Appendix M

Alternatives Data

NO-BUILD PROJECTS

No-Build projects are projects that would be built in the region in absence of the 2025 Regional Plan because they are in progress or recently completed and are assumed under Alternative 1 No Project of the alternatives analysis. The No-Build projects for the 2021 Regional Plan are shown in Table M-1.

Table M-1 No-Build Projects

No-Build Projects			
Category	**Project**	**Description**	**Note**
Active Transportation	Pershing Bikeway	Downtown, Golden Hill, Balboa Park, North Park	Completed
Active Transportation	Bayshore Bikeway: Barrio Logan	Barrio Logan, Downtown, 32nd Street Naval Station	Under Construction
Active Transportation	Border to Bayshore Bikeway	Imperial Beach, San Ysidro	Under Construction
Active Transportation	Imperial Avenue Bikeway	East Village, Sherman Heights, Grant Hill, Mountain View	Under Construction
Active Transportation	Inland Rail Trail: Phase 3	Vista	Under Construction
Active Transportation	San Diego River Trail: Stadium Segment	Mission Valley, San Diego State University West	Completed
Active Transportation	Uptown Bikeways: Eastern Hillcrest Bikeways	Hillcrest	Under Construction
Active Transportation	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Mission Hills, Hillcrest, Mission Valley	Under Construction
Active Transportation	North Park/Mid-City Bikeways: University Bikeway	City Heights, Rolando, La Mesa	Under Construction
Active Transportation	Central Avenue Bikeway	City Heights, Normal Heights, Kensington-Talmadge	Under Construction
Active Transportation	North Park/Mid-City Bikeways: Howard Bikeway	North Park, City Heights	Final Design

No-Build Projects			
Category	**Project**	**Description**	**Note**
Active Transportation	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive (E Street–Santa Fe)	Encinitas	Final Design
Active Transportation	North Park/Mid-City Bikeways: Orange Bikeway	North Park, City Heights	Final Design
Active Transportation	Uptown Bikeways: Robinson Bikeway	Hillcrest, North Park	Final Design
Active Transportation	San Diego River Trail: Riverwalk Segment	Mission Valley	Under Construction
Active Transportation	Chollas Creek Bikeway to Bayshore Bikeway	Encanto, Southeastern San Diego, Barrio Logan, and Mid-City (select segments)	Final Design
Active Transportation	Coastal Rail Trail – Gilman Connector	La Jolla, City of San Diego	Final Design
Active Transportation	North Coast Bike Trail	Gilman Drive to San Luis Rey River Trail (select segments)	Final Design
Complete Corridors	I-5 North Coast Corridor (I-5/I-805 Merge to SR 78)	One Carpool/High Occupancy Vehicle (HOV) lane in each direction from Manchester Avenue to Palomar Airport Road. Construction Completion: 2022 One Carpool/HOV lane in each direction from Palomar Airport Road to SR 78. Construction Completion: 2023	CAL09; Completed
Complete Corridors	SR 94/SR 125 Interchange/Arterial Improvements	Add auxiliary lanes	CAL68
Complete Corridors	SR 52 Operational Improvements	Santo Road to I-15 eastbound auxiliary lanes	CAL536
Complete Corridors	SR 11 (SR 125 to Enrico Fermi Drive)	New roadway between SR 125 and Enrico Fermi Drive	V11 (SANDAG ID: 1201101, 1201102, 1201103, 1201105)

