

## ATTACHMENT 1B

### STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE 2030 REGIONAL TRANSPORTATION PLAN

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

SANDAG hereby declares that the Environmental Impact Report (EIR) has identified and discussed significant effects that may occur as a result of the Project. With implementation of the mitigation measures discussed in the EIR, these effects can be mitigated to a level of less than significant except for irreversible significant impacts as discussed in Section IV of these Findings. Significant unavoidable and unmitigable impacts would occur to land use, visual resources, energy, and biological resources and there would be cumulatively significant impacts to land use, visual resources, air quality, noise, energy, global climate change, geology/paleontology, water resources, and biological resources, cultural resources, hazards and hazardous materials.

SANDAG hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project.

SANDAG hereby declares that to the extent any mitigation measures recommended in the EIR could not be incorporated, such mitigation measures are infeasible because they would impose restrictions on the Project that would prohibit the realization of specific legal, economic, social, and other benefits that SANDAG finds outweighs the unmitigated impacts. SANDAG further finds that except for the Project, all other alternatives set forth in the EIR are infeasible because they would prohibit the realization of Project objectives and/or of specific legal, economic, social, and other benefits that SANDAG finds outweigh any environmental benefits of the alternatives.

SANDAG hereby declares that, having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the proposed mitigation measures, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, SANDAG has determined that the following legal, economic, social, and environmental benefits of the Project outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following considerations:

#### ***Project Benefits:***

At the core of the 2030 RTP are seven broad policy goals that address the project's long-term mobility needs to better connect transportation and land use policy decisions and to create a transportation network that would serve the region through the year 2030. The 2030 RTP achieves these goals in the following manner:

- The 2030 RTP achieves increased mobility by improving the movement of people and goods. Average travel times are 1 minute longer than current conditions, even with 1 million more people and a half-million more jobs in 2030. The average automobile travel speed for work trips during peak periods would be 23 miles per hour (mph) under the 2030 RTP network. Commuters using the extensive Managed/HOV lane system will benefit from the higher average speeds.
- Average travel speed would also be improved for transit travel under the 2030 RTP. Transit work trips are 2 mph faster than current conditions with an average speed of 12 mph.
- The 2030 RTP improves the reliability of the transportation system in 2030 by reducing congestion of the freeway network. The 2030 RTP would reduce the percentage of daily vehicle miles traveled at LOS E (or worse) from 21 percent under no build conditions to 12 percent.
- The 2030 RTP would also benefit freeway congestion during peak periods in 2030. The 2030 RTP's peak period vehicle miles traveled at LOS E (or worse) would be 19 percent, which is 13 percent less compared to no build conditions. This would improve accessibility to major employment and other regional activity centers.
- The 2030 RTP would reduce the peak-period travel by single occupant vehicles and encourage the use of alternative transportation modes. The proposed project provides support for alternative modes of transportation. The 2030 RTP would result in 69 percent of homes within 0.5 mile of a transit stop. The significant expansion of regional transit services would increase the transit ridership; daily transit passenger miles (2.9 million) are 1 million miles longer than current conditions. In addition, 79 percent of jobs will be located within 0.25 mile of a transit stop.
- The 2030 RTP would result in a higher work trip mode split during peak periods among carpool, transit, and bike/walk trips. Under the 2030 RTP, 22.2 percent of peak period work trips would be non-drive-alone trips, whereas, currently, only 18.9 percent are non-drive-alone trips. The mode split for transit in the 2030 RTP is 7.3 percent.
- The 2030 RTP would better improve access to employment, shopping, and services in all parts of the region. The proposed project would bring home, work, and services together and help eliminate the need for long commuter trips. This is consistent with SANDAG's regional growth management strategy effort, the Regional Comprehensive Plan, and with the 2030 Regional Growth Forecast, as well as the movement of local jurisdictions to a smart growth land use pattern.
- The 2030 RTP would provide a well-balanced mix of freeway and arterial improvements to reduce regional and local congestion and transit improvements to increase ridership and provide enhanced public transportation opportunities.



- Air quality emissions in 2030 are dramatically reduced compared to current conditions, reflecting improvement in fuels and emissions technologies over time. Smog forming pollutants would be reduced from 0.020 tons per day per capita for current conditions to 0.005 tons per day per capita under the 2030 RTP.

SANDAG hereby declares that the foregoing benefits provided to the public through approval and implementation of the EIR outweigh the identified significant adverse environmental impacts of the Project that cannot be mitigated. SANDAG finds that each of the Project benefits outweighs the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts acceptable.