

ES-1 Introduction/Background

This program Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the 2007 Regional Transportation Plan (RTP) prepared by the San Diego Association of Governments (SANDAG). The Draft 2007 RTP was released by SANDAG in June 2007. This EIR analyzes the potential significant impacts of the adoption of the 2007 RTP by SANDAG. The 2007 RTP is composed of goals, policies, and objectives, as well as a list of transportation network improvements and other transportation programs that are intended to improve the movement of people, goods, and services through the region.

Planning for the proposed 2007 RTP began in mid-2006 and included collaboration among SANDAG, local jurisdictions, Metropolitan Transit Development Board (MTDB), North County Transit District (NCTD), and the California Department of Transportation (Caltrans). SANDAG's Board of Directors provided guidance in the development of the 2007 RTP to address various land use and transportation issues. A key consideration in the development of the 2007 RTP was how the plan could alleviate the effects of future growth and traffic congestion through a significant increase in transit ridership.

ES-2 Purpose and Scope of the EIR

This EIR has been prepared by SANDAG to analyze the potential impacts of the 2007 RTP; to discuss alternatives; and to propose mitigation measures that will offset, lessen, or avoid significant environmental impacts. For a detailed description of the 2007 RTP and its impacts, recommended mitigation, alternatives, and its long-term implications, the reader is referred to Chapters 2.0, 4.0, 6.0, and 7.0 of this program EIR.

Any transportation improvement project receiving federal or state transportation funds must be included in the 2007 RTP. During future stages in planning and implementation for those transportation improvements, there will be a separate,

project-specific CEQA and/or National Environmental Policy Act (NEPA) evaluation prepared by the project sponsor. This program EIR establishes a framework for future environmental documents that are prepared for specific projects identified in the 2007 RTP.

ES-3 Project Objectives

The 2007 RTP provides the planning foundation for transportation improvements throughout the San Diego region over a nearly 30-year period into the future. The region already supports an existing network of freeways, expressways, regional arterials, transit corridors, regional bus and rail transit corridors, seaport facilities, and ports-of-entry at the United States-Mexico border. These facilities serve the region's 19 local jurisdictions. The proposed 2007 RTP includes plan-level improvements for such elements as new and widened freeways, new transit features, expanded High Occupancy Vehicle (HOV) opportunities, and regional bikeway corridors. This includes improving the region's highway and roadway network with more lanes dedicated to carpools and buses integrated with new, high-quality regional transit services. The 2007 RTP includes a flexible roadway system that can be used by transit and HOVs and improves goods movement throughout the region.

The 2007 RTP represents the transportation policy and action statement of SANDAG to meet the region's long-term mobility needs, to better connect transportation and land use policy decisions, and to create a transportation network that will serve the region through the year 2030. The 2007 RTP is intended to result in a transportation network that can meet the changing socioeconomic and technological conditions of the region while preserving, to the extent possible, the environment that helps define San Diego's quality of life. At the core of the 2007 RTP are seven broad policy goals (see below). Of the seven, Mobility is considered the RTP's highest goal.

- **Mobility** Improve the mobility of people and freight
- **Accessibility** Improve accessibility to major employment and other regional activity centers
- **Reliability** Improve the reliability of the transportation system
- **Efficiency** Maximize the efficiency of the existing transportation system
- **Livability** Promote livable communities
- **Sustainability** Minimize effects on the environment

- **Equity** Ensure an equitable distribution of the benefits among various demographic and user groups

ES-4 Proposed Project

The proposed transportation network included in the 2007 RTP (SANDAG 2002a) is the basis of evaluation included in this EIR. The transportation plan was developed around four main components: (1) Land Use and Transportation Connection, (2) Systems Development, (3) Systems Management, and (4) Demand Management. The Land Use component better connects and coordinates transportation and land use planning in the region through the Smart Growth Concept Map. The Map has the ability to influence the pattern of housing, population, and economic growth in the region. The Systems Development component refers to the definition of a multimodal network to move people to and from their homes, offices, schools, retail stores, and other major activity centers in an efficient manner. The network generally includes three key areas: highways, regional arterials and roadways, and regional/corridor transit services. Systems and Demand Management are the operational components of the RTP. Systems Management provides strategies for getting the most efficiency out of the existing transportation system. Demand Management focuses on reducing trips on the transportation system during rush hours when most of the traffic congestion occurs. Tables and figures in Chapter 2.0 describe and illustrate the proposed plan in more detail.

ES-5 Affected Environment

The San Diego region includes three general geographic regions: coastal, montane, and desert. The highest population densities are found in the western third (coastal) of the region where topography and mild coastal climatic conditions have attracted intensive development. Consequently, existing transportation infrastructure is most concentrated and diverse in the populated coastal areas to meet the needs of the greatest number of people.

The 2007 RTP provides the planning foundation for transportation improvements that takes into consideration the San Diego region as well as outside the region's boundaries. The area supports an existing network of freeways, expressways, regional arterials, transit corridors, regional bus and rail transit corridors, bikeways, commercial and general aviation facilities, seaport facilities, and ports-of-entry at the United States-Mexico border. These facilities serve the region's 18 local jurisdictions, the County's unincorporated areas, as well as interregional and international commuting.

ES-6 Environmental Impacts and Cumulative Impacts

Table ES-1 provides a summary of the environmental consequences resulting from the 2007 RTP. The EIR found that the 2007 RTP would result in significant, potentially unmitigable impacts to Agricultural, Visual and Biological Resources. Other issue areas, including Land Use, Social Environment, Noise, Geology/Paleontology, Water Resources, Cultural Resources, and Hazards and Hazardous Materials would result in significant but mitigable impacts. Impacts to Traffic/Circulation, Energy, Air Quality, and Environmental Justice would be less than significant.

Cumulative impacts were found to occur in the areas of Land Use, Social Environment, Visual Resources, Air Quality, Noise, Energy, Geology/Paleontology, Water Resources, Biological Resources, Cultural Resources, and Hazards and Hazardous Materials. Although not an issue area, unavoidable cumulative impacts associated with Global Climate Change would also occur. Implementation of the 2007 RTP would not be able to avoid these impacts.

