

# **AMENDMENT TO THE 2021 REGIONAL PLAN**

STATE CLEARINGHOUSE NO. 2022120212

## **SUPPLEMENTAL MITIGATION MONITORING AND REPORTING PROGRAM**

**PREPARED FOR:**

San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101  
Contact: Kirsten Uchitel  
(619) 699-7335

**PREPARED BY:**

ICF  
525 B Street, Suite 1700  
San Diego, CA 92101  
Contact: Court Morgan  
(949) 333-6638

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## **PURPOSE AND INTENDED USE OF THE MITIGATION MONITORING AND REPORTING PROGRAM**

The California Environmental Quality Act (CEQA) requires that an agency adopt a Mitigation Monitoring and Reporting Program (MMRP) prior to approving a project that includes mitigation measures. This MMRP has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

On December 10, 2021, the San Diego Association of Governments (SANDAG) Board of Directors (Board) adopted the 2021 Regional Plan (the approved Plan), Final Program EIR (PEIR) (State Clearinghouse [SCH] No. 2010041061) and a MMRP for the approved Plan (2021 MMRP). Following the adoption of the approved Plan, the SANDAG Board directed staff to prepare a focused amendment to the approved Plan that removes the regional road usage charge (proposed Amendment).

The purpose of this Supplemental MMRP is to ensure the new and revised mitigation measures adopted in the findings of fact for the proposed Amendment Supplemental Environmental Impact Report (SEIR) are implemented, in accordance with CEQA requirements. Once adopted by the SANDAG Board, this Supplemental MMRP will revise one mitigation measure in the 2021 MMRP as well as add one additional mitigation measure. Mitigation measures from the approved Plan PEIR that are not modified by the proposed Amendment and reduce impacts resulting from the proposed Amendment are presented in the 2021 MMRP and will continue to be implemented pursuant to the 2021 MMRP. The SEIR Findings of Fact (Findings) adopts feasible mitigation measures to reduce the significant environmental impacts of the proposed Amendment including the new and revised mitigation measures presented in this Supplemental MMRP and the unchanged mitigation measures presented in the 2021 MMRP.

The 2021 MMRP, in conjunction with and as modified by this Supplemental MMRP, will be implemented by SANDAG and other implementing agencies. The 2021 MMRP clarifies the process for SANDAG and other implementing agencies to ensure these mitigation measures are implemented, and designates responsibility for implementing, monitoring, and reporting mitigation.

## **MITIGATION MEASURES ADOPTED WITH THE PROPOSED AMENDMENT**

Mitigation measures adopted in the proposed Amendment SEIR findings are included in Attachment A, which identifies:

- The content of the mitigation measure
- The timing of implementation:
  - Planning and Project Design
  - Grading/Construction
  - Post Construction
  - Ongoing

- The responsible party:
  - SANDAG
  - Other Transportation Project Sponsors – Transportation or other governmental agencies, including the California Department of Transportation (Caltrans), transit districts, cities, and the County of San Diego, responsible for implementing local or regional transportation network improvements
  - Land Use – Land use agencies, including cities and the County of San Diego, and special districts such as water service providers, responsible for discretionary actions involved in land use and associated infrastructure projects and planning

## **ENFORCEMENT**

CEQA requires mitigation measures to be “fully enforceable” through the use of permit conditions, agreements, or other measures within each Lead Agency’s authority (Public Resources Code 21081.6(b)). The Lead Agency for each future project is responsible for assuring the project-specific mitigation measures it adopts are enforceable.

## **IMPLEMENTATION AND REPORTING**

SANDAG shall designate a staff person to serve as coordinator for overall implementation and administration of this MMRP and for its application to future projects in which SANDAG is the Lead Agency. This person (Coordinator) will also ensure that when SANDAG is the direct source of funding for transportation network improvement projects, SANDAG will require as a grant condition the implementation of the approved Plan and proposed Amendment mitigation measures that are applicable to, and feasible for, the project type being funded.

## **MITIGATION MONITORING STATUS REPORTING**

For those mitigation measures that SANDAG is responsible for implementing or partially implementing, reports on the progress of implementation of these measures will be prepared by staff on an annual basis. The report shall be prepared by the Coordinator and contain the following:

- A list of mitigation measures incorporated into second-tier environmental documents;
- Recommendations for modifications to the MMRP to improve effectiveness; and
- Required modifications to the MMRP to comply with legislation and policies adopted in the previous year (e.g., newly listed threatened species).

