

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 Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
4.1 Aesthetics and Visual Resources				
AES-1 Have a substantial adverse effect on a scenic vista Significant impact in 2025, 2035, and 2050	AES-1a Protect Public Views of Scenic Vistas for Transportation Network Improvements AES-1b Protect Public Views of Scenic Vistas for Development Projects	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
AES-2 Substantially damage scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic structures within a state scenic highway Significant impact in 2025, 2035, and 2050	AES-1a Protect Public Views of Scenic Vistas for Transportation Network Improvements AES-2a Reduce Impacts on Scenic Resources within a State Scenic Highway and Local Scenic Resources for Transportation Network Improvements AES-2b Reduce Impacts on Scenic Resources within a State Scenic Highway and Local Scenic Resources for Development Projects	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
AES-3 Substantially degrade the existing visual character or quality of public views of the site and its surroundings, including adding a visual element of urban character to an existing rural or open space area, conflicting with regulations governing scenic quality Significant impact in 2025, 2035, and 2050	AES-1a Protect Public Views of Scenic Vistas for Transportation Network Improvements AES-2a Reduce Impacts on Scenic Resources within a State Scenic Highway and Local Scenic Resources for Transportation Network Improvements AES-2b Reduce Impacts on Scenic Resources within a State Scenic Highway and Local Scenic Resources for Development Projects	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
	AES-3a Reduce Impacts on Visual Character for Transportation Network Improvements AES-3b Reduce Impacts on Visual Character for Development Projects			
AES-4 Substantially degrade the existing visual character or quality of public views of the site and its surroundings by creating a new source of substantial light or glare that would adversely affect day or nighttime views Significant impact in 2025, 2035, and 2050	AES-4a Minimize Effects of Light and Glare for Transportation Network Improvements AES-4b Minimize Effects of Light and Glare for Development Projects	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.2 Agricultural and Forestry Resources				
AG-1 Convert agricultural lands to nonagricultural use Significant impact in 2025, 2035, and 2050	AG-1a Preserve Existing Agricultural Lands AG-1b Reduce Transportation Network Improvement and Development Conflicts with Agricultural Operations	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract Significant impact in 2025, 2035, and 2050	AG-1a Preserve Existing Agricultural Lands AG-1b Reduce Transportation Network Improvement and Development Conflicts with Agricultural Operations	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
FR-1 Convert or result in the loss of "Forest Land" as defined in the California Forest Legacy Act of 2007 (Public Resources Code Section 12220(g)) Significant impact in 2025, 2035, and 2050	FR-1 Reduce Impacts on Forest Lands BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Communities and Regulated Aquatic Resources BIO-1b Provide Compensatory Mitigation BIO-1e Implement Best Management Practices to Avoid Indirect Impacts	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
4.3 Air Quality				
<p>AQ-2 Result in a cumulatively considerable net increase in nonattainment criteria pollutants, including VOC, NO_x, PM10, PM2.5, and SO_x Significant impact in 2050</p>	<p>AQ-2a Secure Incentive Funding AQ-2b 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 TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects</p>	Not applicable	Not applicable	Significant and Unavoidable
<p>AQ-3 Result in construction-related emissions above regional mass emission thresholds Significant impact in 2025, 2035, and 2050</p>	<p>AQ-3a Implement Construction Best Management Practices for Fugitive Dust AQ-3b Reduce Diesel Emissions During Construction from Off-Road Equipment AQ-3c Reduce Diesel Emissions from On-Road Vehicles GHG-5e Implement Measures to Reduce GHG Emissions from Transportation Projects GHG-5f Implement Measures to Reduce GHG Emissions from Development Projects</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

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Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
<p>AQ-4 Expose sensitive receptors to substantial PM10 and PM2.5 concentrations Significant impact in 2025, 2035, and 2050</p>	<p>AQ-2a Secure Incentive Funding AQ-4 Reduce Exposure to Localized Particulate and/or TAC Emissions 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 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 Significant impact in 2025, 2035, and 2050</p>	<p>AQ-2a Secure Incentive Funding AQ-4 Reduce Exposure to Localized Particulate and/or TAC Emissions 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</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
	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 TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects			
4.4 Biological Resources				
BIO-1 Have a substantial adverse effect on any sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS; or have a substantial adverse effect on state or federally regulated waters and wetlands through direct removal, filling, hydrological interruption, or other means Significant impact in 2025, 2035, and 2050	BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Vegetation Communities and Regulated Aquatic Resources BIO-1b Provide Compensatory Mitigation BIO-1c Prepare a Habitat Restoration Plan BIO-1d Prepare Habitat / Long-Term Management Plans Bio-1e Implement Best Management Practices to Avoid Indirect Impacts	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
BIO-2 Have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or listed by CDFW or USFWS, including their federally designated critical habitat, or species	BIO-2a Implement Design, Minimization, and Avoidance Measures for Special-Status Animal Species BIO-2b Provide Compensatory Mitigation for Special-Status Plant Species BIO-2c Provide Compensatory Mitigation for Special-Status Animal Species BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