ES-7 Other CEQA Considerations

Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project Is Implemented

Mitigation measures included in this EIR and measures outlined in individual project-specific environmental analysis could mitigate many impacts to below a level of significance. However, significant impacts in the areas of Agricultural, Visual, and Biological Resources probably could not be mitigated to below a level of significance. These impacts could be significant, unavoidable, and potentially unmitigable at this plan level.

Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented

Implementation of the 2007 RTP would result in permanent changes to the existing environment that have been recognized in other sections of this EIR. The conversion of undeveloped and agricultural land to urbanized uses is considered a permanent change. The conversions would occur directly

**Table ES-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

Result of Impact Analysis	Mitigation	Residual Impacts
<p>Land use patterns along key corridors reflect the presence of existing facilities, so widening would not introduce a new land use type or an incompatible land use pattern.</p>	<p align="center">LAND USE</p> <p>No mitigation is required.</p>	<p>Less than significant</p>
<p>Where there would be new facilities constructed outside of the currently urbanized core, undisturbed/vacant land could be utilized for transportation purposes. The conversion of vacant land and impacts to agricultural or planned open space resources may be potentially significant in selected areas.</p>	<p>LU-1 For projects in agricultural areas, project implementation agencies shall contact the California Department of Conservation and San Diego's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy. Impacts to such lands shall be evaluated in project-specific environmental documents. The analysis shall use the land evaluation and site assessment analysis method (CEQA Guidelines § 21095), as appropriate. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction. Mitigation measures may include conservation easements or payment in-lieu of fees.</p>	<p>Significant and unavoidable</p>
	<p>LU-2 For those projects that require federal funding, the federal agency must examine the effects of the action to agricultural resources using the criteria set forth in the Farmland Protection Policy Act (FPPA). The FPPA is administered by the Natural Resource Conservation Service (NRCS), which determines impacts to farmland that could occur due to a proposed project. The determination is made through coordination between the federal agency proposing or supporting the project and NRCS. The assessment of potential impacts to farmland from corridor-type projects, which is typical of transportation projects analyzed in this EIR, will require the completion of form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects. NRCS will make a determination, using set thresholds, as to whether additional project-specific mitigation would be required.</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
Smart growth land use planning trends are assumed to be implemented by various jurisdictions and a significant land use impact would not occur.	LU-3 Project implementation agencies shall identify open space areas that could be preserved and shall include mitigation measures (such as dedication or payment of in-lieu fees) for the loss of open space. No mitigation is required.	Less than significant.
SOCIAL ENVIRONMENT		
The 2007 RTP would provide for a more efficient transportation network that allows for better movement of people between major work, housing, and school routes. The enhanced transportation system would be a beneficial socioeconomic impact.	No mitigation is required.	Less than significant
Certain transportation improvements, such as freeway widening, new highway construction, and increased right-of-way for transit improvement, could result in potential displacement impacts. Such impacts would need to be evaluated at a project-specific level to determine significance.	Social-1 Significant adverse impacts resulting from displacement of residents or businesses shall be mitigated with specific relocation measures as dictated by local, state, or federal requirements on a project-by-project basis. Such measures include assistance in finding a new location, assistance with moving, or compensation for losses. Where it has been determined that displacement is necessary and displaced individuals are eligible, a relocation assistance program consistent with the State Uniform Location Assistance and Real Properties Acquisition Policies Act provides compensation and assistance in finding new residences for displaced individuals.	Less than significant
VISUAL RESOURCES		
In the short term, construction of projects could result in view blockage. Even with these typical best management practices, short-term visual impacts are often unavoidable; however, these impacts are temporary and would last only throughout the duration of the construction activities. Short-term construction impacts are considered less than significant.	No mitigation is required.	Less than significant

