

ATTACHMENT 1B

STATEMENT OF OVERRIDING CONSIDERATIONS AMENDMENT TO THE 2021 REGIONAL PLAN

The San Diego Association of Governments (SANDAG) Board of Directors (Board) adopts and makes this statement of overriding considerations concerning the Amendment to the 2021 Regional Plan's (the Amendment's) unavoidable significant impacts to explain why the Amendment's benefits override and outweigh its unavoidable impacts.

The Final Supplemental Environmental Impact Report (SEIR) has identified and discussed significant effects that would occur as a result of the Amendment. As set forth in the California Environmental Quality Act (CEQA) Findings of Fact (Findings) for the SEIR, SANDAG has made a reasonable and good faith effort to avoid or substantially reduce the significant impacts resulting from the Amendment and has made specific findings on each of the Amendment's significant impacts and on mitigation measures and alternatives. Even with implementation of all feasible mitigation, however, the Amendment will result in significant and unavoidable impacts, both direct and cumulative, to: Air Quality; Greenhouse Gas (GHG) Emissions; Noise and Vibration; and Transportation.

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the significant environmental effects of the Amendment to the extent feasible, having considered the entire administrative record on the Amendment, and having weighed the benefits of the Amendment against its unavoidable adverse impacts after mitigation, the Board hereby finds that the following legal, economic, social, and environmental benefits of the Amendment outweigh its unavoidable adverse impacts and render them acceptable based upon the following considerations. Each benefit set forth below constitutes an overriding consideration warranting approval of the Amendment, independent of the other benefits, despite each and every unavoidable impact.

AMENDMENT BENEFITS

SANDAG developed seven project objectives for the Program EIR (PEIR) for the 2021 Regional Plan to achieve the underlying project purpose of the Regional Plan to address the many regional transportation challenges. The Amendment has the additional objective of removing the regional road usage charge while continuing to meet State and federal planning requirements, regional GHG reduction targets, and federal air quality conformity standards. The Amendment continues to integrate land use planning and transportation improvements and use technology to offer more options for travel and increase safety. Compared to baseline conditions, the outcome is even greater mobility and transportation connectivity by providing transportation options, even as the regional population continues to expand. The Amendment continues to achieve the vision in the following ways:

Community Benefits

- The Amendment will remove the regional road usage charge from the approved Plan which will benefit residents in the San Diego region, including those in disadvantaged communities, who would have had to bear the increased cost of the charge. This is particularly relevant considering the economic challenges posed in the aftermath of the recent pandemic and the more recent rise in inflation.

Greenhouse Gas Emissions and Vehicle Miles Traveled Benefits

- The Amendment will achieve the Senate Bill (SB) 375 (Steinberg, 2008) regional GHG emissions reduction target, reducing 2035 per capita emissions by 19 percent compared to the SB 375 2005 baseline (Final SEIR Section 4.3, *Greenhouse Gas Emissions*).
- The Amendment will result in sustained and continued reductions in total GHG emissions from passenger vehicle and light duty trucks. In 2016, there were 10.9 million metric tons of carbon dioxide equivalent (MMTCO_{2e}) emitted from passenger vehicles and light duty trucks; in 2025, the Amendment will reduce emissions to 8.2 MMTCO_{2e}; in 2035 to 6.2 MMTCO_{2e}; and in 2050 to 6.0 MMTCO_{2e}. (Final SEIR Section 4.3, *Greenhouse Gas Emissions*).
- The Amendment will result in sustained and continued reductions in total GHG emissions from all sources. In 2016, total annual emissions were 25.8 MMTCO_{2e}; in 2025, the Amendment will reduce total annual emissions to 22.2 MMTCO_{2e}; in 2035 to 18.5 MMTCO_{2e}; and in 2050 to 17.8 MMTCO_{2e} (Final SEIR Section 4.3, *Greenhouse Gas Emissions*).
- The Amendment will lower vehicle miles traveled per capita. Daily vehicle miles traveled per capita will decrease by about 13.6 percent, from 18.56 miles per person per day in 2016 to 16.45 miles per person per day in 2050 (Final SEIR Section 4.5, *Transportation*).

Land Use and Housing Benefits

- The Sustainable Community Strategy (SCS) land use pattern uses Mobility Hubs to concentrate future development by incentivizing land uses and transportation infrastructure that maximize the connectivity of the transportation system set out in the 2021 Regional Plan. In 2016, approximately 44 percent of the region's population lived in Mobility Hub areas, but under the SCS land use pattern that number is projected to grow to 53 percent by 2050. With the Amendment, the percentage of the region's population with access to Tier 1 employment centers (employment centers with concentration of more than 75,000 employees) within 30 minutes using transit will grow from 21 percent in 2016 to 36 percent in 2050, and those with access to these employment centers within 45 minutes using transit will grow from 37 percent to 58 percent by 2050. (2021 Regional Plan, Chapter 2, *Sustainable Communities Strategy– A Framework for the Future*).

