.1 Regulatory Background and Methodology..... 4-251
 - 4.18.2 Environmental Impacts 4-252
 - 4.18.3 Mitigation Measures..... 4-252
 - 4.18.4 California Environmental Quality Act Determination..... 4-253



4.19 Cumulative Impacts4-254

 4.19.1 Regulatory Background and Methodology.....4-254

 4.19.2 Affected Environment4-257

 4.19.3 Environmental Impacts4-257

4.20 Environmental Justice4-273

 4.20.1 Regulatory Background and Methodology.....4-273

 4.20.2 Affected Environment4-275

 4.20.3 Environmental Impacts4-276

 4.20.4 Benefits.....4-282

 4.20.5 Mitigation Measures.....4-283

 4.20.6 Public Outreach4-283

 4.20.7 Summary of Environmental Justice Analysis.....4-284

4.21 Other National Environmental Policy Act and California Environmental Quality Act Considerations4-285

 4.21.1 Relationship between Short-term Uses of the Environment and Long-term Productivity and Irreversible and Irrecoverable Commitment of Resources4-285

 4.21.2 Mandatory Findings of California Environmental Quality Act Significance4-287

4.22 Anticipated Permits4-290

5.0 SECTION 4(F) EVALUATION5-1

5.1 Introduction.....5-1

 5.1.1 Public Review and Comment.....5-2

5.2 Regulatory Background5-5

5.3 Description of Section 4(f) Properties.....5-7

 5.3.1 Historic Architectural and Archaeological Resources5-7

 5.3.2 Parklands, Recreation Areas, and Wildlife and Waterfowl Refuges5-10

5.4 Use of Section 4(f) Properties5-13

 5.4.1 Historic Properties and Archaeological Resources.....5-13

 5.4.2 Parklands, Recreation Areas, and Wildlife and Waterfowl Refuges5-14

5.5 Determinations of Section 4(f) Uses.....5-31

5.6 Agency Coordination and Consultation5-32

6.0 COST AND FINANCIAL ANALYSIS6-1

6.1 Cost Estimate Methodology6-1

 6.1.1 Capital Cost Estimate Methodology.....6-1

 6.1.2 Operating and Maintenance Cost Estimate Methodology6-2

6.2 Capital Plan6-2

 6.2.1 Capital Cost Estimate for Refined Build Alternative.....6-2

 6.2.2 Proposed Capital Funding Sources for Refined Build Alternative6-3

 6.2.3 Evaluation of Financial Capacity.....6-5

6.3 Operating and Maintenance Plan.....6-5

 6.3.1 Operating and Maintenance Costs6-6

 6.3.2 Operating and Maintenance Funding Sources6-6

6.4 Cash Flow Analysis6-8

 6.4.1 Project Financing Assumptions6-8

 6.4.2 Project Cash Flow.....6-9



- 6.5 Risks and Uncertainties.....6-9
 - 6.5.1 Project Cost Uncertainties6-9
 - 6.5.2 Project Funding Uncertainties.....6-12
 - 6.5.3 Mitigation Strategies6-13
- 7.0 EVALUATION OF ALTERNATIVES7-1**
 - 7.1 Effectiveness in Meeting Purpose and Need.....7-1
 - 7.1.1 Mobility and Accessibility7-2
 - 7.1.2 Efficiency7-5
 - 7.1.3 Reliability7-5
 - 7.2 Effectiveness in Supporting Other Local Goals7-6
 - 7.2.1 Livability7-6
 - 7.2.2 Sustainability7-7
 - 7.2.3 Equity.....7-8
 - 7.3 Cost-Effectiveness7-8
 - 7.4 Feasibility7-9
 - 7.5 Environmental and Other Considerations.....7-10
 - 7.5.1 Traffic Impacts7-10
 - 7.5.2 Visual Impacts7-11
 - 7.5.3 Biological Resources7-11
 - 7.5.4 Construction Impacts.....7-12
 - 7.6 Summary of Important Trade-offs.....7-13
 - 7.7 Environmentally Superior Alternative7-14
- 8.0 PUBLIC OUTREACH, AGENCY CONSULTATION AND COORDINATION.....8-1**
 - 8.1 Regulatory Context.....8-1
 - 8.2 Public and Agency Outreach Prior to Scoping8-2
 - 8.2.1 Overview of Outreach Activities.....8-2
 - 8.2.2 Project Working Group8-3
 - 8.3 Scoping8-4
 - 8.3.1 California Environmental Quality Act Scoping8-4
 - 8.3.2 National Environmental Policy Act Scoping.....8-7
 - 8.4 Public and Agency Outreach during Preparation of the Draft SEIS/SEIR8-10
 - 8.4.1 Public and Stakeholder Coordination Activities8-10
 - 8.4.2 Agency Consultation Activities.....8-10
 - 8.5 Draft SEIS/SEIR Comment Period8-13
 - 8.5.1 Public Meetings and Hearing.....8-14
 - 8.5.2 Public and Agency Outreach during the Comment Period8-15
 - 8.6 Comments on the Draft SEIS/SEIR.....8-16
 - 8.7 Comments on the Supplement.....8-17
 - 8.8 Public and Agency Outreach since Close of the Draft SEIS/SEIR Public Review Period8-19
 - 8.8.1 Continued Public and Stakeholder Coordination Activities.....8-19
 - 8.8.2 Agency Consultation Activities.....8-20