Result of Impact Analysis	Mitigation	Residual Impacts
<p>Potentially significant impacts could occur if proposed alignments or facilities require large cut and fill slopes or noise barriers; block views from adjacent areas or intrude into important vistas along roadways (via noise walls or facilities themselves); and/or change the scale, character, and quality of designated or eligible scenic highway corridors. Proposed rail improvements, such as double-tracking in the coastal corridor, could result in significant visual impacts.</p>	<p>Vis-1 Project sponsors shall commit to mitigation measures at the time of the certification of their environmental document. Mitigation measures may include:</p> <ul style="list-style-type: none"> • Design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design projects to minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain. • Use natural landscaping to minimize contrasts between the project and surrounding areas. Wherever possible, develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Contour the edges of major cut and fill slopes to provide a more natural-looking finished profile. • Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear travel experience that would otherwise occur. • Replace and renew landscaping to the greatest extent possible along corridors with road widenings, interchange projects, and related improvements. Plan landscaping in new corridors to respect existing natural and man-made features and to complement the dominant landscaping of surrounding areas. • Construct sound walls of materials whose color and texture complements the surrounding landscape and development. Use color, texture, and alternating facades to “break up” large facades and provide visual interest. • Where there is room, landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas. 	<p>Potentially significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
<p>Implementation of the 2007 RTP would result in a less congested roadway system and a more accessible transit system than the No Project Alternative. At the program level, the 2007 RTP is considered to be beneficial in terms of its impact on the regional transportation system.</p>	<p align="center">TRANSPORTATION/CIRCULATION</p> <p>No mitigation is required</p>	<p>No Impact</p>
AIR QUALITY		
<p>The 2007 RTP would contribute positively to the purpose of the State Implementation Plan for the attainment of the Regional Air Quality Standards by reducing project congestion. This in turn would have an overall positive impact on regional air quality.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>Planned transit, arterial, highway, and freeway improvements have the potential to cause long-term local impacts resulting from exposure to CO, diesel PM, and other harmful pollutants, which must be evaluated at the project level and are potentially significant. In addition, regional and local impacts resulting from construction of the projects included in the 2007 RTP must be evaluated at the project level and are potentially significant.</p>	<p>Air-1 Site specific and project specific environmental air quality assessments shall be performed for individual roadway, transit, and similar projects when they are proposed.</p> <p>Air-2 Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</p> <p>Air-3 The following additional dust control measures shall be incorporated into project specifications:</p> <ul style="list-style-type: none"> • Minimize land disturbance. • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour (mph) unless the soil is wet enough to prevent dust plumes. • Cover trucks when hauling dirt. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. • Avoid unnecessary vehicular and machinery activities. 	<p>Less than significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
	<ul style="list-style-type: none"> Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. <p>Air-4 The following measures shall be incorporated into all project specifications to reduce diesel engine emissions of O₃ precursors ROG and NO_x, PM₁₀, PM_{2.5}, diesel PM, and GHG.</p> <p><u>Equipment Technology</u> The project shall provide a plan, for approval by the implementing agency or jurisdiction, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a projectwide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment diesel and/or other options as they become available. The project representative shall submit to the implementing agency or jurisdiction a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the implementing agency or jurisdiction with the anticipated construction timeline, including start date, and name and phone number of the project manager and on-site foreman.</p> <p><u>Idling Restrictions</u> Idling of diesel-powered vehicles and equipment shall not be permitted during periods of non-active vehicle use. Diesel-powered engines shall not be allowed to idle for more than 5 consecutive minutes in a 60-minute period when the equipment is not in use, occupied by an operator, or otherwise in motion,</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>except as follows:</p> <ul style="list-style-type: none"> When equipment is forced to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control; When it is necessary to operate auxiliary systems installed on the equipment, only when such system operation is necessary to accomplish the intended use of the equipment; To bring the equipment to the manufacturer's recommended operating temperature; When the ambient temperature is below 40 degrees F or above 85 degrees F; or When equipment is being repaired. <p>Air-5 SANDAG shall immediately inaugurate a task to obtain funds from the ARB and other appropriate sources to establish a program to assist private businesses and public agencies that use heavy-duty vehicles or mobile off-road equipment to defray the costs of new lower emission technologies for diesel engines. The program would help fleets pay for new lower emission engines, lower emission retrofits, and new engine replacements. A similar program is now being offered by the Sacramento Metropolitan Air Quality Management District.</p>	
<p>Planned transit, arterial, highway, and freeway improvements have the potential to significantly impact the local noise environment if sensitive receptors are located nearby. Each individual project would require its own noise study as part of the environmental assessment and review process.</p>	<p style="text-align: center;">NOISE</p> <p>Noi-1 Site specific and project specific environmental noise and vibration assessments shall be performed for individual roadway, transit, and similar projects when they are proposed.</p> <p>Noi-2 Alignments of transportation corridors shall consider noise sensitive areas and reduce noise levels by maximizing distance to sensitive receptors (human or wildlife), use of depressed rights of way, berms, or sound barrier walls to reduce noise where feasible.</p> <p>Noi-3 Land use measures such as zoning designations shall be employed for future development on land adjacent to transportation facilities.</p>	<p>Less than significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>Noi-4 Noise impacts may be avoided or reduced by careful siting of facilities and the use of noise-reducing berms, walls, or other barriers. Where other noise abatement methods are impractical, operational constraints shall be imposed to the greatest extent feasible (e.g., limits on vehicle speed, regulation of train horns).</p> <p>Noi-5 As required by Caltrans Standard Specification 7-1.011, each internal combustion engine shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said muffler.</p> <p>Noi-6 Staging areas shall be located at least 500 feet from occupied residences. Work that generates loud noises in staging areas, such as equipment maintenance, shall not occur during the hours prohibited for construction work.</p> <p>Noi-7 If traffic control and construction signs that require power for lighting or flashing are located near residences, the source of power will be batteries, solar cells, or another quiet source. Gas- or diesel-fueled internal combustion engines will not be used.</p>	
ENERGY		
<p>The future increase in population in 2007 with associated travel by vehicles would increase energy consumption. Improved traffic flows (less congestion) and greater transit choices would help to offset this increase in energy consumption; however, there would still be an increase. Fuel consumption with the project is forecast to be 3.5 percent greater than the No Project condition, which is less than the 5 percent significance threshold.</p> <p>Proposed transit improvements in the 2007 RTP encourage optimized use of public transportation, which provides a more energy-efficient mode of travel and reduces the region's transportation energy</p>	<p>No mitigation is required.</p>	<p>No impact</p>
<p>Proposed transit improvements in the 2007 RTP encourage optimized use of public transportation, which provides a more energy-efficient mode of travel and reduces the region's transportation energy</p>	<p>Energy-1 During the design and approval of transportation improvements implemented under the 2007 RTP, the following energy efficiency measures shall be incorporated when applicable:</p>	<p>Less than significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
<p>consumption.</p> <p>The incremental greenhouse gas (GHG) emissions associated with construction and operation of the regional transportation network under implementation of the 2007 RTP would cause a cumulatively considerable incremental contribution to the significant cumulative (worldwide) impacts when viewed in connection with worldwide GHG emissions. By generating increased emissions that contribute to global climate change, construction activities and operation of the transportation system that would occur under the 2007 RTP would incrementally contribute to the adverse economic, public health, natural resources, and other environmental impacts projected to occur in California and throughout the world as a result of global climate change.</p>	<ul style="list-style-type: none"> • Use of solar panels for lighting, electronic signage, and other electric-powered features at all new or renovated transit stops or stations. Solar panels shall also take advantage of net metering with the local utility. • The design or purchase of any lighting fixtures including but not limited to lighting at transit stations, arterials or freeways, and parking structures/lots shall achieve a 15 percent reduction beyond an estimated baseline energy use for such lighting. • All new traffic lights installed shall use LED technology. <p>Climate-1 Within 3 years of adoption of the 2007 RTP, SANDAG shall, through a public process, establish a Global Climate Change Action Plan (Action Plan) that includes at a minimum the following components:</p> <ul style="list-style-type: none"> • General discussion of the potential impacts that global climate change poses to the San Diego region, with particular focus on potential impacts to RTP facilities, to the extent that such research is available. • A baseline inventory of total GHG (at a minimum, CO2, CH4, and N2O) emissions directly and indirectly associated with all RTP activities (RTP GHG emissions) for the year 2006; • Calculate total RTP GHG emissions per capita in 2006 using the total RTP GHG emissions figure calculated above and the total regional population figure for 2006; • Include total RTP GHG emissions per capita in the RTP performance monitoring system as a measure of the Plan's GHG emissions. This measure shall be used to compare the global climate change impacts of future RTP alternatives with each other, existing conditions, and 2006 conditions; 	<p>Cumulatively significant and unavoidable</p>