No-Build Projects			
Category	**Project**	**Description**	**Note**
Complete Corridors	SR 11/SR 905 Connectors	Southbound SR 125 to southbound SR 905 and southbound SR 125 to eastbound SR 11	CAL325A; Completed
Complete Corridors	SR 125/SR 905 Connector	South to west	CC148/CAL38C; Completed January 2022
Complete Corridors	SR 56 HOV Lanes–Phase I only	Phase I: Final design and construction of HOV operational lanes in the east and westbound directions on SR 56 from El Camino Real to Carmel Valley Road.	CAL114; Completed July 2024
Transit	Rapid 227	Otay Mesa to Imperial Beach	In service
Transit	Los Angeles – San Diego – San Luis Obispo (LOSSAN) Corridor Double Tracking	San Diego to Oceanside	SAN29, 64, 66, 73, 114, 119, 132
Transit	Copper Line	The Copper Line (East County Connector) service replaced the existing Green and Orange Line Trolley Service north of El Cajon Transit Center. Riders traveling north of El Cajon transfer to the Copper Line at the El Cajon Transit Center (where both the Green and Orange Line service stops).	Opened September 2024
Transit	COASTER Convention Center Station	COASTER route extension to a new station at the downtown San Diego Convention Center	Construction anticipated to start in 2025 with expected completion in 2029
Goods Movement	Otay Mesa CVEF Modernization	Otay Mesa Port of Entry (POE) Commercial Vehicle Enforcement Facility (CVEF) modernization: Improvements to the CVEF to reflect GSA's proposed Otay Mesa POE Modernization Project	Completed December 2023

Table M-2 Performance Measures for Alternatives Considered in Detail in this EIR

			Base	Proposed Plan		Alternative 1 No Project		Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions		Alternative 3 Focused Growth, Higher Parking and Managed Laes, and Free Transit	
Supporting Measures		Scenario ID	261	263	283	293	295	305	304	307	308
Measure	**Performance Measure and Description**	**Modes or Units**	**2022**	**2035**	**2050**	**2035**	**2050**	**2035**	**2050**	**2035**	**2050**
	Access to High Schools										
Access to High Schools	% of population within 30 minutes of high schools	Transit - accessed by walk or microtransit/NEV	77.5%	81.2%	81.9%	77.5%	77.7%	81.7%	82.4%	81.8%	82.5%
	Coastal Access										
Coastal Access	% of population within 30 minutes of the coast	Microtransit/NEV	0.8%	6.4%	6.3%	0.9%	0.9%	6.2%	6.1%	6.2%	6.1%
	% of population within 30 minutes of the coast	Transit - accessed by walk or microtransit/NEV	21.5%	27.2%	27.6%	22.7%	22.6%	26.5%	27.0%	27.8%	28.5%
	% of population within 30 minutes of the coast	Drive alone	93.7%	94.7%	94.9%	94.0%	94.4%	93.7%	93.9%	94.9%	95.2%
	% of population within 45 minutes of the coast	Microtransit/NEV	0.8%	6.4%	6.3%	0.9%	0.9%	6.2%	6.1%	6.2%	6.1%
	% of population within 45 minutes of the coast	Transit - accessed by walk or microtransit/NEV	35.2%	47.2%	50.9%	37.1%	37.5%	46.1%	50.1%	48.1%	52.1%
	% of population within 45 minutes of the coast	Drive alone	98.6%	98.7%	98.7%	98.6%	98.7%	98.5%	98.5%	98.7%	98.8%
	Mode Share by Work Trips & All Trips										
Mode Share by Work Trips & All Trips	% of work trips during peak period	Bike & walk	5.2%	6.1%	7.1%	5.8%	6.2%	6.8%	8.1%	6.6%	8.0%
	% of work trips during peak period	Carpool	8.0%	9.1%	9.9%	8.0%	8.0%	10.6%	11.9%	10.4%	11.6%
	% of work trips during peak period	Drive alone	84.5%	81.0%	79.0%	83.7%	83.3%	78.3%	75.2%	78.4%	75.3%
	% of work trips during peak period	Other (TNC, Micromobility, Taxi, School bus)	1.0%	1.0%	1.1%	1.1%	1.2%	1.1%	1.2%	1.1%	1.2%
	% of work trips during peak period	Transit	1.4%	2.7%	2.9%	1.4%	1.3%	3.1%	3.5%	3.4%	3.8%
	% of work trips all day	Bike & walk	12.5%	13.7%	15.1%	13.2%	14.1%	14.5%	16.4%	14.4%	16.2%
	% of work trips all day	Carpool	9.5%	10.5%	10.8%	9.3%	8.9%	11.9%	12.7%	11.7%	12.4%