REFERENCES

LIST OF FINAL SEIS/SEIR PREPARERS

LIST OF FINAL SEIS/SEIR RECIPIENTS



List of Appendices

- APPENDIX A LIST OF TECHNICAL REPORTS IN SUPPORT OF FINAL SEIS/SEIR**
- APPENDIX B NEPA AND CEQA NOTICES**
- APPENDIX C AGENCY CORRESPONDENCE**
- APPENDIX D RECORD OF DECISION**
- APPENDIX E PROJECT MEASURES**

Volume 2

MID-COAST CORRIDOR TRANSIT PROJECT FINAL SEIS/SEIR VOLUME 2: PLAN SET

GENERAL PLANS	SHEETS 001-005
LIGHT RAIL TRANSIT PLANS	SHEETS 006-108
LOSSAN PLANS.....	SHEETS 109-123
STREET IMPROVEMENT PLANS.....	SHEETS 124-197
BIKE PATH PLANS	SHEETS 198-207
RETAINING WALL PLANS.....	SHEETS 208-281
SUBSTATION PLANS	SHEETS 282-297
STATION PLANS	SHEETS 298-366
RIGHT-OF-WAY PLANS.....	SHEETS 367-393



Volume 3

MID-COAST CORRIDOR TRANSIT PROJECT FINAL SEIS/SEIR VOLUME 3: COMMENTS AND RESPONSES

VOLUME 3, PART 1

Introduction	I-1
Master Responses	MR-1

COMMENTS AND RESPONSES

V3-1 COMMENTS RECEIVED ON THE DRAFT SEIS/SEIR

Index of Comment Submissions	i
Federal Agencies	1
State Agencies	19
Local Agencies	103
Tribes	135
Elected officials	141
Groups/Organizations	153
Businesses	489

VOLUME 3, PART 2

V3-1 COMMENTS RECEIVED ON THE DRAFT SEIS/SEIR (CONTINUED)

Individuals	767
Public Hearing – June 21, 2014	1403

VOLUME 3, PART 3

V3-2 COMMENTS RECEIVED ON THE SUPPLEMENT

Federal Agencies	1493
State Agencies	1497
Groups/Organizations	1503
Individuals	1511

V3-3 OTHER CORRESPONDENCE RELATED TO THE ENVIRONMENTAL DOCUMENT

Groups/Organizations	1519
Businesses	1549
Individuals	1713



List of Figures

Figure S-1. Location of Mid-Coast Corridor S-3

Figure S-2. Mid-Coast Corridor S-4

Figure S-3. No-Build Alternative Transportation Improvements..... S-10

Figure S-4. Refined Build Alternative S-11

Figure 1-1. Mid-Coast Corridor Study Area 1-4

Figure 1-2. Travel Analysis Districts 1-6

Figure 1-3. Existing Transportation System in the Mid-Coast Corridor..... 1-12

Figure 1-4. Existing Trolley System 1-13

Figure 1-5. Bus Service in the Mid-Coast Corridor 1-14

Figure 1-6. Highway and Transit Travel Times between Travel Analysis Districts,
Existing Conditions in 2010 1-19