Result of Impact Analysis	Mitigation	Residual Impacts
	<ul style="list-style-type: none"> • Condition future adoption of RTP updates on achievement of at least a 10 percent reduction in total RTP GHG emissions per capita below total RTP GHG emissions per capita for 2006; • Development of enforceable, feasible GHG emissions reduction measures to achieve the required reductions in total RTP GHG emissions per capita. Such reduction measures may include construction of new transportation projects, modification of existing facilities or services, incentive or funding programs, pricing strategies, regulations or any other actions that reduce GHG emissions associated with RTP activities, including Mitigation Measures Climate-2 through Climate-17 below. The measures may also include compliance with mandatory federal, state, or other binding regulations or funded programs as GHG emission reduction measures so long as such measures are established as mandatory requirements imposed on projects identified in the 2007 RTP and/or projects identified in all RTP updates adopted in the future. However, the measures to achieve the required reductions may not include "carbon offset" payments or participation in similar offsetting programs. • In addition to the Action Plan, the following mitigation measures shall be imposed onto the 2007 RTP or as specified below: <p>Climate-2 The systemwide VMT per capita performance measure of the adopted 2007 RTP (as identified in Technical Appendix 4 of the 2007 RTP) shall be established as the maximum allowable systemwide VMT per capita for all future RTP updates. Adoption of future RTP updates shall be conditioned upon achieving a 10 percent reduction in systemwide VMT per capita relative to the established maximum.</p> <p>Climate-3 In April 2007 SANDAG secured partial funding from the California Energy Commission (CEC) to undertake a 2-year project to address regional energy and climate issues. As part of this effort, SANDAG will conduct a study of appropriate locations for siting alternative fuel infrastructure to best leverage geographic, institutional, financial, and environmental resources. The study will guide development of an</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>Alternative Fuel Vehicle and Infrastructure Toolkit for member agencies and nonmember agencies (i.e., the San Diego Port Authority; Regional Airport Authority; and Caltrans, MTS, and NCTD) that will contain best practices related to ordinances, analytical tools, financing opportunities, codes, and standards related to saving energy and reducing GHG emissions. This study shall identify the alternative fuel vehicle(s) and alternative fuel infrastructure with the potential to result in the greatest GHG emission reductions. This project shall also be accompanied by a public education program to encourage the use of alternative fuel vehicles and infrastructure.</p> <p>Climate-4 SANDAG shall work with its member agencies to increase the number of alternative fuel vehicles (AFVs; i.e., vehicles not powered strictly by gasoline or diesel fuel) both in municipally owned vehicles, as well as those owned by franchisees of these cities, such as trash haulers, green waste haulers, and curbside recyclable haulers. Such AFVs shall have GHG emissions at least 10 percent lower than comparable gasoline- or diesel-powered vehicles. The Alternative Fuel Vehicle and Infrastructure Toolkit described above will include best practices strategies to aid in the transformation of municipally owned or contracted fleets, including vehicle fleets operated and/or funded, at least in part, by SANDAG.</p> <p>Climate-5 SANDAG shall require that future funding for transit vehicles be limited to AFVs with GHG emissions at least 10 percent lower than comparable gasoline- or diesel-powered vehicles.</p> <p>Climate-6 SANDAG shall require that all new vehicles added to its entire vehicle fleet, including vehicle fleets funded at least in part by SANDAG, are AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel). Such AFVs shall have GHG emissions at least 10 percent lower than comparable gasoline- or diesel-powered vehicles.</p> <p>Climate-7 Within 2 years, SANDAG shall comprehensively address the energy and climate effects of the RTP in the update of Regional Energy Strategy 2030.</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>Climate-8 SANDAG shall take actions that increase the number of vanpools participating in Regional Vanpool Program by 20 percent over the next 3 years.</p> <p>Climate-9 Within 1 year, SANDAG shall incorporate a GHG emissions criterion into the process for prioritizing the allocation of regional transportation funds.</p> <p>Climate-10 Where fees are currently required for single-occupancy vehicles to access managed/HOV lanes or other fee-based transportation facilities managed by SANDAG, such payment shall be waived for hybrid electric, plug-in hybrid, electric and other vehicles attaining a super ultra low emission (SULEV) or higher rating.</p> <p>Climate-11 SANDAG shall incorporate an analysis of the potential of pricing strategies to reduce GHG emissions into future RTP updates. Such strategies shall include but are not limited to reduced transit fares; fare-free zones on the transit system; days on which transit is free; imposing tolls on freeways and highways; and congestion-pricing to enter certain high-traffic areas served by public transit (e.g., Downtown San Diego).</p> <p>Climate-12 SANDAG shall support the San Diego Gas and Electric (SDG&E) Clean Transportation Program that is examining a variety of alternative electric transportation initiatives. This program aims to reduce fuel consumption, promote the use of electricity as an alternative fuel, reduce dependence on foreign oil and respond to state environmental priorities. Focus areas range from on-road electric vehicles like plug-in hybrid automobiles, to electric idling initiatives like electrification of cruise ship terminals (cold ironing), to nonroad electric vehicles like forklifts and airport ground support equipment. As this program progresses, SANDAG shall incorporate electrification technologies (e.g., such as electric vehicle charging stations and electrified rail) that reduce GHG emissions into the RTP and RTP updates as feasible.</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>Climate-13 SANDAG shall conduct a public information program to educate the public about the connection between individual transportation behavior and global climate change.</p> <p>Climate-14 Construction of projects proposed in the 2007 RTP and subsequent RTP updates shall incorporate the use of alternative formulations of cement and asphalt with reduced GHG emissions to the extent that such cement and asphalt formulations are available in the marketplace.</p> <p>Climate-15 Construction of projects proposed in the 2007 RTP shall, to the maximum extent feasible, incorporate the use of retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board (ARB).</p> <p>Climate-16 SANDAG shall require all construction projects to recycle and/or salvage at least 50 percent of nonhazardous construction waste and demolition debris. To implement this requirement, a construction waste management plan identifying materials to be diverted from disposal and whether the materials will be stored on-site or commingled shall be developed and implemented by the applicant for said development or rehabilitation. Excavated soil and land-clearing debris do not contribute to this credit. Calculation can be done by weight or volume but must be consistent throughout.</p> <p>Climate-17 SANDAG shall immediately inaugurate a task to obtain funds from the ARB and other appropriate sources to establish a program to assist private businesses and public agencies that use heavy-duty vehicles or mobile off-road equipment to defray the costs of new lower emission technologies for diesel engines. The program would help fleets pay for new lower emission engines, lower emission retrofits, and new engine replacements.</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
<p>Due to active faults and geologic formations susceptible to slope failure in the region, new transportation facilities would be exposed to both direct and indirect effects of earthquakes and slope failure. This results in a potentially significant impact.</p>	<p>GEOLOGY/PALEONTOLOGY</p> <p>All projects shall adhere to State of California design standards and all standard design, grading, and construction practices to avoid or reduce geologic hazards.</p>	<p>Less than significant</p>
<p>The implementation of the 2007 RTP would result in transportation facilities being constructed within geologic formations with moderate to high paleontological resource potential, thus resulting in a potential for paleontological impacts.</p>	<p>Paleo-1 When a construction activity will significantly disturb the unweathered bedrock in areas identified as having a moderate or high potential to support paleontological resources, a qualified researcher must be stationed on-site to observe during grading operations and recover scientifically valuable specimens. A certified paleontologist shall be retained (or required to be retained) by the project implementing agency prior to construction to establish procedures for surveillance and the preconstruction salvage of exposed resources if fossil-bearing rock have the potential to be impacted. The monitor shall provide preconstruction coordination with contractors, oversee original cutting in previously undisturbed areas of sensitive formations, halt or redirect construction activities as appropriate to allow recovery of newly discovered fossil remains, and oversee fossil salvage operations and reporting. This measure shall be placed as a condition on all grading plans where grading is proposed in geologic units defined as having a moderate or high potential for containing fossils.</p> <p>WATER RESOURCES</p>	<p>Less than significant</p>
<p>Erosion resulting from construction would potentially contribute to the sediment load in surface waters. Deposition of sediments downstream may be significant if they are introduced into a potable water supply (reservoirs), flood control channels, or wetlands. The 2007 RTP would result in increased impervious surfaces, resulting in increased runoff, and adding to local nonpoint source pollution. Projects constructed in floodplains have a potential for incrementally increasing flood hazards.</p>	<p>All new and improved transportation facilities must comply with federal, state, and local policies, standards, and land use strategies that address water resource issues. In general, compliance with these regulations and permit procedures would be effective in mitigating potential impacts to water resources.</p> <p><u>Surface Water</u></p> <p>Water-1 To the extent feasible, roadway and transit facilities shall be sited and designed to minimize impacts to receiving waters, in particular the discharge of identified pollutants to an already impaired water body.</p>	<p>Less than significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
<p>Other improvements may require fill or alteration of watercourses and lagoons.</p>	<p>Water-2 To the extent feasible, drainage of roadway runoff shall be designed to run through grass median strips, contoured to provide adequate storage capacity and to provide overland flow, detention, and infiltration before it reaches culverts. Detention basins and ponds, aside from controlling runoff rates, can also remove particulate pollutants through settling.</p> <p>Water-3 Proper erosion control measures shall be implemented during construction and will include measures such as jute netting, straw and chemical mulches, temporary retention ponds, or quick revegetation. Other control measures include limiting the amount of exposed area and preventing construction vehicles and/or equipment from passing through or near natural drainages.</p> <p>Water-4 Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes in undeveloped areas.</p> <p>Water-5 In areas where habitat for fish and other wildlife would be threatened by transportation facility discharge, alternate drainageways shall be sought to protect sensitive fish and wildlife populations. Heavy-duty sweepers, with disposal of collected debris in sanitary landfills, shall be used to effectively reduce annual pollutant loads. Catch basins and storm drains shall be cleaned and maintained on a regular basis.</p> <p><u>Groundwater</u></p> <p>Water-6 Detention basins, infiltration strips, and other features to facilitate groundwater recharge shall be incorporated into the design of new freeway and roadway facilities.</p> <p><u>Flooding</u></p> <p>Water-7 Projects shall be designed so that they do not increase downstream flooding risks by substantially increasing peak runoff volumes. This could be achieved by increasing the size of local flood control facilities serving the project areas; increasing bridge spans; or by including</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>detention ponds in designs for roadway medians, parking areas, or other facilities.</p> <p>Water-8 Projects shall be designed to allow lateral transmission of stormwater flows across transportation corridors with no increased risk of upstream flooding. Culverts and bridges shall be designed to adequately carry drainage waters through project sites. The bottom of overpass structures shall be elevated at least 1 foot above the 100-year flood elevation at all stream and drainage channel crossings.</p> <p>Water-9 All roadbeds for new highway and rail transit facilities shall be elevated at least 1 foot above the 100-year base flood elevation.</p>	
<p>BIOLOGICAL RESOURCES</p> <p>Major roadways may impede the movement of wildlife across the region, and habitat fragmentation can substantially impact long-term viability of wildlife populations in the region.</p>	<p>Bio-1 Design projects to minimize or eliminate impacts to natural habitats and known sensitive species. Large contiguous areas of habitat shall be avoided to the greatest extent feasible to reduce fragmentation of remaining habitat areas. Resource agencies shall be consulted during pre-design stage.</p> <p>Bio-2 Provide for continued movement of ground-level wildlife across rights-of-way, where there are designated wildlife corridors through the use of appropriately sized bridges or other openings where roads or transit features would create barriers.</p>	<p>Less than significant</p>
<p>Construction of new, or widening of existing roadways, may directly impact native habitat and wildlife, including sensitive plant and wildlife species and wetlands. Adverse indirect effects to wildlife may also result from ongoing noise, light glare, air pollution, and polluted runoff after the facilities are built.</p>	<p>Bio-3 Provide off-site mitigation contiguous with areas of like resources to maximize the biological value of the habitat provided as mitigation. These efforts shall be coordinated with resource agencies and regional habitat conservation and planning efforts such as the Multiple Species Conservation Program and the Multiple Habitat Conservation Program.</p> <p>Bio-4 Where possible, avoid impacting oak woodlands, vernal pools, estuaries, lagoons, and other regionally and locally significant biotic resources; where unavoidable, replace with equal or better quality habitat to ensure no net loss of the resource.</p> <p>Bio-5 Where possible, avoid alteration of streambeds and associated riparian vegetation; where unavoidable, replace with like quality or better habitat</p>	<p>Less than significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>at a ratio required by regulatory agencies with the goal of no net loss to wetlands.</p> <p>Bio-6 Preserve open space areas identified in local, state, and federal plans to the greatest extent possible.</p> <p>Bio-7 Remove only as much vegetation and disturb only as much wildlife habitat as is absolutely necessary for grading. Revegetate with native plants where appropriate.</p> <p>Bio-8 Schedule construction to avoid or minimize impacts to wildlife (e.g., avoid breeding season for sensitive species). Project specific reviews shall define specific mitigation measures, such as berms and sound walls, that would reduce construction and operational noise to within regulatory standards.</p> <p>Bio-9 Use appropriate water pollution control technology and best management practices to minimize or eliminate impacts to downstream aquatic systems.</p>	
<p>Implementation of the double-tracking initiative and I-5 improvements along the coastal corridor would result in impacts to the lagoon systems throughout the San Diego region as well as certain coastal bluff locations. These are highly sensitive locations that support sensitive habitat and species. Until the specific biological impacts are quantified and feasible mitigation is identified, this impact would remain significant.</p>	<p>See Bio-3, Bio-4, and Bio-5.</p>	<p>Potentially significant and unmitigable</p>
CULTURAL RESOURCES		
<p>Major new transportation projects may impact significant prehistoric or historic properties. Intensification of land uses along established transit corridors in older portions of the cities where structures of</p>	<p>Implementation of the 2007 RTP would be required to comply with federal, state, and local regulations and procedures for the protection and evaluation of archaeological, historic, and heritage properties. Background inventories along corridors would be used to identify the kinds of resources that may be encountered within the corridor. For federal or state projects, a Memorandum</p>	<p>Less than significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
<p>architectural or historical significance are located could result in historic impacts.</p>	<p>of Understanding/Memorandum of Agreement would be entered into with the State Office of Historic Preservation. Any testing or data recovery would be undertaken after preparation of a research design that would outline relevant goals and procedures to be followed. Involvement of Native Americans or others who may have a heritage interest in the resources would be included in the resource investigations or evaluations.</p> <p>Cult-1 Where feasible, the project shall implement design measures to avoid archaeological or historical resource areas or areas identified as having significant heritage values to living peoples.</p> <p>Cult-2 Preservation of important cultural or scientific sites by capping with fill, asphalt, or some other material to preserve their contextual setting shall be considered.</p> <p>Cult-3 Areas of cultural or scientific resources shall be monitored during the grading phase.</p> <p>Cult-4 Archaeological and historical resources shall be salvaged through data sample recovery programs.</p> <p>Cult-5 All specimens collected shall be archived at an appropriate institution.</p> <p>Cult-6 The Native American Heritage Commission (NAHC) and local tribes shall be consulted for each project for impacts to sacred lands during the environmental review process and, where potential impacts are identified, the grading and excavation stages of implementation in order to avoid impacts to cultural resources. Further requirements established by the NAHC in order to assess and avoid potential impacts to project areas shall be met by the project lead agency.</p> <p>Hazards and Hazardous Materials</p> <p>HAZ-1 The appropriate mechanism(s) among those discussed above should be identified for initiation of any required investigation and/or remediation of any contaminated site that may be impacting the project area, including identification of the appropriate regulatory oversight agency.</p>	
<p>Implementation of the 2007 RTP could have significant impacts to the environment and human health from the exposure of hazardous substances.</p>		<p>Less than significant</p>