			Base	Proposed Plan		Alternative 1 No Project		Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions		Alternative 3 Focused Growth, Higher Parking and Managed Laes, and Free Transit	
Supporting Measures		Scenario ID	261	263	283	293	295	305	304	307	308
	% of work trips all day	Drive alone	76.2%	73.0%	71.0%	75.5%	75.0%	70.4%	67.3%	70.4%	67.5%
	% of work trips all day	Other (TNC, Micromobility, Taxi, School bus)	0.8%	0.8%	0.9%	0.9%	1.0%	0.9%	1.0%	0.9%	1.0%
	% of work trips all day	Transit	1.0%	2.1%	2.2%	1.0%	1.0%	2.4%	2.6%	2.6%	2.9%
	% of all trips	Bike & walk	16.2%	17.8%	19.9%	17.1%	18.3%	19.3%	22.0%	19.2%	21.9%
	% of all trips	Carpool	33.6%	32.5%	31.8%	31.9%	30.9%	33.1%	32.5%	32.8%	32.2%
	% of all trips	Drive alone	48.0%	46.3%	44.8%	48.8%	48.8%	43.9%	41.5%	43.8%	41.5%
	% of all trips	Other (TNC, Micromobility, Taxi, School bus)	0.9%	0.9%	0.9%	0.9%	0.9%	1.0%	1.0%	1.0%	1.0%
	% of all trips	Transit	1.3%	2.5%	2.6%	1.2%	1.2%	2.8%	3.0%	3.2%	3.4%
	Access to Rail or Next Gen Rapid Transit Stops										
Access to Rail or Next Gen Rapid Transit Stops	People within 0.5 miles of a rail transit stop	Number	211,255	262,819	389,592	256,587	268,014	272,261	416,386	272,261	416,386
	People within 0.5 miles of a rail transit stop	Percent	6.4%	7.7%	11.5%	7.5%	7.9%	8.0%	12.3%	8.0%	12.3%
	People within 0.5 miles of a Next Gen Rapid transit stop	Number	229,729	1,080,349	1,115,260	301,483	314,928	1,108,490	1,147,966	1,108,490	1,147,966
	People within 0.5 miles of a Next Gen Rapid transit stop	Percent	7.0%	31.8%	32.8%	8.9%	9.3%	32.6%	33.8%	32.6%	33.8%
	People within 0.5 miles of either a rail or Next Gen Rapid transit stop	Number	374,375	1,149,392	1,190,123	463,228	488,289	1,174,762	1,220,381	1,174,762	1,220,381
	People within 0.5 miles of either a rail or Next Gen Rapid transit stop	Percent	11.4%	33.8%	35.0%	13.6%	14.4%	34.6%	35.9%	34.6%	35.9%
	Job Access to Rail or Next Gen Rapid Transit Stops										
Job Access to Rail or Next Gen Rapid Transit Stops	Jobs within 0.5 miles of a rail transit stop	Number	318,514	352,636	453,198	341,509	363,907	352,738	456,721	352,738	456,721
	Jobs within 0.5 miles of a rail transit stop	Percent	14.9%	15.8%	19.1%	15.3%	15.3%	15.8%	19.2%	15.8%	19.2%