Figure 1-7. Highway Travel Time between Travel Analysis Districts, 2010 and 2030
without Project..... 1-20

Figure 1-8. Transit Travel Time between Travel Analysis Districts, 2010 and 2030
without Project..... 1-21

Figure 2-1. Voigt Drive Alignment Options on UCSD Campus2-5

Figure 2-2. Refined LPA Alignment on UCSD Campus.....2-6

Figure 2-3. No-Build Alternative Transportation Improvements.....2-10

Figure 2-4. No-Build Alternative Major Bus Routes2-12

Figure 2-5. No-Build Alternative Trolley Operating Plan in 20302-14

Figure 2-6. Build Alternative2-17

Figure 2-7. Refinements to Voigt Drive Alignment.....2-20

Figure 2-8. Refinements to Traction Power Substations2-23

Figure 2-9. Refinements to Construction Staging Areas.....2-27

Figure 2-10. Refined Build Alternative2-29

Figure 2-11. Conceptual Plan and Profile of Refined Build Alternative.....2-31

Figure 2-12. Site Concept for Tecolote Road Station2-37

Figure 2-13. Site Concept for Clairemont Drive Station.....2-38

Figure 2-14. Site Concept for Balboa Avenue Station2-39

Figure 2-15. Site Concept for Nobel Drive Station.....2-40

Figure 2-16. Site Concept for VA Medical Center Station.....2-41

Figure 2-17. Site Concept for UCSD West Station2-42

Figure 2-18. Site Concept for UCSD East Station2-43

Figure 2-19. Site Concept for Executive Drive Station.....2-44

Figure 2-20. Site Concept for UTC Transit Center.....2-45

Figure 2-21. Existing Traction Power Substation at a Street North of Santa Fe Depot2-46

Figure 2-22. Traction Power Substation Layout.....2-46

Figure 2-23. Refined Build Alternative Opening Year Trolley Operating Plan2-50



Figure 2-24. Refined Build Alternative 2030 Trolley Operating Plan2-51

Figure 3-1. Southern Subarea3-16

Figure 3-2. Northern Subarea3-17

Figure 3-3. Major Bicycle Facilities in the Mid-Coast Corridor3-27

Figure 3-4. Rose Canyon Bicycle Path3-28

Figure 3-5. Comparison of Transit Travel Times between Travel Analysis Districts—
Existing Conditions (2010) and No-Build and Refined Build Alternatives
(2030)3-41

Figure 3-6. Bus Routes Serving Proposed Trolley Stations— Refined Build
Alternative (2030)3-45

Figure 3-7. Mitigation Measures for the Refined Build Alternative (2030)3-65

Figure 3-8. Continuous Closures at Intersections and on Roadways3-100

Figure 3-9. Temporary Off-Street Parking Impact Locations3-112

Figure 4-1. Existing Land Uses4-8

Figure 4-2. Existing Land Uses within One-half Mile of Refined Build Alternative
Stations4-9

Figure 4-3. Population, Housing, and Employment Density in the Mid-Coast Corridor4-18

Figure 4-4. Communities and Neighborhoods within One-half Mile of the Project
Alignment4-20

Figure 4-5. Community, Park, and Recreational Facilities within One-Half Mile of the
Project Alignment4-24

Figure 4-6. Refined Build Alternative—Full and Partial Property Acquisitions4-34

Figure 4-7. Unique Forms of Michael Graves Building (Hyatt Regency)4-41

Figure 4-8. Views to Mission Bay from the Bay Park Neighborhood4-41

Figure 4-9. Overview of Mission Bay4-41

Figure 4-10. Mormon Temple4-42

Figure 4-11. San Diego River4-42

Figure 4-12. Candidate Key View Photo Locations4-43

Figure 4-13. Key View No. 8 (Looking southwest on La Jolla Colony Drive near
Gilman Drive and I-5)4-46

Figure 4-14. Key View No. 26 (Looking southbound on I-5 south of Nobel Drive)4-47