- The SCS land use pattern addresses the mobility needs of all segments of the population. Thirty-minute transit access to Tier 1 employment centers increases from 21.3 percent to 36.6 percent for minorities and increases from 24.5 percent to 42.1 percent for residents with low incomes by 2050. The percentage of the minority population who can access higher education within 30 minutes by transit increases from 48.4 percent to 58.1 percent by 2050. For low-income populations, the increase is from 51.1 percent to 62.7 percent by 2050. Similar improvements are also found in 15-minute access to retail via transit (2021 Regional Plan, Chapter 2, *Sustainable Communities Strategy– A Framework for the Future*).
- The Amendment will increase the percentage of the low income and minority populations within 30 minutes of jobs and higher education via transit. For the low-income population, the percentage of the population within 30 minutes of an employment center via transit will increase from 86.9 percent in 2016 to 89.8 percent in 2050. The percentage of minority population within 30 minutes of an employment center on transit will increase from 84.9 percent in 2016 to 87.4 percent in 2050. (Attachment 1 to Errata: Amendment Social Equity Analysis, Tables SE4-7, SE4-11, and SE4-13).
- Forecasted growth will become more sustainable over time under the SCS. More than 93 percent of housing growth by 2050 will be multifamily development, as shown in the Series 14 Regional Growth Forecast. This trend towards multifamily development will help the region accommodate the projected housing needs for residents of all income levels in a more environmentally sustainable manner. (2021 Regional Plan, Appendix F).
- The SCS land use pattern protects and preserves about 1.3 million acres of land as open space, more than half (about 55 percent) of the San Diego region’s land area. These open space lands include habitat conservation areas, parks, steep slopes, farmland, floodplains, and wetlands. (Final PEIR, Section 4.15, *Public Services and Utilities*).
- The Amendment has supporting policies to provide the necessary regional funding for the completion of the habitat conservation plans such as the Multiple Species Conservation Plan (MSCP) and Multiple Habitat Conservation Plan; \$3 billion has been identified, which will provide funding for acquisition, management, and monitoring. The Amendment will provide the necessary funding to provide a more sustainable land use pattern for habitat conservation and recovery of endangered species. (2021 Regional Plan, Appendix B, pages B-11–B-15).

Transit, Bicycle/Pedestrian, and Carpool Benefits

- The Amendment’s continued implementation of new transit services combined with the compact land use pattern of the SCS will increase the number of people within a half-mile of a high-quality public transit stop (commuter rail, light rail, or next gen Rapid) from 9.1 percent in 2016 to 35.0 percent in 2050. Similarly, the percentage of jobs within a half-mile of a high-quality public transit stop will increase from 21.8 percent in 2016 to 48.3 percent by 2050. (Attachment A: *Errata to the 2021 Regional Plan*, Table T6.2).

- Similarly, the Amendment will increase the percentage of low income, minority, and senior populations within a half-mile of a high-quality public transit stop. For the low-income populations, 41.0 percent will be within a half-mile of a high-quality public transit service stop by 2050, up from 11.8 percent in 2016. For the minority population, 36.2 percent will be within a half-mile by 2050, up from 10.4 percent in 2016. For seniors, 34.7 percent will be within a half-mile by 2050, up from 8.0 percent in 2016. (Attachment A: *Errata to the 2021 Regional Plan*, Table SE4-15).
- The Amendment will result in a higher mode share for walk, bike, transit, and carpools. By 2050, the walk, bike, transit, and carpool mode share for all trips will be 58.9 percent, up from about 53.6 percent in 2016. Transit mode share will increase from about 1.6 percent in 2016 to about 5.0 percent in 2050. Walk and bike mode share will increase from about 7.8 percent in 2016 to 13.4 percent in 2050. Drive-alone mode share will decrease from 44.7 percent in 2016 to 38.9 percent in 2050. (Attachment A: *Errata to the 2021 Regional Plan*, Table T6.2).
- The Amendment will increase the miles of transit service compared to 2016, including commuter rail, light rail transit, rapid, and bus services, from 94,410 miles in 2016 to 263,005 miles in 2050, an increase of 278 percent. Mileage of high-occupancy vehicle (HOV) and Managed Lanes will also increase from 116 miles in 2016 to 821 miles in 2050, an increase of over 700 percent. Mileage of bicycle facilities will increase from 3,112 miles in 2016 to 3,631.7 miles in 2050, an increase of 16.7 percent. (Final PEIR Section 4.16, *Transportation*).
- Compared to 379,517 daily transit boardings in 2016, the Amendment will more than triple the amount of daily regional transit boardings to 1,191,144 by 2035, with a further increase to 1,372,538 daily boardings by 2050 (Attachment A: *Errata to the 2021 Regional Plan*, Table T6.2).

Safety and Physical Activity Benefits

- The Amendment will upgrade several miles of unprotected bike facilities, specifically 18.1 lane miles of Class III Bike Routes and 66.6 lane miles of Class II Bike lanes, to protected bicycle facilities such as Class I – Multi-Use Pathways and Class IV Cycle Tracks compared to 2016. Upgrading from unprotected to protected facilities would increase cyclist safety. (Final PEIR Section 4.16, *Transportation*).
- Engagement in transportation-related physical activity will increase under the Amendment compared to 2016. Average daily bicycle trips will increase from 113,370 in 2016 to 289,930 in 2050 and average daily walking trips will increase from 1,174,224 in 2016 to 2,117,553 in 2050. (Final SEIR Section 4.5, *Transportation*).
- Time engaged in transportation-related physical activity will increase on a per capita basis from 7.5 minutes per day in 2016 to 13.04 minutes per day by 2050. In addition, only 11.4 percent of the population engaged in 20 minutes or more of transportation-related physical activity in 2016; under the Amendment, this percentage is expected to increase to 20.3 percent by 2050. (Attachment A: *Errata to the 2021 Regional Plan*, Table T6.2).