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>HAZ-2 All environmental investigations, sampling and/or remediation for properties in the project area should be conducted under a workplan approved by the regulatory oversight agency. The results of any investigation and/or remediation activities conducted within the project area should be included in the project-level EIR.</p> <p>HAZ-3 If any property adjacent to the project site is contaminated with hazardous substances and if that project is located within 2,000 feet of a contaminated site, then the proposed development may be considered a "border zone" property (in accordance with Section 25221 of the California Health and Safety Code. A border zone property is defined as a property located within 2,000 feet of land that has been used for significant disposal of hazardous waste and the wastes so located are a significant existing or potential hazard to present or future public health and safety on the land in question).</p> <p>HAZ-4 If demolition of buildings or other structures, or asphalt- or concrete-paved surface areas is planned as part of a transportation improvement project, an investigation should be conducted for the presence of asbestos-containing materials and lead-containing paint. If such materials, or other hazardous building materials, such as mercury switches, PCB-containing equipment, are identified, these materials should be properly managed and disposed prior to or during the demolition process.</p> <p>HAZ-5 Any contaminated soil identified on a project site must be properly disposed in accordance with DEH, DTSC, and/or RWQCB regulations discussed above.</p> <p>HAZ-6 If contamination is identified on a project site, a health risk assessment should be performed, as necessary, to ensure that workers and the general public are protected from exposure to hazards.</p> <p>HAZ-7 If it is determined that hazardous wastes will be generated by a proposed project, the wastes must be managed in accordance with the California HWCL (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulation (CCR, Title</p>	