Supporting Measures			Scenario ID	Base 261	Proposed Plan 263	283	Alternative 1 No Project 293	295	Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions 305	304	Alternative 3 Focused Growth, Higher Parking and Managed Laes, and Free Transit 307	308
	Job within 0.5 miles of a Next Gen Rapid transit stop	Number		269,595	1,002,415	1,062,130	301,281	324,701	1,002,631	1,064,438	1,002,631	1,064,438
	Job within 0.5 miles of a Next Gen Rapid transit stop	Percent		12.6%	44.9%	44.8%	13.5%	13.7%	44.9%	44.9%	44.9%	44.9%
	Jobs within 0.5 miles of either a rail or Next Gen Rapid transit stop	Number		460,293	1,075,564	1,143,536	496,999	535,223	1,075,685	1,145,901	1,075,685	1,145,901
	Jobs within 0.5 miles of either a rail or Next Gen Rapid transit stop	Percent		21.5%	48.2%	48.2%	22.3%	22.6%	48.2%	48.3%	48.2%	48.3%
	Access to Bike Facilities											
Access to Bike Facilities	People within 0.25 miles of a bike facility (class I and II, cycletrack or bike boulevard)	Number		2,342,185	2,606,521	2,941,142	2,532,919	2,527,806	2,619,857	2,954,033	2,619,857	2,954,033
	People within 0.25 miles of a bike facility (class I and II, cycletrack or bike boulevard)	Percent		71.3%	76.7%	86.5%	74.5%	74.4%	77.1%	86.9%	77.1%	86.9%
	Daily Transit Boardings											
Daily Transit Boardings	Number of boardings on a typical weekday	Rail		125,148	235,897	276,589	135,777	133,401	267,540	318,923	334,663	396,427
	Number of boardings on a typical weekday	Next Gen Rapid		28,577	250,909	261,702	31,369	31,621	277,992	295,065	388,316	401,979
	Number of boardings on a typical weekday	Local Bus and Express Bus		131,515	210,117	217,259	127,933	124,793	233,042	245,481	328,134	338,554
	Number of boardings on a typical weekday	All transit boardings		285,239	696,923	755,550	295,078	289,814	778,574	859,469	1,051,113	1,136,960
	Transportation Related Physical Activity											
Transportation Related Physical Activity	Total time engaged in transportation related physical activity per capita	Minutes		12.21	13.61	15.56	12.39	13.12	14.74	17.44	14.79	17.46
	% of population engaged in 20 minutes or more of transportation related physical activity	Percent		16.5%	18.3%	20.0%	16.7%	17.4%	19.7%	22.1%	19.9%	22.3%

Supporting Measures		Scenario ID	Base 261	Proposed Plan 263	283	Alternative 1 No Project 293	295	Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions 305	304	Alternative 3 Focused Growth, Higher Parking and Managed Laes, and Free Transit 307	308
	Transportation System Use Costs										
Transportation System Use Costs	% of income consumed by out-of-pocket transportation costs	N/A	9.2%	9.0%	9.4%	8.0%	8.0%	9.7%	10.1%	9.5%	9.9%
	Change in % of income consumed by out-of-pocket transportation costs	N/A	N/A	-0.2%	0.2%	-1.2%	-1.2%	0.6%	0.9%	0.3%	0.7%
	Average Particulate Matter ($PM_{2.5}$)										
Average Particulate Matter ($PM_{2.5}$)	Average exposure to $PM_{2.5}$ per capita	N/A	4.49	4.67	4.82	4.77	4.98	4.68	4.75	4.70	4.78
	Average Commercial Vehicle & Truck Travel Times										
Average Commercial Vehicle & Truck Travel Times	Average trip travel time for commercial vehicles and trucks to/from freight distribution hubs	Minutes	15.41	14.86	14.92	15.54	15.61	15.27	15.35	14.76	14.80
	Truck Travel Time Index (TTI) by Facility Type										
Truck Travel Time Index (TTI) by Facility Type	Highway (SHS*)	N/A	1.08	1.08	1.09	1.09	1.09	1.07	1.08	1.08	1.09
	Arterial	N/A	1.20	1.15	1.15	1.21	1.21	1.14	1.14	1.15	1.14
	Highway (SHS) + Arterial	N/A	1.13	1.11	1.11	1.14	1.14	1.10	1.10	1.11	1.11
	Average Heavy Duty Truck Delay by Facility Type										
Average Heavy Duty Truck Delay by Facility Type	All day - All Heavy Duty (HHD + MHD + LHD*)	Highway (SHS)	4,808	5,300	6,506	5,975	6,863	4,899	6,065	5,332	6,847
	All day - All Heavy Duty (HHD + MHD + LHD)	Arterial	21,867	19,458	20,840	25,461	27,823	18,141	19,624	18,671	20,299
	AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)	4,698	5,108	6,199	5,790	6,622	4,740	5,791	5,160	6,556
	AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Arterial	11,043	10,186	10,614	12,715	13,695	9,446	9,928	9,729	10,249