Agencies implementing second-tier projects will be responsible for developing their own processes for mitigation monitoring status reporting.

Attachment A  
**Amendment to the 2021 Regional Plan  
Final Supplemental EIR  
Mitigation Monitoring and Reporting Program**

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Mitigation Measure	Implementation Timing				Responsible Party		
	Planning/Design/ CEQA Review	Grading/ Construction	Post-Construction	Ongoing	SANDAG	Transportation Project Sponsor	Land Use Agency/ Special District
<b>Greenhouse Gas Emissions</b>							
<p><b>GHG-5g. Prepare/Develop a Regional Climate Action Plan.</b>                      SANDAG shall prepare a regional Priority Climate Action Plan by April 2024, and a Comprehensive Climate Action Plan by October 2025, that include measures to reduce GHG emissions and help achieve the 2045 targets established by AB 1279 and CARB's Final 2022 Scoping Plan Update.</p>	X			X	X		
<b>Transportation</b>							
<p><b>TRA-2. Achieve Further VMT Reductions for Transportation and Development Projects.</b>                      During the project design and project-level CEQA review phases of transportation network improvements or land use development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should implement project-level VMT reduction measures in addition to those included in the Regional Plan. VMT reducing measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• <b>Require TDM Strategies</b> – SANDAG shall and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should require all transportation network improvements or land use development projects, that are identified to have a significant VMT-related impact, to implement feasible TDM strategies to help offset their impacts. This mitigation measure will further reduce the proposed <del>Plan's Amendment's</del> VMT because the potential VMT reductions associated with four TDM programs, which include pooled rides (private), vanpool, carshare, and the implementation of a regional TDM ordinance, were not incorporated into ABM2+. Strategies such as free shuttles, parking facilities for carshare, and site design features to facilitate walking, biking, and transit can and should be used by land development projects to reduce VMT-related impacts. Additional project-level TDM measures not included in the proposed <del>Plan Amendment</del> can and should also be used, including walking, school bus programs, school pool programs, subsidized transit passes, unbundled parking, preferential parking programs for carpools/vanpools, and bike sharing programs.</li> </ul>	X		X		X	X	X

Mitigation Measure	Implementation Timing				Responsible Party		
	Planning/Design/ CEQA Review	Grading/ Construction	Post-Construction	Ongoing	SANDAG	Transportation Project Sponsor	Land Use Agency/ Special District
<ul style="list-style-type: none"> <li> <b>Reduce Parking Minimums</b> – The County of San Diego, cities, and other local jurisdictions can and should evaluate the feasibility of reducing their currently required parking minimums. Reducing the parking minimums for different land use types, where appropriate, can decrease project-level VMT by up to <del>12.5-13.7</del> percent (CAPCOA <del>2021-2010</del>).                     </li> <li> <b>Implement Additional Active Transportation Facilities Not Included in the Proposed Amendment Plan</b> – To further reduce local VMT-related impacts and take advantage of the regional bike network, SANDAG shall and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should implement additional active transportation facilities that provide connections from the regional bicycle network to local neighborhoods. The proposed <del>Amendment Plan</del> includes funding for Complete Streets investments in Mobility Hub areas including implementation of bicycle and pedestrian facilities that provide local connections throughout Mobility Hub areas; however, the associated VMT reductions from this funding could not be modeled, so this mitigation measure would achieve further VMT reductions. Direct access to bicycle facilities can reduce project-related VMT by <del>0.65-0.8</del> percent, while incorporating new pedestrian facilities can reduce project VMT by up to <del>2-6.4</del> percent (CAPCOA <del>2021-2010</del>).                     </li> <li> <b>Road Diet and Traffic Calming</b> – The County of San Diego, cities, and other local jurisdictions can and should implement road diets or other traffic calming measures within their local roadway network, where feasible, to further reduce VMT-related impacts that may be associated with land development projects or local transportation projects. Road diet and traffic calming measures would also be eligible for Complete Streets funding in Mobility Hub areas. The reduction of existing travel lanes in favor of multi-modal facilities or additional public space can help to calm and deter vehicular trips within an area or along a roadway segment. Traffic calming measures can reduce VMT by 0.5 percent (CAPCOA 2010). It should be noted that the proposed <del>Amendment Plan</del> includes funding, through grants, for local jurisdictions to implement road diets.                     </li> </ul>	X		X		X	X	X