Figure 4-15. Regional Air Quality Monitoring Sites4-60

Figure 4-16. FTA Noise Impact Criteria4-76

Figure 4-17. Vibration Criteria for Detailed Analysis4-78

Figure 4-18. Noise Measurement and Impact Locations (South)4-80

Figure 4-19. Noise Measurement and Impact Locations (North)4-81

Figure 4-20. Vibration Impact Location4-85

Figure 4-21. California Gnatcatcher4-95

Figure 4-22. San Diego Fairy Shrimp4-95

Figure 4-23. Study Area Hydrologic Units, Areas, and Subareas4-123



Figure 4-24. Study Area Associated FEMA Flood Zones4-126

Figure 4-25. Study Area Sites of Environmental Concern4-135

Figure 4-26. Faults and Tsunami Inundation Area4-142

Figure 4-27. Geologic Hazards4-143

Figure 4-28. Location of Fire Stations Relative to Grade Crossings.....4-164

Figure 4-29. Modified Electrical System with Parallel Feeder Cable Below Tracks.....4-172

Figure 4-30. Linda Vista Housing Project4-183

Figure 4-31. Historic Architectural Properties Eligible for Listing in the NRHP and
CRHR within the Historic Architectural APE.....4-185

Figure 4-32. Typical Construction Sequence and Average Construction Time4-200

Figure 4-33. Typical At-Grade Guideway.....4-200

Figure 4-34. Typical Elevated Guideway4-201

Figure 4-35. Construction Staging Areas.....4-203

Figure 4-36. Temporary Encroachment by Land Use Type.....4-209

Figure 4-37. Mid-Coast Corridor EJ Populations4-277

Figure 5-1. Parks and Recreational Areas within One-Half Mile of Project5-11

Figure 5-2. Construction Activities in Marian Bear Memorial Park.....5-21

Figure 5-3. Construction Areas in Mission Valley Preserve Open Space and the
Ocean Beach Bicycle Path.....5-26

Figure 5-4. Clearance at Ocean Beach Bicycle Path.....5-30

List of Tables

Table S-1.	Alternatives Considered in Comparative Evaluation of Alternatives Report.....	S-7
Table S-2.	Summary of Environmental Impacts and Mitigation Measures	S-13
Table 1-1.	2010 and 2030 Daily Trips To, From, and Within the Mid-Coast Corridor by Trip Purpose	1-8
Table 1-2.	Direction of Daily External Trips to/from New Trolley Service Area, 2010 and 2030	1-9
Table 1-3.	Existing Transit System Performance, 2010	1-18
Table 1-4.	Highway Peak Period/Peak Direction Levels of Service, 2008	1-23
Table 2-1.	Alternatives Considered in Comparative Evaluation of Alternatives Report.....	2-4
Table 2-2.	No-Build Alternative Bus Operating Plan in 2030.....	2-13
Table 2-3.	No-Build Alternative Trolley Operating Plan.....	2-15
Table 2-4.	Traction Power Substation Locations.....	2-47
Table 2-5.	Trolley Operating Plans	2-49
Table 2-6.	Refined Build Alternative Bus Routes Serving Trolley Stations.....	2-53
Table 3-1.	Daily Trips by Mode—2010 and 2030	3-4
Table 3-2.	Daily Transit Trips by Trip Purpose—2010 and 2030.....	3-5
Table 3-3.	Major Transit Routes Serving the Mid-Coast Corridor—Existing Conditions	3-7
Table 3-4.	MTS Transit Boardings by Service Type—Fiscal Year 2010	3-13
Table 3-5.	Mid-Coast Corridor Daily VMT and VHD—Existing Conditions (2010)	3-15
Table 3-6.	A.M. and P.M. Peak-Hour ILV Performance—Existing Conditions (2010)	3-18
Table 3-7.	Daily Arterial Segment Traffic Volumes and LOS—2010	3-20
Table 3-8.	Levels of Service for Signalized Intersections	3-22
Table 3-9.	A.M. and P.M. Peak-Hour Intersection Performance in the Southern Subarea—2010	3-24
Table 3-10.	A.M. and P.M. Peak-Hour Intersection Performance in the Northern Subarea—2010	3-25
Table 3-11.	Daily Revenue Miles, Revenue Hours, and In-Service Hours—Existing Conditions and No-Build Alternative.....	3-32
Table 3-12.	Daily Passenger Miles in Exclusive and Semi-Exclusive Right-of-Way— Existing Conditions (2010) and No-Build Alternative (2030)	3-34
Table 3-13.	Passengers per In-Service Hour—2010 and 2030.....	3-35
Table 3-14.	Comparison of Transit Boardings between 2010 and 2030	3-37
Table 3-15.	Comparison of Daily Revenue Miles, Revenue Hours, and In-Service Hours—No-Build and Refined Build Alternatives (2030)	3-39
Table 3-16.	Daily Passenger Miles in Exclusive and Semi-Exclusive Right-of-Way— 2030	3-41
Table 3-17.	Comparison of Transit Boardings during Peak and Off-Peak Periods— 2030	3-43
Table 3-18.	Average Daily Boardings—Refined Build Alternative (2030).....	3-46