Result of Impact Analysis	Mitigation	Residual Impacts
	<p>22, Division 4.5).</p> <p>HAZ-8 If the proposed project includes discharging wastewater to a storm drain, it may become necessary to obtain a National Pollution Discharge Elimination System permit from the RWQCB.</p> <p>HAZ-9 If during construction/demolition of structures, equipment, and/or paved surfaces in the project area soil and/or groundwater contamination is suspected, the construction/demolition activities should cease and appropriate health and safety procedures should be implemented.</p> <p>HAZ-10 If property in the project area was used for agricultural or related activities, on-site soils and/or groundwater might contain pesticides, agricultural chemicals, organic waste, or other related residue. Proper investigation and remedial actions, if necessary, should be conducted under the oversight of, and approved by, the appropriate regulatory agency.</p>	
<p>The 2007 RTP would provide an equitable level of service for both minority and low-income populations. No disproportionate adverse impacts related to equity of service would occur to the low-income and minority populations identified for the San Diego region.</p>	<p>Environmental Justice</p> <p>No mitigation is required.</p>	<p>No impact</p>

through construction of new facilities on undeveloped land, and indirectly through development of surrounding lands which could not have occurred without construction of new transportation facilities. Construction of new projects in undeveloped areas would create increased human activity, traffic, and noise.