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Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
<p>that are considered sensitive in CEQA Guidelines Section 15380 Significant impact in 2025, 2035, and 2050</p>	<p>Natural Vegetation Communities and Regulated Aquatic Resources BIO-1b Provide Compensatory Mitigation BIO-1c Prepare a Habitat Restoration Plan BIO-1d Prepare Habitat / Long-Term Management Plans</p>			
<p>BIO-3 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites Significant impact in 2025, 2035, and 2050</p>	<p>BIO-3 Facilitate Wildlife Movement</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.5 Cultural Resources				
<p>CULT-1 Cause a substantial adverse change in the significance of a historical resource or unique archaeological resource Significant impact in 2025, 2035, and 2050</p>	<p>CULT-1a Develop Project-Level Measures for Development Projects and Transportation Network Improvements CULT-1b Implement Monitoring and Data Recovery Programs for Development Projects and Transportation Network Improvements</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.6 Energy				
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
4.7 Geology, Soils, and Paleontological Resources				
<p>PALEO-1 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature Significant impact in 2025, 2035, and 2050</p>	<p>PALEO-1a Identify the Potential for Unique Paleontological Resources or Unique Geologic Features for Development Projects or Transportation Network Improvements PALEO-1b Avoid or Reduce Impacts on Unique Paleontological Resources or Unique Geologic Features for</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
	Development Projects or Transportation Network Improvements			
4.8 Greenhouse Gas Emissions				
<p>GHG-5 Be inconsistent with the State’s ability to achieve the 2030 reduction target of SB 32 and long-term reduction goals of Executive Orders S-3-05 and B-55-18 Significant impact in 2030, 2045, and 2050</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 AQ-3b Reduce Diesel Emissions During Construction from Off-Road Equipment AQ-3c Reduce Diesel Emissions from On-Road Vehicles AQ-4 Reduce Exposure to Localized Particulate and/or TAC Emissions TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects</p>	Significant and Unavoidable (in 2030)	Significant and Unavoidable (in 2045)	Significant and Unavoidable

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Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
	WS-1a Implement Water Conservation Measures for Transportation Network Improvements WS-1b Implement Water Conservation Measures for Development Projects			
4.9 Hazards and Hazardous Materials				
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
4.10 Hydrology and Water Quality				
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
4.11 Land Use				
LU-1 Physically divide an established community Significant impact in 2025, 2035, and 2050	LU-1 Provide Access and Connections for Transportation Network Improvements	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.12 Mineral Resources				
MR-1 Result in the loss of availability of known aggregate and mineral resources supply sites that would be of value to the region and the residents of the state, or result in the loss of availability of a locally-important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan Significant impact in 2025, 2035, and 2050	MR-1a Conserve Aggregate and Mineral Resources During Planning and Design of Development Projects MR-1b Conserve Aggregate and Mineral Resources During Planning and Design of Transportation Network Improvements	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.13 Noise and Vibration				
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	NOI-1a Implement Construction Noise Reduction Measures for Development Projects and Transportation Network Improvements NOI-1b Implement Operational Noise Reduction Measures for Transportation Network Improvements	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