Supporting Measures			Scenario ID	Base 261	Proposed Plan 263	283	Alternative 1 No Project 293	295	Alternative 2 Focused Growth, Higher Parking, and Arterial and Freeway Speed Reductions 305	304	Alternative 3 Focused Growth, Higher Parking and Managed Laes, and Free Transit 307	308
	VMT Measures											
VMT Measures	Total VMT - All vehicle classes – regionwide (SB-375)	Miles		77,181,443[1]	81,005,512	81,524,632	83,026,484	84,788,117	78,267,928	78,141,172	78,581,477	78,548,469
	VMT per capita - All vehicle classes - regionwide (SB-375)	Miles		23.70[1]	23.83	23.99	24.43	24.95	23.03	22.99	23.12	23.11
	Total Home-Based[2] VMT - regionwide (SB-743)	**Miles**		**55,079,359[1]**	**54,207,745**	**52,305,792**	**56,362,440**	**55,504,720**	**52,044,065**	**49,438,503**	**52,206,695**	**49,633,716**
	Home-Based[2] VMT per capita - All vehicle classes - regionwide (SB-743)	**Miles**		**16.88[1]**	**15.95**	**15.39**	**16.58**	**16.33**	**15.31**	**14.55**	**15.36**	**14.61**

*State Highway System

*Heavy-heavy-duty, medium-heavy-duty, and light-heavy-duty

[1]VMT numbers are based on Base Year 2019 conditions, as prescribed by the 2022 Scoping Plan.

[2]Home-Based VMT: VMT Generated by trips that either start or end at the home

Table M-3 SB 375 GHG Reductions for Alternatives Considered in Detail in this EIR

Database Scenario ID	Proposed Plan 2035	Proposed Plan 2050	Alternative 1 (No Project) 2035	Alternative 1 (No Project) 2050	Alternative 2 2035	Alternative 2 2050	Alternative 3 2035	Alternative 3 2050
Population	3,399,211	3,398,581	3,399,211	3,398,581	3,399,207	3,398,222	3,399,207	3,398,222
SB 375 VMT (passenger cars, light-duty trucks and medium-duty trucks) LDA, LDT1, LDT2, MDV	73,470,665	73,320,780	75,731,422	76,818,796	70,977,084	70,112,065	71,107,254	70,330,602.10
SB 375 VMT / Person	21.6	21.6	22.3	22.6	20.88	20.63	20.92	20.70
External to External VMT (including External VMT from CBX Airport Model)	1,356,172	1,551,468	1,363,462	1,543,257	1,357,410	1,542,821	1,358,879	1,542,759
External to External VMT Reduction	1.8%	2.1%	1.8%	2.0%	1.9%	2.2%	1.9%	2.2%
SB 375 CO_2 Emissions (tons)	35,311	35,300	36,921	37,477	33,389	33,011	34,146	33,796.00
SB 375 CO2 Emissions without E-E VMT (tons)	34,659	34,553	36,256	36,724	32,750	32,284	33,493	33,055
SB 375 CO_2 Emissions without E-E VMT/ Person (lbs)	20.39	20.33	21.33	21.61	19.27	19.00	19.71	19.45
Per Capita Reduction for 2005	**21.57%**	**21.79%**	**18.0%**	**16.9%**	**25.9%**	**26.9%**	**24.2%**	**25.2%**
Induced Demand SB375 VMT Added	712,116	766,360			712,116	766,360	712,116	766,360
Off-Model Calculators VMT Reduction								
Vanpool	235,993	248,144			235,046	250,433	240,278	306,351
Carshare	121,689				125,069		125,069	
Total VMT Reduction	357,682	248,144			360,115	250,433	365,348	306,351