Table 3-19. Daily Mode of Access to Proposed Trolley Stations— Refined Build Alternative (2030)3-46

Table 3-20. Summary of Transit Performance—2010 and 20303-47

Table 3-21. Mid-Coast Corridor Daily VMT and VHD—2010 and 20303-51

Table 3-22. Peak-Hour Signalized Intersection ILV Analysis—20303-52

Table 3-23. Daily Arterial Segment Traffic Volumes and LOS—2010 and 20303-52

Table 3-24. Comparison of Bi-directional Train Crossings in the Two-Hour Peak Period between 2010 and 20303-54

Table 3-25. Intersection Level of Service and Delay (2010 and 2030).....3-60

Table 3-26. Summary of Adverse Impacts at Intersections—Refined Build Alternative (2030)3-62

Table 3-27. Intersection Mitigation Measures by Location3-63

Table 3-28. Traffic Impact Thresholds3-71

Table 3-29. Spillover Parking Demand—2010 and 20303-78

Table 3-30. Impacts on Parking—Refined Build Alternative (2030)3-79

Table 3-31. Spillover Parking Demand—20103-84

Table 3-32. Transit Routes Affected by Construction3-94

Table 3-33. Construction-related Impacts to Freeways and Roadways3-97

Table 3-34. Continuous Closures at Intersections.....3-101

Table 3-35. Construction-related Impacts to Pedestrian and Bicycle Facilities3-106

Table 3-36. Temporary Off-street Parking Impacts during Construction3-111

Table 4-1. Population, Housing, and Employment—2010.....4-17

Table 4-2. Summary Comparison of Demographics for Potentially Affected Mid-Coast Corridor Neighborhoods.....4-21

Table 4-3. Summary of Property Acquisitions—Refined Build Alternative4-35

Table 4-4. Summary of Impacts for Final Key Views.....4-45

Table 4-5. Summary of Mitigation Measures and Impacts for Final Key Views.....4-53

Table 4-6. Regional Air Quality Attainment Status4-60

Table 4-7. Ambient Air Quality Monitored Data, 2008–20104-61

Table 4-8. Existing and Projected Criteria Pollutant Emission Burdens, 2010 and 20304-62

Table 4-9. Existing and Projected Greenhouse Gas Emission Burdens, 2010 and 20304-68

Table 4-10. FTA Noise Land Use Categories and Noise Metrics4-75

Table 4-11. FHWA/Caltrans Activity Categories and Noise Abatement Criteria.....4-77

Table 4-12. FTA Vibration Impact Criteria4-77

Table 4-13. Noise Impacts Evaluated for Mitigation4-82

Table 4-14. Noise and Vibration Mitigation Measures4-86

Table 4-15. Vegetation Communities and Land Covers4-94

Table 4-16. Impacts to Jurisdictional Aquatic Resources by Vegetation Type4-105



Table 4-17. Impacts to Jurisdictional Aquatic Resources by Watershed.....4-106

Table 4-18. Impacts to Wetland and Tier II Vegetation Communities/ Land Covers within the Multi-Habitat Planning Area.....4-110

Table 4-19. Proposed Mitigation for Impacts to Wetland Vegetation Communities.....4-111

Table 4-20. Proposed Mitigation for Impacts to Tier II and Tier IIIB Vegetation Communities within the Multi-Habitat Planning Area.....4-112

Table 4-21. Proposed Mitigation for Impacts to Tier II and Tier IIIB Vegetation Communities Outside the Multi-Habitat Planning Area4-112

Table 4-22. Proposed Compensatory Mitigation for Impacts to Jurisdictional Aquatic Resources4-114