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Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
substantial absolute increase in ambient noise Significant impact in 2025, 2035, and 2050	NOI-1c Implement Operational Noise Reduction Measures for Development Projects			
NOI-2 Generation of excessive groundborne vibration or groundborne noise levels Significant impact in 2025, 2035, and 2050	NOI-2a Implement Construction Groundborne Vibration and Noise Reduction Measures NOI-2b Implement Groundborne Vibration and Noise-Reducing Measures for Rail Operations	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.14 Population and Housing				
POP-1 Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure) Significant impact in 2025, 2035, and 2050	No feasible mitigation	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
POP-2 Displace substantial numbers of people or housing units, which would necessitate the construction of replacement housing elsewhere Significant impact in 2025, 2035, and 2050	POP-2a Design Development Projects to Reduce Displacement POP-2b Design Transportation Network Improvement Projects to Reduce Displacement	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.15 Public Services and Utilities				
PS-1 Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered (i.e., expanded) public facilities, in order to maintain adequate fire and police protection, emergency services, schools, libraries, and recreation facilities Significant impact in 2025, 2035, and 2050	PS-1 Implement Mitigation Measures for New/Expanded Public Service Facilities	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
<p>REC-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated Significant impact in 2025, 2035, and 2050</p>	<p>REC-1 Implement Mitigation Measures for Parks and other Recreational Facilities</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
<p>U-1 Result in the expansion, relocation, or construction of wastewater collection and treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities to adequately meet projected capacity needs, the construction of which could cause significant environmental impacts Significant impact in 2025, 2035, and 2050</p>	<p>U-1a Implement Mitigation Measures for New/Expanded Wastewater, Stormwater, Electrical, Natural Gas, and Telecommunications Facilities Associated with Development Projects U-1b Implement Mitigation Measures for New/Expanded Stormwater Facilities Associated with Transportation Network Improvements</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
<p>U-2 Generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure; negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals; or fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste Significant impact in 2035 and 2050.</p>	<p>U-2a Implement Mitigation Measures for New/Expanded Solid Waste Facilities U-2b Reduce Construction Waste U-2c Reduce Operational Waste</p>	Not applicable	Significant and Unavoidable	Significant and Unavoidable
4.16 Transportation				
<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 Significant impact in 2025, 2035, and 2050</p>	<p>TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects GHG-5a Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions and for Updates to CAPs or GHG Reduction Plans</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
	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			
4.17 Tribal Cultural Resources				
TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 that is either (1) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (2) determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 Significant impact in 2025, 2035, and 2050	TCR-1a Implement Tribal Cultural Resources Mitigation Measures for Development Projects and Transportation Network Improvements TCR-1b Implement Monitoring and Mitigation Programs for Development Projects and Transportation Network Improvements	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.18 Water Supply				
WS-1 Not have sufficient water supplies available to serve the projected regional demand during normal, dry and multiple dry years Significant impact in 2050	WS-1a Implement Water Conservation Measures for Transportation Network Improvements WS-1b Implement Water Conservation Measures for Development Projects WS-1c Ensure Adequate Water Supply for Development Projects	Not applicable	Not applicable	Significant and Unavoidable
WS-2 Substantially decrease groundwater supplies, or interfere substantially with groundwater	WS-1a Implement Water Conservation Measures for Transportation Network Improvements	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Impacts of the Proposed Plan in 2025, 2035, and 2050	Mitigation Measures	Level of Significance After Mitigation		
		2025	2035	2050
<p>recharge such that the proposed Plan would impede sustainable management of groundwater basins or obstruct implementation of a sustainable groundwater management plan Significant impact in 2025, 2035, and 2050</p>	<p>WS-1b Implement Water Conservation Measures for Development Projects WS-2 Implement Groundwater Measures to Ensure Sustainable Yield for Development Projects</p>			
<p>WS-3 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects Significant impact in 2025, 2035, and 2050</p>	<p>WS-1a Implement Water Conservation Measures for Transportation Network Improvements WS-1b Implement Water Conservation Measures for Development Projects WS-1c Ensure Adequate Water Supply for Development Projects WS-2 Implement Groundwater Measures to Ensure Sustainable Yield for Development Projects WS-3 Implement Measures for New or Expanded Water Facilities</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
4.19 Wildfire				
<p>WF-1 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires Significant impact in 2025, 2035, and 2050</p>	<p>WF-1 Reduce Wildfire Risk for Development and Transportation Projects</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
<p>WF-2 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may</p>	<p>WF-2 Reduce Wildfire Risk Related to Wildfire-Associated Infrastructure Required to Support Development or Transportation Projects</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

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		2025	2035	2050
<p>exacerbate fire risk or that may result in temporary or ongoing impacts to the environment Significant impact in 2025, 2035, and 2050</p>				
<p>WF-3 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes Significant impact in 2025, 2035, and 2050</p>	<p>WF-3 Reduce Post-Fire Risks Related to Flooding, Landslides, Slope Instability, or Drainage Changes for Development and Transportation Projects</p>	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable