



# Draft Environmental Impact Report

June 4, 2015

# Scope and Content of Draft EIR

- Forecasted growth and land use pattern
- Transportation network improvements and programs
- Three horizon years (2020, 2035, 2050)
- Seven program alternatives
  - Land use
  - Transportation

# Resource Areas Analyzed

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

# Air Quality

- Addresses four significance criteria
- AQ-2 – exposure to particulate emissions
- AQ-4 – health impacts of Toxic Air Contaminants

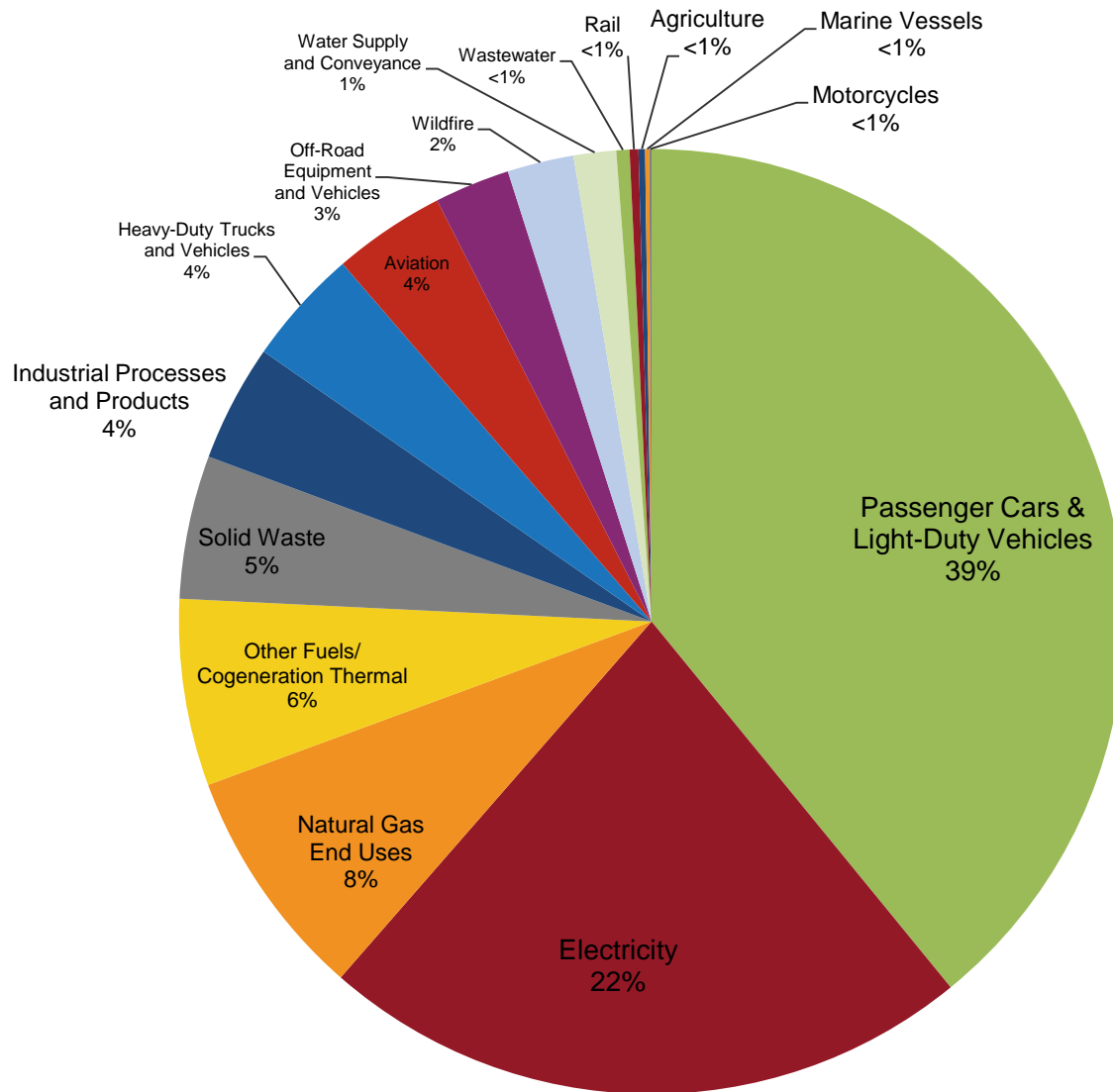
Would the Plan violate any air quality standard or contribute to an existing or projected air quality violation?

- Description of health impacts from exposure
- Locations where impacts would result
- Mitigation measures to reduce impacts

Would the Plan expose sensitive receptors to substantial pollutant concentrations?