Biological habitat fragmentation could occur with the construction of linear transportation facilities including both highway and fixed rail alignments. Adverse effects to wildlife from noise, light, and glare associated with traffic on a new roadway or transit alignment could occur. These changes would be irreversible.

The 2007 RTP is based on smart growth land use policies, which focus future growth within and near existing urban areas. This consolidated land use pattern would result in densification along high volume and potential transit corridors and stations. This identification of higher density could change community character and create a demand for the development of new infrastructure, services, schools, parks, and other community facilities in the affected areas.

Besides the commitment of land to urban uses, implementation of projects recommended in the 2007 RTP would involve the consumption of energy derived from nonrenewable sources, such as petroleum and natural gas. In addition, the fuel and electricity consumed under the 2007 RTP would release a substantial amount of GHGs into the atmosphere, where they will remain for hundreds of years. Building materials could be considered permanently consumed, although these might be recyclable in part at some future date.

Growth Inducing Impact of the 2007 RTP

Although the region will grow with or without implementation of the 2007 RTP, the improvements specified in the RTP, if adopted, will substantially improve the region's highway and roadway networks, supporting new or improved regional transit services, and facilitate goods movement. This would remove obstacles to growth in the region and foster additional housing, population, and economic growth particularly in areas identified on the Smart Growth Concept Map.

The growth inducing impacts of the 2007 RTP have the potential to cause secondary or indirect effects. Secondary effects of growth inducement include, but may not be limited to, the following:

- loss of agricultural land;
- disturbance of unknown cultural resources;
- disturbance of unknown paleontological resources;

- loss of habitat and open space;
- increased air quality impacts;
- water quality impacts from increased urban runoff and impervious surfaces;
- increased traffic and congestion levels;
- increased traffic and construction noise;
- increased energy demand;
- increased housing demand;
- increased public services demands such as schools, parks, sewer, solid waste, etc.;
- increased use of nonrenewable fossil fuels; and
- alteration of the region's visual character.

Effects Not Found to Be Significant

Implementation of the 2007 RTP would not create a significant impact in the issue areas of Transportation/Circulation; therefore no mitigation measures are required for these issues. At this programmatic level of analysis, no significant impacts were identified for this issue area. Further environmental review at the project-specific level of analysis may result in the identification of significant impacts, requiring implementation of mitigation measures.

ES-8 Alternatives Summary and Environmentally Superior Alternative

Chapter 7.0 of this EIR considers four alternatives to the proposed 2007 RTP. These include (1) No Project, (2) Revenue Constrained Alternative, (3) Transit Emphasis Alternative, and the (4) Transit Emphasis (Urban Core) Alternative. The No Project Alternative is required by CEQA. The other alternatives have been generated by SANDAG in the RTP process as alternate means of achieving the goals and objectives of the 2007 RTP. The overall goal is to meet the region's long-term mobility needs by better connecting transportation and land use policy decisions, thereby creating an appropriate transportation network while preserving, to the extent possible, the San Diego environment and quality of life. As noted in Section 2.0.3, SANDAG has identified seven goals for the

2007 RTP. The number one goal is mobility; that is, moving people and goods, not just vehicles, while also better managing congestion.

The alternatives were derived to reflect distinct differences with respect to investment, mobility, and environmental effects and provide SANDAG decision makers with a range of choices regarding the future transportation system of the San Diego region. The respective alternatives are described in Chapter 7.0, which identifies the key transportation network characteristics of the alternatives, and a detailed comparison of the various roadway, freeway, and transit improvements associated with each of the alternatives is shown in Appendix C of the EIR. The four alternatives are described briefly below.

The No Project Alternative, required by CEQA, addresses the potential effects of developing only the baseline network of transportation projects (highway, transit, local roadway, bicycle, and pedestrian) that are considered committed projects. These projects are identified in the Fiscal Year 2007 Regional Transportation Improvement Program (RTIP) or have otherwise committed funding. The baseline network would involve some improvements, but there would be fewer new roads and those that would be widened would have fewer lanes than under other alternatives. This alternative assumes a future land use scenario consistent with smart growth.

Under the Transit Emphasis Alternative, funds would be spent primarily on transit capital expenses, a large part on transit operating expenses, and the remainder on transit projects in the highway system (e.g., managed lanes). Extensive transit systems would cover the central urban core, link the major freeways, and extend eastward on I-8 and SR 67. This system would be based in part on trolley and fixed-rail improvements, but it would rely heavily on expansion and improvement of the regional and corridor bus system. The future land use pattern is based on implementing smart growth policies.

The Transit Emphasis (Urban Core) Alternative is similar to the Transit Emphasis alternative; however, the focus is on maximizing transit service in the downtown urban core area (within the orange and green line trolley service area and extending south to National City). There are no major differences to highway improvements greater or less than those identified for the Transit Emphasis improvements, and highway projects are similar to the Revenue Constrained scenario. However, most transit improvements identified in the Transit Emphasis Alternative are planned for the Urban Core Alternative as well, though some bus routes outside central San Diego and select regional corridors are not included. The future land use pattern is based on implementing smart growth policies.

The Revenue Constrained Alternative derives a transportation network given only known funding sources and assumes flexible funding sources, such as TransNet, would not be available. Given the reduced funds, fewer capital

projects would be completed by 2030. The Revenue Constrained Alternative would have a greater emphasis on carpool opportunities than the other build alternatives, but less emphasis on transit. The land use pattern for new development in this alternative is assumed to be smart growth.

