

SCH Summary Form Continuation Pages:

Draft Supplemental Environmental Impact Report - Amendment to the 2021 Regional Plan (SCH #2022120212)

Identify the project’s significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect:

Impacts of the Proposed Amendment in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
4.1 Air Quality				
AQ-1 Conflict with or obstruct implementation of the Regional Air Quality Strategy and/or State Implementation Plan Less-than-significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.	Not applicable	Not applicable	Not applicable	Not applicable
AQ-2 Result in a cumulatively considerable net increase in nonattainment criteria pollutants, including VOC, NO_x, PM₁₀, PM_{2.5}, and SO_x Significant impact in 2050 and less-than-significant impact in 2025 and 2035 consistent with the approved Plan PEIR.	AQ-2a. Secure Incentive Funding AQ-2b. Purchase Zero Emission Trains GHG-5a. Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions and for Updates to CAPs or GHG Reduction Plans GHG-5b. Establish New Funding Programs for Zero-Emissions Vehicles and Infrastructure GHG-5d. Develop and Implement Regional Digital Equity Strategy and Action Plan to Advance Smart Cities and Close the Digital Divide GHG-5f. Implement Measures to Reduce GHG Emissions from Development Projects	Not applicable	Not applicable	Significant and Unavoidable

Impacts of the Proposed Amendment in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
	<p>GHG-5g. Prepare/Develop a Regional Climate Action Plan</p> <p>TRA-2. Achieve Further VMT Reductions for Transportation and Development Projects</p>			
<p>AQ-4 Expose sensitive receptors to substantial PM10 and PM2.5 concentrations</p> <p>Significant Impact in 2025 consistent with the approved Plan PEIR.</p> <p>Substantially more severe significant impact in 2035 and 2050 compared to the approved Plan PEIR.</p>	<p>AQ-2a. Secure Incentive Funding</p> <p>AQ-4. Reduce Exposure to Localized Particulate and/or TAC Emissions</p> <p>GHG-5a. Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions and for Updates to CAPs or GHG Reduction Plans</p> <p>GHG-5b. Establish New Funding Programs for Zero-Emissions Vehicles and Infrastructure</p> <p>GHG-5d. Develop and Implement Regional Digital Equity Strategy and Action Plan to Advance Smart Cities and Close the Digital Divide</p> <p>GHG-5f. Implement Measures to Reduce GHG Emissions from Development Projects</p> <p>GHG-5g. Prepare/Develop a Regional Climate Action Plan</p> <p>TRA-2. Achieve Further VMT Reductions for Transportation and Development Projects</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
<p>AQ-5 Expose sensitive receptors to substantial TAC concentrations</p>	<p>AQ-2a. Secure Incentive Funding</p> <p>AQ-4. Reduce Exposure to Localized Particulate and/or TAC Emissions</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Amendment in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
Substantially more severe significant impact in 2025, 2035, and 2050 compared to the approved Plan PEIR.	AQ-5a. Reduce Exposure to Localized Toxic Air Contaminant Emissions AQ-5b. Reduce Exposure to Localized Toxic Air Contaminant Emissions during Railway Design GHG-5a. Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions and for Updates to CAPs or GHG Reduction Plans GHG-5b. Establish New Funding Programs for Zero-Emissions Vehicles and Infrastructure GHG-5d. Develop and Implement Regional Digital Equity Strategy and Action Plan to Advance Smart Cities and Close the Digital Divide GHG-5f. Implement Measures to Reduce GHG Emissions from Development Projects GHG-5g. Prepare/Develop a Regional Climate Action Plan TRA-2. Achieve Further VMT Reductions for Transportation and Development Projects			
AQ-6 Expose sensitive receptors to carbon monoxide hot-spots Less-than-significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.	Not applicable	Not applicable	Not applicable	Not applicable
4.2 Energy				
EN-1 Result in a potentially significant environmental impact due to wasteful,	Not applicable	Not applicable	Not applicable	Not applicable