- Does Plan increase cancer risk?
- Does Plan expose sensitive receptors to cancer risk?
- Does Plan increase non-cancer health impacts?

# Sources of Greenhouse Gas Emissions



Greenhouse gas emissions  
inventory for the San Diego Region  
– 2012

# State Strategies for Reducing Emissions

## **Reducing vehicle miles traveled**

through coordinated transportation and land use planning

## **State Regulations requiring low carbon fuels**

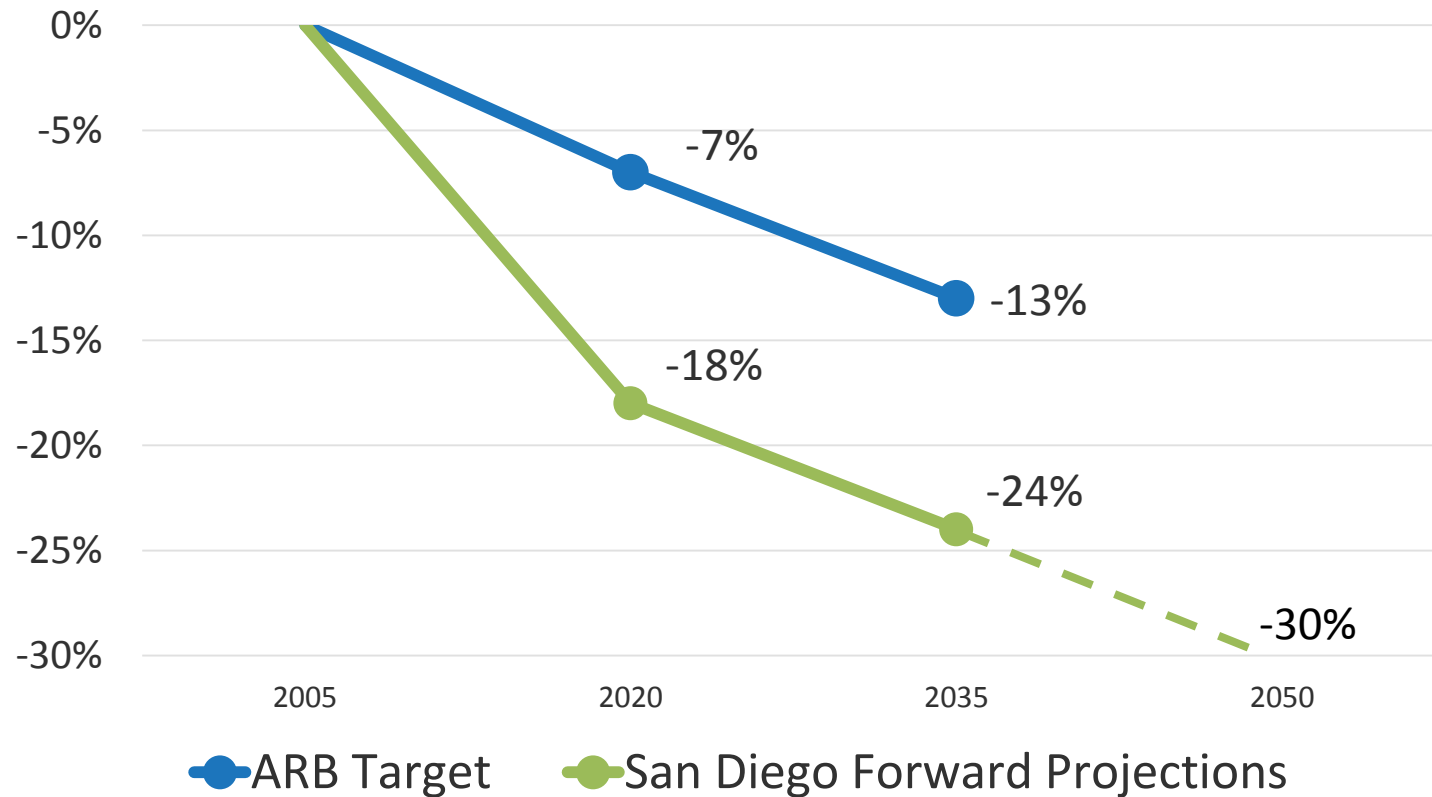
## **Advanced Clean Cars**

State regulations requiring higher miles per gallon  
and the sale of more zero emission vehicles