Alternatives Comparison

SANDAG may adopt any of the alternatives included in this EIR. Although federal planning regulations require that SANDAG identify a set of projects that can be delivered based on reasonably available funding (Revenue Constrained Alternative), these requirements do not preclude SANDAG from adopting a plan that includes additional projects. Possible new revenue sources may be available, such as voter approval of an extension of Proposition A, which authorized *TransNet* funds.

Table ES-2 illustrates some of the different characteristics of each alternative in terms of indicators linked to the seven goals for the 2007 RTP. For comparison, the same indicators are provided for existing (year 2000) conditions and the proposed 2007 RTP plus all of the alternatives.

Environmentally Superior Alternative

As noted, the CEQA Guidelines require each EIR to identify the environmentally superior alternative, and if the No Project Alternative is so identified, then another alternative must be selected. Table ES-3 compares the effects of the alternatives to the proposed 2007 RTP. This gross-scale ranking helps to illustrate the relative differences and similarities between alternatives, as well as similarities to the proposed 2007 RTP.

Generally, the Transit Emphasis Alternative would be considered the Environmentally Superior Alternative of the four considered against the 2007 RTP because it allows for comparatively less new construction and greater transit ridership, yet it would do a better job of achieving the goals of moving people and goods than the No Project Alternative.

As noted, the most important goal of the seven identified for the 2007 RTP is to improve mobility by better moving people and goods, and reducing congestion. As compared to the proposed 2007 RTP, the Transit Emphasis Alternative would likely have incrementally fewer impacts to land-based resources because more of the focus would be placed on improving transit

**Table ES-2
Key Indicators of Proposed Project and Alternatives**

Indicators	Existing (2006)	Proposed 2007 RTP	No Project	Transit Emphasis	Transit Emphasis (Urban Core)	Revenue Constrained
Mobility						
Average daily travel time/trip (minutes)	16.9	18.1	20.5	19.0	19.0	19.0
Average work trip daily travel time (minutes)	27.3	29.7	34.2	31.4	31.4	31.5
Work trip average speed (peak period) in auto (mph)	26.4	22.9	20.0	21.7	21.7	21.7
Work trip average travel speed (peak period) in transit (mph)	10.1	11.7	10.2	12.0	11.9	11.1
Accessibility						
Percent of work and higher education trips accessible in 30 minutes (peak periods)	61%	56%	53%	54%	54%	54%
Reliability						
Percent of daily VMT at LOS E or F (peak periods)	19%	20%	32%	25%	24%	25%
Percent of daily VMT at LOS E or F (all day)	11%	13%	22%	16%	16%	16%
Efficiency						
Total 30-year public and private travel costs per trip	\$2.27	\$2.29	\$2.34	\$2.30	\$2.30	\$2.31
Equity						
Average person trip time						
- Low-income population	17.0	18.9	21.8	20.0	19.9	20.0
- Nonlow-income population	17.0	18.0	20.3	18.9	18.9	18.9
- Minority population	16.8	18.0	20.6	19.0	19.0	19.0
- Nonminority population	17.1	18.2	20.4	19.1	19.1	19.1
Livability						
Percent of homes within ½ mile of a transit stop	66%	68%	64%	69%	68%	68%
Sustainability						
On-road fuel consumption per capita (gallons/day)	1.45	1.50	1.53	1.50	1.50	1.51
Smog-forming pollutants per capita (tons/day)	166.2	60.0	60.0	60.7	60.4	59.8
Constrained land used for transit/highway (in acres) ⁽¹⁾	50	155	110	155	155	134

⁽¹⁾ Constrained land defined as areas with steep slopes >25 percent, open space lands including MSCP and proposed MHCP, 100-year floodway, wetlands, CNEL >65 in residential areas.
VMT = vehicle miles traveled
Source: SANDAG 2007a

**Table ES-3
Comparison of Alternatives to the Proposed 2007 RTP**

Issue Area	No Project	Transit Emphasis	Transit Emphasis (Urban Core)	Revenue Constrained
<u>Land Use</u>				
- Loss of Constrained Land	1	3	3	2
- Consistent with smart growth planning efforts	5	3	2	4
Population and Housing	4	3	3	3
Visual	2	2	2	3
<u>Traffic</u>				
- Congestion	5	4	4	4
- Travel Time	4	4	4	4
Air Quality	3	3	3	3
Noise	2	3	3	2
Energy and Climate Change	3	2	2	2
Geology	2	3	3	2
Water Resources	2	2	2	3
Biological Impacts	1	2	2	2
Cultural Resources	1	3	3	2
Hazardous Materials	1	3	4	2
Environmental Justice	4	2	1	3

1 - Much more favorable, 2 - More favorable, 3 - Comparable, 4 - Less favorable, 5 - Much less favorable

instead of building or expanding roads. The proposed 2007 RTP is designed to handle increased numbers of automobiles, trucks, carpools, buses, and trains, as well as other transit. It would get people to and from their destinations more quickly, allow them to spend less travel time in congested (LOS E or F) conditions, and better facilitate international goods movement. The proposed 2007 RTP would, therefore, best achieve the mobility goals identified to best fit regional needs.

This page intentionally left blank.

Executive Summary	1
ES-1 Introduction/Background.....	1
ES-2 Purpose and Scope of the EIR.....	1
ES-3 Project Objectives.....	2
ES-4 Proposed Project.....	3
ES-5 Affected Environment	3
ES-6 Environmental Impacts and Cumulative Impacts.....	4
ES-7 Other CEQA Considerations	4
Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project Is Implemented.....	4
Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented.....	4
Growth Inducing Impact of the 2007 RTP	24
Effects Not Found to Be Significant.....	25
ES-8 Alternatives Summary and Environmentally Superior Alternative	25
Alternatives Comparison	27
Environmentally Superior Alternative.....	27

Error! No table of figures entries found.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts	5
Table ES-2 Key Indicators of Proposed Project and Alternatives.....	28
Table ES-3 Comparison of Alternatives to the Proposed 2007 RTP	29