Table 4-23. Study Area Hydrologic Unit Classification4-122

Table 4-24. Section 303(d) Impaired Water Bodies.....4-124

Table 4-25. FEMA Flood Zones and Associated Waters within the Study Area.....4-125

Table 4-26. Proposed BMPs and Treatment Efficiencies4-129

Table 4-27. Existing and Projected Future Daily Energy Use (mBtus)4-155

Table 4-28. Static Magnetic Field Thresholds for Sensitive Instruments.....4-168

Table 4-29. Historic Architectural Properties Eligible for Listing in the NRHP and CRHR within the Historic Architectural APE.....4-184

Table 4-30. Determinations of Eligibility for Archaeological Resources within the Archaeological APE.....4-187

Table 4-31. Refined Build Alternative Temporary Construction Easements.....4-205

Table 4-32. Employment, Earnings, and Output Generated by Construction-Phase Expenditures4-210

Table 4-33. Annual Construction Emissions (Tons/Year).....4-214

Table 4-34. Daily Construction Emissions (lbs/day)4-214

Table 4-35. Temporary Construction Site BMPs4-234

Table 4-36. 2010 Demographic and Socioeconomic Data—Mid-Coast Corridor4-278

Table 4-37. Applicable Project-related Permits and Agreements4-290

Table 5-1. Historic Properties Eligible for Listing in the NRHP within the APE.....5-9

Table 5-2. Parks and Recreational Areas within One-Half Mile of Project5-12

Table 5-3. Section 4(f) Use of Historic Properties within the APE5-13

Table 5-4. Section 4(f) Use of Parks and Recreational Areas within One-Half Mile of the Alignment and Stations5-15

Table 5-5. Summary of Section 4(f) Uses of Resources5-32

Table 6-1. Capital Cost Estimates by Standard Cost Category.....6-3

Table 6-2. Total Allocated and Unallocated Contingencies (2013\$, Millions).....6-3

Table 6-3. Proposed Capital Funding Sources (YOE\$, Millions).....6-4

Table 6-4. Annual O&M Costs for FY 2030 for No-Build and Refined Build Alternatives (YOE\$ Millions).....6-6

Table 6-5. Mid-Coast Corridor Transit Project Financing Costs (YOE\$ Millions)6-9



Table 6-6. Mid-Coast Corridor Transit Project Sources and Uses of Funds (YOES\$ Millions)6-10

Table 7-1. Effectiveness of Alternatives—Mobility and Accessibility Benefits7-3

Table 7-2. Effectiveness of Alternatives—Sustainability Benefits.....7-7

Table 7-3. Benefits to Low-Income Persons in 20307-8

Table 7-4. Financial Feasibility7-9

Table 8-1. Mid-Coast Corridor Transit Project Working Group.....8-4

Table 8-2. Publications Used for Public Notices.....8-5

Table 8-3. Public Libraries Receiving Public Notices8-5

Table 8-4. CEQA Public Scoping Meetings.....8-6

Table 8-5. Publications Used for Public Notices of the Draft SEIS/SEIR Comment Period8-14

Table 8-6. Publications Used for Advertisement of Public Meetings and Public Hearing for the Draft SEIS/SEIR Comment Period8-14

Table 8-7. Public Meetings and Hearing8-15

Table 8-8. Number of Submissions and Comments by Affiliation.....8-16

Table 8-9. Publications Supplement SEIS/SEIR Comment Period8-17

Table 8-10. Publications Used for Advertisement of Supplement Comment Period8-17

Table 8-11. Number of Submissions and Comments by Affiliation.....8-18



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Acronyms and Abbreviations

The following acronyms, initialisms, and short forms are used in this report.