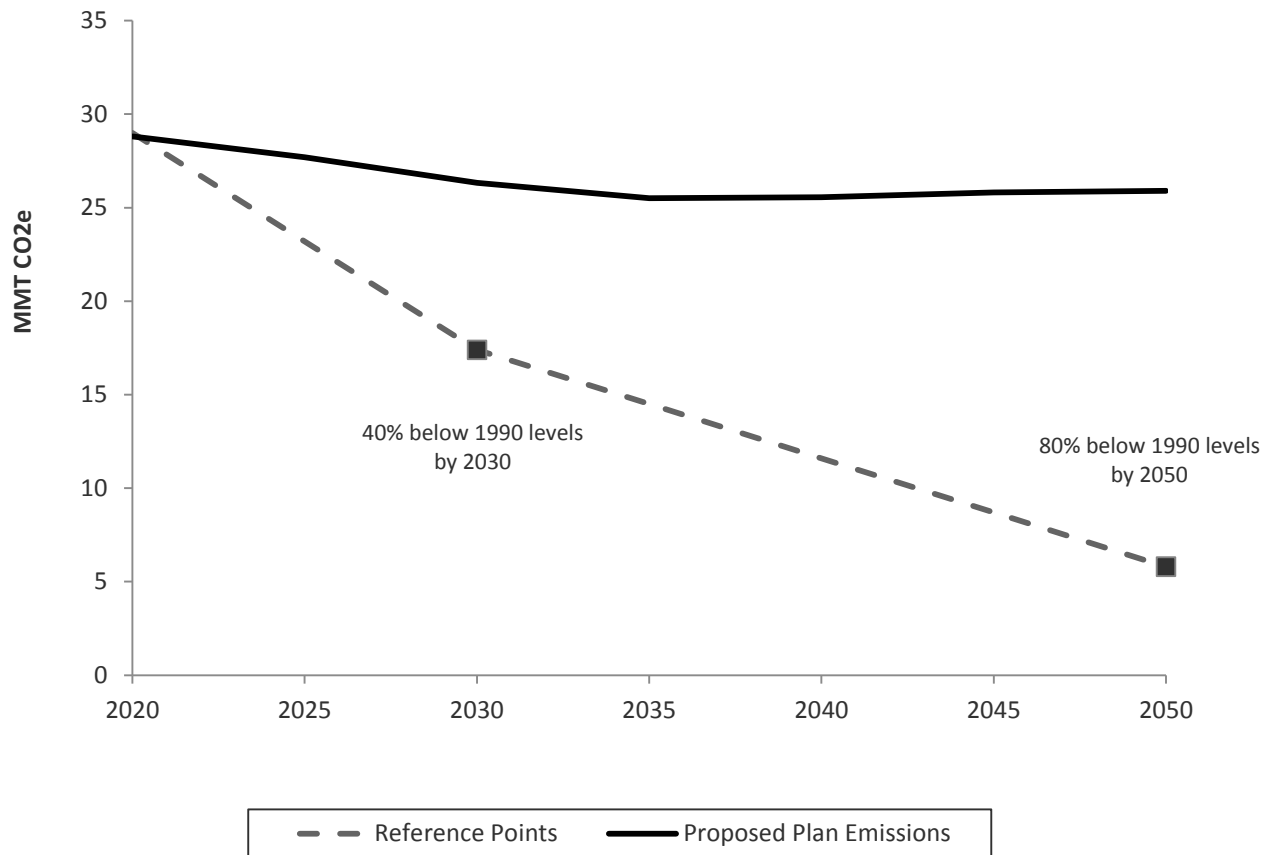


# SB 375 Greenhouse Gas Targets and Emissions Reductions

Targets Set by the State for SANDAG to Reduce Per Capita CO<sub>2</sub> Emissions from Passenger Vehicles Compared to 2005



# Greenhouse Gas Emissions



Regional GHG Reductions Required to Meet Executive Order Reference Points for 2030 and 2050 vs. Proposed Plan Emissions

# Transportation – T-1

Would the Plan increase average vehicle miles traveled per capita or total vehicle miles traveled?

- Average Daily VMT decreases
- Total VMT increase

# Alternatives

- Advancing public transit and active transportation to first 10 years of the plan
- Include 'unconstrained' transit projects in transit network
- Delay or eliminate general purpose highway lanes and new managed lanes
- Convert general purpose lanes to managed lanes
- Plan for more compact land use pattern
- Lower transit fares
- Increase cost of parking
- Increase cost of driving

# Environmentally Superior Alternative

## Draft EIR Alternative '5D' components

- Assumes more concentrated land use
- All revenue constrained/unconstrained transit by 2025
- All active transportation projects by 2025
- Eliminates Managed Lane investments
- Converts GP lanes to ML where Bus Rapid Transit will operate
- Eliminates new highway investment
- Cuts transit fares in half
- Increases auto operating costs by 50%
- Increase transit frequencies
- Double cost of parking



[sandag.org/SanDiegoForward](http://sandag.org/SanDiegoForward)