Database Scenario ID	Proposed Plan 2035	Proposed Plan 2050	Alternative 1 (No Project) 2035	Alternative 1 (No Project) 2050	Alternative 2 2035	Alternative 2 2050	Alternative 3 2035	Alternative 3 2050
SB 375 VMT / Person Reduction	0.11	0.07			0.11	0.07	0.11	0.09
SB 375 VMT per Capita Reduction (%)					-18%	-19%	-17%	-18%
Off-Model Calculators CO_2 Reduction (Tons)								
Vanpool	67.7	66.4			67.5	67.0	69.0	69.6
Carshare	34.7				35.7		35.7	
SB 375 CO_2 Emissions Total Reduction (Tons)	**102.5**	**66.4**			**103.2**	**67.0**	**104.7**	**69.6**
SB 375 CO_2 Emissions Reduction/ Person (lbs)	0.06	0.04			0.06	0.04	0.06	0.04
Off-Model CO_2 Reduction per capita (%)	0.23%	0.15%			0.23%	0.15%	0.24%	0.16%
Per Capita Reduction from 2005 with Off-Model Calc	**21.80%**	**21.94%**	**17.95%**	**16.88%**	**26.12%**	**27.07%**	**24.44%**	**25.33%**
ARB Adjustment for EMFAC 2007 - 2014	-1.70%	-1.60%	-1.70%	-1.60%	-1.70%	-1.60%	-1.70%	-1.60%
Induced Demand CO_2 (Tons) Reduction	-342.3	-369.6			-342.3	-369.6	-342.3	-369.6
Induced Demand CO_2 Per Capita Reduction	-0.77%	-0.84%			-0.77%	-0.84%	-0.77%	-0.84%
Per Capita Reduction from 2005	**19.32%**	**19.51%**	**16.3%**	**15.3%**	**23.6%**	**24.6%**	**22.0%**	**22.9%**
			-3.07%	-4.23%	4.32%	5.13%	2.64%	3.39%
Targets	**19%**	**19%**	**19%**	**19%**	**19%**	**19%**	**19%**	**19%**

Table M-4 EMFAC 2017 On-road Output Summary for Alternatives Considered in Detail in this EIR

Scenario	Scenario ID	Annual CO_2 Total	Annual $PM_{2.5}$ Total	Annual PM_{10} Total	Annual Gasoline	Annual Diesel	Summer ROG Total	Summer NOx Total	Winter CO Total
		Tons/Day	Tons/Day	Tons/Day	Thousands Gallons/Day	Thousands Gallons/Day	Tons/Day	Tons/Day	Tons/Day
2022	**261**	**32,147**	**5.73**	**19.39**	**2,814**	**538.09**	**13.02**	**22.79**	**102.88**
Proposed Plan-2035	**263**	**24,993**	**5.62**	**19.47**	**2,079**	**521.11**	**7.57**	**9.81**	**75.98**
Proposed Plan-2050	**283**	**23,935**	**5.56**	**19.38**	**1,954**	**530.92**	**6.02**	**7.5**	**71.06**
Alternative 1 (no project)-2035	**293**	**25,371**	**5.74**	**19.93**	**2,149**	**486.51**	**7.83**	**9.95**	**70.82**
Alternative 1 (no project)-2050	**295**	**24,559**	**5.77**	**20.13**	**2,050**	**497.12**	**6.32**	**7.71**	**66.72**
Alternative 2-2035	**305**	**23,992**	**5.43**	**18.81**	**1,999**	**498.22**	**7.29**	**9.31**	**74.28**
Alternative 2-2050	**304**	**22,877**	**5.33**	**18.57**	**1,861**	**513.40**	**5.73**	**7.14**	**68.98**
Alternative 3-2035	**307**	**24,346**	**5.45**	**18.90**	**2,015**	**516.59**	**7.34**	**9.65**	**73.93**
Alternative 3-2050	**308**	**23,238**	**5.37**	**18.69**	**1,878**	**532.04**	**5.78**	**7.41**	**68.79**

This table only includes on-road vehicle exhaust and road dust emissions.