2030 RTP	<i>2030 San Diego Regional Transportation Plan: Pathways for the Future</i>
2050 RTP	<i>2050 Regional Transportation Plan: Our Region, Our Future</i>
3-D	Three dimensional
AA/DEIS/DEIR	Alternatives Analysis/Draft Environmental Impact Statement/ Draft Environmental Impact Report
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
A-PA	Alquist-Priolo Fault Zoning Act
APE	Area of Potential Effects
AWDT	Average weekday daily traffic
BMPs	Best Management Practices
C&S	Communications and signaling
CAAA	Clean Air Act Amendments
California Act	California Relocation Assistance Act
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFG	California Department of Fish and Game (name changed to California Department of Fish and Wildlife on January 1, 2013)
CDFW	California Department of Fish and Wildlife (formerly California Department of Fish and Game)
CDP	Coastal Development Permit
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	Carbon monoxide
CO ₂	Carbon dioxide



Coastal Act	California Coastal Act
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CZMA	Coastal Zone Management Act
DAR	Direct access ramp
dB	Decibel
dBA	A-weighted scale decibel
DPA	Designated Project Archaeologist
du/acre	Dwelling units per acre
EIR	Environmental Impact Report
EJ	Environmental Justice
EMF	Electromagnetic field
EMI	Electromagnetic interference
EMP	Environmental Mitigation Program
EO	Executive Order
EPA	United States Environmental Protection Agency
ESHA	Environmentally Sensitive Habitat Area
Esri	Environmental Systems Research Institute, Inc.
FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal year
GANs	Grant Anticipation Notes
GHG	Greenhouse gases
HOV	High-occupancy vehicle
I-	Interstate
ILV	Intersecting lane vehicles



JSA	Joint Safety Analysis
LCP LUP	Local Coastal Program Land Use Plan
L _{dn}	Day-Night Noise Level
L _{eq}	Equivalent Noise Level
LID	Low impact development
LOS	Level of service
LOSSAN	Los Angeles—San Diego—San Luis Obispo Rail Corridor Agency
LPA	Locally Preferred Alternative
LRDP	Long Range Development Plan
LRT	Light rail transit
LRV	Light rail vehicle
MAP-21	Moving Ahead for Progress in the 21st Century Act
mBtus	Million British thermal units
MCAS	Marine Corps Air Station
mG	milligauss
MHPA	Multi-Habitat Planning Area
MOA	Memorandum of Agreement
MPOs	Metropolitan Planning Organizations
MRI	Magnetic resonance imaging
MSCP	Multiple Species Conservation Program
MTDB	Metropolitan Transit Development Board
MTS	Metropolitan Transit System
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NCTD	North County Transit District
NEPA	National Environmental Policy Act
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NO ₂	Nitrogen dioxide
NOA	Notice of Availability



NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O&M	Operating and maintenance
O ₃	Ozone
OCS	Overhead catenary system
OTTC	Old Town Transit Center
Pb	Lead
PE	Preliminary Engineering
PM ₁₀	Particulate matter smaller than or equal to 10 microns in diameter
PM _{2.5}	Particulate matter smaller than or equal to 2.5 microns in diameter
PRC	Public Resources Code
PRMMP	Paleontological Resources Monitoring and Mitigation Plan
Project	Mid-Coast Corridor Transit Project
RCP	<i>Regional Comprehensive Plan for the San Diego Region</i>
RCRA	Resource Conservation and Recovery Act of 1976
RMS	Root mean square
ROD	Record of Decision
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SANDAG	San Diego Association of Governments
SanGIS	San Diego Geographic Information Source
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCC	Standard Cost Categories
Scripps Hospital	Scripps Memorial Hospital La Jolla
SDAPCD	San Diego Air Pollution Control District
SDFD	San Diego Fire-Rescue Department
SDG&E	San Diego Gas & Electric
SDRWQCB	San Diego Regional Water Quality Control Board



SEIS/SEIR	Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report
Series 11 model	SANDAG Series 11 Travel Demand Forecasting Model
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SME	Structural and Materials Engineering Building, UCSD
SO ₂	Sulfur dioxide
SR	State Route
STA	State Transit Assistance
Supplement	Supplemental Environmental Impact Statement/Supplement to the Subsequent Environmental Impact Report
SWPPP	Storm Water Pollution Prevention Plan
TDA	Transportation Development Act
TMP	Transportation Management Plan
TOD	Transit-oriented development
TOG	Total organic gases
TPSS	Traction power substation
Trolley	San Diego Trolley
TSA	Transportation Security Administration
UCSD	University of California, San Diego
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
UTC	University Towne Centre
v/c	Volume-to-capacity
VA	Veterans Administration
Vdb	Decibel notation
VHD	Vehicle hours of delay



Acronyms and Abbreviations

VMT	Vehicle miles traveled
WSEL	Water surface elevation
YOE	Year-of-expenditure