Impacts of the Proposed Amendment in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
<p>inefficient, or unnecessary consumption of energy during project construction or operations</p> <p>Less-than-significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.</p>				
<p>EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency</p> <p>Less-than-significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.</p>	Not applicable	Not applicable	Not applicable	Not applicable
4.3 Greenhouse Gas Emissions				
<p>GHG-1 Directly or indirectly result in an increase in GHG emissions compared to existing conditions (2016)</p> <p>Less-than-significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.</p>	Not applicable	Not applicable	Not applicable	Not applicable
<p>GHG-2 Conflict with the SANDAG region's achievement of SB 375 GHG emissions reduction targets for 2035</p> <p>Less-than-significant impact in 2035 consistent with the approved Plan PEIR.</p>	Not applicable	Not applicable	Not applicable	Not applicable
<p>GHG-3 Conflict with or impede achievement of an at least 30% reduction in per capita GHG emissions from the entire on-road transportation sector by 2035 compared to existing conditions (2016)</p> <p>Less-than-significant impact in 2035 consistent with the approved Plan PEIR.</p>	Not applicable	Not applicable	Not applicable	Not applicable

Impacts of the Proposed Amendment in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
<p>GHG-4 Conflict with or impede the implementation of local plans adopted for the purpose of reducing GHG emissions Less-than-significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.</p>	Not applicable	Not applicable	Not applicable	Not applicable
<p>GHG-5 Be inconsistent with the State's ability to achieve the 2030 reduction target of SB 32, the accelerated 2030 reduction target of the 2022 Scoping Plan, and long-term reduction goals of Executive Orders S-3-05, B-55-18, and AB 1279. New significant impact in 2030, 2045, and 2050 compared to the approved Plan PEIR.</p>	<p>GHG-5a. Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions and for Updates to CAPs or GHG Reduction Plans GHG-5b. Establish New Funding Programs for Zero-Emissions Vehicles and Infrastructure GHG-5c. Implement Nature-Based Climate Solutions to Remove Carbon Dioxide from the Atmosphere GHG-5d. Develop and Implement Regional Digital Equity Strategy and Action Plan to Advance Smart Cities and Close the Digital Divide GHG-5e. Implement Measures to Reduce GHG Emissions from Transportation Projects GHG-5f. Implement Measures to Reduce GHG Emissions from Development Projects GHG-5g. Prepare/Develop a Regional Climate Action Plan AQ-3c. Reduce Diesel Emissions from On-Road Vehicles AQ-4. Reduce Exposure to Localized Particulate and/or TAC Emissions</p>	Significant and Unavoidable (in 2030)	Significant and Unavoidable (in 2045)	Significant and Unavoidable

Impacts of the Proposed Amendment in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
	<p>TRA-2. Achieve Further VMT Reductions for Transportation and Development Projects</p> <p>WS-1a. Implement Water Conservation Measures for Transportation Network Improvements</p> <p>WS-1b. Implement Water Conservation Measures for Development Projects</p>			
4.4 Noise and Vibration				
<p>NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or generate a substantial absolute increase in ambient noise</p> <p>Significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.</p>	<p>NOI-1a. Implement Construction Noise Reduction Measures for Development Projects and Transportation Network Improvements</p> <p>NOI-1b. Implement Operational Noise Reduction Measures for Transportation Network Improvements</p> <p>NOI-1c. Implement Operational Noise Reduction Measures for Development Projects</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
<p>NOI-2 Generation of excessive groundborne vibration or groundborne noise levels</p> <p>Significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.</p>	<p>NOI-2a. Implement Construction Groundborne Vibration and Noise Reduction Measures</p> <p>NOI-2b. Implement Groundborne Vibration and Noise-Reducing Measures for Rail Operations</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Amendment in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
4.5 Transportation				
<p>TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities</p> <p>Less-than-significant impact in 2025, 2035, and 2050 consistent with the approved Plan PEIR.</p>	Not applicable	Not applicable	Not applicable	Not applicable
<p>TRA-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3 by not achieving the substantial VMT reductions needed to help achieve statewide GHG reduction goals</p> <p>Significant impact in 2025 consistent with the approved Plan PEIR.</p> <p>Substantially more severe significant impact in 2030, 2035, 2045, and 2050 compared to the approved Plan PEIR.</p>	<p>TRA-2. Achieve Further VMT Reductions for Transportation and Development Projects</p> <p>GHG-5a. Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions and for Updates to CAPs or GHG Reduction Plans</p> <p>GHG-5d. Develop and Implement Regional Digital Equity Strategy and Action Plan to Advance Smart Cities and Close the Digital Divide</p> <p>GHG-5f. Implement Measures to Reduce GHG Emissions from Development Projects</p>	Significant and Unavoidable	Significant and Unavoidable (and in 2030)	Significant and Unavoidable (and in 2045)

